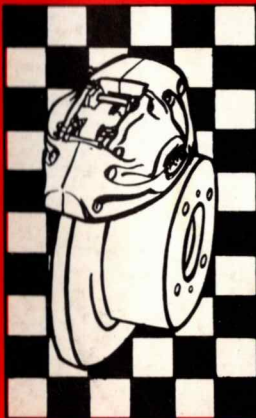


AUGUST 1973



BULLETIN



Repco

COMPETITION
Disc Pads

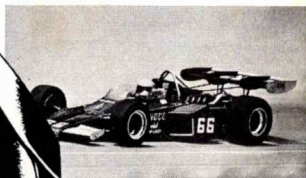
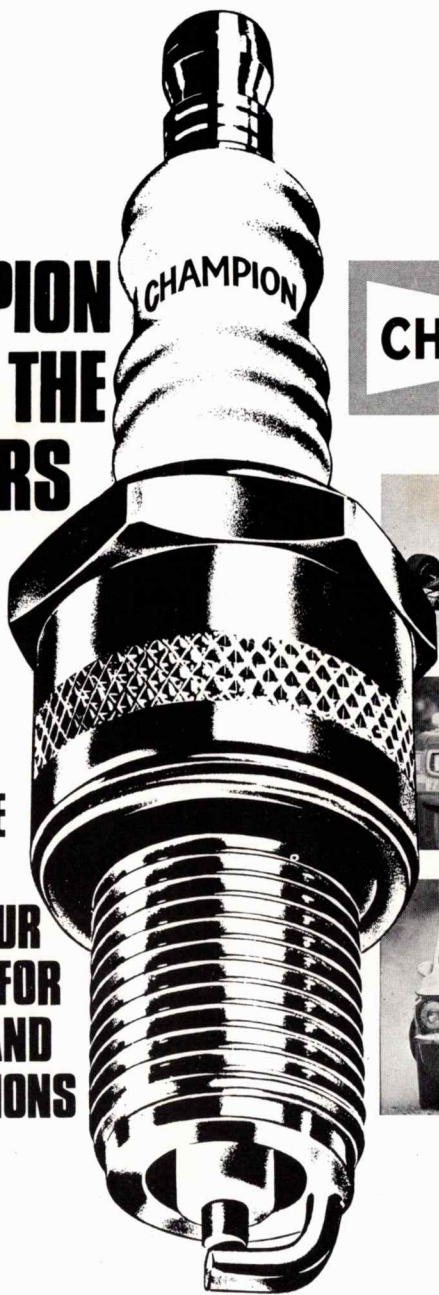
CHAMPION POWERS THE WINNERS

1st, 2nd, 3rd 1972
INDIANAPOLIS 500

ALL STARTERS 1972
BENSON & HEDGES 500

ALL STARTERS
1972 HEATWAY RALLY

**PERFORMANCE
PROVEN
RIGHT FOR YOUR
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. 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.



JUDY HANBURY/MARY CARNEY (MARINA) WHO FINISHED A CREDITABLE 27TH OVERALL IN THE 1973 HEATWAY RALLY - HOPU HOPU AUTOCROSS.

COVER PHOTO SHEKHA MEHTA/WAYNE JONES (DATSUN 180B) 3RD PLACE OVERALL 1973 HEATWAY RALLY. THIS PHOTOGRAPH WAS TAKEN AT LOWRY PEAKS - DIVISION 3.

PHOTOS - JACK INWOOD

COMING EVENTS



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 AUGUST - FRIDAY - FEATURE FILM EVENING

"The Owl and the Pussy Cat", a comedy starring Barbara Streisand and George Segal screens at the Clubrooms at 8.00 p.m. Duration 2-2½ hours. Supper provided, refreshments available. Donation 70 cents per person.

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

This popular weekend run begins from the Clubrooms at 9.00 a.m. E.T.A. at Rotorua will be around 3.00 p.m. A social will be held on the Saturday night and the simple return trial on Sunday will finish at the Clubrooms at approximately 3.30 p.m. It is regretted that entries cannot be accepted on the day. All enquiries should be directed to Mrs Val Martin, Phone 566-437.

8TH AUGUST - WEDNESDAY EVENING - POOL, TABLE TENNIS, DARTS

CHALLENGE - The Northern Sports Car Club have thrown down the gauntlet and the challenge has been accepted by your Club. The 'furor' will begin at 8.00 p.m. at the N.S.C.C. Clubrooms, Mt Richmond Domain, and all our Club's expert and not-so-expert players will be required to uphold the Auckland Car Club's honour. Supporters and cheer-leaders have also been invited to attend this evening.

16TH AUGUST - THURSDAY - CLUB NIGHT & FILM EVENING

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

19TH AUGUST - SUNDAY - CLUB CIRCUIT RACE MEETING - PUKEKOHE

.75 mile Circuit. Races will be held for sports cars, standard production saloons, modified saloons, Mini 7,

Formula Vee, Formula Ford, etc. Scrutineering and documentation between 9.30 a.m. and 11.00 a.m. Practice commences 12 noon. Racing commences 1.00 p.m.

Usual racing requirements are called for, including current Competition Licence and Medical Certificate. (Remember these expire on the 31st July). Entries (\$1.00) close on Friday 10th August with Miss C.E. Dewar, Telephone 588-274 (private) or by post to 273 Kapa Road, Mission Bay. Late Entries (\$2.00) can only be accepted to fill certain under-subscribed races. Under 20 year olds require their entry forms to be signed by a parent or guardian. Light foods, soft drinks, coffee, etc. will be available at the Circuit and the Pit Stop Bistro Bar will be open for meals at the Clubrooms after the event. Marshals required. Please 'phone Eric Mallard 677-519 (home).

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

9TH SEPTEMBER - SUNDAY - RALLY

Rally Enthusiasts, keep this date free!! Full details in next month's Bulletin.

23RD SEPTEMBER - SUNDAY - HILLCLIMB

To be held at Chamberlain Road, Bombay. Further details in September's Bulletin.



**OPEN &
INVITATION**

4TH AUGUST - SATURDAY - CRAIK MOTORS TRIAL

A Mercury Trophy Trial which starts at Te Awamutu at 10.30 a.m. Duration approximately six hours. Late entries accepted up till 10.00 a.m. on the day. Organised by the Te Awamutu Car Club.

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

A six hour event. Starts N.Z.M.C. Symonds Street at 10.00 a.m. Entries close on Friday, 3rd August. Enquiries to C. Rodliffe, Phone 581-237 or M. McIvor, Phone 599-131. Organised by the M.G. Car Club.



TYRES

DUNLOP

RETREADS

25TH AUGUST - SATURDAY - AUCKLAND CAR CLUB SPRING INVITATION
MERCURY TROPHY TRIAL. Starts at Seabrook Fowlds (Papakura) Limited, Great South 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.

26TH AUGUST - SUNDAY - INVITATION HILLCLIMB

Organised by the Pukekohe Car Club, this event will be held on the Bright Road (sealed) venue. Entries on the day until 10.00 a.m.

15TH SEPTEMBER - SATURDAY - 1973 BENSON & HEDGES MOTOR RACE MEETING - The Benson & Hedges 500 mile Race for New Zealand assembled saloon cars starts at 1.00 p.m. Also preliminary race - MAYFAIR FILTER 100 - for manufacturers' super production cars. Start time for this race is 11.00 a.m. Practice - Friday 14th September. Entries close on Thursday 2nd August, 1973. Late entries close on Thursday 23rd August. See separate advertisement in this Bulletin for further particulars.

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, carburetors, 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.

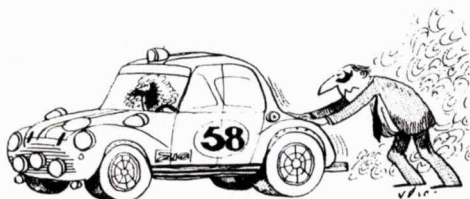
Wildcat

THE MOTORIST CENTRE



Authorised Dealers display this symbol.
WILDCAT is a member of the GRIFFITHS GROUP OF COMPANIES.

SPENCE'S SUNDAY SCREWBALL TRIAL



On turning left out of the clubrooms we had completed our first instruction correctly, which must have been one of the few we got correct, as we then drove the length of Richardson and Hillsborough Roads, both ways, looking for the name of a pussy's home. We found it and then travelled through the back of Onehunga, into Church Street, down to the Stock-car track, back up to Church Street and from here to One Tree Hill to the old cottage there, to find the year it had moved. On to Royal Oak and past Logan Park, which is part of the Associated Motel Group, or so the baggage boy at the front door told us. Our next check was to get the number in the driveway of the house next to the Commercial Travellers' Club. On looking down the drive, there was a clock painted on the front of the garage with one had on two and one on five. As this house was number 25 we thought this was unique, so drew a clock on the Driver's Card thinking nobody else would see it we drove off - nobody else did see it because we were the only car there at twenty five past two.

At this stage we had filled in approximately 18 lines and had nearly finished our first card so were doing remarkably well. It was then on to Panmure, via the unsignposted Ireland Rd, to count the number of window panes (not door panes) in the old cottage.

Having got one unmanned check up to date (never to get any more) the instructions took us through to a slow drive along the waterfront, looking at all the little plaques from St. Heliers to Mission Bay just to find out when the first scheduled crossing was made by Tasman Airways. It was then up through town to Hobson Street, Karangahape Road, and Queen Street and back along Dominion Road to the Clubrooms via Denbeigh Avenue. Due to bad light and the traffic crossing Mt Albert Road we didn't even see the manned check, so the newcomers to trialling, who we were teaching, learn't a great fat nothing that day.

Thanks go to Peter Chapman who originally plotted the event and also to Spencer Pearce who finally screwballed it.

Well done Phil Jukes on winning the event and it looks like your daughter has taken over her brother's position as navigator.

DING A LING



GET WITH **DUNLOP**



CRAFTY CROMBIE'S SOUTH ISLAND CAPERS

Slowly yours truly finds out exactly what the purple book prohibits. I say this because it seems you need South Island eyes to read the book and anything is on provided it isn't specifically prohibited. Have had another coaching lesson in trialling. Last month Ross Haldane and Bob Kidd showed their fantastic technique and this month John Gallagher showed his technique as a result of which yours truly and Charlie Crooks were the only North Islanders to win a trial in the South Island. This year John is navigating for Bierne of Greymouth, who is poised to win the Gold Star series, and he showed us this trick of saturation trialling which virtually means, check out every road and you'll find every check (providing you get them in the right order).

After looking at Te Anau, Queenstown and Invercargill, we arrived in Dunedin for the Triumph Automobile Association's Gold Star Trial sponsored by Hi Fi Specialists and AWA. The T.A.A., who had MANZ dispensation for a lesser amount of prize money, stated beforehand that "there will not be as much prize money as the TISCO but it will be more fun".

