

SEPTEMBER 1973



BULLETIN



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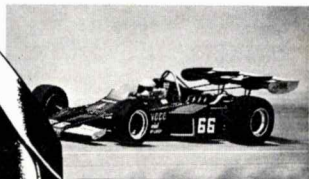
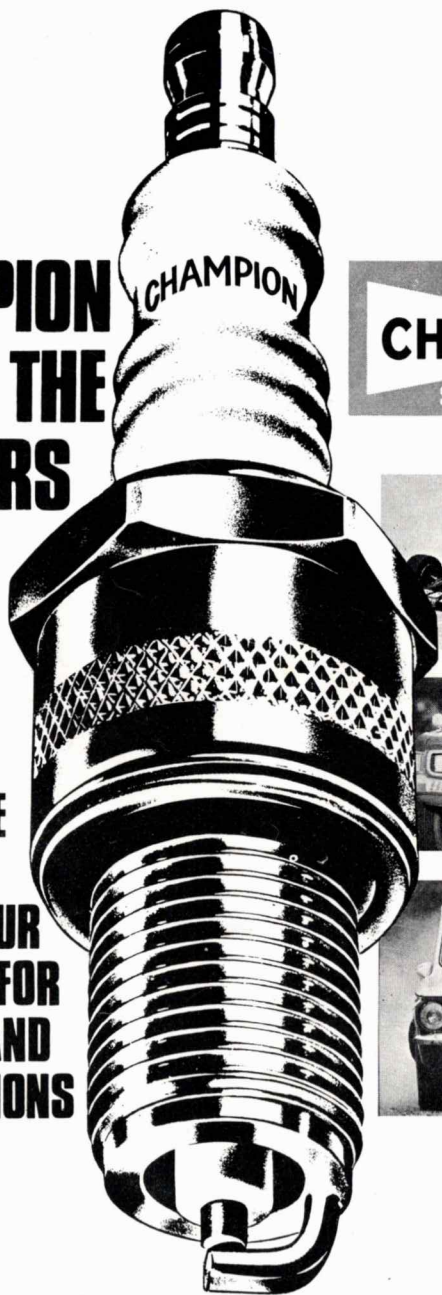
CHAMPION POWERS THE WINNERS

1st, 2nd, 3rd 1972
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BENSON & HEDGES 500

ALL STARTERS
1972 HEATWAY RALLY

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— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland.

CLUB OFFICERS

President:

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

Vice-Presidents:

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

Secretary and Treasurer:

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

Executive:

B. J. Hamilton, E. G. Mallard,
J. T. Molloy, I. L. Ivers, A. P. Levet,
C. R. Stodart, P. A. Meggison,
G. L. Spear, N. H. Harvey,
A. G. Wilson.

Club Captain:

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

Deputy Club Captain:

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

Chairmen of Sub-Committees:

Club House: P. Schenker, 674-544.

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

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

Speed: G. L. Spear, 75-180 (Bus.)
888-811 (Pvte)

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

Ladies: Mrs. Dot Parkin
(GLE 7835)

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

Membership Secretary:

B. J. Hamilton, phone POP 48-520

Competition Licence Officer:

J. T. Molloy, phone 654-048.

Security Officer:

H. G. Southee, phone 607-682.

Custodian:

W. Ferris, phone 674-071.



CLUB MEMBER KEVIN RAND'S SPEARS MINI LEADS THE HARRINGTON RACING FORD ESCORT AT CASTROL CORNER, BAYPARK.

COVER PHOTO

CLUB MEMBER GEOFF SUTHERLAND LEADS TEAM WOLF AT HARMAN CORNER IN THE GLENVALE 200.

COMING EVENTS



If any Club sporting event is cancelled because of adverse weather or other force majeure, the cancellation notice will be broadcast from Radio 1ZB.

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.

9TH SEPTEMBER - SUNDAY - MARAMARUA FOREST RALLY:

This event will be held in the Maramarua State Forest starting at 9.00 a.m. and concluding at 4.00 p.m. The base for the rally will be the Forest Headquarters yard and the start, lunch break and finish will be at this point. Approximately 75 miles of special stages. Entries (a maximum of 60) close on 1st September. Competitors, vehicle scrutineering will be held at the Onehunga Testing Station on Saturday 8th September between 2.00 p.m. and 3.00 p.m. Enquiries should be directed to the meeting secretary, Mrs Val Martin, Telephone 566-437.

16TH SEPTEMBER - SUNDAY - INVITATION HILLCLIMB - HIBISCUS COAST

MOTORSPORT CLUB - Venue Westhoe Road, Orewa. Entries on the day from 9.30 to 11.00 a.m. Further enquiries should be directed to 270 Main Road, Orewa.

20TH SEPTEMBER - THURSDAY - CLUB NIGHT AND 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. New car on display.

23RD SEPTEMBER - SUNDAY - HILLCLIMB:

Chamberlain Road, Bombay. (Event signposted from Great South Road). Entries accepted on the day between 9.00 a.m. and 10.15 a.m. Saloon Classes : 0 - 1000 c.c., 1001 - 1300 c.c., 1301 - 1600 c.c., 1601 - 2500 c.c. 2501 c.c. and over, plus sports cars and single seaters. Competition Licence required, also approved safety helmet, overalls,

fire extinguisher, etc.

30TH SEPTEMBER - SUNDAY - GYMKHANA:

To be held at the Mangere Town Centre Carpark, Bader Drive, Mangere. Entries accepted between 11.00 a.m. and 12 noon. All members, both ladies and gents invited to compete. No Competition Licence necessary. Points for Sandringham Tyre Service Gymkhana Shield.

30TH SEPTEMBER - SUNDAY - DINNER & DANCE EVENING

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill. 50 cents cover charge for gents after 6.00 p.m. Good Menu and band. The band will be swinging from 7.00 to 10.00 p.m. Dress - Casual.



**OPEN &
INVITATION**

15TH SEPTEMBER - SATURDAY - VOLKSWAGEN OWNERS' CLUB MERCURY
TROPHY TRIAL:

This trial to be known as the VW Autoland Trial starts at 1.00 p.m. at the Pakuranga Town Centre and finishes approximately 4.45 p.m. at the Huntly War Memorial Community Centre Hall. No maps required. Refuelling and meal break approximately 1½ hours after the start. A.S.R.'s and entry forms available from Lois McPherson, 31 Blake Road, Mangere East, Phone OH 69-500 (Home) or Pap. 46-313 (Bus).

16TH SEPTEMBER - SUNDAY - 1973 BENSON & HEDGES MOTOR RACE
MEETING:

Main Event, "The Benson & Hedges 500" for New Zealand assembled standard production saloons. Starts at 1.00 p.m. Preliminary Race - "The Mayfair Filter 100" for manufacturers Super Production Saloon Cars. Start time 11.00 a.m. Promoted by the N.Z.I.G.P. Assn.

29TH SEPTEMBER - SATURDAY - AUCKLAND RALLIES AND TRIALS CLUB
MERCURY TROPHY TRIAL:

The event commences at 9.30 a.m. and is approximately 7 hours duration. A.S.R.'s and entry forms available from Mr W. Strand, 8 O'Halloran Road, Howick or The Secretary, Auckland Rallies & Trials Club, P.O. Box 55-021, Mission Bay. Further enquires can be made by telephone to Mr W. Strand, Telephone Howick 45-201 (Evenings).

6TH/7TH OCTOBER - SATURDAY/SUNDAY - INVITATION SPEED WEEKEND

Organised by the Pukekohe Car Club. Hillclimb on Saturday at Bright Road (Sealed venue). Sprint on Sunday.

7TH OCTOBER - SUNDAY - LEVIN NATIONAL MOTOR RACE MEETING:

Programme includes G.T.X. Production Saloons. Promoted by Levin Motor Racing Circuit Ltd, Box 989, Palmerston North.

14TH OCTOBER - SUNDAY - ROTHMANS NATIONAL MOTOR RACE MEETING

To be held at the Pukekohe Circuit. Events will include rounds of the "Black & Decker" Championship, Formula Ford Championship and the G.T.X. Production Saloon Championship. An Auckland Car Club promotion.

21ST OCTOBER - SUNDAY - BAY PARK NATIONAL MOTOR RACE MEETING:

Championship Rounds, New South Wales Saloon Cars, Formula Ford and G.T.X. Saloons. Organised by the Tauranga Car Club.

27TH OCTOBER - SATURDAY - MERCURY TROPHY PRIZE-GIVING SOCIAL:

To be held at Northern Sports Car Club Clubrooms, Mt Richmond Domain. Tickets \$2.00 each available from the Secretary, P.O. Box 3693, Auckland.

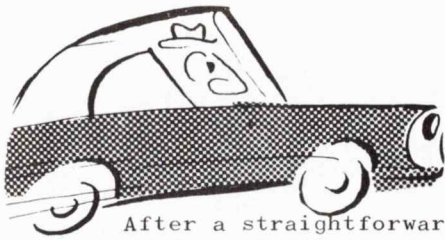
27TH/28TH OCTOBER - NATIONAL MOTOR RACE MEETING - NEW MANFIELD

CIRCUIT: B.N.S.W. Saloons, Formula Ford, G.T.X.
Organised by the Manawatu Car Club.



