

OCTOBER
~~SEPTEMBER~~ 1973



BULLETIN



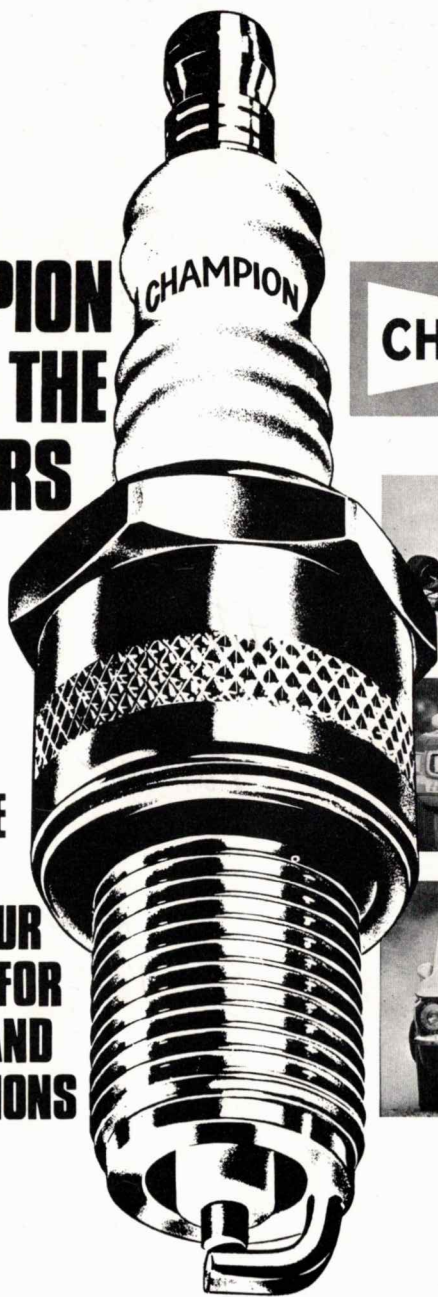
Repco

COMPETITION
Disc Pads

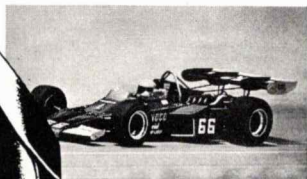
CHAMPION POWERS THE WINNERS

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**



DEPENDABLE
CHAMPION
SPARK PLUGS



— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland.

CLUB OFFICERS

President:

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

Vice-Presidents:

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

Secretary and Treasurer:

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

Executive:

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

Club Captain:

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

Deputy Club Captain:

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.)

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.



THE PULLMAN/SCOTT HILLMAN HUNTER - MARAMARUA RALLY

COVER PHOTO MIKE SZIGETVARY (BENSON & HEDGES, HOLDING TROPHY),
ROD COPPINS, IAN DERBIDGE (AUCKLAND MOTOR CO. LTD), JIM RICHARDS
AT VICTORY PRESENTATION AFTER CLUB MEMBERS ROD AND JIM REPEATED
LAST YEAR'S BENSON & HEDGES 500 OUTRIGHT WIN. PHOTOS - JACK INWOOD

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 p.m. - 11.00 p.m.
Saturday Evenings	8.00 p.m. - 11.30 p.m.
Sunday Evenings	4.00 p.m. - 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.

10TH OCTOBER - WEDNESDAY EVENING - MIDWEEK TRIAL

A relatively straight forward trial commencing at 6.30 p.m. from the Clubrooms. No map reading but a sealed clock is required. Explanations of route at conclusion.

14TH OCTOBER - SUNDAY EVENING - AFTER RACE BISTRO DINNER &

DANCE - Casual Dress. Come as you are from the track. Free Admission. Music by the top band The Music Convention. Bistro open from 5.00 p.m. Music from 6 p.m.

18TH OCTOBER - THURSDAY EVENING - CLUB NIGHT & FILM EVENING

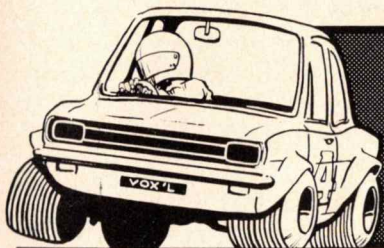
Held at the Clubrooms, 44 Stoddard Road, Mt Roskill at 8.00 p.m. Good films, supper and general discussion. An 8mm film will be shown on the Maramarua Rally. New car on display.

27TH OCTOBER - SATURDAY AFTERNOON - EXPERTS TRIAL

Commences at the Auckland Car Club Clubrooms at 3.00 p.m. Approximately 4 hours duration finishing back at the Clubrooms. Waitakere Map required, together with a sealed clock. Simple Map Reading Section. Don't be put off by the name as this is only the title of the trophy. In reality this is a good novice trial and an excellent opportunity for learners to gain experience for future Mercury Trophy Events. Plotted by the Steve Hamilton Crew with Peter Batten doing the map reading section, this promises to be a most enjoyable event. Entry Fee \$1.

3RD NOVEMBER - SATURDAY EVENING - PRE-GUY FAWKES STOMP NIGHT

This will be a night with a difference and promises to go off with a bang. New 'with it' lighting effects and a big beat sound will be provided by the WHEAT STONE BRIDGE. Neat Casual Dress - no jeans. Admission \$1.00 Single. Food available from the Bistro Bar.



OPEN & INVITATION

6TH/7TH OCTOBER - SATURDAY/SUNDAY - INVITATION SPRINT/HILLCLIMB:

A hillclimb will be held on Saturday at Bright Road, Waiuku, (Sealed Surface) with a Sprint on the Sunday. Further information available from Pukekohe Car Club Secretary, Mrs D. Walker, Phone 86-135 Pukekohe.

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

A straight sprint will be held on Hollad Road, Ruakura, on Saturday. Hillclimb on Heads Road, Mangatautari (sealed) on Sunday. Entries close 3rd October. Supplementary Regulations available from Hamilton Car Club, P.O. Box 6029, Hamilton.

7TH OCTOBER - SUNDAY - LEVIN NATIONAL MOTOR RACES:

Production Saloon Car Race Meeting. Further details available from the promoters, Levin Motor Racing Circuit Ltd, P.O. Box 989, Palmerston North.

14TH OCTOBER - SUNDAY - "ROTHMANS" NATIONAL MOTOR RACES - PUKEKOHE

This meeting is promoted by the Auckland Car Club and the ten race programme includes rounds of the "Black & Decker", Formula Ford, and Castrol GTX Championships. An open saloon car feature race is also included. Practice will be held on Saturday, 13th October. Entries close on 3rd October (\$7.00), (late entries accepted \$11) with the Secretary of the Meeting, Miss C.E. Dewar, C/- Alans Office Service, 23 Shortland Street Auckland. (Telephone 379-341)

14TH OCTOBER - SUNDAY EVENING - AFTER RACE BISTRO DINNER & DANCE

- Casual Dress. Come as you are from the track. Free admission. Music by the top band "The Music Convention". Bistro Bar open from 5.00 p.m. Music from 6.00 p.m.

21ST OCTOBER - SUNDAY - "HITACHI" INTERNATIONAL MOTOR RACES

Bay Park Raceway. Championship rounds for the Bank of New South Wales Saloons, Formula Ford and G.T.X. Production Saloons. Organised by the Tauranga Car Club. Enquiries to Baypark Promotions, P.O. Box 2197, Tauranga.

21ST OCTOBER - SUNDAY - GOLD STAR HILLCLIMB

To be held at Urenui. Promoted by the South Taranaki Car Club.

27TH OCTOBER - SATURDAY - INVITATION HILLCLIMB

Opening round of the Auckland University Car Club's "Duckhams" Series. The venue will again be Anderson's Farm, Paremoremo. Enquiries and entry forms - A.U.C.C. P.O. Box 22-360, Otahuhu.

27TH OCTOBER - SATURDAY - MERCURY TROPHY PRIZEGIVING SOCIAL

This evening function will be held at the Northern Sports Car Club Clubrooms, Mt Richmond Domain. Tickets at \$2.00 each are available from the Secretary, N.S.C.C., P.O. Box 3693, Auckland.

28TH OCTOBER - SUNDAY - NATIONAL MOTOR RACE MEETING

This will be the first National meeting held on the new 1.8 mile Manfield Autocourse at Feilding. The intended programme includes B.N.S.W. Saloons, Formula Ford and GTX Saloons. Promoters of the Meeting are Manfield Auto-sport Promotions Ltd.

11TH NOVEMBER - SUNDAY - "DUNLOP" NATIONAL MOTOR RACES -

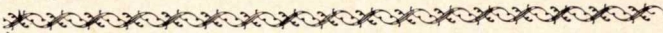
To be held at Pukekohe. Organised by the Northern Sports Car Club.

15TH NOVEMBER - REGULATIONS FOR SHELL 1974 INTERNATIONAL RALLY

Individual entries for the Shell 1974 Rally close on Friday 16th November and late entries will be received up until 7th December. Regulations for the event, which will be held between 12th January and 17th January 1974 are available from Rallysport Promotions Limited, 989 Colombo Street, Christchurch.