This was their first Gold Star and a very keen set of plotters put on what was to my mind the best of the three in the South Island Gold Star Trials, and excellent though it was - I still preferred the TISCO!



~~~~~

The R.A.T.E.C. Gold Star Trial, sponsored appropriately enough by City Wrecking Company, traversed approximately 250 miles using the same roads over and over again. No results are available yet as the whole mapreading section is subject to at least two very serious protests because JNC was quoted JCN (I have since learnt that the whole section, not one check, was scrubbed because one instruction was wrong!!)

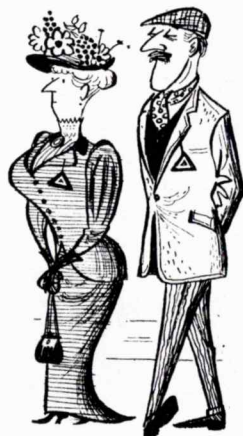
The weather has taken a turn for the better - it had better stay that way as petrol is scarcer than hen's teeth and the ferries for getting back are almost non-existent now and we may never get back to the North Island.

If you thought the Castrol was tough on cars - down here two cars were demolished, whilst parked, plotting, when a truck wrote them off. In the melee a check was hastily removed before the law arrived and of course we were not told. Three quarters of an hour later we caught up to and pleaded with the trail car to be told what it was and what instruction were we up to please  
.....??



# OLD TIME SOCIAL & DANCE

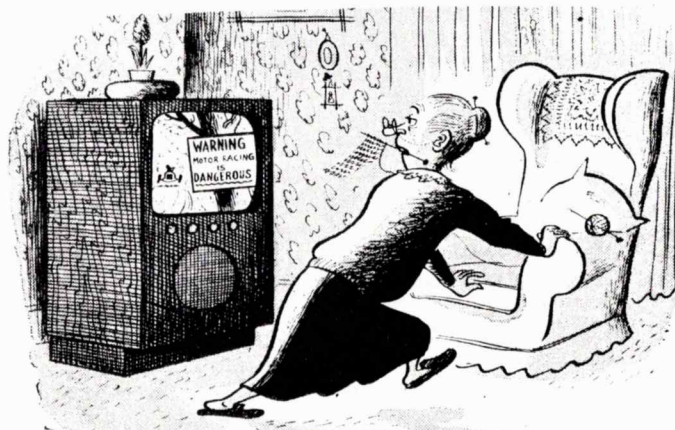
TO BE HELD AT THE CLUBROOMS,  
44 STODDARD ROAD, MT ROSKILL



**Saturday 1st SEPTEMBER**

**ESPECIALLY FOR OLDER  
MEMBERS (the Wrinklies)**

**Make it a Reunion**



**YOUNGIES ALSO WELCOME  
TICKETS \$3.50 Double**

**on sale now**

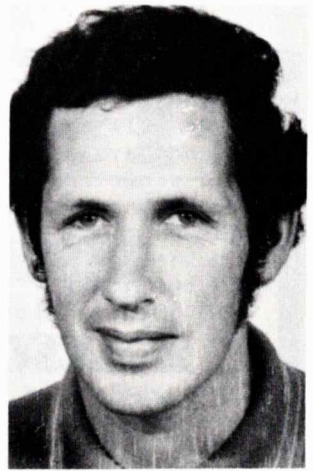
**BAND 8-12pm**

**SOCIAL HOUR 7-8pm**

**GOOD SUPPER**



# Graham Spear reports



The Heatway Rally has just finished and the results are now known by all those who followed this event. 1st, 2nd and 3rd places were very consistent throughout the event although the placings further down changed dramatically several times.

I followed the event from Wellington to Auckland servicing competitors using Cibie lights and I found I was not as fit as I thought and going with little sleep nearly wrecked me. The competitors must be extremely fit at the start of this type of event as probably the most taxing thing for them is to keep alert and at their full driving efficiency during the long divisions. The Service Crews probably have less sleep than the competitors when problems are encountered with the competing cars as their sleeping time is spent working on the cars and the amount of work done to keep the cars on the road was unbelievable, some cars had practically every problem one can imagine and still finished the event which is quite a tribute to their service crews.

I was in a very poor position to service the rally car lighting as the bomb tests and the associated problems with French goods had not enabled me to have stocks of Super Oscars and Oscars, the main lights for rally purposes and we had only Type 45 lights and a few second hand Super Oscars that we had managed to buy back from various people not competing in the event, but with these few lights we managed to help some of the competitors.

I counted 49 Super Oscars and 25 Oscar lights on cars in the Parc Ferme at Wellington that were smashed. Some competitors had used their ingenuity and had made lens out of perspex to replace missing lens, others had taped badly buckled lights together with masking tape, insulation tape and in one case, sticking plaster. The 100 watt rally bulbs that we managed to obtain just before the Rally started helped a lot and many competitors used these bulbs to upgrade their few intact lights.

Cibie lights were fitted to 101 of the 120 entrants and were used by the first nine cars home and in fact, of the first twenty-five cars, only one car had another brand of lighting and these were upgraded with our special rally bulbs.

Cibie lights were used by the winners of every group and class in this year's Heatway Rally and as the choice of lighting is the competitors, and there are so many different brands to choose from, I feel understandably pleased with these results, especially as we had serious supply problems. I hope our stock problems are over soon as the Shell Rally is not far

away and we hope to make up for the trouble and inconvenience we caused to competitors in the Heatway Rally.

We will probably run two service crews in the Shell Rally and have stock piles around the country to re-stock our service vehicles.

GRAHAM SPEAR



## ***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.

|                 |   |                             |                                            |
|-----------------|---|-----------------------------|--------------------------------------------|
| <u>Classes:</u> | 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. &amp; 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.

# nomex

FLAME RESISTANT CLOTHING

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.



This paint was developed for the white hot skins of space bound re-entry vehicles and is ideal for exhaust extractors, pipes and mufflers. This paint stands at least 1200°F. of heat or direct flame and is available in 16 different colours.



# 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.



# CAM GRINDING

During our extensive development programme, we have endeavoured to design various lobe profiles and timing combinations for all performance needs be it road or full competition. We are the only firm in N.Z. spending considerable time and effort in developing a successful range of cam profiles. Choose a cam for your requirements from N.Z.'s largest range. (Over 60 different profiles.)

Due to our continuous development programme, We reserve the right to change specifications at any time.



# SPEAR'S SPEED SHOP

89-91 New North Rd. Ph. 75-180 Auckland.

CLUB MEMBERS ARE ENTITLED TO A DISCOUNT AT SPEAR'S SPEED SHOP

# SHOUTS & murmurs



. . . Congratulations to our members on their performances in the recent Heatway Rally. Apart from winning the Club Team Award (Shekhar Mehta/Wayne Jones, Judy Hanbury/Mary Carney, Barry Nicholl/Bob Williams) we had six members finish in the first twenty-one places.

. . . Mike Marshall's car is to be re-built and could be for sale.

. . . There is a strong possibility that one of the Works cars could be left in New Zealand for Mike Marshall to drive.

. . . Shekhar Mehta is now preparing for the Rally of a Thousand Lakes, as is Hannu Mikkola who will be driving a Volvo in this event.

. . . Rumour has it that the chicanes could be removed for the Benson & Hedges to be held in September this year.

. . . It is possible that Roger Clark will be in New Zealand for the Commonwealth Games Rally. We understand that Hannu Mikkola would like to return to New Zealand for future rallies but it looks as though Roger has been promised the trip.

. . . Robbie Booth has bought Garry Pedersen's Begg FM 4.

. . . Congratulations go to Peter Gill on his recent engagement.

. . . Further congratulations to Rex Rattenbury who gained second prize in the Sporting Section of the Dulux Photographic Awards for news media.

. . . Immediately prior to the Heatway, Hannu Mikkola had practised for 10,000 miles on various stages for the Thousand Lakes Rally and knew them all off by heart. He used to tow his caravan behind his Mercedes for several weeks and park it by each stage which he would practice until he knew it and then move on to the next one. This surely proves how serious Hannu takes his rallying.

. . . If you are reading this Bulletin and you haven't renewed your Club Membership for this year, you must have borrowed this magazine. Unfinancial members will not receive this or future Bulletins unless they renew their membership subscriptions.

. . . Trevor Tapper blew sixteen gaskets in one week during the Heatway Rally. We believe Bob White is now an expert at changing these. (Bob was in Trevor Tapper's Service Crew).

. . . They say that each of us has a "double" somewhere in the world. Club member, Jack Nazer, was over the Tasman at Warwick Farm on Sunday 6th May last to watch the motor racing. A programme seller walked past. Jack did a double take and almost said "Hello Jim". He then tracked the programme man around Warwick Farm until he could line up the photograph reproduced here. Jack thought nobody would believe him unless he brought back proof of the remarkable resemblance to Jim Carney. (We did not think for one moment that the M.A.N.Z. Executive Member with the portfolio for finance would try something like this to raise overseas funds. All the same Jim, where were you on Sunday, 6th May 1973?)



. . . A new fortnightly motoring paper is about to become established in New Zealand. Titled "Motoraction" the first copy was due on the stands on 27th July. It will be edited by Robin Curtis. Subscriptions can be obtained by members by writing directly to "Motoraction", P.O. Box 957, Wellington, and sending a cheque for \$3.00 as a six monthly subscription - a saving of 60 cents. We wish the venture every success.

. . . Amongst drivers and Heatway personnel at the last film evening held on Thursday, 19th July, were Mike Marshall and Arthur McWatt, Rod and Steve Millen, Barry Nicholl and Bob Williams, Tim Bailey and John Power. They each addressed the meeting and spoke of their individual experiences in the Heatway Rally. It was a most enjoyable occasion as many of their experiences and situations were not reported by the news media. From the audience of over 200, many questions were asked of these Heatway participants bringing forth yet further interesting happenings in the event.

The car on display in the Clubrooms that evening was the winning Escort of Hannu Mikkola kindly brought along by Mike Marshall. We thank Ford Motor Company (New Zealand) and Ray Stone, The Wool Board and others connected with the Ford Woolmark Team for making this car available. Members present took a great interest in this winning Escort.



**DUNLOP**

. . . Whilst in Italy recently, Club Member George Horne called upon none other than Enzo Ferrari. Before George left New Zealand, Club President Barry Webber gave him a set of Club cuff links for presentation to Ferrari. George apparently met him and gave him the cuff links on Friday 6th July. Barry received the following international telegram sent from Modena, Italy:-

Date Stamp

ZND074 ROD587 URG743 X314/LOC137/59  
 NZAK HL ITRX 026 MODENA 26 5 1435  
 LT WEBBER ✓  
 R CPO BOX 2591 AUCKLAND  
 By \_\_\_\_\_  
 INTERNATIONAL TELEGRAM

|            |                  |
|------------|------------------|
| Sent _____ | Serial No. _____ |
| To _____   | Checked _____    |
| By _____   |                  |

Tel. 139 12,000 pds, 5, 72-10477 D

OUR GIFT THIS DAY GRACIOUSLY ACCEPTED STOP  
 COMMENDATORE FERRARI SENDS BEST WISHES TO  
 YOU AND CLUB MEMBERS REGARDS GEORGE

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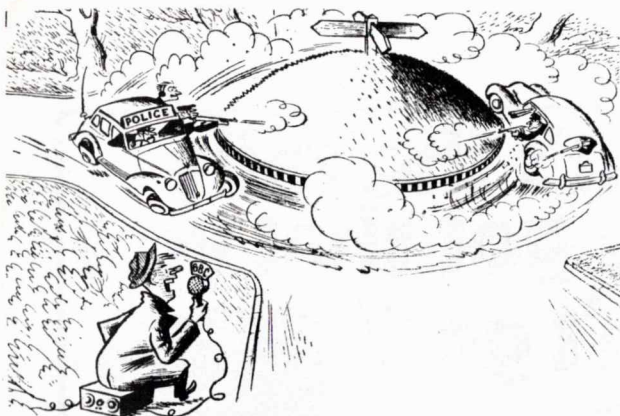
492 GREAT SOUTH ROAD, OTAHUHU

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 and also  
 make or panel sports and racing  
 type bodies, hardtops**





# THE 1973 HEATWAY RALLY

by Don Hadfield

At this point on the bypass outside —ham, "Cars are passing at the rate of 120 per minute—"

As the facts and figures for the 1973 Heatway Rally will and have been reported at length by the Motoring Press in general I thought it might be a little different to cover the event from an organisational point of view.

Having established many months ago that I would again be doing the P.R. work and general Public Address I decided to look around early for something more suitable to use than my Mini. On the 1972 Heatway I was generously loaned a Maxi by the N.Z. Motor Corporation which proved to be an admirable vehicle for the job and it was while I was contemplating approaching them again, that I struck up a passing conversation with Ross Jensen, who offered to lend me a car. As the time approached I conjured up visions of B.M.W.s from 1600 to 3 litre C.S.Ls. To be on the safe side, as I had to make my Ferry bookings in advance, I took the registered number of a B.M.W. 2800, got the length and height of the same vehicle, and booked it to and from on the Rangitira for some \$77.00 odd, explaining to the Union Steamship Company that as this might not be the vehicle I would be driving, I felt it was better to overbook for space - and was I entitled to a refund with a smaller car! - which I was.