Trials Trophy Points

A. MORLEY	69½	C. MINERS	6
R. WYLIE	52½	D. GULLAND	5
R. WILSON	34	B. KIRK-BURNAND	5
J. CROMBIE	32	P. BATEMAN	5
C. SHANKS	32	M. PARSONS	5
B. BLACKLOCK	30	R. VISKOVICH	5
D. BONE	24	W. PAINTER	4
P. ASHWORTH	22	D. O'CARROLL	4
P. JUKES	21½	M. BOYLE	3
S. MATHIESON	21	J. WENTWORTH	3
J. KILLMARTIN	17	A. MOWATT-WILSON	3
B. NICHOLL	16½	R. MONTGOMERY	2
P. LEVET	12	B. McDONALD	2
S. HAMILTON	10	L. RYAN	2
D. BROWNE	10	M. WIGHTMAN	2
M. HIESTAND	9	J. POWELL	2
W. PARKIN	7	W. OWEN	1
M. TREE	7	J. SAMSON	1
C. HENRY	6		



Saturday Night

Trial 21st JULY

After a straightforward odo check on the Southern Motorway and out to Wiri, we soon got the impression that this trial was going to be all on all the way and we were not to be disappointed.

Firstly, a "Go Left at BRUCES RD" - not Druces Rd, then a Class II sign that wasn't a Class II sign. If you didn't go right down to the U-turn check you would have missed another check as there was a cunningly placed (South Island type) check opposite the U-turn. ARDMORE AERODROME I didn't look right, so after getting another U-turn we proceeded to the end of Section Control.



Section 2 proved interesting with an overriding "Go Left at every opportunity unless otherwise instructed". On paper this looked easy but you really had to think and remember which instruction you were up to. A sneaky little track to the left, a non-existent SCHOOL CLEVEDON sign, a come-on check just after a road to the left, and a DERESTRICTION sign in the speed schedule all thrown in for good measure.

We finally found Fitzpatrick Road which was deemed not to exist and proceeded to the end of the subsection.

Section 2, Sub-section B told us that all roads sign-posted No Exit are deemed to be non-existent. Instruction 1 - Go right at crossroads. So off we go. But hang on, this is still Section 2 so we have to go left at every opportunity - nearly missed that one.

Once again, you had to be careful in this section and most people missed the slight bear to the right in Redoubt Road (including us). Go left at crossroads the instruction



said but a No Exit sign painted over was still readable (just) so we went ahead and eventually found the Control in Ross Road.

A quick trip back to the Clubrooms and five minutes round the block looking for the sting in the tail which wasn't there.

Unfortunately, some misguided person moved an unmanned check in the last section and confused the later crews no end and this resulted in the section being scrubbed.

However, Bruce Blacklock and his cronies made an excellent job of plotting. It was an enjoyable and accurate event with the emphasis on check finding. Good practice for those Mercury Trophy events!



GLENVALE 200

by *Don Hadfield*



In almost unbelievable weather the lengthened Glenvale 200 was run at Mt. Maunganui at the end of July. You would almost think that the Organisers have a contract with the Weatherman for two more beautiful days would be hard to define.

A few discontented entries were unable to start due to the event being over-subscribed, and the Organisers deleted those that they saw fit, which didn't seem to bring the howls of protest which later highlighted the Benson & Hedges entry.

The race this year was increased to 150 laps which eliminated the need for mandatory fuel and tyre stops, which certainly gave the event much more interest than in the past, for it was during the last 50 laps when it all happened and the hot contenders fell apart at the seams. The hardest luck story being Jim Richards and Norris Miles in the Falcon GTHO who first had no practice and started from the back of the class, which was no real problem, had five laps in hand when a tyre blew and upon returning to the Pits to replace the HO wouldn't start. After many gut-busting efforts Jim got it fired up only to have to return to the Pit later for a fuel stop and mandatory driver change, when again the Falcon wouldn't start, and when it did, would not rev above an idle and as they were now 8 laps in arrears, they gave it away, this was a great shame for the car was never pushed.

The race spelt disaster for many others and in fact it was a real problem for any lap scorers to record only the top 20 cars for 15 of them fell by the wayside leaving only five of which you could accurately comment on.

A very fine race was driven by the Woolf "Cubs" to be 5th overall in the Capri and easily first in their class. Angus Mount must also be pleased with himself for a fine placing in his class on his very first competitive drive. In the "baby" class a race-long duel was held between the Harrington/Knaggs Escort, the Rand Mini Clubman GT and the Flashman 1200SSS, this was eventually won by Rand from Flashman with the Escort being third, though to be fair, Harrington appeared to have it sewn up till he lost a lot of time in the Pits, Knaggs never being able to make up the deficit, finishing three-quarters of a lap behind Flashman, who was only 3 seconds behind Kevin Rand.

There were many, many hard luck stories from this race, which will have been covered by the News media and magazines in

general, but a special bucket of blood would go to Rod McCallum who was up to 4th in his old 186 Torana when a wheel broke putting him out of the race (and would you believe his new alloy wheels arrived on Monday, after the race). All in all a very deserved win was had by "Big Rev Nev" Brickley in his 202 XU1 from Graham Crawford and Gary Lang, both in XU1s.

In the half hour Formula Ford race it was good to see a fine battle up front between the eventual winner, Grant Walker in the ex-Oxton Elfin, Brett Riley who set a new record, and Neville Bailey. I would like to pass comment that Mary Carney did a damn good job for her first drive in the ex-Baker Titan particularly after hitting the fence in practice while trying to go faster with the additional handicap of sitting on cushions, the seat being unaltered as Jim Richards is also to drive the car this season. I think Mary will make a better single seater driver than a saloon driver for she was very smooth.

The Mini 7 brigade was dominated by Lynn Rodgers from John Provo with Murray Cox improving out of sight. In the 0 - 1000 class Reg Cook remains the "King" and in their event elected to start from the back of the Grid after publicly stating that he was after a new record, there not being much opposition and he not only set a new record, for on three laps he equalled the old record, and on another three set a new record, leaving it at 65.6 the old one being 66.6.

The half hour Motor Cycle race was shortened to 20 minutes, it getting very dark and very late, so dark in fact that you could see the sparks coming from the machines as they were laid over through the bends and their mufflers dragging on the ground, making a very spectacular sight indeed. I would like at this juncture to say a very special thank you to the some 9,000 members of the public who stood in silence for a lap and a half of Baypark circulation by the Motor Cycle competitors at the start of the day in tribute to the late Geoff Perry.

DON HADFIELD



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**PH. WEI. 8500
(AK. Exchange)**

Prices	4 cylinder	\$ 22	}	For complete job, comprising crank, flywheel, clutch, rods and pistons.
	6 cylinder	\$ 24		
	V6 & V8	\$ 37		
	Car Type D/Shafts	\$ 13		

Rods are balanced end for end. This means all big ends or all little ends are same weight. This is essential.

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

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

SHOUTS & murmurs



... Heard at the last Film Evening - 16th August - that Mike Marshall and Alan Boyle will be teaming together for the Maramarua Rally but this time Alan will be in the Driver's Seat, without a steering wheel! Yes, Mike is driving Hannu Mikkola's car in the event which is a left hand drive.

... Congratulations go to Club Member, Ivan Segedin and his wife, Shirley, on the birth of their son.

... Mike Marshall has been invited to New Caledonia for the Safaria Caledonia but as this is so soon after the R.A.C. and only finishes on the Monday before the Shell 1974 commences, it is possible that he might have to forego it as there could be all sorts of problems in landing the car back in New Zealand in time for the Shell event.

... Also on the subject of rallying, if Mike Marshall and Alan are successful in obtaining a sponsor they will be going across to Australia for the Southern Cross Rally. Unfortunately, due to work problems, Mike's usual co-driver, Arthur McWatt, will be unable to accompany him this time. We understand Alan is accumulating as much leave from work as possible in order that he will be able to accompany Mike in Arthur's place.

... Jack Inwood has informed us that he will be covering the Maramarua Rally in full and as was seen in our last month's issue (and the cover photos on our Bulletins), Jack certainly manages to capture the spirit of any event.

... Rodney Bremner, who was in the Service Crew for Judy Hanbury nearly froze to death in the South Island looking after the car but is now recovering by basking in the sun in Hawaii on his way to an extended working holiday in Canada and England, where he hopes to see what life is like in the other part of the world.

... The Dinner and Dance held on Sunday the 29th July was such a resounding success that the event is to be repeated on the 30th September. For further details see Coming Events.

... We record with regret the death of Club Member, Geoff Perry, New Zealand's foremost motor cyclist, who was tragically killed recently in an air accident. We extend our sincere sympathy to his wife, parents and family.

... We hear that Glenn Johnson has been transferred to Wellington on promotion for his firm, Associated Motor Industries. Congratulations Glenn on this promotion and also on the birth of your son.

. . . Members are reminded that they contravene the National Competition Rules by taking part in Trials that do not have a permit issued by MANZ. If you have anything to do with a pirate Trial such as those organised by social clubs, etc., who run outside MANZ jurisdiction then you risk losing your Competition Licence, not to mention that your car is uninsured for such an event.



BENSON & HEDGES 500

This year's Benson & Hedges 500 will be held on Sunday, 16th 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. & 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

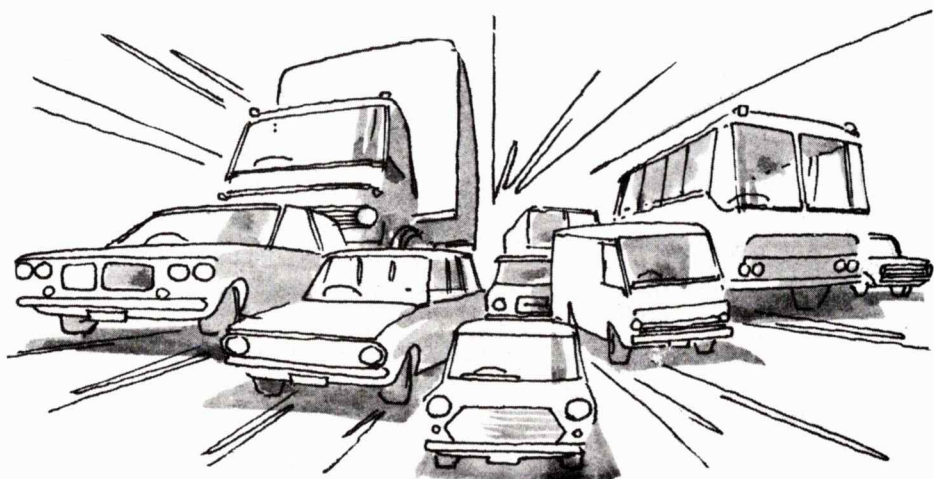
N.B. Overall winner does not qualify for class award.