18TH NOVEMBER - SUNDAY - AUCKLAND CAR CLUB GOLD STAR CHAMPIONSHIP HILLCLIMB - CHAMBERLAIN ROAD, BOMBAY

Applications for Supplementary Regulations and Entry Forms, which will be available later this month, should be made to Miss C.E. Dewar, 273 Kapa Road, Mission Bay, Auckland 5.



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

FARRAND RD.
BOX 53 KUMEU.

PH. WEI. 8500
(AK. Exchange)

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

For complete job, comprising crank, flywheel, clutch, rods and pistons.
Rods are balanced end for end. This means all big ends or all little ends are same weight. This is essential.

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

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

Trials Trophy Points

A. MORLEY	97½	M. TREE	7
R. WYLIE	68½	D. GULLAND	7
J. CROMBIE	60	C. HENRY	6
B. NICHOLL	54½	C. MINERS	6
S. HAMILTON	48	P. BATEMAN	5
R. WILSON	46	M. PARSONS	5
C. SHANKS	40	R. VISKOVIICH	5
B. BLACKLOCK	30	W. PAINTER	4
P. JUKES	27½	D. O'CARROLL	4
D. BONE	24	M. BOYLE	3
P. ASHWORTH	22	J. WENTWORTH	3
S. MATHIESON	21	A. MOWATT-WILSON	3
J. KILLMARTIN	17	R. MONTGOMERY	2
P. LEVET	12	B. McDONALD	2
D. BROWNE	10	L. RYAN	2
H. LOCKIE	10	M. WIGHTMAN	2
M. CHILDS	10	J. POWELL	2
M. HIESTAND	9	W. OWEN	1
B. KIRK-BURNAND	9	J. SAMSON	1



ROTHMANS National Motor Race Meeting

Promoted by Auckland Car Club (Inc.)

Pukekohe 14th October

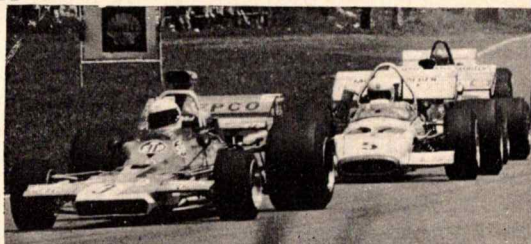
**ROTHMANS SALOON CAR
FEATURE RACE**

BLACK & DECKER

GOLD STAR RACE

CASTROL GTX

FORMULA FORD



N.B. Social evening at the Clubrooms after the meeting. Live music — Refreshments and Dinner available.



STRAIGHT AHEAD



The August M.A.N.Z. Newsletter contains two items of note to triallists, the first being the reversal by Council of A.G.C.M.'s ruling to give a Gold Star to the team nominated by the driver. Now yours truly (and if you don't know my identity this will surely give it away) has been very closely associated with two Gold Star crews who have previous Gold Star winning crews and the disappointment expressed was extreme. As the results are still subject to appeals, perhaps Council will reverse their decision. They also state M.A.N.Z. Council's alarm at the number of protests in Gold Star Trials, but I would suggest that there are good reasons, and does the number of protests make a fair ground for criticism? Over half the protests I have heard of have been allowed, and yet the number of trials protests pales when compared with G.T.X.

If trialling had a national co-ordinator, just as the racing boys have Trevor Birch making a mighty success as Technical Officer, then the above problems would largely disappear.

By the end of this month we should know what will happen to our trialling rules - a few changes always makes openings for new traps next season. My regular readers will recall my joustings over the last two months with Allan Cheak and I must thank him for goading us and spurring us on to three victories out of the last four events.

Just after the Spring Invitation Trial, Auckland Car Club with 30 points were second behind Auckland Rallies and Trials with 40 points in the Mercury Trophy Series with Northern Sports third with 29 and A.U.C.C. fourth with 28, Thames Valley 10, T.A.C.C. 7 and M.G. 5.

This month's spur by Allan - "I don't wish to appear smug or complacent, but we will have to fall over to lose from here". However, Allan, if you read on further in this Bulletin you will see that Auckland came 1st and 4th in the V.W. Trial to give us another 9 points. Now, I in turn don't wish to appear smug or complacent

October's events could have a heavy South Island flavour. Crombie has plotted a relatively simple mid-weeker for Wednesday night, the 10th October, and Bully's boys (Hamilton, Busch, Batten and Blacklock) are in charge of the Experts Trial.

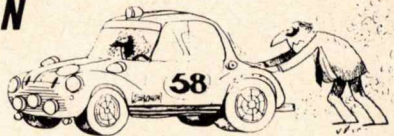
Next month could make jubilant reading.

G.R. 006



TYRES **DUNLOP** RETREADS

SPRING INVITATION TRIAL



After arriving at Papakura at 9.00 a.m. and then putting an entry in (once again a late entry) we found ourselves with a two hour wait before our start time, so what better to do than wander off to a convenient coffee shop for breakfast.

Finally we started and followed a fairly straight forward route to the Odo check, out the back of Drury, and then on to the real thing. These plotters certainly knew what they were about and it wasn't long before we dropped a check. We saw a sign that looked awfully like the common No Road sign and confidently carried merrily on until encountering a manned check that put a line on our card. What, already! Surely not. Impossible! However, later we hear that the sign was actually spelt NO RAOD. I'm still trying to find a dictionary that spells 'Road' as 'Raod'. On we went encountering many traps and soon after our 'Raod' we encountered an instruction that said 'Go left at CLAY ROAD'. The sign said CLAY ROAD in large bold letters but in small obscure letters right at the bottom of the sign, half covered with mud, were the words 'Impassable in winter'. Straight ahead we said and sure enough there was the check. That one caught many. However, the unwary were to drop a lot more later in the day. All this happened around

Bombay and from there we wandered towards Tuakau via a great mud road. Our apologies to that brave photographer who is probably still seeing images of a Galant approaching at some ridiculously high speed straight towards him. We missed him and he even got a terrific photograph. I suppose that's what photographers expect. "Stop rambling on



Robert and get back to the event". (The photograph referred to is the one above - Ed.)

So on to the mapreading. Undoubtedly the best map reading I have ever done on the Onewhero Map. At this stage I must offer my thanks and those of a certain other Auckland Car Club competitor, who I won't embarrass by naming, save to say he finished third, to John Crombie for a little bit of help along the way. The check in question only seven cars found. About halfway through this section we found ourselves with enough time in hand to stop and take photographs. However, towards the end we were trying hard to make up a 15 minute lateness. We were only 6 minutes late, thanks to some quick driving by



Barry. Annette Levett tells us that we arrived at her check rather fast, dodging some large puddles as we went. She even threatened to penalise us for dangerous driving. However, I think she was just having us on.

We finally reached the meal break with only one missed check. After a bite to eat, commenced

the second half which was, if anything, more tricky than earlier. One check that comes to mind is that check manned by Peter Levett. It was commented that the Auckland Car Club Trials Team had arrived as John Crombie, Steve Hamilton and ourselves arrived in convoy. However, we were soon to lose John when he disappeared into the distance leaving only Steve and ourselves to sort out the remainder of those instructions, seemingly devised by the plotter to confuse and deceive even the most wary competitor. A great trap was encountered by the use of MOTOR ACTION as a check. As the check had an 'R' in it and the A.S.R.'s said we were to go right after encountering a check with the letter R in it, we went right, but many many competitors didn't.

For once we arrived at the finish very happy people, for the first time ever we managed to win a major trial. Graeme Bell, our silent type timekeeper (he says go faster, go slower, and occasionally go like H...) performed fantastically well. We only lost 19 points during the whole afternoon. That's just 3 minutes 10 seconds late and his efforts during the morning were equally as good. Barry Nicholl drove with the normal Nicholl verve.



One thing that many members may not know about Barry is that he does exactly what he is told, even if it means driving down stop-banks where no road goes, in the middle of the night. In fact, the only person to let the team down was the scribe who once again managed that dreadful deed of dropping a check.

My congratulations to the plotters, Kevin Lancaster and Arthur McWatt, for what must surely rank among the best trials of 1973.

BOB WILLIAMS

SPRING INVITATION TRIAL

PHOTOS BY Ross Cammick



NOEL RONFORD (A.C.C.) - EWINGS ROAD MUD SPLASH



GRAHAM MORLEY (A.C.C.)



TERRY STILLMAN (N.S.C.C.)

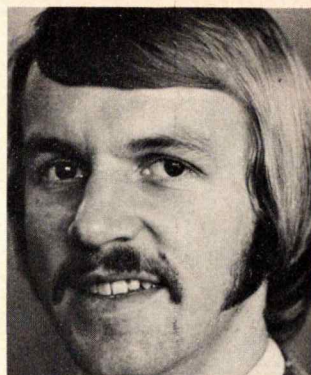


CHRIS RADCLIFFE (M.G. CAR CLUB)



STEVE HAMILTON (A.C.C.)