So, casting a nervous look over Ross's used car stock, I noticed a complete absence of B.M.W.s. All I could really see was a couple of \$17,000 Jensen Interceptors and a Jensen Healey - all new! I wasn't too perturbed however as I had just put a heater in the Mini - so with some trepidation I picked up the 'phone. No B.M.W.s due to diversion of shipping from French ports, but could I manage with a Jensen Healey - could I - could I!!! YOU BET I COULD! Though the thought of the South Island ice and snow with a soft top did fill me with some alarm. "Got a grouse heater" says Ross, just to dispel my fears; so after a few days hectic rushing about, the sound system fitted by courtesy of Roy Needham, the signwriting on, the electric blanket (yes - 12v blanket) and the never-to-be-without stereo, all of this and a spare amplification set, I had ample room to spare, and as I was going alone, room even for the odd "abandoned crumpet" - or as it turned out, the Manager of Heatway, John Wells!

Leaving Auckland late Wednesday night for a reasonably rapid overnight run to Wellington, the heater in the Jensen Healey did not prove adequate, and the afore-mentioned electric

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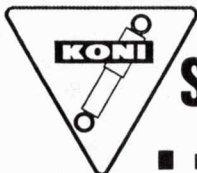
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blanket was brought into play - for the only time on the rally - for later the radiator was half blanked off with newspaper and masking tape, which proved totally adequate. Refuelling at my favourite service station at Tihoi, on the Western side of the Lake, I proceeded across the Desert Road having a quiet smile at all the skid marks on the ice, which was apparently caused by many Service Crews and Competitors, all having a "dummy run" - the Jensen feeling absolutely foot-sure and safe. I arrived in Wellington to board the Rangitira amongst hundreds of others of Heatway involvees, much to the consternation of a small handful of "normal" travellers who probably wished they were travelling another day.

Once aboard the ferry I, and hundreds like me, headed for the dining room to eat before sleep. Ate we did, but sleeping was pretty difficult for the ship's P.A. system seemed to go on for ever, and as this was a daylight sailing, who would want to sleep anyway.

We arrived in Christchurch around 6.30 p.m. for a quick drive across the City to Russley's near the Airport, to discover I was just in time for a dummy run of tomorrow's activities at Canterbury Court. So, out into the night air - no food, very little sleep, and damn cold!, and down to the Court, where it was colder than ever.

A well organised Murray Thompson was briefing "keen Car Club types" on their jobs for the 'morrow. When everyone was happy with what they were doing, we dispersed once again to Russley's, at around 9.15 p.m. to catch a late dinner and from there till midnight discussing the protocol and time schedule for the forthcoming seven days. The following morning it was early breakfast and back again to a very cold, damp Canterbury Court for scrutineering, documentation and the best crash course on how to run a Rank Xerox Copying machine by the best looking instructoress you could possibly imagine - indeed some twenty of us suddenly became interested! It took all day to cover documentation, briefing and "general relations with the Public" particularly with Miss Xerox, and at 6.30 p.m. we closed down, and I for one was determined to eat before Drivers' briefing at 7.15 p.m. at Russley's. From the Briefing to a Sponsors' Function, where once again the P.R. men P.R'd (perved) some more as many girls from Woolmark, including Miss Canterbury, were there to see we're all well taken care of, which we were. From the function to the Private Bar and at 3.00 a.m. all thoughts of an early night went out the window.

And so Saturday dawned, feeling poorly, properly poorly! The first job after breakfast was down to the Square to see that the Rothman's Special Events Caravan, complete with all new sound system, turntables, etc. and the Starting Ramp were in the right place and in good order, which they were not. Caravan re-positioned, and then the Sound System wouldn't function, and so the Jensen Healey was brought into play with Needham Sound aboard.

This turned out to be quite a ball as we had two very beautiful Woolmark girls on either side of the Starting Ramp giving the boys a great send off (now I know why he won't take me! - Don's typist) with John Wells and myself helping out with the female competitors - and so 120 very happy crews set sail

for the first Special Stage and the start of a very long hard day, from which some of the cars would not survive. The organisation meantime packed up, the Results HQ in a chartered bus, the ramp folded up, and the rest of us moved South. This, for me, was the easiest stage for we arrived in Timaru in plenty of time for a meal and a few drinks and down to the refuel centre to have the Caravan and equipment installed in its correct position for the Rally to arrive, which it duly did, and whilst it was easy to suggest one should commentate on the arrival of the cars, how could you see through thousands of people!, but we won for we stuck it out as there was a heater in the caravan and it was damn cold outside.

From Timaru we moved on to Kurow, which is about 100 miles inland. The Rally arrived at midnight at about the same time as the local Pub closed as it had had dispensation for a later closing, and out of a nice heated hotel into the cold night air came hundreds of happy, contented people who mobbed the Service Station, making it almost totally impossible to service the vehicles upon their arrival. The P.A. System on the Jensen Healey was once again brought into action, firstly to clear the place, and secondly to soothe our alcoholic friends with music from the stereo. One of the comical situations that occurred at this point was that when a fault developed with the teleprinter system and a P. & T. man had to be summoned at 2.30 in the morning, then being the P.R. man I had to get permission to have a telephone disconnected in a house that adjoined the Service Station, because this was thought to be the fault. After Kurow, and armed with a nice fresh thermos of tea, enthusiastically supplied by a local crumpet who fell in love with the Jensen Healey, I arrived in Dunedin around 5.00 a.m. passing thousands of people stationed on the Motorway watching the Rally cars going across a fly-over and down the valley. Breakfast and bed being all at this stage that I cared about.

Late that afternoon, down to Park Ferme to discover the caravan was once again in use and not able to be used for the Start Line procedure to be held at the Octagon, this was a bit of a panic because road closure times were something of a misunderstanding, but the Transport Department, Police and the Mayor soon sorted that out, and so for the next two hours, the Mayor, John Wells and myself sent them off into a bitterly cold night, heading off for Division 2. There was a problem here for some of the cars after booking out of Park Ferme were dashing off to service their vehicles and were not arriving on the Start Ramp at 1 minute intervals. This disappointed many thousands of the public who braved the cold to watch them go and indeed some of the local gentry had been misled by the paper as to which route the Rally cars would go - so the Mayor requested a Traffic car to inform the public on the wrong route that the Rally cars would not come that way. From this Start point my next job was to catch and overhaul the rally and get to Wanaka ahead of the field, not by the same route of course! We passed many service crews and competitors enroute as we went through Milton, Lawrence, Roxburgh, Alexandra and then to Wanaka - again to commentate the cars in, but again being swamped by hundreds of people and being unable to see the cars upon arrival.

At 11.00 p.m. the first of the Rally cars departed from



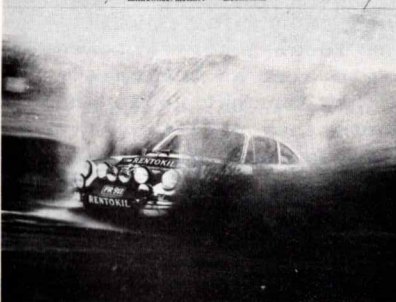
MIKKOLA/PORTER -- THE WINNERS



TURNER/McDONALD -- LOWRY PEAKS



MARSHALL/McWITT -- MOONSHINE



BAILEY/POWER -- HOPO HOPO



MICKELL/WILLIAMS -- DARKEY'S SPOR



QUENTIN PHILLIPS/CAMPBELL -- GO UNDER AT HOPO HOPO



MILLER/O DONOGHUE -- DIVISION 1



RICHARDS/HALLS -- DIV. 1 (still straight)



1978 HEARTWAY RALLY

JACK INWOOD  
PHOTOS

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Wanaka through the Hasst, up to Franz Joseph, Whataroa, Harriharri, Ross, Hokitika and on to Greymouth, arriving at 8.00 a.m. the following morning. As my job did not start in Greymouth until 5.30 p.m. that day, I just could not tear myself away from the best open fire you have seen, at Wanaka, and departed next morning, leaving the magnificent scenery of lakes, mountains, snow and ducks, but not before moving heavy ice off the Jensen Healey. Both John Wells and myself were glad we made this trip in daylight for the Southern beauty was not to be missed, and although the Rally crews commented on how beautiful it was in bright moonlight, the scenery was breathtaking.

Arrived in Greymouth around 3.30 p.m. to be taken by Murray Thompson out to the Trotting Track for that evening's first Special Stage. This was to prove, from my point of view, the highlight of the rally, for what appeared to be the entire population was at the track, and after Hannu Mikkola in his Woolmark Escort took the local Mayor for a few flying laps around the track, he was then assisted from the car and interviewed by yours truly, and he said he loved it, but he is a braver man than I am!, for sitting in the right-hand front seat when you are normally used to driving yourself from this position, and being driven at very high speed fully sideways down the main straight into the bends, is something I would not relish!, but the crowd applauded and he loved them for it. So whilst John Wells toured the Mayor around the track several times very gently in the Jensen Healey, I sprinted for the P.A. Room. Never have I encountered a more spontaneous appreciative crowd for each and every competitor, although there was a special round of applause for the local boy, Jim Kennedy and Jim Richards who had just arrived from Dunedin in a very crumpled Escort and who turned on a magnificent display on what was then a very tattered circuit, and promptly turned in third fastest time behind Mikkola and Marshall. This was the start of a lot of fine driving by Jim as he attempted to set the fastest time in as many stages as possible, and at times being up to two minutes ahead of everyone else.

Leaving Greymouth around 9.30 p.m. I decided to take in a Special Stage enroute, so went up towards Lewis Pass turning left inland at Springs Junction some 25 miles from Murchison. At this point it was very foggy and it was around 2.00 a.m. in the morning when there was some 50 of the local gentry watching the Rally cars go by and they chortled with glee as the cars disappeared into the dense fog up roads they thought would annihilate the cars altogether, which of course they didn't. After tail-end Charlie cleared the point, I motored on to Murchison to cure a very bad case of the hiccoughs, which at least kept me awake and ready for the long long drive along Highway 63 through Renwick to Blenheim. Time here for a quick breakfast then down to Park Ferme to welcome in the cars and crews who were just arriving from the Special Stage around Queen Charlotte Drive. Here again the enthusiasm of the local people and one young lady in particular made Blenheim a very interesting stop, but it was the thought of the job in hand at Ruapuna which made me leave at 10.30 a.m. - not her husband!, being very grateful for the company of an Australian photographer working for Qantas.

## 1973 HEATWAY RALLY

- 1 REG COOK
- 2 JUDY HANBURY
- 3 HANNU MIKKOLA
- 4 MIKE MARSHALL LEADS  
BLAIR ROBSON
- 5 STEVE MILLEN LEADS  
THE PACK
- 6 MUD AT HOPU HOPU
- 7 STEVE MILLEN

Photos by REX RATTENBURY