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WELLINGTON: Waterloo Quay, Phone 44-133

BLLENHEIM: Main Street, Phone 89-156

CHRISTCHURCH: 250 Durham Street, Phone 60-072

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



Haere Tonu mai
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STRAIGHT AHEAD



Looks as though I goofed again. Last month I was busy jousting with Allen Cheak and confidently stating that the A.C.C. teams would again split the opposition at the Craik Motors Trial. Thanks to a marvellous effort by Steve Hamilton and navigator, John Busch, and Barry Nicholl and navigator Kevin Lancaster, who collected 2nd and 3rd places, Auckland Car Club took an unheard of first place in Mercury points. John Crombie and Andrea Morley also finished in the first ten.

In fact, the Morley crew arrived at the start with a full crew and found a desperate Barry Nicholl as his navigator had not arrived so they lent him Kevin Lancaster. Looks as though they gave their best man away.

Since then we have had the M.G. Octagon Mercury Trial which was a very long ambitious trial, with some fresh variations in instructions. At this stage results are not known so we don't know our current placing.

By the time you read this column the Spring Invitation will have been held and then in September there are the Volkswagen Club and Auckland Rallies and Trials events in the Mercury Trophy series, so the whole thing is still in the melting pot. However, with a few more efforts like those in the Craik, Auckland Car Club could achieve its highest place yet.

Heard that the Rotorua Trial was once again a resounding success and congratulations go to D. Browne who was the eventual winner. I understand that he was runner-up in this event last year and obviously had his eyes on that handsome trophy which goes to the winner of this event.

As a point of interest to the rallyists in the Club, I understand that this event, to be held on the 9th September, is attracting many entries and should prove very popular.

I see that my remarks, taken out of context by another reporter to this Bulletin, have been defended in an open letter to that reporter, so I will be interested in reading his reply.

GRID REFERENCE 006



GET WITH **DUNLOP**



Craik Motors Trial



"He flung himself from the room, flung himself upon his horse, and rode madly off in all directions"

Stephen Leacock

One of the things, of several, that I have always enjoyed about Te Awamutu Car Club's Mercury Trophy Trial is the quotations they put on each sheet of instructions, an example of which is above. This year, again we conflicted with the Rotorua Trial but several crews attended from Auckland Car Club, including those of Steve Hamilton, Barry Nicholl, who had to borrow Kevin Lancaster as navigator from Andrea Morley, John Crombie, and the Wilson/Mallard crew.

The additional A.S.R.'s contained a few good traps especially those applying to map reading and signs. One trap pulled several times during the trial, which stems from the rule changes was that of "Go left at GIVE WAY". On at least two occasions the sign was well back, 50 feet in one case, from the intersection, so that one could not execute it at that particular sign. One of the conditions in the mapreading was that you were told "Do not use any part of any National State Highway". We found one A.C.C. crew having great difficulty with this until they saw the A.S.R. at the very bottom of the page that stated "A State Highway is deemed to be a named road". Generally this was a thoroughly enjoyable trial (they always are when you do well) and we look forward to next year's Craik, even if it is on the same day as the Rotorua binge.

In case you didn't know, Roger Croft and crew won this trial to add to their already formidable wins for this season.



MG MERCURY TROPHY TRIAL

The next Saturday saw the M.G. Car Club (Auckland Centre) put on a Mercury Trophy Trial for the first time. Unfortunately, their A.S.R.'s and announcement were belated and they certainly deserved more entrants than the thirty odd that they received.

From an Auckland Car Club point of view it was disappointing not to see some of the regular crews there. An easy run took us out to Ardmore where we started mapreading with the first check we found facing in the wrong direction. Finishing at Helvetia we then remembered (had to remember if you wanted the checks) the excellently contrived A.S.R. that throughout the trial you are to U turn after proceeding $\frac{1}{4}$ mile down any road which was a no exit road.

One of the things that was already apparent was the large number of manned checks that the M.G. Club produced. A large number of totally differing instructions to those which we are used to were used, especially after lunch at Waiuku. It was good to use the Peninsular north of Waiuku again (the first time since last year's Spring Invitation). It is funny how one gets to know the roads around Te Aroha, 100 miles away, better than those closer to home.

See you all on the next Mercury.

OAKTREE

Saturday Night Trial 21st July

<u>CAR</u>	<u>DRIVER</u>	<u>POINTS LOSS</u>	<u>PLACE</u>
3	A. MORLEY	64.0	1st
17	D. BONE	229.7	2nd
23	R. WYLIE	233.0	3rd
35	M. TREE	234.5	4th
37	R. WILSON	579.4	5th
21	C. SHANKS	613.4	6th
1	P. JUKES	615.5	7th
6	J. WENTWORTH	737.6	8th
9	J. POWELL	744.0	9th
18	J. SAMSON	745.8	10th
22	S. MATHIESON	749.0	11th
7	W. BOSSELMANN	774.5	12th
20	J. CROMBIE	801.8	13th
8	C. MINERS	810.8	14th
31	G. WINSTON	964.2	15th
34	L. RYAN	1022.8	16th
28	R. HARDING	1032.9	17th
27	R. VISKOVICH	1098.5	18th
26	K. SNOOK	1098.7	19th
15	B. TREVOR	1124.2	20th
39	D. O'CARROLL	1143.6	21st
25	D. GULLAND	1160.8	22nd
19	J. McCOMB	1173.0	23rd
2	M. JOHNSTON	1313.0	24th
1	C. READE	1336.0	25th
14	G. THUMATH	1503.4	26th
30	R. EASTON	1610.4	27th
33	M. CHILDS	1742.0	28th
10	N. RONBERG	1811.0	29th
13	B. TREWHEELA	1858.0	30th
29	J. EASTON	1949.0	31st
4	R. BENNETT	2030.5	32nd
38	C. GOTT	2043.1	33rd
5	L. BENNETT	2165.0	34th
32	J. BIDOIS	2263.8	35th
11	G. BENNETT	2400.5	36th
24	K. LA TROBE	2443.9	37th
36	A. JEFFRIES	2880.0	38th
16	J. BIDDICK	3669.0	39th



COUNT LUIGI ROSSI DI MONTELERA (SECOND FROM LEFT) AT A RECEPTION IN AUCKLAND, WITH FROM LEFT TO RIGHT, DR. GEORGE RAMPONE, MR H.L.G. MACINDOE, MANAGING DIRECTOR OF MACINDOE WINES AND SPIRITS LIMITED, NEW ZEALAND DISTRIBUTORS OF MARTINI AND ROSSI VERMOUTH AND ASTI SPUMANTE FOR MORE THAN 40 YEARS, AND MR GUISEPPE IMBALZANO, THE ITALIAN TRADE COMMISSIONER IN NEW ZEALAND.

For many years, Martini and Rossi, the manufactures of the world famous vermouth and Asti Spumante, have sponsored sporting events of all kinds - with the proviso that they are "elegant" sports.

Motor racing is considered by the company to be one of these, and this year they have engaged the 29 year old New Zealand racing driver Chris Amon to drive the Tecno Formula One car in the World Championship Series of Grand Prix.

Earlier this year, Martini Racing and Luciano Pederzani announced they had gained the services of Chris Amon who was formerly number one driver with the French Matra team, and prior to that number one driver with the Italian Ferrari team.

Count Luigi Rossi di Montelera 27 year old heir to the multi-million dollar empire of Martini and Rossi made a brief visit to New Zealand recently during an International goodwill tour.

He is now taking up the controls of the company, and is in charge of all production of Martini and Rossi Vermouth all over the world.

Count Rossi was accompanied on his visit by Dr George Rampone, technical director of Martini and Rossi. While in New Zealand they also visited Rotorua, which the Count commented was most interesting geologically.



Champion Spark Plug Gold Star Trial

This year's Champion Spark Plug Gold Star Trial as usual was the last of the series and several crews were potentially able to win the coveted Gold Star Championship because at least two of the South Island Clubs have not issued final results. Bill Pease and Rick Bierne both brought their crews up from the South Island to try and head off our Jim Scott and Roger Croft.

On Friday night George Wilson was dispensing gratis Mechanic-Tune-up Mugs and gratis contents to all and sundry, even including Eric Mallard.

The trial had been plotted by Joan Greenwell and Rosemary Allen and drew seventy starters. We got into trouble early when we didn't record unmanned check ALLEN which was written in chalk and didn't have any car club initials.

Then we detoured up Pinnacle Hill Road as we didn't consider that going straight ahead was "going as far right as possible". There were additional instructions for any intersection where a road was named with a letter out of CHAMPION. We then had several more subsections which were new to us, including one where the only signs deemed to exist were AA signs pointing to your right, and began encountering the traps on the end of subsection checks which traps were constantly repeated in varying forms.

Section subsection C had no numbered instructions but you were told to follow signs in a listed priority. Unfortunately this subsection was all deleted.

Then a subsection where instructions could only be completed where there was a TANIWHA sign, half way through which we had a welcome break. Then into Section 3 which was map reading. Subsection A was a simplified South Island type instruction where you could only use any road once in each direction; all this in the well used No. 9, No. 7, No. 4 road area on the Te Aroha map.

Subsection B you had to pass the nearest named road beginning with S after completing each instruction. There was a realigned road check in this portion that many cars fell for. Two short subsections then took us to Paeroa for our meal break. We passed Roger Croft on the way who had a disastrous mechanical malfunction which must have cost him many points he could hardly afford.