THE PETER GILL COLUMN



Praise to the Franklin Racing Club for its new stand at Pukekohe. Working in it for the first time at the Benson and Hedges, it turned out to be an absolute dream from a broadcaster's point of view. A million dollar view from the broadcasting deck; your own phone to ring up John Bruce on; Don Hadfield through the glass next door to make rude signs to. N.Z.I.G.P. certainly utilised all the facilities there seemed to be food and drinks being served on all floors, and of a very good standard the vittles were, too. Seven and a half hours and five hundred miles aren't quite so long when you've got all the home comforts on hand.

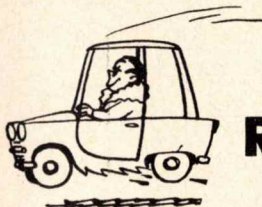
That XJ6 was beautiful to watch in the five hundred miler and I think it may have mildly surprised at least some of the sceptics by putting up the performance it did. It was a great pity it had to pull out before we could see what it was really made of. What I find interesting now is the fact that the twelve cylinder Jags have gone into production. If these are going to be assembled at Nelson then maybe just maybe we'll see one in the B and H sometime. Mind you, the Rover V8 already is assembled at Nelson, and as I've said before, we've never had the pleasure of seeing one in the B and H.

Talking of V8's, perhaps you saw the recent press releases about the latest addition to the MG range of cars. This one really must take the prize for the most impersonal piece of computerese ever to be turned into chromium plated lettering and tacked on to a motor car: The MGBGTV8.

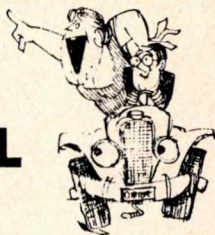
Saw a really sad looking Renault Dauphine in Auckland City a few weeks back while all the French bomb test flurry was still on. Sign on the back said "IF THE FRENCH WANT A BOMB THEY CAN HAVE THIS ONE".

Up in Tahiti, the military centre of the bomb test operations and where NZBC duties took me at test time, all the cars seem to look sad.

For me, anyway, seeing such fine machines as BMW 2000's and Citroen Pallas' covered in minor dings as though they'd had a hard season at Waikaraka Park is a bit hard to get used to. They seem to have a very casual attitude to their cars up there. And not only to their cars, but in some cases to their visitors, too. Twice during a single trip to the airport in the early hours of the morning in a Tahiti taxi, we had to wake the driver up at the wheel. A sad note about our trip was seeing bodies being brought ashore from a tragic air crash and learning that among those who perished was Geoff Perry. A great loss to motorsport indeed.



THE CITY OF ROTORUA TRIAL



This trial was an invitation trial and as Bevan Wilson had bent our arms at the end of the Champion, we left one wet Friday night and stayed at a motel that the organisers had booked us into - an unlicensed motel - to take part in the above event.

At the start there was a couple of laps to be done around the Club's grass track circuit, which on the day was more of a mud plug which was all good sideways stuff. From the start we travelled in a southerly direction to collect a couple of checks in loops off the main road and then a funny deal starting at a possible split intersection - apparently an arrow went missing.

Then a subsection where you continued if a sign was repeated. We started this by getting stuck in the mud down an off course road. After dropping four checks we sort of cottoned on to what the organisers were getting at.

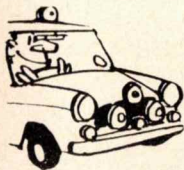
Then tulips and the looked forward to map reading section. However, by dropping one check, we managed to do all the subsequent things incorrectly. We were given handouts to delete instructions after we had done them. It also seems that the people who missed the first trap could accomplish the remainder of the trial without difficulty, whereas those who tried to do it and missed on the Part 6 trap did it all wrong.

After lunch a short touring subsection to the Tauhara Forest where we had a twenty mile run at stiff average speeds. We were donged 2.5 points for being four and a half minutes early.

Then followed a straight road sub-section with a U turn trap to the second mapreading which for us was a repeat of the first. Miss one vital trap and we were suckered for the rest. The remainder was just too much, discouraged by the large number of blanks on our card we managed to miss some easy stings in the tail.

I think that next year's event will probably be more thoroughly checked and, if so, I would recommend it.

J.C.



VW OWNERS CLUB TRIAL

The Volkswagen Owners Club of Auckland, after a gap of a year, bravely put on a Mercury Trial on the same day as practice for the B. & H. Approximately 45 cars started the event commen-

cing at Pakuranga Town Centre. We knew that the event had been checked by Bob Kidd and Tony Steiner and it was open knowledge that results would depend on timekeeping.

Our first problems came with overriders when we were told "No exits road do not exist" and also "Stay on this road to avoid BLEAKHOUSE RD" which I am sure caused no difficulty to GT 1.5.

The trial went through Howick, to Whitford, around Trig Road, Ardmore Quarry Road, Papakura, Hunua and to Mangatawhiri where we had an hour's break for lunch. Then a short section to Maramarua and Section 5 which was a timed section through the Maramarua Forest. We managed to pass four yellow Fiat 125T's in this section and speaking afterwards to one of their drivers he told me he was passed by four harry lime Clubman GT's.

Then followed the last and longest section (thirty miles) which took us to Huntly. As Peter March later observed, 'there is nothing like a few inaccuracies to give interest to a slow trial'. Certainly we found potential traps throughout the trial and covered a lot of extra miles and certainly raised our average speeds. Coming along Foote Rd we came over this crest and the road went the opposite way to the car. Apparently half the field joined us in spinning here - without damage. Not so fortunate were the Rod Peat crew and the Mawhinney crew who dropped exhausts and hedges and did not finish.

As every good triallist knows, you always take your lights and several people finished well into the night.

In the provisional results John Crombie with Peter Batten and Neil Mallard finished first, G. Hunter from A.U.C.C second, Joan Greenwell (A.R.T.C.) third and Steve Hamilton with John Busch, Graham Bell and Diana Cribb were fourth for Auckland Car Club to give the Club a win. Graeme Morley and Robert Wylie and their respective crews also lent moral support.

CASTROL GTX CHAMPIONSHIP

A schedule of eligible cars for the championship was published in the August Bulletin. We have been advised by M.A.N.Z. that there were typing errors in the schedule supplied to us and the following amendments should be made:-

GROUP 1:

Ford Capri 3000 GT (144 hp)	2994 c.c.	- 2 Door
Holden Torana GTR	2639 c.c.	- 2 Door
	3310 c.c.	
Holden Monaro 308 GTS V8	308 CID	- 2 Door
Holden Monaro 350 LS V8	350 CID	- 2 Door

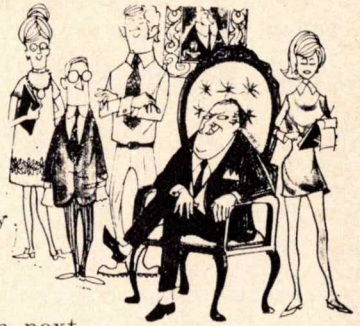
GROUP 2:

Ford Capri 1600	1599 c.c.	- 2 Door
Holden Torana 2 & 4 Door	2835 c.c.	

GROUP 3:

Toyota Corolla Coupe L (Single Carburettor)	1166 c.c.	- 2 Door
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SHOUTS & murmurs



. . . Feminine Viewpoint in this month's Bulletin features an article by Marie Horne, who, with her husband, George, returned recently from a trip to England and Europe. George will be recording his comments on their trip in next month's edition. From what we hear of the places, races and people they met, his article will be of great interest to the motor racing buffs.

. . . The new Franklin Racing Club grandstand is certainly the greatest place from which to see motor racing at Pukekohe. Apart from a couple of hundred yards before the pit straight the view of the cars on the 1.75 mile circuit is uninterrupted.

. . . A letter recently received from M.A.N.Z. shows on the letterhead that Allan Smithard is no longer the Chief Executive Officer of the organisation. It seems that this somewhat flamboyant title has been dropped in favour of the even more ostentatious appellation of Secretary General! Secretary General? Yes. Well, Gilbert and Sullivan had a Modern Major General but does Allan's change of title mean that M.A.N.Z. is having some united notions about his position?

. . . Peter Levet has resigned from his position as Deputy Club Captain. Pressure of work has forced this upon him. We thank Peter for his past efforts and quickly accept his offer of assistance in future whenever he and Annette are available to help out at Club events.

. . . We hear that our Pukekohe announcer and Bulletin contributor, Don Hadfield, has been bitten by the Pool Table bug. He was seen recently at Whitianga, Okoroire Hot Springs and Waihi Beach on three consecutive days (and nights) right on cue having a ball. At his present rate of improvement with each game played, he looks like being Auckland Champion in about ten years time.