Arrived at Ruapuna at 1.45 p.m. to find the place basically deserted, so took time out for an hour or so to sleep, by this time I needed it, the Jensen Healey seat proving a very comfortable bed. After the Ruapuna Special Stage which was somewhat spoiled as the cars were flagged away four at a time which seemed a pity as this could have been almost as exciting as Greymouth, but the Canterbury Car Club in their effort to be fair, reckoned that the cars on the front row of the grid would be timed from a standing start, whereas the back markers would have a flying start (by the way the definition of a back marker is a sexy bird with long fingernails!). From here to the Ferry, the Rangitira, a good meal and sleep perfect sleep from 8.30 pm till 6.00 a.m. the following morning, although I gather some of the players decided they didn't need it.

The re-start from Wellington off the Ramp was again highlighted by another glorious piece of crumpet, this one being "Jenny from Qantas", but as there was only one, and with the exception with a few female co-drivers, the boys just plain missed out. From here the Rally moved North up Highway 2 to what was probably the best meal break in the whole Rally at Masterton, where practically the whole town turned out to cheer on their local entry, Geoff Bewes in a Viva GT. Last year the enthusiasm and the meal were of an equally high standard and keeping me company at this point of the Rally was pretty little Susan Miller, wife of Jack who was working as back up crew for Paul Adams' B.M.W. Leaving Masterton we headed for Palmerston North where the public completely swamped the Service Station to a point where it was utterly impossible to service the vehicles, this time the Jensen was pressed into service to carve a way through the mob, and I have to admit it was not very pleasant. Practically the same thing happened at this City last year. After a brief coffee break, this time with some time to spare, we raced off to watch the end of a special stage, getting there some 40 minutes before the first car. This proved to be a very cold wait, but very worthwhile, but Mikkola, Bond, Marshall and especially Cowan, were a treat to watch, whilst Tim Bailey and Wayne Eglinton went perilously close to the edge. I would think that the Rally drivers would thank the spectators for warning them of the danger spots, for this is where they collected and obviously gave the game away, which was probably just as well. From this point we motored through the night to arrive in Hastings around 7.00 a.m., and again another day's welcome rest.

Upon re-start the Jensen Healey was again pressed into service, which was started by the arrival of the Mayor who arrived unannounced, shook my hand and said "Hullo, I'm the B..... Mayor" and so a rather hilarious couple of hours were spent, although the crowd at this point was very hard to control, giving the cars little or no room to drive down the road. Out of Hastings and away to good old Wairoa where, in comparison with everyone else, the Transport Department really had things under control. This was a welcome coffee break, made even more so by renewing acquaintances with Ken Sager and his wife, Judith. Once the cars had gone we moved on to Opotiki arriving at around 8.00 a.m. (the rally cars) to greet the public on their way to work. Vehicles and crew again replenished we took time out for



a short walk up the road to watch the first few cars come through the Stanley Road Special Stage. Here in company with the Woolmark representative (male) I climbed some 60 ft up a bank to really watch these Rally boys in action.

From Opotiki through Whakatane, renewing old acquaintances to travel on and head the rally off for their arrival in Rotorua, big crowds again turning out to welcome the crews. To bed about 1.00 p.m. with the Rally moving out at 10.00 p.m. that night and yours truly having a final cup of coffee around 1.00 a.m. in Rotorua before heading for Hamilton and the breakfast break which was on at 5.45 a.m. From Hamilton to Hopu Hopu, the stage starting at 7.15 a.m. Here the cars bounced and splashed and muddied themselves around the circuit and an incredible number of people were out at that early hour to watch. The Rally cars then leaving this point for Pukekohe and Woodhill while I left to go to Papakura for a bath and change and the last grand final climb up the Ramp in front of the Post Office at the bottom of Queen Street where people hung from balconies, scaffolding, neon signs, cabbage trees, statues or anything that would afford a view while we waited with the Mayor, the cars running apparently late due to a quick trip to the "cleaners", which was rather hard to explain to the waiting crowd.

After the bubbly had been spilt or drunk, and some 80 competitors crossed the Ramp, one of them actually quitting on top, being Colin Parry's Torana, which was ignominiously towed up Queen Street by the Team Toyoto's Service van, we moved on later that evening to the Peter Pan for the final speeches and prize giving, where the 1973 Heatway was wrapped up for another year.

I wonder how many people in the crowd said "never again" and are already filling out next year's Entry Forms!

DON HADFIELD

## AUCKLAND CAR CLUB

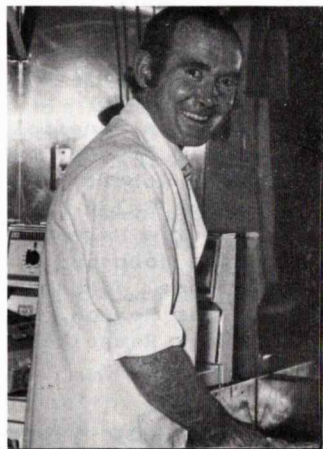
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# NEW MEMBERS

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.

|                    |                 |                  |
|--------------------|-----------------|------------------|
| Gavin Ormrod       | Point Chevalier | Capri 3000 GTXLR |
| Chris Huston       | Avondale        | Morris Mini      |
| Christopher Edgar  | Henderson       | VW               |
| Anthony Sutherland | Mt Wellington   | Holden           |
| Vernon Ruffles     | Blockhouse Bay  | Ford Escort      |
| Donald Small       | Herne Bay       | Viva             |
| Ian Baker          | Grey Lynn       | Anglia 105E      |
| Robbie Booth       | Birkdale        | Begg FM 4        |
| Jeffrey Broekhals  | Henderson       | Valiant          |
| Howard Collier     | Mairangi Bay    | Chrysler Charger |
| James Cowie        | Grey Lynn       | Triumph Herald   |
| Peter Duncan       | Westmere        | Hillman Minx     |
| Rodney Duncan      | Balmoral        | Velox            |
| Allen Ford         | Mt Roskill      | Mustang          |
| Rodger Hallen      | Hillsborough    | Ford Escort      |
| Graeme Mitchell    | Glendowie       | Ford Zephyr      |
| Roderick Olson     | Glendene        | Fiat 128         |
| Susan Olson        | Glendene        | Fiat 128         |
| Kevin Harris       | Titirangi       | Ford Escort      |
| Alexander Kelly    | Blockhouse Bay  | Triumph          |
| Paul King          | One Tree Hill   | Formula Vee      |
| Robert Watson      | Glen Eden       | Holden           |
| Graham White       | Northcote       | Morris Cooper    |
| Grant Taylor       | Mt Roskill      | Toyota Corona    |
| Philip Sellers     | Howick          | Datsun 1200      |
| David Laycock      | Papakura        |                  |
| James Neal         | Otahuhu         | Cortina          |
| Peter Bateman      | Mt Roskill      | Escort           |
| Michael Childs     | Epsom           | Datsun 1200SSS   |
| David Gudey        | Otahuhu         | Mazda RX3        |
| Douglas Benefield  | St Heliers      | Escort RS        |
| Blair Robson       | Mangere Bridge  | Escort RS        |
| John Abbott        | Manurewa        |                  |
| Wayne Coley        | Howick          | Buggy            |
| Valerie Harvey     | Mairangi Bay    | Austin 1100      |
| Alan Johnson       | Papatoetoe      | Cortina          |
| Michael Johnson    | Papakura        | Lotus Europa     |
| Peter Robson       | Devonport       | Holden           |
| Eddie Rempelberg   | New Lynn        | BMW 2500         |
| Roy Withey         | Birkenhead      | Morris 1100      |



TYRES

**DUNLOP** RETREADS

# As I See It

**Norm Harvey,  
Motoring Correspondent  
Sunday Herald**



Few events on the New Zealand sporting scene have, in the last two weeks, captured the interest of people more than has the Heatway Rally. Yet if we are to judge from the coverage given in our daily newspapers, the event appeared to have been quite a small fixture.

It was no hidden secret in the newspaper world that the Heatway Rally would receive little pre-event publicity due it seems to a letter which came from Heatway. In this letter was mention of the costs of advertising in newspapers.

Regrettably, the letter in question contained one or two paragraphs which certain people in the industry objected to. On the surface these phrases seemed harmless, as I am sure they were intended to be, yet various interpretations were placed upon them.

The result was rather one of on again off again in so far as the newspaper industry was concerned. In the end the two daily papers in Auckland did not send their own reporters to cover the event, instead they used N.Z. Press Association reports.

Public relations is just starting to make an impression on the New Zealand motor sport scene though it would seem from the Heatway Rally it has some distance to go, especially when communicating with the newspaper industry itself.

In earlier issues of this publication Don Hadfield and myself made mention of the rather poor showing put up by the Osca racers at the last Pukekohe Meeting on April 29th last. Ron McPhail, President of the Osca Association, has seen fit to reply to these remarks. All I can add is that on re-reading what I said then I find no reason to change my mind.

Spectators and officials I gather were disappointed by the performance of the Osca cars and comments to this effect appeared in local papers.

Ron McPhail has put a great deal of his time into promoting Osca, and I think he has something which will interest the public. What now has to be achieved is a good standard of preparation of all the cars.

With regard to the advertisements which were placed in the Auckland newspapers, these were made up following our receipt of information supplied by Osca. What did complicate matters was the Easter and Anzac break prior to the meeting being held. Due to the closeness of these two holidays the newspapers advanced their copy deadlines.

It is plain that Osca provided us with the list of their members who were prepared to start in good faith. In equally good faith we advertised that those people would be at Pukekohe.



# STRAIGHT AHEAD



After a short break in the season we are right back into a host of trials again. Amazing how the Heatway causes every Car Club in New Zealand to come to a halt. I see several hardened (or should that be two words??) triallists featured in this year's Heatway and I must congratulate all those who persevered on to again win the Club Team Prize for Auckland.

It has been a very poor month in two respects and that is because of the demise of two trials - first the Levin Gold Star Trial, and secondly, the Monsoon run by the Pukekohe Car Club. Let us all hope they both re-appear next year.

I read in Allan Cheak's excellent Auckland Rallies and Trials Club Newsletter the following paragraph:-

"Tut! Tut! Our friends at the Auckland Car Club are either super confident or are not taking the Mercury Trophy Series too seriously. The date for their Club weekend and annual Rotorua Trial has been slotted to clash with the Te Awamutu Craik Motors Trial. Personally, I like this club to be present in good numbers as they help to keep the opposition well split up. Some of the crews from this club, especially those of Crombie, Blacklock and Morley, cannot be ignored at any time these days."

This regrettable occurrence, which also happened last year, appears to result from the lack of weekends during the year. There are so many events it would appear that it is impossible to put this event in without clashing with some other event. Nevertheless, the three crews mentioned by Allan have all assured me that they will do the "Craik" and again split up the opposition.

Hear tell that the Gimmick Trial, run by Spencer Pearce, with help from Hans Spott who pre-plotted the event, went off well. What are all these stories I hear about a micro-wire operator having a profitable outing whilst a trial was on??

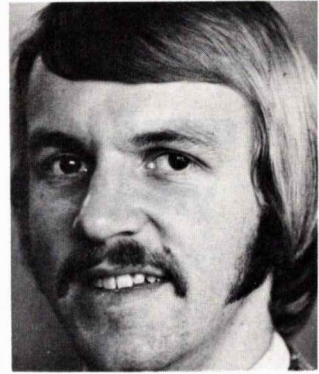
Did you see the front page news in the Herald last month? "Top Crews Cheat etc, etc". It is amazing how the Press can change things. Apparently one U-turn check was reversed either by the wind, people unknown, or at the most, by one crew. As a result, the majority get accused of cheating.

G.R. 006