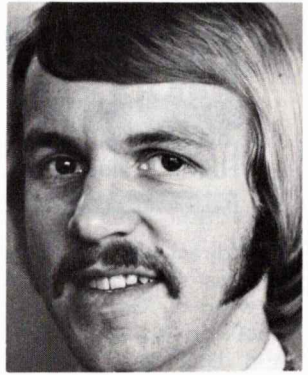
After our meal there was a map reading section on the Paeroa map which was reasonably straight forward although enquiries revealed several long faces. From here the major part of the trial revolved around finding the little roads which were public and not private and getting your priorities sorted out, taking us to the Pukekohe area before the finish.

My own memory after the mapreading is somewhat faded. My main comment on this trial is that a lot more unmanned checks should have been used.

Congratulations Joan and Rosemary on a Champion Trial.

"ONE OF THE CREW FROM 662"

THE PETER GILL COLUMN



Being neither a driver nor a promoter, I don't quite know what to make of this year's pre Benson and Hedges punch-up between excluded drivers and the Grand Prix Association. I am not really qualified to give an opinion (although that's not sufficient reason to prevent a journalist shooting his mouth off about something these days). Nevertheless, what does worry me is that these pre-race disputes are becoming all too frequent and if something's not done soon, motorsportsmen are no longer going to be considered sportsmen. Sincere as the drivers may be in their convictions, to many outside the fraternity, hearing it all via the news media, it all sounds like a very severe case of sour grapes.

* * *

Heard an interesting suggestion the other day from Mazda marketing man, Bob Bilton. Bob asks why the grid in the B. and H. can't be the other way round, with the big capacity cars starting from the back, and adding a little excitement by working their way through the field, instead of clearing out ahead on lap one and staying there for the eight hours to follow. Then there was this other suggestion I heard somewhere. Something to do with accepting entrants on the basis of time trials.....

* * *

For a race that purports to be a test of New Zealand assembled saloon cars, it's remarkable how long it's been since we've seen the name Holden in our B. and H. programmes. This year sees the anomaly solved, according to the entry list at the time of writing. It's a nice change to see an all round better variety of cars in the race compared with previous years. It's been my ambition to see represented in the race the two finest makes of cars assembled in New Zealand Rover and Jaguar. At the time of writing I'm pleased to note that for the first time ever in the 500, a Jaguar is entered. But it looks like no-one's prepared to put his money into running a Rover V8, to send them all home counting their cylinders.

PETER GILL

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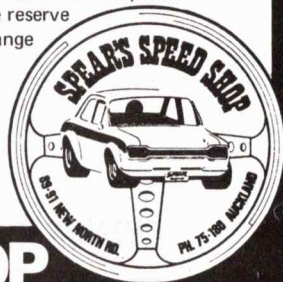
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NEW MEMBERS

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.

Evan McLaren	Kelston	Anglia
Christine Croul	Westmere	
Wayne Condon	St Heliers	Morris Cooper
John Finnigan	Avondale	Austin Mini
Alan Mitchell	Birkenhead	Morris Tasman
Eric Pos	Manurewa	Anglia
Kevin Williams	Onehunga	Austin 1100
Jack Van Dee Zee	Mt Roskill	Holden
Warwick Gray	Parnell	Simca
Gavin Woodman	Papatoetoe	Cortina GT
John Stevens	Glen Eden	Valiant
John Adam	Birkenhead	Austin 1800
Mary Andreassen	Ellerslie	Cortina
Ross Barnard	Ellerslie	Hillman Imp
Gary Bennett	Bucklands Beach	Austin 1100
Saxon Dawes	Titirangi	Alfa Romeo 2000 GTV
Michael Earley	Mt Roskill	Cortina
William Edmonds	Beachhaven	Valiant
David Dawick	Whangarei	Lotus Cortina
David Holloway	Otahuhu	
Darrell Jones	Mission Bay	Lotus Plus 2
Allan Nuttall	Mission Bay	Lotus S4
Peter Minett	Epsom	Fiat 127
Carl Liebich	Auckland	A40 Farina
Donald Porter	Mt Albert	Valiant
Robert Scott	Panmure	Austin Mini
Jim Trapani	Manurewa	Valiant
Bruce Wheaton	Henderson	Fiat 128
Ivan Segedin	Mt Eden	Chrysler Charger
James Wotherspoon	New Lynn	Morris Mini 'K'
Robert Hutchins	Remuera	Fiat 1500
Phillip James	Epsom	Ford Buggy
Harry Johnson	Mt Albert	Zephyr
Wayne Russell	Mt Albert	Hillman Minx
Murray Macy	Epsom	Vauxhall Victor
Barbara Parkin	Remuera	Morris Mini
Roy Stenlake	Bucklands Beach	Holden
Jock Easton	Mt Eden	Ford Escort
Peter Robinson	Auckland	Vauxhall Viva
Richard Winch	Auckland	Austin 1100
Mr & Mrs Hans Van Der Star	Titirangi	Victor 2000 GT



TYRES

DUNLOP

RETREADS

Roger Anderson

writes from

England



The British G.P. at Silverstone on 14th July was certainly no dull way for us to finish our Motor Racing sightseeing in Europe and with only two weeks to our flight home we are now going flat out to see what London has to offer. It was almost a Kiwi day with four New Zealanders in the main G.P. event and three in the Formula Atlantic race. Denny Hulme of course in the new Yardley McLaren-Ford M23 took pole position on the first day's practice, only to be displaced by Peterson in the John Player Special. Peter Revson in the second McLaren also equalled Denny's time on the second day of practice and the three made the front row of the grid. New boy Jody Schekter from South Africa, after arriving in Formula 1 in a blaze of publicity and leading the French Grand Prix two weeks ago from the start, settled for third row on the grid but must have decided after a night's sleep that he was going to do it again in Britain. Hardly had the race got under way when he decided that fifth was not him - Denny waved him through after the first lap and in his effort to pass Reutemann in the BT42 Brabham going into the main pit straight, dropped a wheel in the dirt and caused the multi-car pile up. In support of Schekter, Hulme has stated that all was not well with Jody's car and Hulme himself was having trouble with suspension pulling left and funny compound on the tyres. It is interesting to note that these ultra-light sticky tyres are quite a problem with their puncture proness, uneven softness and even a tendency to roll the rubber on the actual working surface of the tyre. You cannot drive through a rough roaded pit area as any debris at all is picked up by the sticky compound and punctures, and most teams come out onto the track on rain rubber and then make the switch. No two tyres are ever exactly the same and James Hunt, the new British 'find' in F1 finished the race in fourth place right behind Denny with a tyre right down to canvas. I believe he wants the tyre for a souvenir although personally I would rather have Peter Revson's £100 bet on himself for a win at the track 'Tote'. With odds at 14 to 1 he collected a cool £1,400 along with the winner's flag. How's that for positive thinking, certainly better placed than my money on Peterson.

Half way down the grid we found another fern leaf and Howden Ganley once again drove a reliable and studious race in ninth place, a quarter of a lap in front of Jackie Stewart. Further back on the grid to McRae driving his first Formula 1 drive in the No. 2 Frank Williams Iso Marlborough BRM (Ganley is No. 1) and poor Chris Amon in a Tecno which seems to have as much trouble with the corners as Graham Hill's Shadow.

Most impressive cars are undoubtedly the M23 McLarens, John Player Lotus Specials, Tyrell and Marlboro BRM, in that order. The better handling cars seem to just home in on a corner and dart out with such speed and ease that you wonder at a human being having the skill at all to pilot them. This brings up the point of safety of track and car safety and the results of the start line prang when Jody Schekter stopped sideways across the track after his 130 mph spin. Thirteen cars later the trouble started, someone ploughed almost straight into the side of the new M23 and a babble of cars cartwheeled around the pit straight completely out of human control. At first glance there was just no way there would not be major injury until you look at these deformable structure cars with that compartment for the driver hardly dented and only one fuel tank punctured in nine cars. Not one drop of fuel was spilt and the only burn of the day was on Phil Sharp's wrist with an exhaust as he worked on Denny's car before the race.

The three car pile up in the morning saloon race made the old 'safe saloon' adage of yesteryear seem a farce. All drivers taken to hospital, all cars written completely off, the engine of the German factory entered Capri was pointing skyward jammed in the wreckage about where the windscreen should have been. I learnt three lessons; 1. Sliding runners on saloon seats are not on. 2. Spindly, tubular steel roll cages are not on - they must be built like the proverbial 'brick chicken house' - use railway iron if necessary. 3. Saloon drivers must use full 'bone domes' with chin guards and all the latest fire clothing because don't forget, your saloon catches fire easier now, than the latest single seaters.

In the Atlantic race at the end of the day, pole position was John Nicholson, Dave Oxtan on the 7th row of the grid (both in John's Lyncars) and Jim Murdoch. With a first, fifth and ninth, they certainly weren't unnoticed, especially after Dave blew an engine in practice (spoiling his grid position). Jim had no engine on the start line, and had to sit there through the one minute lap board, the half minute board, all with a marshal standing alongside waving a flag, with no engine, to be push started and come through to ninth.

The latest saloon thing to receive plenty of coverage lately was the Avon Motor Rally (or tour). (There was a bit of sparring between Rally and Race people as to what it really was). It was run as Group 1 - seems more like our standard production - and of course attracted all the factory teams. It was a fight between BMW 3.0s and Capri 3000 with the only other car to upset the factories being the Camaro of the same James Hunt who was fourth in the British G.P. He took the honours.

Surprise to me, was the Hunter GLS (of all things!) which finished fifth overall. This car has also completely dominated its class and must soon overtake the overall winners.

Regards once again to all from Rodger and Lola Anderson.