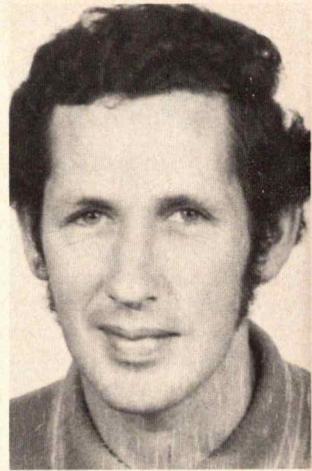
. . . Do you want to know what it was like to be sitting in the navigator's seat on the Maramarua Forest Rally on 9th September? Phillip Meyer had a movie camera mounted in his Triumph 2000 and showed this clear colour film at our September film evening. For those who missed it (and no doubt those who saw it would want to see it again) this excellent film will be re-screened at our next film evening on Thursday, 18th October.

. . . The Club is greatly indebted to Jack Hoffman of the New Zealand Forestry Service without whose assistance and co-operation the Maramarua Forest Rally would not have been possible.

We would also like to express our appreciation to Dennis Morton for his extremely efficient radio communications and to Ross Johnson and Guthrie Bowron and Company Limited for the supplying of paints for our directional arrows and signs.

Graham Spear

reports



The summer season is almost here and the various forms of motor sport activities are about to start with circuit racing and its varied types of vehicles, drag racing, hillclimbs, speedway and stock-car racing. This has provided so much work for our workshops that in many instances there is a six week backlog of work and we just can't keep up with the demand on our motor sport services. The main reason is that although we wish to expand our workshops still further to cope with this work we cannot do so without very experienced staff and we have found it extremely difficult to hire the type of worker that we require for the specialised motor work that we undertake and we would rather turn work away than hire an idiot to do the job because our work is only as good as our staff and our name is based on our work.

This year we will be sponsoring a speedway midget and a two litre sports car. These will be painted and signwritten in our race colours of yellow, red and black. We decided to sponsor a two litre sports car as this is a new class and we feel that it will develop into one of the main spectator classes as the season progresses and the fields fill. The car we will be sponsoring in the sports car class belongs to Frank Brae and this is the ex-Matich Brabham with a Gemco body with one of the motors used in the Spear Motor Preparations Escort last season. The other motor used in the Escort last season has been purchased by Charlie Conway for use in the Gemco Sports car. The sports car class should produce close competition throughout the field and being a new class the field will grow as the season progresses.

The speedway midget we are sponsoring will be driven by Auckland Car Club member Warwick McKenzie in the A grade races and by Bruce Canty in the B grade races. The motor we are using in the speedcar is the same one we have used for the last four seasons except for the 4 top compression rings and a different cylinder-head. We have used a crossflow Escort cylinder head and machined a combustion chamber into it. This motor is 1700 c.c. and we are considerably below the capacity of the Chevy 2's etc., which are 1 litre bigger. This motor is probably the most reliable of all the other speedway cars as in four seasons of A and B grade racing we have not had any motor problems. This year the handling, braking and steering have been greatly improved and after these are sorted out the car should be a front runner although there are always hard luck stories in any form of motor sport. Ask any competitor who is not out in front and you will see what I mean.

GRAHAM SPEAR

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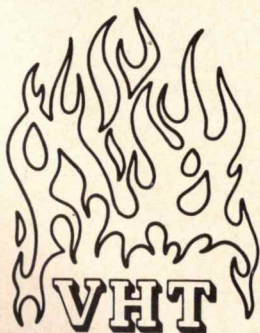
CIBIÉ

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BLACK & DECKER CHAMPIONSHIP (F5000)

This year for the first time we have a commercial sponsor for our premium racing series, and such has been the case throughout the rest of the World, which we now follow. Over the last three years our Racing Drivers' Championship series has been small in numbers and poorly supported, but this is about to change for we have a potential twelve contestants (possibly more) vying for the title of N.Z. Champion Driver and the firm of Black & Decker (N.Z.) Limited, along with M.A.N.Z. have provided the incentive.

Current Champion, David Oxtan, is returning home from England with his New Zealand built Begg FM5 to defend his title. Graeme Lawrence, ex-Champion, knows he cannot win in his current 2 litre Surtees, so a 5 litre "big banger" he must buy, and at the moment it is rumoured to be a Trojan or Chevru.

New to open wheeler racing comes the redoubtable Reg Cook, straight from a Mini, with which he won the 1000 c.c. Saloon Car Title, to the ex Kevin Bartlett 5 litre Lola, which was campaigned in the last Tasman series.

Another to watch is the pleasant, quiet, Robbie Booth, who has made the shift from Formula Ford to the Begg FM2 which was driven with great success by Garry Pedersen last season. Speaking of Pedersen, the current Sports Car Champion, has acquired a McLaren M18 which his team of dedicated mechanics and sponsors have rebuilt with loving care.

Frank Radisich of Henderson has apparently sold the Matchless engine, at this stage the buyer unknown, and is rumoured to have bought the Ken Smith March 722 and is grafting the 5 litre Repco into it. Ken Smith meanwhile has just returned from the U.K. apparently buying the latest March 723 (2 litre).

Baron Robertson of Hastings, who last year raced without too much success a 2 litre March 722, will campaign the same car again this season. Neil Doyle from the South Island has sold his Begg, buyer again unknown, and is rumoured to have purchased a new 5 litre Surtees TS9B.

Having now disposed of the McRae GM1 to the Wheatcroft Motor Museum (or so it is rumoured) Dexter Dunlop of Wellington now searches around for a new car, for it is this man's greatest wish to become N.Z. Champion Driver and no effort will be spared on Dexter's part to achieve his aim.

So as you can see the potential competition for this year's Black & Decker Championship is wide open and what with the other unaccounted for cars yet to come to light, we are about to see the best fields for many a long day. The seven round series begins at Pukekohe on October 14th.

The remaining six rounds, dates and venues are as follows:-
Pukekohe - November 11th; Ruapuna (Christchurch) - November 18th
Timaru - November 25th; Manfield (Feilding) - December 8th;
Bay Park (Mt Maunganui) - December 30th and Levin - January 4th.

The final round at Levin is being held the day before the opening round of the 1974 Tasman Series, so our new Black & Decker Champion will go straight into the Tasman Series with three months of hard experience under his belt, and who knows - our Black & Decker Champion might also be 1974 Tasman Champion.

DON HADFIELD

TRACKSIDE



. . . Strong rumours in the Italian motoring press associate Niki Lauda's name with Ferrari for 1974. However, we understand that the young Austrian is under option for the BRM team.

. . . Former works BRM driver, Howden Ganley has instituted High Court proceedings against the Bourne team for money due under his Formula 1 and Interserie driving contract for 1971 and 1972.

We understand from Ganley's solicitors that the New Zealander is suing BRM for an amount totalling around £4,400 and that the legal proceedings have been taken reluctantly following almost a year of discussion and talks with BRM's lawyers. It is understood that no defence has yet been entered by BRM although the English courts are currently on vacation and one is not expected for a couple of months to come.

Ganley joined the BRM team at the start of the 1971 season with additional outside sponsorship, driving alongside the late Pedro Rodriguez and Jo Siffert. His best two performances of the year were at the wheel of P160s when he was placed fifth in the Italian GP at Monza and fourth at Watkins Glen, and he also took a second place to John Surtees' TS9B in the non-championship Gold Cup at Oulton Park.

Last year he was promoted to the status of full works driver, taking fourth at the German GP at Nurburgring and fifth in the Austrian GP, but matters between him and the BRM management came to a head in practice for the Victory Meeting at Brands Hatch where he refused to drive the car until his financial differences had been settled. Vern Schuppan was called in to drive the car after first practice.

Ganley also drove the Interserie car with some success, winning at Nurburgring and Osterreichring, leaving the team at the end of 1972 to join Frank Williams' Iso-Marlboro outfit. The High Court proceedings were finally issued against BRM a few months ago and it's understood that it could be as late as the middle of next year before a judgement is made on the matter should BRM contest the action.

. . . The CSI has disclosed a rough outline of proposals for a new Formula 1. Included in the working brief are plans to restrict engine power, reduce wheel widths and ban aerofoil devices.

. . . Jean-Pierre Jarier confirmed that he intends to stay with the March Formula 1 team next year. He will also drive for the Bicester team in the final two rounds of the current Japanese sportscar series in a March 735.



TYRES DUNLOP RETREADS



Dennis Marwood Comments

The weather as usual played a big part in the Benson and Hedges 500 race results. Most predictable were the winners, Hot Rod Coppins and Sidchrome Jim in their Charger. They had an easy win with no pressure at all, it must have been very boring for them. The Francevic-Cook Mazda did very well to beat the other Chargers, although they had to work very hard for their second place. They proved the reliability of the Mazda, even if it did not have enough speed to match the Charger.

We finished 13th overall and 2nd in our class to my mechanic, Neville Bailey and Ken Flashman's 1200SSS Datsun which went very well, only finishing ten laps down on the winning Charger. The wet conditions of course evened out a lot of cars, our lap times being around 2m 7.0s to the Chargers' 2m 0.0. In fact some of the Mazdas were only a couple of seconds a lap faster than us. Our two Datsun 1200's actually finished ahead of everything else except Mazdas and Chargers, and, in fact, five Chargers and one Mazda finished behind us.