TYRES **DUNLOP** RETREADS

# THE PETER GILL COLUMN



Seems like not a single Heatway Rally goes by without yours truly getting a thorough and unscheduled public soaking in the course of duty for the N.Z.B.C. Last year, it was the clod that stepped out of an arriving rally car at the N.Z.M.C. parque ferme area in Symonds Street and kicked a bucket of windscreen-wash over me and the live broadcast radio equipment. This year, that very pleasant and unruffled Finlander, Mannu Mikkola arrives outside the Auckland Chief Post Office for the finish in front of about four thousand people. As he steps up on to the platform, someone hands him a bottle of champagne, which is as it should be for such an occasion. Grovelling at the feet of the winners with a TV mike to pick up all the goings on, is Gill. So when Mikkola decides to tip the bottle over his co-driver's head, guess who cops all the fallout.

\* \* \* \*

I know it's a proud moment for a sponsor when his cars finish the Heatway Rally in first and second places, but I really think it's going a bit far when the leading cars are washed before they arrive at the finish line. But this is what the Public Address announcements gave us to believe happened, and the cars did look rather virginal when they came in, considering they'd flogged round Hopuhopu and Woodhill Forest earlier in the day. After all, what is rallying if it's not mud and slush?! So why wash away all the atmosphere and make the cars look like they've been sitting in a showroom all week? If these cars were in fact washed, I would be very annoyed on behalf of the 4,000 people gathered at the finish line, including Robbie, if it turned out the cars were 45 minutes late because the leaders had ducked into the Rub-a-Dub-Dub for a quick spit and polish. You can't tell me the cars were so dirty that you couldn't read all that advertising high up round the roofline.

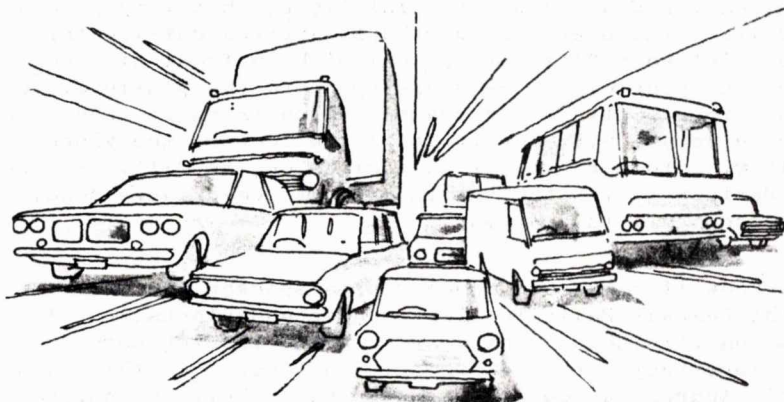
\* \* \* \*

Credit where it's due. It seems the N.Z.I.G.P. isn't going to let anybody do another "Fiat" on them and not build the requisite 200 cars following the Benson and Hedges 500. This year, I understand that manufacturers may be asked to make a statutory declaration of their intention to produce two hundred where this number has not already been achieved. This would hold water in a court of law. And I hear that it just may be that some may even be asked to lodge a cash bond to be held in a trust account until two hundred cars roll out of the works. So it looks like there won't be any 125T's in this year.

PETER GILL

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Haere Tonu mai  
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## Roger Anderson writes from Germany

I hope this Aero-gramme finds you O.K. as I am guessing at the box number, and that it is timely enough to be of value. I fully planned to send a complete summary of the most famous and exciting motor race I have ever known, the annual 1973 Monaco Grand Prix. However, before I could put pen to paper we had all our money stolen in Italy - in Rome - where we had left our van

well locked, in broad daylight for about two hours and as you can imagine, we have been scratching and cutting a lot of our expenses as much as possible.

The race result will probably be old hat at this stage but the feeling that surrounds this 'par excellence' event has to be experienced on location to believe. On arrival on the Saturday night before, the town is totally excited with all the on-street bars and restaurants going hot and strong, people dancing and jumping over the Armco fencing which runs completely around the in-city circuit (up-rights are dropped into pre-built slots in the street and footpath and the armco rails are bolted on) and open mouthed Kiwis and others gawking at the harbour full of super-cruiser launches from all over the Mediterranean and further. I counted ninety-eight before being dazed by the gleaming varnished woodwork, canti-levered radar aerials and popping champagne corks, all mirrored in a crystal clear blue and silver fish filled, sparkling harbour.

Up early Sunday morning and over to the track, er street, to see the Formula Renault (similar to Formula Ford) race and all the up and coming race drivers bending wheels on the curbs and another forerunner race of Renault 12 Gordinis Saloons which are driven by leading boxing, swimming and whatever stars, around the circuits in France for a publicity gimmick. We finished up sitting above the hairpin corner hanging on the side of the bank with the Premier Castle behind our left ear. The seats were 40 Francs (\$8) and the grandstand prices go 110 Francs to 230 Francs, all of which were sold out. The race looked like a procession but turned out far from it with Kiwis, Hulme and Ganley, running strong 5th and 7th for most of the race and eventually dropping out with faulty cars and Fittipaldi closing on Stewart after running 60% of the race 45 seconds behind in second place and breaking the lap record three times

progressively only to finish up 3.5 seconds behind and with a final record on the last lap - exciting? Peter Bruin was seen smiling away in the Pits.

Next we went to Hockenheim Raceway on the 17th June for a fairly big National meeting with Saloons, Formula II European, Super Vee, and G.T.s. Saloon field dominated by BMW in 1600 and 2002 form and was won by local saloon champion, Dieter Glemser. The car in second spot was so comfortably ahead of the rest that he was able to make a pit stop on the third to last of the 12 laps and still retain his second. A look around the Pits after and with my broken German and help of a German friend, Michael Schade found one BMW hadn't missed a race meeting in six years and was still going strong. Hockenheim is a fast open circuit where you only view the start-finish straight and four corners from quite cheap and well organised grandstand facilities with beer, ice-cream and hot dogs for sale all the time and the usual European 'sport hotel' built into one grandstand right there on the circuit. The winning Escort set its pole place with a practice lap of 104 mph. The Formula II race was the always exciting close racing with English Surtees T515 Matchbox-Ford driven by Jochen Mass (Germany) having things in hand for both heats, but with four BMW March breathing right down his neck. Super Vee with racing rubber and 1700 VW engines with multi carbs were some 6 mph faster than the Radialshod junior Formula Ford, at 108 mph lap average, but of course would be too expensive in New Zealand where you couldn't find a discarded VW on the Aubobahn to use for parts as here. The Fords were promoting their class as cheap racing with competitive machines complete for 10,000 Deutsche marks or \$3,000 depending which dollar sign you use and which week you convert!!

The 24 hour saloons at Nurburgring had to be a BMW procession as the sheer strength of numbers seemed to bow the Works Capris which had the fastest laps. Rain seemed to take the glamour away and we were glad we hadn't put our itinerary out of shape to be there when we could watch it on T.V., Deutche Dictionary in one hand or not. Back to my 1 litre Lowenbrau Pils.

Regards from Rodger and Lola Anderson.



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|        | 6 cylinder        | \$ 24 |                                                                                                               |
|        | V6 & V8           | \$ 37 | Rods are balanced end for end. This means all big ends or all little ends are same weight. This is essential. |
|        | Car Type D Shafts | \$ 13 |                                                                                                               |

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LIST OF VEHICLES APPROVED BY MANZ ELIGIBLE TO COMPETE IN THE 1973/74 CASTROL G.T.X. CHAMPIONSHIP



GROUP ONE

|                             |         |                 |
|-----------------------------|---------|-----------------|
| Chrysler Ranger XL          | VH & VJ | 4342            |
| Chrysler Pacer              | VH      | 4342            |
| Chrysler Charger 770        | VH & VJ | 4342 2 Door     |
| Chrysler Regal 770          | VH & VJ | 4342            |
| Chrysler Regal V8           | VH & VJ | 5211            |
| Ford Capri 3000 GT (144hp)  |         | 2994            |
| Ford Falcon Sedan 250       | XY & XA | 250 C.I.        |
| Ford Falcon Sedan 302 V8    | XA      | 302 C.I.        |
| Ford Falcon G.T. 351 V8     | XA      | 351 C.I.        |
| Ford Falcon Hard Top 250 2V | XA      | 250 C.I. 2 Door |
| Holden Torana GTR           |         | 3048            |
|                             |         | 3310 2 Door     |
| Holden Belmont V8           |         | 4146            |
| Holden Kingswood V8         |         | 4146            |
| Holden Monaro 308 V8        |         | 308 C.I.        |
| Holden Monaro 350 V8        |         | 350 C.I.        |
| Vauxhall Victor             |         | 3300            |
| Jaguar XJ6                  |         | 4235            |
| Mazda RX2                   |         | 2294R           |
| RX3                         |         | 1964R           |
| RX3 Coupe                   |         | 1964R 2 Door    |
| Rover 3500 V8               |         | 3532            |
| Triumph 2.5 P.I.            |         | 2498            |

GROUP TWO

|                            |      |                         |      |
|----------------------------|------|-------------------------|------|
| Hillman Avenger Alpine     | 1500 | Fiat 128SL - 2 Door     | 1290 |
| Mitsubishi Colt Galant GL  | 1600 | Fiat 124 Coupe - 2 Door | 1608 |
| 2 Door                     |      | Fiat 125                | 1608 |
| Hillman Hunter GL          | 1725 | Fiat 132                | 1592 |
| Datsun 1200SSS             | 1171 | Ford Cortina 2000L      | 1996 |
| Datsun 1600SSS             | 1595 | Ford Cortina 2000GT     | 1996 |
| Datsun 180B                | 1170 | Ford Capri 1600         | 1599 |
| Datsun 180B Coupe - 2 Door | 1770 | Ford Falcon Sedan 200   | 200  |
| Datsun 240C                | 2394 | XY & XA                 | C.I. |
| Datsun 260C                | 2595 |                         |      |

GROUP TWO:

|                        |      |                         |      |
|------------------------|------|-------------------------|------|
| Holden Torana - 2 Door | 2835 | Austin Morris Kimberley | 2227 |
| Holden Belmont         | 3310 | Morris Marina TC        | 1750 |
| Holden Kingswood       | 3310 | Peugot 504              | 1971 |
| Vauxhall Victor        | 2000 | Renault R16             | 1565 |
| Jaguar XJ6             | 2800 | Rover 2000              | 1978 |
| Austin Morris Mini     |      | Toyota Corona           | 1770 |
| Clubman GT             | 1275 | Toyota Crown            | 2563 |
| Austin Morris 1300 GT  | 1275 | Triumph 2000            | 1998 |
| Austin Morris Tasman   | 2227 |                         |      |

GROUP THREE:

|                            |      |                          |      |
|----------------------------|------|--------------------------|------|
| Chrysler Avenger           | 1500 | Ford Escort 1300L 2 Door | 1298 |
| Hillman Hunter             | 1725 | Ford Escort 1300L        | 1298 |
| Datsun 1200                | 1171 | Ford Cortina 1300        | 1298 |
| Datsun 1200 Coupe - 2 Door | 1171 | Ford Cortina 1600        | 1599 |
| Datsun 1600                |      | Ford Cortina 1600L       | 1599 |
| Fiat 127 - 2 Door          | 907  | Vauxhall Viva            | 1256 |
| Fiat 128                   | 1116 | Austin Morris Mini 850   | 848  |

Continued on Page 48:

# Feminine Viewpoint



I suppose I am far from what most people would class as a mechanic, but from the feminine point of view, I feel that I have had my fair share of mechanical experience after working on my boyfriend's car for six months.

Luckily for me Dave's car was a Formula Ford, apparently much easier to work on than most saloon cars and after a few exhaust pipe burns, which I thought would never heal, and several broken fingernails, I gradually got to know what was what, what went where, and what not to do.

I don't think I shall ever forget my Christmas holidays, the whole fifteen days of which I took in the middle of January to enable me to go for my first trip to the South Island; in conjunction, of course, with three major race meetings to be held at Teretonga, Timaru and Ruapuna.