P.S. Club member, Peter Bruin, tells us he is off to U.S.A. today (16th July) to work on USAC cars and both Peter and Philip Sharp may be home around Xmas.

(By the time you read this Rodger and Lola will also be home - Ed.)

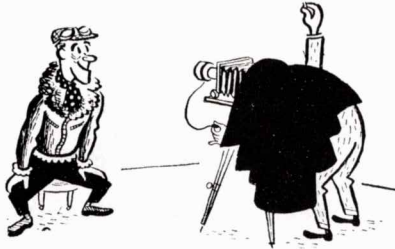


The face on the right is familiar to most Motor-Sport people in New Zealand. The symbol above is new, but it represents the best in MotorSport and Automotive Photography — ten years' experience — the best of equipment — full-time service — catering to the pictorial requirements of the N.Z. Motor-Sport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



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LETTER BOX

The Editor,
Auckland Car Club Bulletin.

Dear Sir,

In Reply to Norman Harvey

Firstly, I think it is a little unfair that you should be able to read a letter to the Editor of the Auckland Car Club Bulletin before the letter is actually published in the Bulletin and then further comment on this letter in the same issue as this aforementioned letter is actually published.

Perhaps this comes under the general heading of Executive Licence.

Finally, commenting on your paragraph, and I quote from the August issue of the Auckland Car Club Bulletin, "it is plain that O.S.C.A. 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". Could you perhaps be, "in good faith" implying that when an advertisement appears in the national newspapers for a race meeting at Pukekohe showing Clyde Collins' Falcon and Jack Nazer's Escort leaning on one another at Teretonga, that we can "in good faith" expect to see the same cars and drivers doing their thing at Pukekohe or is this just another example of Executive Licence?

Yours faithfully,
G.W. Campbell

(Quite frankly I see nothing wrong with showing the letter in question to Mr Harvey. In reading the national daily newspapers I note frequently in the correspondence columns that letters received on contentious matters are referred by the Editor to the party concerned. The Editor then makes comment i.e. "Mr So and So stated that" or "A spokesman for the So and So Company advised that" - thus printing the letter and the person's or organisation's reply simultaneously. Neither I nor my entire staff of one are professional journalists but we do try to do our job as best we can. As for "Executive Licence" all I can say is that I consider it necessary and proper to show courtesy to the Club Executive and Sub Committee members who, after all, are the unpaid workers who devote a lot of their time to making the Club run successfully. Ed.)

As I See It

Norm Harvey,
Motoring Correspondent
Sunday Herald



In recent weeks international motor sport has lost two of its up and coming young drivers. In both cases the drivers were taking part in International FIA championship events.

At Rouen, in France, back in June the British driver, Gerry Birrell, was killed when the front tyre on his Chevron deflated as he swept through a series of very fast curves; his car charging the Armco barrier.

At this particular point of the circuit the cars were moving very rapidly, about 160 mph. Skid marks on the road indicate that Birrell had attempted to spin the car ensuring that he hit the Armco back-wards. Unfortunately the car kept going hitting the barrier head-on, Gerry Birrell sustaining fatal head injuries.

When a racing car crashes at that speed it is only natural that a severe accident will occur. However, it is possible that this popular young driver may have lived had the Armco, which was of double height, not opened up allowing the Chevron to rip between the two rails, so inflicting the injuries which killed the driver instantly.

When the barrier which Birrell hit was inspected a short time after the accident it was found to be insecurely mounted. The ground posts were positioned in very soft earth in many places, so soft that the posts sank under the weight of a photographer.

The second of the two drivers to lose his life recently was Roger Williamson who died tragically being burned to death in his March 731G when he crashed during the Dutch Grand Prix.

Williamson had in the last three years risen from the ranks of Formula 3 up into the world of Formula 1. With the help of wealthy construction company director, Tom Wheatcroft, Williamson had steadily progressed to the stage where he was offered a drive in the March F1 car for the British Grand Prix in July. As most people are aware the huge accident which could so easily have turned into a tragedy eliminated Williamson so the Dutch G.P. was to have provided him with his first F1 race.

What is so distressing about Roger Williamson's death is that it did not really need to have happened. It seems that he entered a corner a little too quickly, the car hit the Armco, flipped across the track, catching fire as it did so, landing upside down trapping the driver inside.

As we now know from the extensive publicity given to the crash, fellow driver David Purley, tried to turn the car up the right way to release Williamson. What is absolutely incredible is the lack of action taken by the marshals and fire fighting squads, the members of which just stood and made no effort to help Purley.

This up and coming driver died needlessly and was allowed to burn to death as a result of totally incompetent officials who were charged with dealing with just such an event.

Reading eye witness accounts of the accident make one stop and ask could such a thing happen here in New Zealand? Let us hope not. Let us hope that should it occur our fire marshals are equal to the occasion. It is quite possible that as a result of Williamson's death the Dutch Grand Prix may have signed its own death certificate for some very searching questions have been asked in the Dutch Parliament.

What a sad way to prove a very simple point when two drivers such as Birrell and Williamson died in the manner they did.

All the Armco in the world and all the fire fighting marshals are quite useless unless the barrier is correctly constructed and the fire fighting crews are trained and competent.



Technical Topics

CARBURETTOR FLOAT SETTING CAN AFFECT SPARK PLUG PERFORMANCE

When working on carburettors, don't overlook the float setting as a possible source of poor overall engine performance. According to Champion Spark Plug Company's Technical Services Department, an improperly set float may actually contribute to both spark plug overheating or fouling, depending on whether the float setting is too high or low.

Champion advises that spark plug overheating frequently occurs when the float is set too low, since the engine may be starved for fuel. Also, the engine may fail to respond when accelerated and difficulty may be encountered in maintaining satisfactory carburettor adjustment.

Both spark plug fouling and excessive crankcase oil dilution may occur if the float level is too high, since here too much fuel will enter the combustion chamber. This condition also may cause the carburettor to leak.

Generally a float which is set too high can be detected by observing the tips of the main discharge needles while the engine is idling. Dripping fuel or wet nozzle tips indicate an excessive amount of fuel in the bowl.

Causes of a high float level are:-

1. Wrong float setting
2. Leaky float
3. Dented float
4. Fuel inlet needle not seating properly
5. Needle seat improperly installed
6. Excessive fuel pump pressure.



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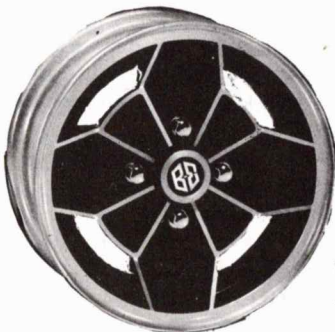
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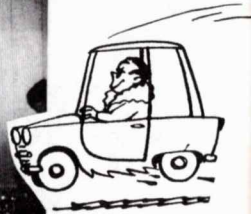
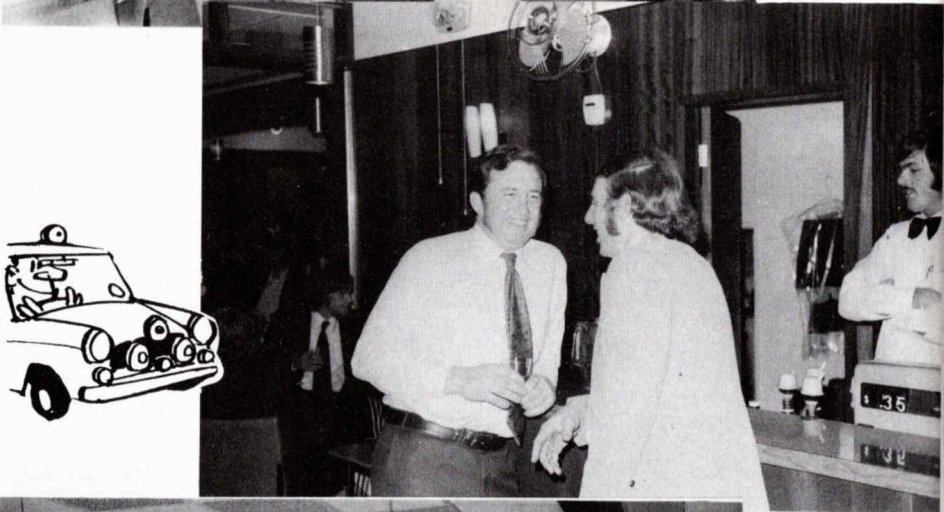
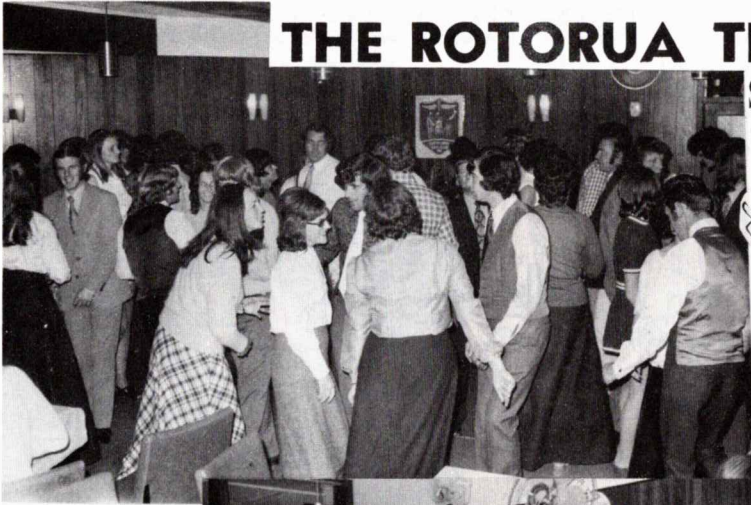
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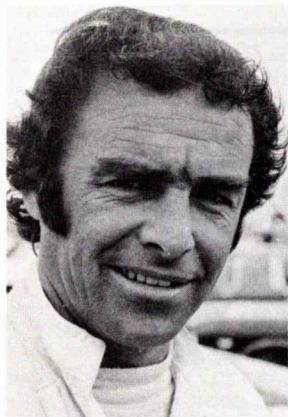
THE ROTORUA TRIAL

4~5th August



THE ROTORUA TRIAL SOCIAL





Dennis Marwood Comments

This year's Heatway Rally is the first rally I have seen, and believe me I saw it inside and out from one end, to the other as Warren Broadbent, Nissan Motors' Competitions Manager, and myself covered over 4,000 miles supervising the service crews and the three car team of Datsuns. I found the organisation good, but some of the ideas and reasons the organiser had, for instance regarding servicing while in Park Ferme, I found illogical.