It was rather dangerous in the dark with mud and water sprayed over light lenses and windscreens. I found myself on the grass often, and even pulling up well before the hairpin, simply because the corner could not be seen. The organisers made no provision at all for marking the track, some white lines would have helped.

One of these days we will have fine weather for this race. The lack of tyre and brake pad changes takes a lot of interest out of the contest, for the spectators and teams alike.

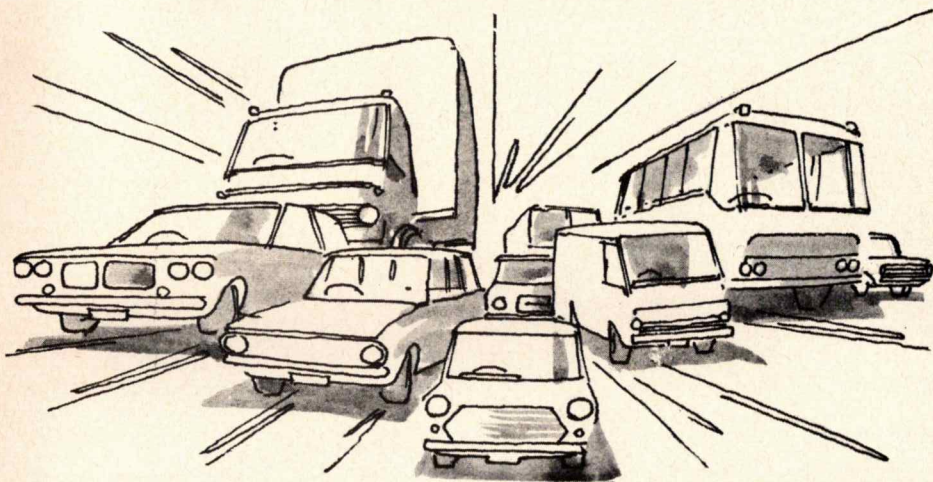
As well as our 1, 2, 3, 4 win in the baby class, the 180B Datsun of George Wilson and Wayne Jones had an easy win in the 1800 c.c. class although three laps behind the Flashman/Bailey 1200. Grant Walker went very well, but found the traffic a bit different to Go-carts and Formula Fords.

Fords had a disastrous time. I remember a Cortina blowing up down the back straight and leaving a trail of oil which caused five cars to spin off all at once on the hairpin corner. Surprisingly enough, there were few accidents, but if there was a fence at the hairpin there would have been a graveyard of cars, including mine.

Overseas this month we see Jackie Stewart the World Champion again and BMW again beat the German Fords in the E.T.C., this time 1, 2, 3, 4 with Jackie Stewart 5th in his Capri. This win assures BMW of the Championship.

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Auckland Car Club MARAMARUA RALLY

DRIVERS' IMPRESSIONS

MIKE MARSHALL/ALAN BOYLE - CAR NO. 1 - 1ST PLACE

"If tyre wear could be used as a yardstick for the pace of a rally, then the Maramarua Rally was driven at a furious pace. I wore out more rubber in 75 miles than I would have in 400 on



the Heatway. The difference between Blair Robson and I worked out at 4 seconds a stage! And Rod Millen's Buggy was right there too. The event itself was most enjoyable, the roads probably the best rally roads in the country. The timing was the best I have come across in New Zealand without any doubt at all. Imagine what one minute errors would have done to the results. I was sat-

isfied that every time we got was accurate to the nearest second.

The arrows at intersections were also the best I have seen in this country due of course to Arthur McWatt's R.A.C. experience. However, there were many intersections that were not referred to in the instructions and also not arrowed. To clarify the situation I would recommend the following. For every intersection where there is a tulip, one arrow before the corner and one at the corner, with the exception of a hard to see exit through a gate or between trees when there should be two arrows at the junction, one each side of the branch road. At junctions where the rally route follows the straight ahead principle there should be a vertical arrow, positioned after the junction to verify that the competitor has taken the correct route.

This should polish up what was a very well thought out event!!!!"

Mike Marshall

JUDY HANBURY - CAR NO. 8 - 11TH PLACE

"Congratulations to Arthur McWatt and team on a thoroughly enjoyable day and an extremely well-run event. The following things impressed me: The timing system was the most straight-forward, yet the most efficient and accurate that I have struck (especially in comparison with the Heatway)..... Details of organisation were such that any errors that did arise were readily traced and quickly adjusted The exceedingly close competition throughout the field, yet the amazingly low toll on cars The large number of spectators for what was, after all, simply a closed club event The ingenious way in which a number of different routes had been found within a confined area. This inevitably led to



some waiting, but this was all part of the day's fun. When you consider that we had a good hour's competitive driving in the day and compare that with the total of a few minutes at any one hillclimb, we really did have good value."

Judy Hanbury



ALAN WOOLF - CAR NO. 6 - 17TH PLACE

"It was an excellent rally, in fact the most enjoyable I've driven in yet. The organisation was quite good, especially the arrowing system used. The Vitesse probably wasn't very fast but I still had a lot of fun. Actually this rally would have been the most enjoyable club event I've competed in for years." (Seems as though the Vitesse was quicker than you thought Alan as the results indicate - Ed.)

Alan Woolf

PAUL CURIN - CAR NO. 16 - 22ND PLACE

"The rally was very enjoyable for a kick off! The roads were a bit too fast for my car but would have been mighty for



ROD MILLEN - CAR NO. 2 - 3RD PLACE

"Unfortunately we were plagued with a bad miss throughout the rally. The road surfaces were fantastic and the organisation was quite good. The



delays between stages didn't worry me much, in fact it was quite good to sit down and have a yarn with some of the blokes! The competition was the most fierce I have ever seen, I'm sure Mike Marshall would back me up on this. Blair Robson - he pulled out something - I don't know what, but he was absolutely flying. We found following Mike Marshall's wheel tracks quite amazing - how he never fell over

a fully worked rally car. I found the hold-ups a bit boring but overall it was a good rally.

I missed the close racing against other cars but we'll certainly be starters for the next one."

Paul Curin

know!

Finally, if anyone found my muffler on Stage 8, could they please contact me as soon as possible!"

Rod Millen

JIM BIDDICK - CAR NO. 18 - 9TH PLACE

"A good rally with terrific roads. If you did go off you wouldn't have done much harm. The organisation was good, especially the mighty arrowing



system making it almost impossible to go off course. Our car went well except on the last stage when an ignition wire came loose $\frac{1}{4}$ mile from the finish, causing us to lose a minute as well as a class win. We had a few close calls although nothing to really panic about. On the third touring stage we managed to come to grief in the mud and write off a guard against a bank. After this rally, we certainly hope to compete in the rest."

ROBIN IRVING - CAR NO. 51 - 14TH PLACE

"I liked it - it was terrific. With the difference in road surfaces, you had to be careful or you could have come off in a big way. The arrowing system was good and very clear.



Waiting between stages proved boring but obviously could not be prevented due to the smallness of the forest. I also think we should have had duplicate Driver's Cards signed by Control Marshals. We would especially like to thank the organisers, I mean, let's face it, if it wasn't for them there would have been no rally."

Robin Irving

ALAN BOYLE

Some time ago Mike Marshall asked me to crew for him on this Forest Rally because his usual navigator, Arthur McWatt, had plotted the event.

Feeling privileged to be considered by the unofficial New Zealand Champion of rally drivers, I hurriedly accepted the invitation and, having done so, then began to think of just what I may have let myself in for.

Driving a car in excess of 100 miles per hour is one thing, but being a passenger in the usual driving position with no steering wheel, or pedals in front of me was quite something else.

My apprehension, before the Rally, was shortlived. Driving to the venue, some forty odd miles, I had ample time to survey the stoutness of construction, safety features, and general handling abilities of this fine powerful rally car. Also, my attention was drawn to the calmness and confidence of the driver.

Stage One, Car One. With engine revving and stones flying we were away, and if this was rallying it was good and not too divorced from personal experiences of loose metal hill-climbs of a few years back.

As each stage passed, Mike became more familiar with his left-hand driving position and me with bellowing instructions and indicating with gestures, the direction to take and the distance to travel.

All in all this was an excellent event, well organised and patronised by competitors and spectators alike.

Finally, to the people who have asked me what it was like to ride with Mike..... It was terrific - and beats anything you can ride on at the Easter Show by far!