After joining Dave in Christchurch, our plans were to drive to Invercargill - the venue of our first meeting, and once the race was over, we would have the rest of the week free. However, all was not well. On arriving in Invercargill, a place which could well be mistaken for the South Pole, we quickly found somewhere to stay. Then it was on with our winter woollies and the next few days were spent out at the track testing.

But as fate would have it, despite all our hard preparation work, Dave had problems with his car during the actual race. It was only when we started to pull the car to pieces that we discovered that there were major repairs to be done. And that, of course, was the end of any plans we had to go sight-seeing, etc.

So it was early next morning that we packed our bags and wearily set off for Timaru. To make matters worse, Dave was very disheartened and not in the best of moods, for this now meant that he had lost his lead in the Formula Ford Championship - a series he was determined to win.

As there was no-one else to help Dave prepare his car, we both spent the whole of the next week up to our elbows in grease and grime. I never realised that I could learn so much in one week as I did then. I began knowing virtually nothing, but by the end of the week I



had even mastered the tasks of changing gear ratios and doing complete valve grinds. To top it all off, Dave let me do about 20 laps of Timaru at the end of his private test day - I was so rapt it made me feel as if it was all worthwhile.

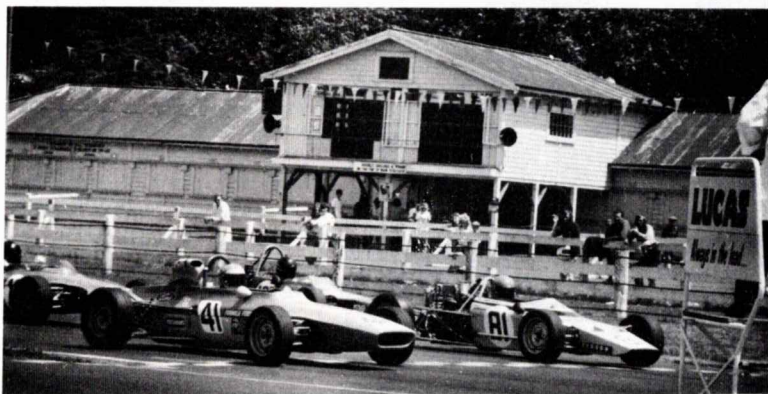
All our work must have paid off, because Dave was most successful on race day - much to our relief; and it was with happy hearts that we both headed for Christchurch. My most memorable day there was Dave's private test day. The temperature was up round about 104 degrees - the heat was unbearable, and it was late afternoon that we arrived at the track. Then in the short space of half an hour a cold wind blew up and the temperature dropped rapidly. So here I was, dressed in practically next to nothing, and freezing to death while trying to time Dave. And do you think he could be content with an hour's practice then pack up and go home - no, of course he couldn't. He went round and round and round that track until it got so dark he couldn't see two yards in front of him. I reckon if Formula Fords had headlights, we would still be there today! But that's just one of the small things you have to put up with. There are also the nights when you are up till all hours of the morning repairing damage or "just making sure everything is right", and the hours of backbreaking polishing and preparing which have to be put in before every race.

Then there are the rewards. The excitement when Dave wins and most of all the new friends I have made and people I have met. Not to mention of course, one Sunday out at Pukekohe a few months back when Dave was announced winner of the Driver of the Year Award. As Dave is at present racing in the States, I was called upon to accept it for him. And I can tell you now, I don't think I have ever been so surprised, nervous, or pleased all at the same time as I was then. Even Dave didn't believe me at first when I rang him the next day to tell him the good news.

But to be honest, I have loved every minute of it, and I just can't wait until Dave gets back at the beginning of next season to start all over again.

CAROL PEARSON

(Dave, to whom Carol refers, is Dave McMillan and the car that demands so much of her time is pictured below - No. 41 - Ed.)





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# LOOKING AT THE 1973 HEATWAY RALLY

One could hardly doubt that in terms of public interest few events on the motor sport calendar capture the interest and imagination more than does the Heatway Rally.

In only five or six years rallying and in particular the Heatway, has ousted the Grand Prix as this country's premier event. Why this is so is not difficult to see.

A rally run along the lines of the Heatway covers a great deal of the country allowing thousands of people to see the cars and some of the action. The Grand Prix on the other hand is run on a circuit in one particular location meaning people must go to the race. This fact in itself is of major importance when assessing public interest and understanding.

Heatway 73, what an event it was to be, covering both South and North Islands and leading the competitors, none other than Hannu Mikkola, "the Flying Finn".

Apart from the Sunday newspapers, few of the major papers seemed to be giving the event its due. However, we need not have worried for Aunty NZBC did a very good job of covering the event and keeping us all informed. For his efforts top marks must go to Rob Crabtree who in the course of his daily reports made few errors. What a change it is to have a reporter who is interested in this sport.

From the out-set it seems competitors and spectators alike were keyed up, especially as the cars approached the ice and snow of the Dansey Pass.

For a short time Aucklanders had the thrill of knowing Jim Richards was setting the pace. However it was not long before Mikkola took command and stayed safely ahead of all the "opposition".

Reports of the rally cars reaching 130 mph on the long dull straights of the West Coast brought the odd letter of objection, to the newspapers, expressing horror at the pace.

Rallying is a visual sport and from this aspect people around the country who were not on the rally route missed out badly for little coverage was given in the TV news broadcasts.

The news of Andy Cowan's troubles in Marlborough had plenty of people wondering, including Andy, if he would reach the ferry in Christchurch on time.

— Into the North Island. Now the question. Would Mike Marshall make his move we all hoped so for the Finn was making it look easy? It was not to be for the Escort of Mike and co-driver Arthur McWatt had an oil pipe come adrift dropping them further behind the leader though not affecting their second place.

If the position of the first two cars seemed stable then those competitors from three down did not appear so secure. Mehta had his troubles, as did Bond.

Club member, Judy Hanbury, showed just how good a driver

## THE 1973 HEATWAY RALLY



PHOTOS BY NEIL SILCOCK



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she is by reaching 23rd place at one stage. Having been with Judy and other members of the Leyland Dealer team out in a local forest prior to the Heatway I have a great deal of respect for her ability to drive and control a car at speed.

Our big chance to see the cars was at Pukekohe. Those who were lucky got the time to drive to Rotorua. Much as expected, Colin Bond and Jim Richards set the pace on the circuit, Mikkola, Marshall and many of the other well placed competitors seemed content to maintain a steady pace rather than breaking records.

So to Woodhill where a reported 15,000 people went to see the rally cars in true rallying country, quite a few more than were at Pukekohe.

I am now asking myself was the realisation as great as the anticipation?

The Television coverage, to be shown at 10.15 p.m. on 18th July may help to answer the question.

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PHONE NORMAN HARVEY - HENDERSON 38-003 (after 6 p.m.)

.....

RACING ESCORT NO. 130 - One season old. Third in the Bank of New South Wales this season. Very competitive again for Bank of New South Wales or O.S.C.A. modification. Car less motor and with numerous spares.

PHONE PETER SUNDBERG AT  
699-107 (BUS)



 GET WITH **DUNLOP**

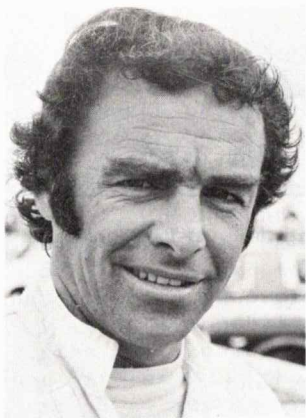


# EXIDE TROPHY

Exide Points are awarded on the following basis -  
TRIALS: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. ALL OTHER REVENTS: 5,  
 4, 3, 2, 1 for each class.

These results are up to and including the trial held on  
 24th June.

|                 |     |               |   |
|-----------------|-----|---------------|---|
| Andrea Morley   | 21½ | T. Roberts    | 4 |
| P. Jukes        | 17½ | G. McGregor   | 4 |
| B. Nicholl      | 16½ | R. Stone      | 4 |
| R. Millen       | 10  | G. Sutherland | 4 |
| S. Hamilton     | 10  | J. Watson     | 4 |
| R. Wylie        | 9½  | G. Morris     | 4 |
| M. Heistand     | 9   | K. Strahan    | 4 |
| P. Batten       | 9   | G. Addis      | 4 |
| R. Wilson       | 8   | S. Mathieson  | 3 |
| G. Crawford     | 8   | R. Willis     | 3 |
| J. Kilmartin    | 8   | M. Boyle      | 3 |
| P. Shanks       | 7   | P. Haugh      | 3 |
| D. Bone         | 7   | M. King       | 3 |
| W. Painter      | 7   | V. McWatt     | 3 |
| P. Boyer        | 7   | P. Ward       | 3 |
| W. Wymer        | 6   | R. Whiting    | 3 |
| D. Cross        | 6   | N. Findlay    | 3 |
| C. Henry        | 6   | F. Gilbert    | 3 |
| C. Humphrey     | 6   | P. Robinson   | 3 |
| B. Kirk-Burnand | 5   | M. Macy       | 3 |
| P. Bateman      | 5   | R. Montgomery | 2 |
| M. Parsons      | 5   | R. Irving     | 2 |
| R. Viskovich    | 5   | P. Swann      | 2 |
| A. Isbey        | 5   | T. Holt       | 2 |
| V. Smith        | 5   | D. Walsh      | 2 |
| D. Bremner      | 5   | G. Campbell   | 2 |
| K. Flashman     | 5   | M. McHugh     | 2 |
| J. Hatton       | 5   | B. Cork       | 2 |
| N. Fava         | 5   | D. Honore     | 2 |
| B. Riley        | 5   | T. Thompson   | 2 |
| L. Vandermeer   | 5   | B. Grove      | 2 |
| G. Addis        | 5   | J. Hallen     | 2 |
| M. Cox          | 5   | M. Wightman   | 1 |
| W. Blakemore    | 5   | K. Snook      | 1 |
| B. Sample       | 5   | D. Clements   | 1 |
| R. Robinson     | 5   | T. Benson     | 1 |
| M. Soames       | 5   | I. Zonich     | 1 |
| P. Levet        | 4   | P. Foulkes    | 1 |
| S. Ward         | 4   | C. Conway     | 1 |
| W. Parkin       | 4   | S. McHugh     | 1 |
| D. McCrae       | 4   | R. Hong       | 1 |
| J. Power        | 4   | I. Fletcher   | 1 |
| N. Silcock      | 4   | L. Cate       | 1 |
| M. Jones        | 4   | R. Armstrong  | 1 |
|                 |     | S. Cooper     | 1 |



# Dennis Marwood

## Comments

**Test results of a carburettor swap on two Alfa Romeo test cars**

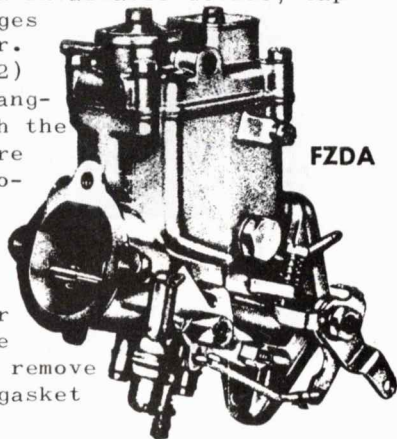
Dellorto are best known for their motorcycle carburettors, but they also manufacture an extensive range for use on cars.

Included in the range is a horizontal twin choke model known as the DHLA, which is available in 38, 40, 42 and 45 mm throttlebody sizes. Its layout is very similar to that of the familiar Weber DCOE instrument and it is, in fact, directly interchangeable with this.

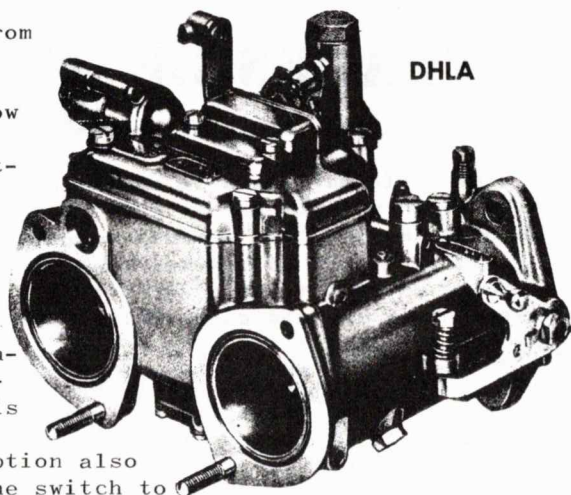
When Mr Robin Chan, of Contact Developments in London, who are British concessionaires for these carburettors, suggested that we compared the performance of an Alfa Romeo 1750 GTV fitted first with Dellorto carburettors and then with Webers, we fully expected to find no measurable difference. After all, we reasoned, both have 40 mm dia throttle bodies and are fitted with 32 mm chokes - why should their flow characteristics differ?

The GTV, a smart maroon example lent by the Belgravia Service Garage, came with the Dellortos already fitted. Carburation was beautifully clean and throttle response quick and crisp. In rather variable wind conditions at MIRA, we checked the steady-speed petrol consumption, maximum lap speed and the acceleration in third and fifth gears before reverting to the Webers. This is quite a straightforward swap as long as one has a thin-walled 10 mm tubular spanner for dealing with the recessed nuts which retain the air-cleaner trunking.

Since the cable for the cold-starting mixture enrichment devices had been shortened to suit the Dellortos, it could no longer be used. The fuel pipes, too, were of a slightly different length, necessitating the use of the original ones. After synchronising the throttles, a Colortune 2 plug was used to set the idling mixture. This really is an invaluable device, capable of showing mixture strength changes small enough to be undetectable by ear. It was found that one barrel (number 2) was not responding as it should to changes in volume screw setting; even with the latter screwed well out, a weak mixture indication persisted. Idling jet, progression holes and the idling outlet were all checked for cleanliness, resulting in some improvement, but this cylinder still behaved a little oddly on idle. This kind of behaviour is often indicative of a fixing-flange air leak, but great care was taken to remove the broken remains of the old flange gasket before installing the instruments.