It was fun really, chasing each other and other service crews all over the country, trying desperately to keep awake with only three or so hours sleep per day. We had three service crews which leap frogged each other from stage to stage. Each crew was equipped to service Mehta, Johnson and Leonard and they all worked so hard, that we were rewarded with the Manufacturers Team Prize, as well as third place overall.

There were many humorous incidents as always. In Grey-mouth we hurriedly left our motel, stopped on the roadside to consult one of our service crews, then drove off with Warren's brief case still on the car roof with the lid open. Everything went flying off of course, including several hundred dollars. All were retrieved, but we lost some of our dignity.

On the Ferry from Picton two very tired Leyland Dealer Team mechanics were fast asleep on a couch in the bar when one of their mates tied their boot laces together. I have never seen such a tired bunch of people.

The results of course were entirely predictable and the event lost a lot of interest as we found after the first division that the top three had no pressure applied to them, and no real incentive to try harder.

Shekhar Mehta was a great success, he was a perfect gentleman, a great driver, a perfect diplomat and a most easy going and humorous bloke.

Shekhar knew he couldn't match the Escorts although his 180B wasn't all that slow. We had to alter the distributor advance curve for New Zealand gas and also lower the ride height some. The Nissan factory built the car to Safari specifications but our conditions are so smooth compared to Africa.

Ford of course had to win, for they spent an estimated \$100,000 more than any other team, and they used detuned racing engines, and avgas against the Datsun 180B and Torana XUI's, modified road engines and pump gas.

Shekhar went off to Japan after the Rally to test the factory's new 240Z engine, said to give 280 h.p. in rally form. He will also be testing a 1300 cc Sunny which he will be driving in the R.A.C. Rally with 140 h.p.



FORD RALLY PARTS

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

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

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The factory are rumoured to be homologating a 4 valve 1600 cc engine with 210 h.p. in the Sunny (our 1200 here) by the end of September. Should be quite a rocket - the story goes that Nissan would probably take longer to type the necessary homologation papers than they would to push 5,000 models down the production line.

* * * * *

In Europe Ford have had the pants licked off them in the European Touring Car Championship, BMW winning handsomely at Spa and the Ring. It has been a straight out power race, Ford using Weslake heads on their 2.6 V6 engines stretched to 3 litres while BMW started with a 3 litre 4 valve and have used 3.3, 3.4 and 3.5 variations of this engine. Ford expect their 4 valve heads to be ready shortly. BMW are also beating Ford at F2, Jarier is continuing on his winning way with the March BMW and dominating the series.

* * * * *

Talking March, Bill Stone is home for a while on his parents' Clevedon farm. He has left March where he was Sales Director, and he is going to start up on his own as have Alan McCaull, John Nicholson and many other Kiwis.

* * * * *

Had a letter from Brian Foley the other day. His 2 litre Alfa is really flying now. His best lap at Warwick Farm recently was 1-37.7 and I remember my best lap six years ago in the Rothmans Cooper was 1-38.6 when the lap record was held by Matich at 1-33.6. Some going for a saloon car.

* * * * *

Most interest this month will be on the B. & H. 500. I have entered a 1200SSS Datsun with co-driver, young Grant Walker who recently won hands down at Bay Park.

The entry includes eleven Chargers and I predict a walk-over for one of these cars. The Mazda RX2's will not have a chance in my opinion. I will stick my neck out and say that they will lose a lap every hour to the Chargers. I hope I am wrong and we can see some cars challenge them.

* * * * *

Again this year we are faced with the same anomaly we had last year with eligibility in production car racing. MANZ have changed the wording of the Schedule G which I appealed against so this year we have to have 200 minimum cars produced before the list closes. Fair enough, we know where we stand now. But our governing body still allows one promoter to run an event, although not admittedly in the same championship, where a new model car can run without 200 having been produced. Take the case of a Toyota Corolla Coupe SL which is now produced in New Zealand but has not had enough built to qualify for the forthcoming GTX series, but can run in the B & H 500. How can this be logical for a competitor to purchase a new car for the B & H

500 then find he cannot race it in the GTX series until a year later. The MANZ are supposed to be our Association and yet they allow ridiculous situations like this to eventuate.

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.....

LOTUS CORTINA USED PARTS - 1 Set Hepolite MK I Lotus Pistons, standard bore; 1 Standard Sump; 1 Distributor; 1 Standard Set of Valve Springs; Standard Lotus Extractors; Lotus Cortina Flywheel (4 bolt) modified for larger diameter, Heavy Duty Diaphragm Clutch complete with clutch assembly - ideal for rally applications.

1500 - 1600 C.C. FORD ENGINE PARTS - USED - MK 1 Cortina Crankshaft - Mains 20 thou. undersize, Big Ends 30 thou. under - complete with bearings. 1600 Cortina Sump - Baffled for central oil pick up and deepened 2". Ideal for Cortina motor in Anglia set up. 1 Set Cosworth steel main caps and high tensile cap head bolts.

105E HEAD - Planed - High Compression - Fully ported and polished, big valves, double valve springs and Cooper S valve stem seals.

CORTINA HEAD - Fully ported and polished, MK 3 Zephyr valves. Broad speed competition double valve springs - ported out for twin 45mm Webers - also ported and polished inlet manifolds matched to head.

ASSORTED PARTS - MK 2 Cortina Driveshaft - Front Universal incomplete. Woodrim steering wheel for Anglia-Cortina.

105E - Bonnet, Boot, complete front legs, rear drums + backing plates. 105E Steering Box, complete front steering assembly, rear shocks, rear bumper, 109E and 105E Track Arms. Gearbox mounts, windows and frames.

Ford Transit - Flat top tray with swing down sides - steel frame and wooden deck and sides. Commercially built.

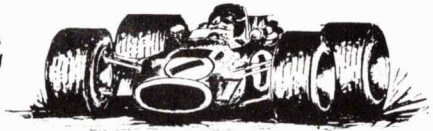
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TRACKSIDE



. . . GPDA President Denny Hulme's announcement that Louis Stanley has been appointed Director of Circuit Safety - with powers to withdraw drivers if Grand Prix circuits do not meet with certain safety standards - has raised a storm of controversy.

Apart from the far-reaching powers invested in Mr Stanley by the GPDA, critics are pointing out that he brings with him one of the most controversial recommendations of the Jo Siffert Research Council, which he instituted. The GPDA statement insists that twin pack fire extinguishers, worn on marshals' backs, will be mandatory in 1974. These packs however weigh 68 pounds, and RAC researchers have found these to be completely impractical. What is more, the GPDA's own investigation three months ago rejected the Siffert Council recommendations, preferring the RAC's lines of research.

. . . "I am now a freelance driver". Thus said Jacky Ickx just before practising his Yardley McLaren M23 recently in preparation for the German Grand Prix at the Nurburgring. It seems that the 28 year old Belgian has finally severed his links as a full-time Ferrari team driver, although he admitted that he would be prepared to drive for Ferrari on a freelance basis as and when they had a competitive Formula 1 car available.

Team Yardley McLaren looked like cats with the proverbial cream after Ickx's confident drive into third place fully justifying their choice of driver and their faith in the M23. Ickx changed to the same tyres as used on the Tyrrells just before the race started, but they were unscrubbed and he was not able to challenge the two blue cars as hard as he would have liked, but he was absolutely thrilled with his drive for the day. McLaren's Phil Kerr said that the team would very much like to run Ickx again, but the engine situation made such an idea just unfeasible and there was absolutely no way in which they could run a third car in the Austrian Grand Prix.

So where can Ickx go next? His Marlboro connections might suggest that an Iso-Marlboro drive would be appropriate, but while this is a popular rumour in U.S. Magazines, Frank Williams discounted the possibility at Nurburgring after the German Grand Prix. In fact, informed opinion on the Continent suggests that Gijs van Lennep, who impressed so much with his steady drive to sixth overall at Zandvoort, might well find himself a permanent niche in the second Williams Iso until the end of the season.

It's reliably believed that a couple of other teams have been chasing Ickx with Formula 1 offers, but denials were vehemently forthcoming from several team managers, and there is even a chance that Ickx could drive a Ferrari again if the red cars from Maranello are seen again in Grand Prix racing before the end of the year. It will also be interesting to see whether Ickx handles one of the 312P sports cars in the Buenos Aires final round of the World Championship for Makes.

. . . In recognition of his feat in winning 26 World Championship Grand Prix victories, more than any other driver in motor racing history, the BARC has announced that it will be awarding Jackie Stewart a second Gold Medal.

This coveted award is made only "in recognition of an outstanding achievement in motor racing by British subjects" and since its inception in 1955 only 24 have been awarded. One of them was awarded to Stewart in 1971 when he won his second World Championship for Ken Tyrrell in the Tyrrell-Ford.

It is hoped that Stewart will receive his second medal at the BARC dinner and dance to be held on Friday, 2nd November. Stirling Moss won two BARC Gold Stars (1955 and 1961) while three each went to Brabham (1959, 1966 and 1967), Graham Hill (1962, 1968 and 1972) and Jim Clark (1963, 1965 and 1968).