ALAN BOYLE

**Auckland Car
Club**

**MARAMARUA
RALLY**

9th September



CONTROL POINT



BIDDICK / BELL



MARSHALL / BOYLE



CARL / MANUEL



CURIN / THOMAS



WILSON / RATTENBURY



McMURTRIE / EMSON



NICHOLL / WILLIAMS



MILLEN / GARNER



LEVET / LEVET



ORMROD / MILLS



SIMPSON / MACKAY



HANBURY / HILL

MARAMARUA RALLY PIX



JACK INWOOD PHOTOS



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AUCKLAND CAR CLUB INC.
MARAMARUA FOREST RALLY

RESULTS SHEET

CAR	DRIVER	1	2	3	4	6	7	8	TOTAL	PLACE		
1	MARSHALL	11:02	7:30	9:40	3:04	9:34	2:52	10:42	54:24	1		
2	MILLEN	11:48	7:20	9:49	3:03	9:39	2:48	10:59	55:26	3		
3	ROBSON	11:27	7:30	9:33	3:02	9:40	2:55	10:47	54:54	2		
4	ADAMS	12:06	7:59	18:20	3:18	10:24	3:10	11:24	66:41	37		
5	JOHNS	12:56	13:46	10:25	3:16	10:27	3:06	11:29	65:25	29		
6	NOOLF	12:17	7:53	10:11	3:11	15:16	3:05	11:20	63:13	17		
7	LEVET	12:09	8:25	10:22	3:16	10:05	3:02	11:08	58:27	5		
8	HANRUBY	13:02	8:26	10:40	3:24	10:25	3:12	11:50	60:59	11		
9	NICHOLL	13:38	8:52	11:29	3:33	11:18	3:26	12:08	64:24	23		
10	SOLENSON	13:17	8:55	11:34	3:38	11:24	3:26	12:14	64:28	24		
11	WILSON	12:54	8:56	11:21	3:35	10:33	7:00	17:05	71:24	45		
12	HALLIDAY	12:50	8:33	10:41	3:26	10:38	3:10	11:38	60:56	10		
13	M'RAE	13:04	8:27	10:55	3:31	10:47	3:21	12:00	62:05	13		
14	SIMPSON	12:46	8:16	10:10	3:21	11:01	3:10	11:41	60:25	8		
15	EVANS	13:24	8:54	11:23	3:35	11:34	3:25	12:15	64:30	25		
16	CURIN	13:58	8:47	11:11	3:31	11:15	3:17	12:01	64:00	22		
17	CHANDLER	14:20	9:09	12:07	3:43	11:56	3:38	13:07	68:00	43		
18	BIDDICK	12:20	8:11	10:36	3:20	10:00	3:11	12:51	60:29	9		
19	COEK	12:48	8:26	11:03	3:21	10:54	3:12	12:16	62:00	12		
20	DIXON	WITHDREW										
21	M'MURTRIE	12:53	8:50	11:04	3:32	11:28	3:20	12:19	63:26	20		
22	COOL	12:10	8:11	10:09	3:12	9:59	3:01	11:07	57:49	4		
23	DID NOT START											
24	BENSON	14:17	8:23	11:47	3:43	11:41	3:28	12:38	65:57	32		
25	PHILLIPS	13:38	8:52	11:10	3:28	13:27	3:18	12:13	66:06	33		
26	TINDALL	14:45	9:03	11:53	3:50	11:34	3:31	13:13	67:49	42		
27	HOUTRAM	13:09	9:16	11:18	3:38	11:40	3:32	12:44	65:17	28		
28	WHITE	13:08	13:00	10:50	3:25	11:52	3:10	11:59	67:24	41		
29	THOMAS	13:33	9:06	11:40	3:39	12:03	3:28	12:37	66:06	33		
30	NEIL	13:16	8:52	11:21	3:30	11:06	3:21	12:07	63:33	21		
31	ISBEY	12:43	13:00	10:57	3:25	10:47	3:11	12:04	66:07	35		
32	TRINGHAM	13:25	8:51	WITHDREW								
33	PARKIN	13:48	9:00	11:26	3:39	11:37	3:21	12:18	65:09	27		
34	ORMROD	12:11	8:10	10:42	3:11	11:16	3:00	11:27	59:48	6		
35	BELL	13:21	8:40	11:13	3:20	11:10	3:18	12:01	63:03	15		
36	SMITH	13:02	8:48	11:14	3:31	11:08	3:22	12:16	63:21	18		
37	CHILDS	13:35	9:00	11:25	3:38	11:22	3:29	12:23	64:52	24		
38	LATROBE	16:05	10:52	WITHDREW								
39	CARL	13:08	8:48	12:04	5:22	10:42	3:14	12:16	65:34	31		
40	BOYLE	14:27	9:46	13:06	4:00	12:25	3:59	14:08	71:51	46		
41	FLINKENBERG	13:25	8:44	11:23	3:23	11:05	WITHDREW					
42	WINDSOR	14:17	8:14	12:04	3:45	11:56	3:47	13:05	67:08	40		
43	WOOD	13:49	9:14	11:34	3:36	11:36	3:33	12:48	66:10	36		
44	DID NOT START											
45	MEYER	13:16	8:59	11:32	3:35	12:18	3:24	12:24	65:28	30		
46	WATSON	13:22	8:52	11:18	3:31	10:54	3:20	12:08	63:25	19		
47	WYLIE	13:51	WITHDREW									
48	DID NOT START											
49	HAMILTON	14:15	9:22	11:56	3:39	11:39	3:33	12:41	67:05	39		
50	PULLMAN	12:16	8:12	10:44	3:21	10:48	3:14	11:48	60:23	7		
51	IRVING	12:57	8:38	10:53	3:29	11:02	3:29	12:17	62:45	14		
52	BARRY	14:33	9:27	12:08	3:47	12:26	3:44	13:13	69:18	44		
53	NICHOLLS	13:11	8:32	11:09	3:30	11:18	3:22	12:04	63:06	16		
54	CONDON	19:14	10:12	12:56	3:57	13:12	3:59	13:52	77:22	50		
55	GULLAND	16:51	12:14	13:25	4:14	13:00	4:05	14:05	77:54	51		
56	RYAN	13:52	9:18	11:59	3:45	11:30	3:32	12:49	66:45	38		
57	DID NOT START											
58	SUTTON	15:15	13:00	12:54	3:48	13:09	3:46	13:20	75:12	48		
59	HUNTER	14:31	9:48	14:02	3:56	12:39	3:50	13:31	72:17	47		
60	HUDSON	15:18	13:00	13:38	4:09	12:58	3:57	14:16	77:16	49		



EUROPEAN RALLY SCENE

International rallying is rather quiet at this time of the year in Europe, in fact there hasn't been a major international since the 1000 Lakes at the beginning of August. However, at National and lower levels, the calendar can become crowded.

The Swedish Rally Championship is made up of six events, three major rallies and three one-nighters. Three rallies were on snow, the last of them was run in March. It is difficult to organise major rallies in the summer in Sweden partly because of the damage to the roads and partly because of traffic intensity effects. In the fifties and early sixties, the popular Rally of the Midnight Sun used roads in the most densely populated areas of the country before it had to be turned into a winter event. From 1966 Varmland Runt took over as the major summer event and used roads in Western Sweden up until two years ago, after which it also became a winter event.

The Black Bear Rally was a new rally in the Swedish calendar and was run in the far north, partly through the land of the Lapps and their reindeer and competitors were to cross the Arctic Circle on the way. Stig Blomqvist and Arne Hertz put up an outstanding performance when they drove the Saab to victory in the Black Bear Rally. They were unchallenged throughout the event, setting fastest time on over thirty of the forty special stages.

The fifth round was a one nighter called the Dackerfejden and with over 150 entries, it was all go from the start. This time it was a win for Per Eklund and Torsten Aman, one time co-driver for Eric Carlsson. Saab have won every round so far, three to Eklund and two to Blomqvist.

An event which started off as an impromptu contest between competitors in the Monte Carlo Rally, as a digression from the tedium of practice, is now a well organised winter feature in the Chamonix region. Next year, there are plans to create a Twenty-four Hours on Ice, but not one long race. Races of up to six hours will be run on a circuit about a mile long during both the day and night.

Finns have a habit of getting off the ground in many sports and a picture recently published in a Finnish motor-sport magazine shows a lorry with all six wheels off the ground. Lorry racing or autocrossing is a popular sport in the Soviet Union, particularly among army drivers. It appears to be about a three ton truck and is complete with a strong looking external roll bar.

TULIPEN

 TYRES **DUNLOP** RETREADS



RALLYING WITH SHEKHA MEHTA

By WAYNE JONES

"Shekhar Mehta? Never heard of him" - this was my comment when told by Nissan Motor Distributors the name of the Works Datsun driver I was to partner in the 1973 Heatway International Rally.

Other names mentioned had been Rauno Aaltonen, Edgar Hermann or Tony Fall - all of whom I had heard of.

Some research provided the information that Shekhar was 28 years old, an Ugandan Asian of Indian parentage, who had been expelled from Uganda in 1972 by President Amin.

Shekhar lost most of his money and assets when expelled from Uganda, and he and his father have lodged a compensation claim with the Ugandan Government for seven million pounds, but the chance of this being paid, even in part, is virtually nil.

Shekhar still has a B.M.W. and Mazda distributorship in Nairobi which keeps the "wolf from the door" but is certainly nowhere near as well off as he was.