As can be deduced from the performance tables there was an appreciable drop in performance at low engine speeds. This was reflected in slightly patchier carburation at the bottom end - up to 1,500 rpm or so - on full throttle. Yet the car's behaviour during normal road driving was still very good. Only occasionally could a slight flat-spot be detected, and this only in city traffic. Steady-speed fuel consumption also suffered slightly when the switch to Webers was made.



**DHLA**

Because we felt that the Webers on the GTV may not have been quite up to scratch, a similar exercise was done on our staff 1750 Berlina, this time changing from Webers to Dellortos after first having the car thoroughly checked at Alfa Romeo's service depot. Again, the pattern was the same. Full-throttle carburation was clean on Dellortos down to 1200 rpm (some 300 rpm lower than on Webers) and there was also a performance bonus at the top end. On the Berlina, we were also able to connect up the cold starting enrichment devices. These work well, but no better than on the Webers.

As already mentioned, the layout of the Dellorto DHLA is very similar to that of the Weber DCOE. Principal differences are the use of a diaphragm accelerator pump (with external adjustment for injection quantity), an accessible (external) throttle return spring, nylon float and needle valve (very light) and progression mixture control by means of a range of calibrated throttle-plates instead of variations in carburettor-body drillings.

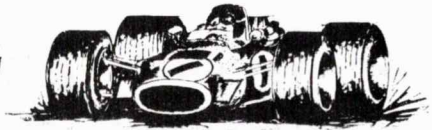
*Alfa Romeo 1750 Berlina (Staff Car)*

|                      | <b>Weber<br/>Carbs</b> | <b>Dellorto<br/>Carbs</b> |
|----------------------|------------------------|---------------------------|
| <b>Maximum Speed</b> | <b>109 mph</b>         | <b>111 mph</b>            |
| <b>Acceleration</b>  |                        |                           |
| <i>Third gear:</i>   |                        |                           |
| 20-40                | 6.1                    | 5.7                       |
| 30-50                | 5.9                    | 5.6                       |
| 40-60                | 6.1                    | 5.7                       |
| 50-70                | 6.8                    | 6.8                       |
| <i>Fourth gear:</i>  |                        |                           |
| 20-40                | 9.6                    | 8.6                       |
| 30-50                | 8.1                    | 7.7                       |
| 40-60                | 8.5                    | 8.0                       |
| 50-70                | 9.2                    | 8.6                       |
| 60-80                | 10.2                   | 9.6                       |
| 70-90                | 13.6                   | 12.1                      |
| <i>Fifth gear:</i>   |                        |                           |
| 30-50                | 13.4                   | 12.5                      |
| 40-60                | 12.5                   | 11.5                      |
| 50-70                | 14.3                   | 12.9                      |
| 60-80                | 16.9                   | 15.8                      |
| 70-90                | 21.8                   | 19.4                      |

*Alfa Romeo 1750 GTV*

|                                      | <b>Weber<br/>Carbs</b> | <b>Dellorto<br/>Carbs</b> |
|--------------------------------------|------------------------|---------------------------|
| <b>Maximum Speed (MIRA lap)</b>      | <b>110.0</b>           | <b>110.6</b>              |
| <b>Acceleration</b>                  |                        |                           |
| <i>Third gear:</i>                   |                        |                           |
| 20-40                                | 6.7                    | 5.5                       |
| 30-50                                | 5.6                    | 5.4                       |
| 40-60                                | 5.6                    | 5.6                       |
| 50-70                                | 6.5                    | 6.4                       |
| <i>Fifth gear:</i>                   |                        |                           |
| 30-50                                | 13.3                   | 11.8                      |
| 40-60                                | 14.1                   | 11.3                      |
| 50-70                                | 14.2                   | 12.3                      |
| 60-80                                | 14.1                   | 14.2                      |
| 70-90                                | 18.0                   | 17.9                      |
| <b>Steady-Speed Fuel Consumption</b> |                        |                           |
| 30 mph                               | 47.8                   | 51.9                      |
| 40                                   | 42.8                   | 46.1                      |
| 50                                   | 38.3                   | 41.3                      |
| 60                                   | 34.2                   | 36.9                      |
| 70                                   | 30.3                   | 32.6                      |
| 80                                   | 26.3                   | 28.6                      |
| 90                                   | 22.5                   | 24.4                      |
| 100                                  | 18.7                   | 20.4                      |

# TRACKSIDE



. . . Capable of speeds in excess of 180 mph, Mick Hill's latest Capri V8 will be out to equal its predecessor's record of wins over the past two seasons, sponsored again by Tricentrol.

The new car is powered by an injected 6-litre Holman and Moody motor developing no less than 530 bhp on TJ Fuel injection. A special Jaguar close ratio gearbox is fitted to the Capri.

. . . In one of the most exciting European Touring Car Championship rounds in recent years, BMW 3.0 CSLs fitted with newly-homologated tail-spoilers took the first three places in the Nurburgring 6-Hour race on 8th July. The works car of Chris Amon/Hans-Joachim Stuck led home its team-mate driven by Toine Hezemans/Dieter Quester/Harald Menzel, and the Jagermeister Alpina CSL of Niki Lauda/Hans-Peter Joisten to proclaim almost absolute supremacy over the works Cologne Capris. Amon/Stuck led for 22 of the 42 laps, winning at an average speed of 158.8 kph, 3.86 kph quicker than Jochen Mass's fastest lap with a Capri in last year's race. Niki Lauda set a new saloon lap record of 8m 21.3s (1640.0 kph), the Alpina car leading for 17 laps until delayed by a broken wheel bearing and bent suspension.

The race was a catastrophe for the works Ford team. Two of their three Capris were rolled out of contention: Dieter Glemser broke three ribs in one crash, while Jochen Mass escaped uninjured in the second. Emerson Fittipaldi/Jackie Stewart circulated steadily in fourth place for 16 laps until a blown head gasket forced retirement. Ford's only consolation was fifth overall for the privately-entered Capri of Karl Ludwig-Weiss/Klaus Ludwig.

Fourth overall and winner of the 2-litre class was the Autodelta Alfa Romeo GTAM of Spartaco Dini/Carlo Facetti, which lay third for many laps in spite of lacking third gear. A 1600cc twin cam Toyota Celica GT had an impressive European racing debut, running faultlessly to finish sixth in the hands of Freddy Kottulinsky/Ove Andersson.

BMW now jump into the lead of the ETC ahead of Alfa and Ford, while Brian Muir, who retired with a broken engine, still leads the Drivers' Championship.

. . . Britain's first effort to emulate the Tour de France and provide an all-round competitive road event catering for racers and rallyists alike, finished at Bath on Sunday, 8th July after a 1000 mile route embracing five special stages, one sprint and five circuit races. The Avon sponsored Tour of Britain resulted in popular and well deserved victory for James Hunt and journalist Robert Fearnall crewing the A.J. Rivers Racing/Lendrum and Hartman Chevrolet Camaro Z28 after a terrific last minute bid from the Wishards Capri 3-litre of Gordon Spice/St Stanley Robinson, who failed to break their cool and force Grand Prix

driver Hunt into an error on the tight and tricky final stage at Dodlington Park. Third overall in this entertaining Group 1 event was the Alfa Romeo GTV of John Handley/John Clegg ahead of the two 3 litre Capris of Adrian Boyd/Beatty Crawford and Dave Matthews/Charles Reynolds.

Into an immediate lead at the start of the three-day event went the Capri of Roger Clark/Tony Mason and by the first night stop, the rally star was holding a useful lead over the Dealer Team BMW 3.0Si of Tony and Malcolm Lanfranchi. But the BMW had major mechanical troubles on Saturday morning, resulting in its disqualification after running out of time, and Clark suffered electrical problems in his circuit race at Oulton Park, allowing Spice to take the lead chased by Hunt's Camaro. Despite constant complaints about lack of oil pressure and crankcase pressurisation, Hunt won the races at Silverstone, Llandow (after a spin), Brands Hatch and Snetterton (the much enjoyed night race) to edge ahead of Spice on the last morning and stay in front to the end.

Roger Clark's brother Stan took sixth place partnered by Chris Witty ahead of the Capri 3-litres of Holman Blackburn/Chris Hollingham and Mike Crabtree/Alan Henry, while the tremendous fast 1.8 Hillman Hunter of Bernard Unett/Brian Coyle displaced the Woolworths Capri of Andy Dawson/Andrew Marriott on the final stage to take ninth.

Other placings in the top 20 included the fleet Firenza of Barrie Williams/David Hardcastle in a deserved 13th, ladies' prize winners Rosemary Smith/Pauline Gullick (Capri) in 15th. Prince Michael of Kent with Nigel Clarkson (Capri) 16th and Graham Hill/David Benson a dogged 17th after a steady climb in what looked a rather uncompetitive car. Of the other Grand Prix drivers, Howden Ganley took 19th in his Citroen SM with Ray Hutton and Vern Schuppan/Ed McDonough had their Consul GT in the top 20 until the final stage when Vern took a trip into the undergrowth and dropped to the back of the 80-plus car field.



## ***Trials Trophy Points***

|               |     |                 |   |
|---------------|-----|-----------------|---|
| Andrea Morley | 59½ | C. Henry        | 6 |
| R. Wylie      | 39½ | B. Kirk-Burnand | 5 |
| J. Crombie    | 32  | P. Bateman      | 5 |
| B. Blacklock  | 30  | M. Parsons      | 5 |
| R. Wilson     | 28  | R. Viskovich    | 5 |
| P. Ashworth   | 22  | P. Levet        | 4 |
| P. Shanks     | 21  | W. Painter      | 4 |
| S. Mathieson  | 21  | M. Boyle        | 3 |
| P. Jukes      | 17½ | D. Gulland      | 3 |
| B. Nicholl    | 16½ | R. Montgomery   | 2 |
| D. Bone       | 15  | B. McDonald     | 2 |
| S. Hamilton   | 10  | L. Ryan         | 2 |
| M. Hiestand   | 9   | M. Wightman     | 1 |
|               |     | W. Owen         | 1 |



# EUROPEAN RALLY SCENE

Team Esso Uniflo and Ford scored another victory when Roger Clark and Jim Porter took their 2 litre alloy block BDA engined Escort RS into first place on the recent International Scottish Rally. Team mates Hannu Mikkola/John Davenport came in second closely followed by Andrew Cowan/Johnstone Syer to make it a Boreham Escort one, two, three, but the Ford domination didn't stop there and Escorts went on to fill the top ten. This is the first time that one model has taken all the major placings in an international rally.

A record number of 200 entries were accepted and Ford were making their biggest effort since the R.A.C. with four cars entered. Besides Mikkola, the Scottish didn't attract so many Scandinavian crews this year, the most notable being Per-Inge Walfridsson seeded at seven in the Volvo 142.