ROTORUA TRIAL RESULTS:

<u>CAR</u>	<u>DRIVER</u>	<u>POINTS LOSS</u>	<u>PLACE</u>
6	D. BROWNE	24.4	1st
17	J. KILMARTIN	127.8	2nd
40	A.P. LEVET	201.5	3rd
13	W. PARKIN	216.0	4th
9	C.P. SHANKS	252.2	5th
12	R.B. WYLIE	257.8	6th
10	D. O'CARROLL	266.6	7th
37	A. MOWATT-WILSON	283.7	8th
1	DES GULLAND	332.3	9th
32	M. WHITEMAN	333.8	10th
2	W. PAINTER	337.3	11th
20	P.L. SHANKS	346.8	12th
14	M. ALLEN	515.7	13th
34	P. CLEMENTS	564.4	14th
26	P. LIST	579.6	15th
11	P. KIRK-BURNAND	591.3	16th
33	G. ELMBRANCH	725.0	17th
18	G. HILL	813.8	18th
25	B. SERGENT	892.2	19th
39	D. TRINGHAM	909.1	20th
4	W. OWEN	912.9	21st
19	J. THOMAS	933.6	22nd
7	L. RYAN	979.3	23rd
21	G. MAINS	1139.00	24th
15	N. HARVEY	1158.0	25th
29	B. MERRETT	1216.8	26th
36	D. TINDALL	1279.4	27th
38	M. SPALDING	1303.0	28th
24	F. GREENWOOD	1393.2	29th
27	B. TREWHEELER	1682.8	30th
31	G. THORPE	1767.0	31st
41	R. WITHEY	1779.8	32nd
30	M. HARVEY	1787.4	33rd
35	D. MORTEN	1888.2	34th
16	M. WATSON	1890.8	35th
28	J. NIXON	1952.6	36th
22	J. BARLOW	1987.4	37th
23	P. STENLAKE	2672.1	38th



BISTRO DINNER & DANCE EVENING SUNDAY 22nd JULY



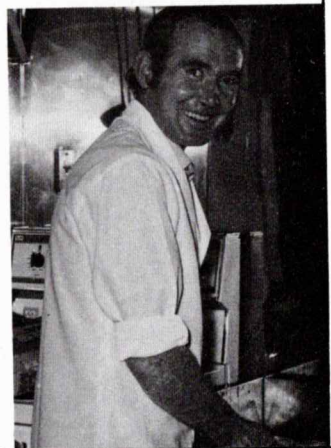
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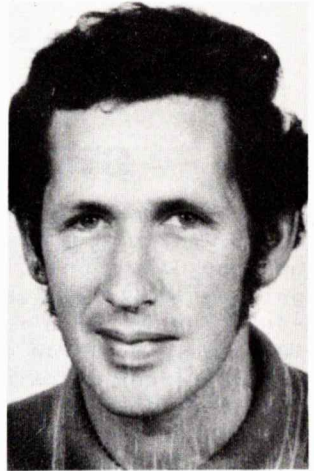
EXIDE TROPHY

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

These results are up to and including the Rotorua Trial
held on the 4th/5th August.

Andrea Morley	31 $\frac{1}{2}$	G. McGregor	4
R. Wylie	22 $\frac{1}{2}$	R. Stone	4
P. Jukes	21 $\frac{1}{2}$	G. Sutherland	4
P. Shanks	18	J. Watson	4
J. Kilmartin	17	G. Morris	4
B. Nicholl	16 $\frac{1}{2}$	K. Strahan	4
D. Bone	16	S. Mathieson	3
R. Wilson	14	J. Wentworth	3
P. Levet	12	R. Willis	3
W. Parkin	11	M. Boyle	3
R. Browne	10	P. Haugh	3
R. Millen	10	M. King	3
S. Hamilton	10	V. McWatt	3
M. Hiestand	9	P. Ward	3
P. Batten	9	R. Whiting	3
G. Addis	9	N. Findlay	3
G. Crawford	8	F. Gilbert	3
W. Painter	7	P. Robinson	3
P. Boyer	7	M. Macy	3
M. Tree	7	A. Mowatt-Wilson	3
W. Wymer	6	R. Montgomery	2
D. Cross	6	R. Irving	2
C. Henry	6	P. Swann	2
C. Humphrey	6	T. Holt	2
B. Kirk-Burnand	5	D. Walsh	2
P. Bateman	5	G. Campbell	2
M. Parsons	5	M. McHugh	2
R. Viskovich	5	B. Cork	2
A. Isbey	5	D. Honore	2
V. Smith	5	T. Thompson	2
D. Bremner	5	B. Grove	2
K. Flashman	5	J. Hallen	2
J. Hatton	5	J. Powell	2
N. Fava	5	D. Gulland	2
B. Riley	5	M. Whiteman	2
L. Vandermeer	5	K. Snook	1
M. Cox	5	D. Clements	1
W. Blakemore	5	T. Benson	1
B. Sample	5	I. Zonich	1
R. Robinson	5	P. Foulkes	1
M. Soames	5	C. Conway	1
S. Ward	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
D. O'Carroll	4	S. Cooper	1
T. Roberts	4	J. Samson	1

Graham Spear reports



The Speed Committee have decided on a calendar for the forthcoming season and as Chairman of the Speed Committee I take this opportunity to print these dates, etc., in this Bulletin so that all members may have advance warning of pending events in the hope that attendances and competition will grow still further in these popular events.

There will be six gymkhanas this season, three on grass and three on tarseal, the dates for these events being the 30th September 1973, 28th October 1973, 4th November 1973, 20th January 1974, 17th February 1974 and 25th April 1974.

There will be five hillclimbs on Chamberlain Road this season starting on the 23rd September. These are listed below:-

23rd September	Closed Club
18th November	Gold Star
27th January	Bardahl Series
3rd March	Closed Club
28th April	Closed Club Championship

For those interested in the Bardahl Interclub Series, these dates have to be arranged by all the clubs concerned and this series should be extremely popular this year as there is also a class competition within the Bardahl Interclub scoring system and this should provide more competition.

The Bardahl series definitely remains an interclub competition and I ask competitors within this Club to do their best for the Club as well as trying for a class win. There will be an individual at the end of the season who will have accumulated the most points and though he may come from any class, this individual will be deemed the overall winner although I stress once again this is an interclub hillclimb series.

I feel that these changes give all competitors an even break and must improve this series. There are seven events in this series, and points will count in all seven events. This means consistent participation in these events will give competitors a better chance of a class win. The dates for the Bardahl Series are:-

27th January
10th February
23rd February
2nd March
24th March
31st March
21st April

BARDAHL CLASSES:

Saloons 0 - 1000 c.c.
 1001 - 1300 c.c.
 1301 - 1600 c.c.
 1601 - 2500 c.c.
 2501 and over

Production Sports
Sports and Racing

I will finish off on another subject.

I attended the Glenvale 200 and thought that this was an extremely well run meeting. There was a fairly large selection of different makes of vehicles competing in this event which helps a lot to improve this type of race as to have too few varieties destroys the whole meaning of this type of event.

My firm prepared and blue printed Kevin Rand's Mini Clubman motor and we were very pleased to see this car win the 1300 class as the Datsun SSS and Escort entries usually take the prize and I thought it made a pleasant change to have a different make of vehicle take the prize.

GRAHAM SPEAR



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Interclub Cocktail Evening

18th August 1973

In the small space available it is not possible to give a full report on this event but we can assure you that the committees from other clubs who attended, along with our own Executive and Sub-Committees, thoroughly enjoyed the evening.

The Cocktail Evening is now held annually in our Club-room Members' Lounge and gives the opportunity for all Auckland area Car Club Committees to get to know each other.

During the evening the Bardahl Interclub Hillclimb Trophy was presented by Geoff Copsey to our Club Captain, Ron Brown.

Our Club made a presentation to Mrs Alma Knight who for several years has catered at our hillclimb events at Chamberlain Road.

Cocktails mixed and served with great expertise by Graham Spear were well received by those attending. Don Hadfield was seen in charge of a glass containing something bright green but apparently most enjoyable.

Thanks go to the Ladies Committee for arranging the hors-d'oeuvres served during the function.

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.

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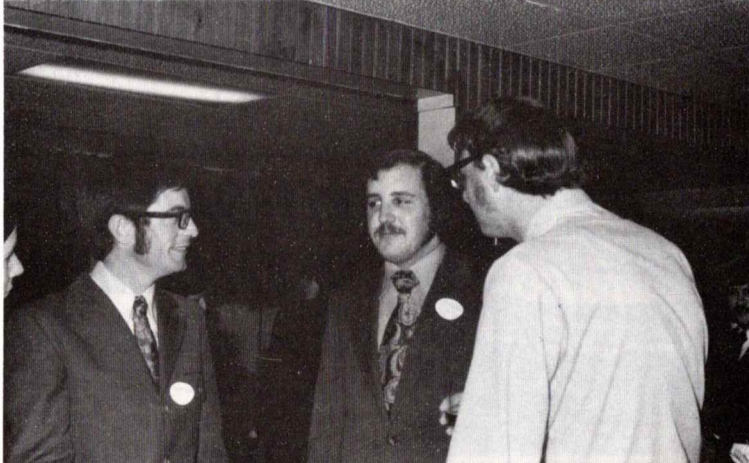


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Interclub Cocktail Evening



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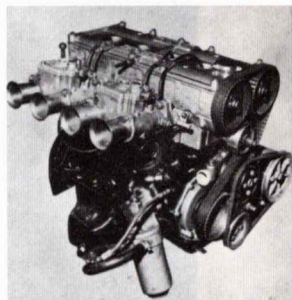
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EUROPEAN RALLY SCENE

The Rally of the Thousand Lakes finished recently in Jyrskyla, Finland, and resulted in a very popular and overdue win by Timo Makinen and Henry Liddon, in a Works Escort RS.