It was thought initially that the vehicle to be used in the Rally could be a "Works" 240Z, but it transpired that to promote local sales of the 180B model, the car would be a Datsun 180E SSS Coupe. The car was prepared in Japan and shipped brand new to New Zealand for the rally. The car produced an estimated 175 BHP - it was a normal 180B motor bored to 1879 c.c., fitted with twin side draught Solex carburettors, rally camshaft and cylinder head - nothing exotic compared with some of the other top competing cars.

A five speed Nisang/box was used and a 3.9:1 differential used - very high geared for a rally car.

With an all up weight of 24 cwt and 13' 9" of length it was obviously going to be a heavy and big car for some New Zealand roads. The car was built like a tank, arriving with 8" ground clearance and enough under plating to sink a battleship, and our roads were obviously going to be far too smooth to suit it.

As Shekhar had rolled a 240Z in both the rallies he had competed in before coming to New Zealand, I thought to improve our chances of finishing from the one in ten I had written them down to, to take Shekhar over some of the mountainous country available and to show him the drops in daylight.

It had the desired effect - as we would not be able to beat the more agile and powerful "works" Fords on anything but reliability, we would pace ourselves hoping for the gremlins to strike the Escorts, as they often do.

Shekhar considered some of our roads very dangerous and felt that some of the bad bends should have arrows or signs to warn competitors.

Shekhar's various comments such as "there's no such thing as a write off - just fit a new body shell", and "Nissan used to break up their old rally cars, but now they give them to me to do it" had me on edge a bit, but after a ride with him on a closed road in the 180B I felt confident of his ability.

In Picton, a week before the rally, I was paying the motel bill, when the lady who ran the motel recognised Shekhar from his photo in the newspaper. I hopped in the Datsun 1600 we were travelling in and waved goodbye to the woman, as Shekhar reversed straight back, over the lawn and over a 2' high concrete wall which contained a bed of flowers.

After much revving and spraying of petunias and dirt over the main street of Picton we freed the car, but I think Shekhar's driving ability had dropped in the lady's estimation.

Shekhar was extremely easy to get on with and liked most of the things I do - New Zealand beer, plenty of sleep and Datsuns.

He seemed very popular with the Press and public relations staff and his personality coupled with his interesting background meant that he obtained his fair share of publicity and newspaper coverage.

In the rally, we initially had brake and then lighting problems, the latter causing us to cover almost the whole of the Crown Range stage with one spot-light burning and no interior or headlights burning. I read the instructions with the aid of my cigarette lighter (we were still the quickest on that stage.)

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.

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The only real scare I had in the rally, apart from the dreaded ice, was on the Haast Bridge to Fox Glacier Stage when we crested a brow on a straight piece of road pulling 7,500 rpm in 5th gear (129 mph) to find a large steer walking across the road 100 yards or so away, from left to right into our path. Had we hesitated slightly we would have had a serious crash - I believe Roy Hanbury who later hit the steer can vouch for its size and ferocity.

Being near the front of the field for the whole event gave me a good opportunity to observe the other top drivers and in my mind, the most outstanding was Colin Bond in his Torana.

Considering his car was a series production type car such as ours, fitted with none of the sophisticated equipment of the Escorts, only using more or less "home-made" rally parts, with only slight engine modifications to that of a standard XU1, his performance was mighty, and I would put my money on him for winning the Shell Commonwealth Games Rally, now he knows what type of roads to expect, and how to set his car up.

Bond, and his navigator George Shephard must be the hardest pair of individuals to sit in a rally car together, and their repertoire of jokes caused Shekhar and I to dip out on some of our meals - we would be laughing too much at them - perhaps this was their strategy.

Seriously though, I know Shekhar will be back next year, and in a more competitive car, and that he was very pleased to be a member of the Auckland Car Club Team, which won the Car Club Team Prize, and that he enjoyed his short stay in New Zealand.

WAYNE JONES

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As I See It

Norm Harvey,



It is now over three months since the Heatway Rally took place and still the motoring press churn out thousands of words either in praise or criticism of the event.

I can't remember this situation existing in previous years and the only sound reason for the continued publicity must be the uncertainty that has surrounded the application for the Heatway Rally to be included in the World Rally Championship.

Well as is now history, if only recently so, the Heatway will be included in the 1974 series along with eleven other events, many of which people in general will never have heard of.

Those who have been interested enough to have followed rallying in Europe and elsewhere will have heard of such rallies as the TAP in Portugal, Thousand Lakes in Finland, the Acropolis and of course the East African Safari. The latter event has come to be some sort of a measure to which all other rallies are compared, rightly or wrongly.

As Mr Corsmit, the C.S.I. representative at the Heatway, mentioned it was the intention of the F.I.A. to make the World Rally series as international as possible, rather than making it European bound as in the past.

The F.I.A. certainly seem to have achieved their aim for included in the list are the Press on Regardless in the U.S.A. and the Rally of the Rideau Lakes in Canada.

It may not be common knowledge that Australia was also keen to have it's premier event, the Southern Cross Rally, included in the World Series and the fact that New Zealand has beaten Australia on this count may be a little hard for our Tasman neighbours to swallow.

A certain Australian individual who happens to have the name of Thompson and is probably the Australian equivalent of our Murray Thompson, i.e. the man behind the international rally, make the remark some weeks back that the Heatway and Southern Cross Rallies should take turn about as a qualifying round in the World Rally Championship.

If this gentleman has been reported correctly then it appears that we may be in for some trans Tasman back biting. It is general knowledge that New Zealand was promoting international motor races long before Australia, a very sore point in it's day. Let us hope a repeat performance will not be forthcoming.

Competitor observations and comments have been made about the Heatway Rally and it would seem that a number of changes will be made for the 1974 Rally. Whilst Murray Thompson may dismiss a good many of the opinions of the over-

seas drivers and co-drivers, there is no reason why our international event should be like anyone else's, it is to be hoped that he took time out to speak with Jim Porter.

Porter of all the international competitors who have visited New Zealand was the one who should have been listened to and I am sure that an in depth interview with one of our motoring publications would have revealed a great deal.

It is not well known that Jim Porter was one of the organisers behind the 1972 RAC Rally in Britain, an event claimed by many in Europe as the most popular rally in the Northern Hemisphere.

On the local scene the announcement of the Marlboro National Rally Championship is a most welcome boost for this branch of motorsport. The only point on which issue has been taken relates to the age of eligible vehicles.

As the regulations for the National championship stand, vehicles over five years old will be excluded, hopefully this will be amended to suit the price/availability problem peculiar to this country.

CONGRATULATIONS...

The Auckland Car Club extends sincere congratulations to members Rod Coppins and Jim Richards who recently won the Benson & Hedges 500 for the second consecutive year. Their superb driving gave them the outright win in the Chrysler Charger.

PRE-GUY FAWKES STOMP

SATURDAY 3rd NOVEMBER

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CASUAL DRESS



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.

Douglas Robinson	Green Bay	Zephyr Mk 3
Patricia Robinson	Green Bay	Zephyr
David Winter	Mt Albert	Datsun 1200
William Kermode	Papatoetoe	Cortina
Christopher Henry	Papatoetoe	Morris
Grant King	Papatoetoe	Charger
Murray Wilson	Greenlane	Hillman Imp
Ole Sorensen	Glen Eden	Anglia
Fredrick Wilson	Te Awamutu	Torana GTR XU1
Graeme Papworth	Warkworth	Escort
Glen Flinkenberg	St Heliers	Escort
Grant Blythen	Milford	
William Nicholson	Parnell	Viva
Richard Francis	Milford	Morris 1100
Warren Thomas	Wanganui	Holden Torana
Travis Parker	Auckland	Anglia
Gary Upchurch	Mangere Bridge	Super Minx
John Chandler	Campbells Bay	Hillman Minx
John Macdonald	Waimauku	Prefect
Stephen Bagnall	Milford	Escort 1600
Simon Clarke	Pakuranga	Morris Mini
Neville Kerridge	Herald Island	Viva
Geoffrey Kerridge	Hobsonville	
Cliff Marriott	Henderson	Anglia
John Van der Linden	Western Springs	Humber 80
Stephen Sheppard	Mt Albert	Escort 1600
Geoffrey Hewitt	Henderson	
Robert Bastin	Mt Albert	
Keith Dixon	Auckland	Holden
Michael Moore	Manurewa	A40 Farina
Leonard O'Loughlin	Blockhouse Bay	Super Minx
Bruce Stansfield	Mt Eden	Morris Mini
Graham Hunter	Auckland	Austin 1100
Brian Donaldson	Manurewa	Anglia
Freda Donaldson	Manurewa	
Stewart MacLaren	Manurewa	Morris Cooper S
Claire MacLaren	Manurewa	
Kevin Allely	Blockhouse Bay	Escort
Bryce Alexander	Clevedon	Mini
Roger Bagshaw	Pukekohe	Holden
Kevin Boag	Mt Albert	Humber 80
Terry Braithwaite	Mt Roskill	Zephyr V6
John Crowhurst	Onehunga	Datsun 1200
Stephen Haberslion	Glen Innes	Triumph Herald



MY MOST MEMORABLE CAR

PAUL FAHEY

It is hard to write about my most memorable car, as I have driven several that stand out for various reasons. Above them all, I feel that the "Old Lady", my 1966 Mustang, as it was reverently called by all connected with her, is the one to whom I should pay tribute.