From the start, crews headed out of Glasgow some sixty miles south for the first stages. Some people were using Kleber tyres and were suffering from punctures. Sclater's Escort punctured a rear on the first two stages and on the third stage Morley finished with two flat fronts on the Porsche Carrera. The problem was thought to be lack of sidewall strength as Morley reported that he only had to brush a kerb and the tyre would deflate.

After the first group of stages a pattern was already forming with Mikkola 30 seconds ahead of Clark with Boyd and Cowan very close behind. Already Escorts were filling the top ten places, the exceptions being Metha's Datsun 240Z in seventh and Walfridsson at eighth. However, the Walfridsson Volvo didn't get much further as the axle gave trouble and they were out of the running.

Then on Stage Eight, the infamous Cairn Edward, the whole picture changed. A few miles in this stage, there is a right hander over a brow, and a fire break giving the impression the road goes straight ahead instead of curving right. Every year this bend catches out someone and this year it was firstly Mehta who took to the fire break with no hope of retrieving the big Datsun. Not long after, Mikkola came along and instead of trying to turn the corner, kept the wheel straight and the Escort came to an almost undamaged halt. Forty minutes later, they with the help of spectators were on their way again. With an 18 minute maximum, Mikkola was down to 56th place and 8 minutes behind Clark.

Clark was glad the pressure was off for the time being as he was still suffering from the effect of some African bug, and it wasn't until halfway through that he began to feel somewhere near normal. Mikkola started on his epic drive and in the short space of five stages, he had hauled himself by the drive-shafts up to 25th place. But following the excursion, the five

speed gearbox had been reduced to three and the gearbox was changed in double quick time at the next service point. The Scottish was providing such close competition that a puncture or small excursion resulted in a well placed crew tumbling head-long down the list.

At the halfway point, Mikkola had worked his way up to fourth place and in the remaining two days of the rally he moved up another two places by taking fastest times on the majority of the stages.

TULIPEN



## **FORMULA FORD RACES**

CMR CONTINGENCY MONEY

1973/74 N.Z. FORMULA FORD CHAMPIONSHIP

Cook Motor Racing Limited, the South Auckland engine-builders and performance experts, are pleased to announce their support of next season's New Zealand Formula Ford Championship. This support will take the form of bonus money to be paid out to eligible competitors in the series.

CMR will put up a total of \$1,000 contingency money for the Championship, and to be eligible for the bonuses a driver must use a CMR-built Formula Ford engine. The bonuses will be awarded on the following basis:-

Each Championship Round:

|                 |   |      |
|-----------------|---|------|
| 1st Placegetter | - | \$25 |
| 2nd "           | - | \$15 |
| 3rd "           | - | \$10 |

Overall Championship Placings:

|             |       |
|-------------|-------|
| 1st Overall | \$150 |
| 2nd "       | 50    |

CMR are confident that the 1973/74 Formula Ford series will prove even more popular and keenly contested than last season's series. Because of the comparatively low cost of this class of racing, it attracts many younger or relatively inexperienced competitors, many of whom are at a disadvantage through not having an engine which is quick and reliable enough to give them a chance of winning. By putting up these bonuses CMR hope to provide competitors with the incentive to purchase such an engine.

For any further details, please contact Reg Cook or John Abbott, at the company's office, 3 Holmes Road, Manurewa, Phone 63-038, Manurewa.

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# LETTER BOX

The Editor,  
Auckland Car Club Bulletin

Dear Sir,

## OPEN LETTER TO NORM HARVEY

I record my strongest protest at the remarks made in the July Bulletin by Norm Harvey that our trials should become road rallies, and that many members will have doubts about this because they cannot see past the end of their trialling noses.

Trials are called "Trials" or "Time Trials" for a very good reason, which was soundly endorsed at the last M.A.N.Z. A.G.C.M. Conference. As a result of Heatways and other events, "Rallies" are well known by the public as being races against the clock and the public don't want rallies on open roads. Calling our Spring Invitation or worse, the TISCO, a rally, would do endless harm to our reputation.

In fact, rallies bear little relation to trials and it is rather like leading a horse to water to alter the nature of trialling so as to make rallies a progression of trials.

We have a very good Appendix T at the moment, a few changes will always be made but the essence will remain, and as a result, the current crews will continue to enjoy trialling. There are quite a few two man crews who acquit themselves well. Mademoiselles Greenwell and Knight would surely be the best known. Now its not going to be any easier for newcomers to beat or catch Joan and Jacqui if they are limited to two man crews, so where is the progression in Norm's suggestion.

Stating that the organisers would thereby adopt a more sensible approach to navigation and timing is a direct slur to previous plotters. I recall no trial at all, and I believe I have competed in more in the last three years, or in any of the last three years than any other A.C.C. member, that the majority of competitors have not enjoyed. But, if I have made an error of judgement as to the past sensibility of plotters, and Norman's rules become law, just what guarantee is there that the approach will be more "sensible"??

Another reason why I question the suggestion of limiting crews to two members is that of the resultant numbers of competing cars. The Mercury events are already getting entires close to 100 with an average of over three people in each car - and reduced to two man crews, this will mean that there will be entries of 150 cars or more or that 100 people will miss out on a ride. Also the costs will not drop but will have to be shared by two people instead of three or four.

I could go on at length but I believe that in the above remarks I prove that triallists can see beyond the end of their trialling noses, and in fact, have greater scope of vision than many others especially as they know the limitations of their pockets.

Yours sincerely,  
JOHN H. CROMBIE



20th June, 1973

The Editor,  
Auckland Car Club Bulletin.

Dear Sir,

In reply to the unsavoury reports by Don Hadfield (Page 14) and Norm Harvey (Page 22) in the June edition of your Club Bulletin I feel that I, on behalf of the Open Saloon Car Association, must bring a number of points to you and your members' attention. Therefore I would appreciate that this letter be published in the next Club Bulletin.

When "OSCA" arranged with the "Auckland Car Club" and Bay Park Raceway for North Island "Ace-Osca" Series races to be run at Pukekohe and Bay Park, the Association gave to understand that we expected at least thirty cars to enter in these races, we would contact all OSCA drivers giving details of the races and prize money, and encourage any drivers to race in either or both of these races.

It was also explained that any more than the \$600 minimum prize money would help to encourage the better car drivers to race, and also that any South Island drivers are not required to run in the North Island Ace-OSCA Series, but any that had been competing for North Island Series points must race at all the North Island races to keep eligible for championship points and also it was hoped that a few of the better drivers could be enticed to race at the Easter meetings.

A notice was sent to both Clubs giving details of cars and drivers who were intending to race in the North Island during that period, but it was up to the driver himself to send an entry and obviously, who would expect any Club to advertise the appearance of a driver, without receiving an entry from him.

Now compare these figures - Bay Park placed over \$1,000 on the "Ace-Osca Trophy Race" plus \$315 for the heats, the Auckland Car Club only placed the minimum of \$600 on the "Ace-OSCA Trophy Race" and made no provision for any heats. Also a cheque was accepted by the Auckland Car Club for \$300 being money raised by the North Island OSCA Branches and the OSCA sponsor E.W. Pidgeon Ltd. for prize money on the race, so with the forty entries accepted at \$7 per entry the "Ace-Osca" Trophy Series race cost the Auckland Car Club the mighty sum of \$20. Now we were told we did not do justice to our sponsor, the cars were not good enough and the race spectators were disappointed as "Norm Harvey" saw it.

There was more South Island race cars at the Pukekohe Dunlop Meeting than has been seen before at any previous Pukekohe Meeting, and just think how many North Island drivers would come down to the South Island for race prize money of \$600.

Now lets not spend valuable time bitching, why not get behind modified saloon racing in New Zealand, be it OSCA or Wales, South Island promoters supported OSCA racing right from the concept of our Association and provided a six race OSCA Series accepting that for the first season the cars and racing would leave much to be desired, but knowing that the second season and the future would see the racing that the spectators

would come to see. In the North Island last season, the promoters gave no (or little) support for OSCA and it was left to Syd Jensen to try OSCA racing at Levin and this meeting proved to be a great success, then Syd ran the North Island Ace-OSCA Trophy Race and then another. It was not till after these three races were over that Bay Park and Pukekohe circuits arranged for any Ace-OSCA races - all of which gives absolutely no incentive for any driver or enthusiast to build a competitive and interesting racing saloon. Now that 90% of the OSCA cars are eligible to race in the National Bank of Wales series this coming season, all promoters and clubs, please provide saloon drivers with plenty of races - OSCA and Wales. Plenty of prize money and give us all plenty of notice of your intentions so that better cars are constructed in the North Island, as there was in the South Island last season.

Unfortunately, owing to MANZ decisions to run the National Bank of Wales Series still as one Series, not a North and South Island series with two finals, that the champion can come from any class, and that prize money may be paid down to only the 4th in each class, this series will not be supported as well as it might have been, but the Open Saloon Car Association will give every encouragement for our drivers to compete in any of the Bank races.

So let us support saloon racing and don't rubbish the drivers and the OSCA drivers organisation. OSCA is doing its best and last season has been the best saloon series that the South Island has seen for many years. With support and the use of a bit of the "grey matter" North Island OSCA Saloon Racing will bring the racing everyone wants to see.

Yours faithfully,  
 Ron McPhail  
 OSCA President

Please Note the comments from the promoter of Bay Park Raceways when asked if he would be prepared to run one or two Ace-OSCA Trophy Races next season - "I'd have to wouldn't I? Do you know we have got too many OSCA cars for our grid?!!!"

R.McP.



APPROVED VEHICLES FOR CASTROL GTX CHAMPIONSHIP contd....

|                             |      |                      |      |
|-----------------------------|------|----------------------|------|
| <u>GROUP THREE</u> contd... |      | Austin Morris Marina | 1750 |
| Austin Morris Mini 1000     | 998  | Renault R12          | 1289 |
| Austin Morris Mini Clubman  | 998  | Simca 1100GL         | 1118 |
| Austin Morris Mini Clubman  | 1098 | Simca 1100LS         | 1118 |
| Austin Morris 1100          | 1098 | Skoda S110L          | 1107 |
| Austin Morris 1300          | 1275 | Toyota Corolla       | 1116 |
| Austin Morris Maxi          | 1750 | Toyota Corolla Coupe | 1116 |
| Austin Morris Marina        | 1500 | Triumph Toledo       | 1500 |

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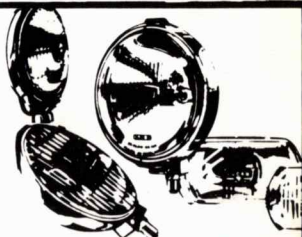


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