The 109 starters headed out on the first leg and on the early stages Eklund, Blomqvist, Lampinen and Rainio (Saab), Makinen (Escort) Alen and Mikkola (Volvo), Kinnunen (Porsche), Airikkala (Opel) and Asterhag (BMW) were all fighting for the lead, but it was Blomqvist who eventually began to move ahead. Mikkola dropped back a bit when the carbs sucked in some sand but the mechanics soon had it put right.

Lampinen had his free wheel mechanism fail and had to drive with gears locked in the engaged position, a failure which also affected the other Saabs. Makinen had a bolt pop out of his gearbox which sprayed oil over the exhaust pipe and caused fumes. Eklund had the first of many driveshaft failures and fortunately the limited slip diff was able to take him to the mechanics, but it soon became routine to have a new shaft when he reached the service point.

Rainio lost some time when he stopped to change a punctured wheel, and Eklund broke a wheel and hub after running on a flat tyre. Alen had his seat break free from its mountings so his co-driver jumped into the back seat and held him in place with his feet. He was unable to hold it on hard landings after jumping, and he went off the road twice as Alen slid backwards out of pedal reach. It was not serious and they were able to get going again.

Airikkala had been putting up some good times but half way through the first leg, the oil pressure warning light came on. The car had standard engine mountings which meant that it was held in the normal position and not several inches higher, which is the normal way of preparing cars for jumpy events such as the Thousand Lakes.

Blomqvist was keeping his lead, but at the half way point he was only 17 seconds in front of Makinen, and Alen was only five seconds behind in third.

Alen broke a distributor drive shaft within sight of the end of a stage and coasted over the line. He was lucky to find the mechanics and the service car was cannibalised. Suddenly Blomqvist lost all his power and the Saab stopped. It was later found to be a broken crankshaft. Eklund was still consuming numerous driveshafts while Lampinen was having a succession of troubles when various things started loosening and falling off. Shock absorbers and alternator came in for attention and on one occasion the carburettors almost fell out together.

Asterhag came to a stop when he went sideways and collected a puncture. He stopped to change the wheel but five minutes

later the driveshaft broke. Eklund had another driveshaft fail on the last stage. But with the diff driving only one wheel, it was not capable of pulling the car up a steep hill, and so had to retire within sight of the finish.

Mikkola landed the Volvo after a long jump and his co-driver had something go wrong with the bottom of his spine. He was taken immediately to hospital, and of course Mikkola had to be disqualified for finishing the rally without his co-driver. He was later given a special award for putting the well being of his partner before the rally. He had been holding fifth place.

Results were -

- 1st T. Makinen/H. Liddon (Escort RS)
- 2nd M. Alen/J. Toironen (Volvo 142)
- 3rd L. Kinnunen/A. Aho (Porsche Carrera RS)
- 4th S. Lampinen/J. Davenport (Saab 96 V4)

TULIPEN

PETER HILL WRITES....

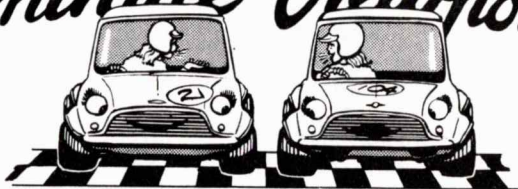
MOTORMAN is alive and well and living in Wellington.

When Club member, Donn Anderson, decided to make the big break and head for Europe, UBD, the publishing company issued a statement saying that the publication of Motorman was to be ceased. As a result of this, and the fact that many people knew of Donn's planned trip, quite a number of followers of the sport are under the impression that Donn's pride and joy has died. This is not the case, in fact what did happen was that the very day after UBD's announcement, a Wellington based company, Fourman Holdings, bought the magazine. In his normal keen manner, Donn did everything he could to help with the first issue for the new owners and with this help they continued to produce the magazine without a break. The layout has changed and the size has increased but the regular favourites are still all there. Graeme Lawrence, Eoin Young and of course Donn writing from far away, plus Mike Marshall to comment on the Rally side of the sport. (Fourman Holdings have always been keen rally men through their production of the Heatway Booklet).

Motor sport publishing is not easy in New Zealand, as others have discovered, but the country does deserve its own monthly magazine for the keen followers and every man who takes an interest in cars. Unfortunately our small population, (mostly indoctrinated with Rugby and Horses), does nothing for big sales. Despite this we have four monthly magazines and now Robin Curtis' fortnightly 'Motor Action' providing good coverage of all aspects of motoring in New Zealand. Let's hope it stays that way for with drivers the calibre of Denny Hulme, Chris Amon, Howden Ganley, Graham McRae and the rest, we need journalists like Donn to keep us right up with the sport that Kiwi Land is best known for.



Feminine Viewpoint



My first contact with Motor Racing, came after our huge, beloved woolly ginger cat had to be disposed of, when, after a couple of X-rays, the slight limp he had developed, turned out to be cancer. The deed was done immediately, by the vet, rather than prolong the agony for us all, and to take me out of my woes the lads suggested we come with them to the 'drags'. (The Drags!!, Us??). Yet we did not realise just how involved we would become with this sport. Seeing Don come round time after time, as the winner of the pairs run-off, to face another competitor, and finally make the top in that class, with a handsome trophy or two, and we were hooked!

Even today, Bob, (as apart from Rob) remarks, how little we could foresee, that the widening of wheels, and the "hotting" up of cars, in those immediate post school days, could lead to the thriving business our sons have built up. In those days, you name them, we saw them, from the nice lads, to the bottom of the barrel, they came in droves. From 4.30 p.m. on, life was pure hell! We could never have a meal in peace, the phone and doorbell never ceased, the "wheelies" roared, the power bill soared, the neighbours complained, the Council threatened..... Weekends were bedlam, with a record of thirty, one Saturday. They dismantled cars, and engines, several groups working in different parts of the back yard, and with power and light leads trailing everywhere, I took my life in my hands, to reach the clothes line. And of course, there was always, "Mum, so and so has no transport, could you make him (them) a meal?" They did not forget me though, oh no, I received all those lovely reject bits and pieces, dirty greasy ragged metal, etc., to dispose of. Mondays, I nearly despaired, as, in gumboots, I scrubbed down the back concrete, like a cowyard, and believe me, it's some area and hard work!

With the move to Circuit Racing, came the start of Halliday Bros. business. It is said, to make the top and get ahead, you have to be dedicated, "Fanatics", is the word I would choose! The bedlam still continues, though most of it has been removed to the workshop, but our backyard still remains a cross between a car sales yard, and Steptoets, (and I've never yet seen two cars in that double carport!), and the family have also built only fifteen boats, along with all this.

We enjoy very much attending the meetings and the good friends we have made, but oh, the chaos some times to get there, especially if there have been problems with the car. They work all hours, till 1 a.m. or all night, if necessary, and a Mum's

heart aches sometimes, to see them so gaunt and hollow eyed, when, in spite of doing their utmost, problems continue to dog them. Usually it is work to the last, grab a bath, (I never know whether to clean it, or plant something), if I have prepared a meal, they don't want it, or haven't time, if I don't, they decide they will stay for one! I'm sure, at times, if I did not throw out a few clothes ready, they would rush off in their bare buffs!!

And the atmosphere! You try to help, and you're in the way or get roared at, (but I quite realise this is because of the pressure under which they work, to meet a deadline), and after all, that's what Mums are for we have to have SOME use around the place!

Friends ask, do I worry about Don racing, or want to stop him? I wouldn't, (even if I could, might as well try and stem Niagara), it is their choice and their lives, and I give thanks that it is cars and not drugs, and that they are so fully occupied. It is tension, rather than worry, especially when all those powerful beasts are roaring on the grid, inching back and forth rearing to go! My heart pounds, my throat is dry, (and I bet it is as bad or worse, for wives), but in my heart, I say a quiet little prayer for my son's safety, and all who race with him, then if he is to be rewarded for his efforts, so be it. That is secondary to my concern for his safety.

Though they have won the Bank of New South Wales Championship, for the second year, it has not been won easily. Knowing how much they have put into it, how much they have given of themselves, how much they have demanded of their Father, (retirement, what's that?), and of myself, in the racing, chasing, airport, customs, business, laundry and meals department, their success has been hard earned.

As a Mum, I'm very proud of that success, but then, as the old saying goes "Every Mother's duck's a swan"

(Some swan(s)!!!)

LOLA HALLIDAY

NO LITTER WEEK OCT 13-19 1973

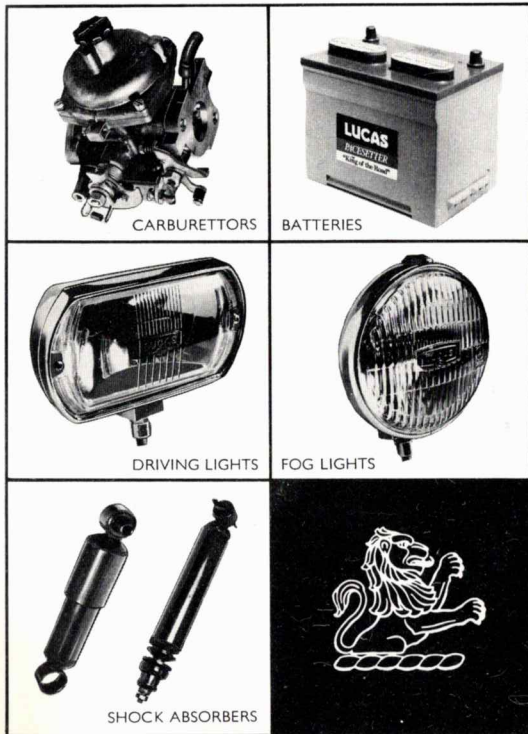


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