I first saw a Mustang in action when Ivan Segedin raced the Fleetwood Motors car during the 1965-66 season and I was quite disappointed with its performance, but when Pete Geoghegan arrived at the 1966 G.P. with his car and put it through its paces I decided that a Mustang just had to be a winner. I approached Ron Frost for his thoughts on the feasibility of bringing a car like this to New Zealand and I was assured that he was right behind the idea as it would raise the standard of saloons in New Zealand (which were a laughing stock in Australia and elsewhere) and may encourage others to do likewise, as it eventually did with Rod Coppins, Spinner Black and Norm Barry buying similar cars.

Kath and I left for the States in May 1966 and with no more than a letter of introduction from Ford New Zealand, I presented myself at Shelby Racing in Los Angeles. They had a contract with Ford Detroit to build six cars, four for Trans Am and two spares. A quick trip via Indiannapolis, (where we witnessed that dreadful 1st lap crash which eliminated nearly half the field) to Ford Headquarters and I owned one of the spare cars.

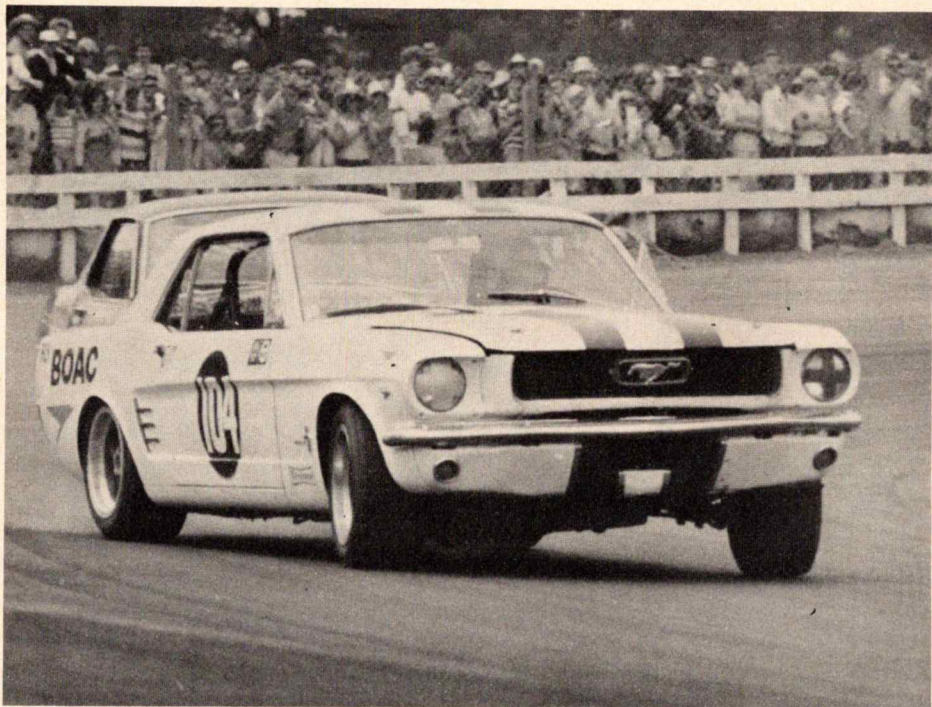
On arriving home I had doubts about owning such a car and these doubts were reinforced when the N.Z.I.G.P. reduced the prizemoney from the previous season and refused any Kiwi appearance or start money, whilst an overseas driver in a diminutive car who just wasn't in the hunt, received a very tidy sum for finishing a distant fourth. Thinking about it, things haven't changed much!

The "Old Lady" earned her name by the fact that she did most things gracefully. I was leading Rod Coppins and Frank Bryan in their Mustangs in the 67 Wills 3 Hour Race, when she



put a leg out of bed at the end of the back straight. Instead of demolishing the engine, the rod went straight down through the sump and Ray Stone just put in a rod and piston for the next race, a week later and we won without even balancing the engine. We ran this engine for another three meetings before we built a new one and I can say that they were a nervous three meetings. There were several times the car finished, when under normal circumstances she shouldn't have. One of two occasions which stand out in my mind was Wigram 1968 when the gear lever broke in top gear, with three laps to go and with 20 seconds up my sleeve Frank Bryan started hauling me in at eight seconds a lap. We just made it by a car length, but some people still believe I was staging it. The following weekend at Teretonga it poured and I found myself pulling away from everybody with ease, although practise in the wet was close. I noticed during the race that the engine wasn't smooth and I worried like hell for 12 laps. Afterwards, Ray lifted the bonnet and there was a plug lead hanging off. We had unintentionally detuned the car, which in the heavy rain made it real easy to drive. Even when I forgot to chain the "Old Lady" on to the trailer and we dropped her off in the main street of Wellington, she did it gracefully, much to the amusement of passing motorists.

The fact that the car was so successful also makes her my most memorable car and when I sold her to John Riley she still had the potential to win the Championship in 1968-69, which would have given me a lot of pleasure to witness. Her



record of 33 Championship wins in two seasons, as well as records at every New Zealand circuit is another reason for pleasant memories and it is a record that will probably stand for a while.

While I am writing about big cars, I think it would be a pity to see them disappear from the racing scene, as they have the paying public behind them. But they do need more consideration from various promoters, namely the N.Z.I.G.P., than they got at this year's G.P. when the Kiwis were expected to be competitive with overseas stars on unlimited budgets. There is only one way that the New Zealand big sedans are going to be competitive and that is by having access to the same amount of cash that Moffat, Gardner and Co have. As Ron Frost says regarding Tasman cars and this must apply to New Zealand Saloons as well, "You cannot have champagne car races for beer money".

PAUL FAHEY

ENTHUSIASTS FIT

DUNLOP SP RADIALS





LETTER BOX

The Editor,
Auckland Car Club Bulletin.

Dear Sir,

In a recent issue of this publication that eminent trialist Mr John Crombie expressed his strongest protest at my remark that trials should become 'road rallies'.

Since my article appeared I have discussed the topic with John and must agree with much of what he said.

Unfortunately I did not expand on my general remarks regarding road rallying and thus conveyed the impression I was in favour of running these events exactly as in the U.K.

John may like to tell me some time though, why trials must include traps based more on grammatical interpretation than timing or navigational factors. Surely these events are "Time Trials" not motorised games of hide and seek.

NORM HARVEY

JACK INWOOD PHOTOS

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N.Z. RALLY CHAMPIONSHIP



M.A.N.Z. has advised that the basis for a New Zealand Rally Championship has been formulated and approved for commencement in 1974. The Championship will be sponsored by Philip Morris (New Zealand) Limited and the official name will be "The Marlboro Rally Championship". Rounds of the Championship will take place on the following dates:-

20/21st April	1974	South Island
18/19th May	1974	South Island
24/25th August	1974	North Island
28/29th September	1974	North Island

The above dates are subject to alteration depending on the final allocation of dates for the Heatway 1974 by the F.I.A.

NUMBER OF EVENTS:

The maximum number of events to comprise the Championship will be four, two in the North Island and two in the South Island. Should there be less than two events applied for by promoting Clubs in any one year, the Championship will lapse for that year. The maximum number of events in either Island will be two in any year.

VENUE OF EVENTS:

The four events will be conducted in and restricted to the following four areas:-

North Island (a) North of the following line east to west

(b) South of the following line east to west

Opotiki on the east coast following State Highway 2 to Whakatane following State Highway 30 to Murapara railway line to



RALLY PRIZES:

Overall

To the driver placed 1st overall	-	\$100
To the driver placed 2nd overall	-	\$80
To the driver placed 3rd overall	-	\$60
To the driver placed 4th overall	-	\$40
To the driver placed 5th overall	-	\$20

Grade 1 to 3 Drivers (each grade)

1st	\$100	6th	\$40
2nd	80	7th	35
3rd	70	8th	30
4th	55	9th	25
5th	45	10th	20



A schedule of Championship prizes has been arranged.

DETERMINATION OF CHAMPIONSHIP:

(a) Points to be Awarded:

The Championship will be determined on the highest points scores obtained in the four events in each grade on the following basis:-



1st	20 points	6th	6 points
2nd	15 points	7th	4 points
3rd	12 points	8th	3 points
4th	10 points	9th	2 points
5th	8 points	10th	1 point

(b) Titles:

The title of New Zealand Rally Champion will be awarded to the Grade 1 driver obtaining the highest points from and having competed in all the events comprising the Championship.

The title of New Zealand Intermediate Champion shall be awarded to the Grade 2 Driver gaining the highest points from and having competed in all the events comprising the Championship.

The title of New Zealand Novice Champion shall be awarded to the Grade 3 driver gaining the highest points from and having competed in all the events comprising the Championship.

NATIONAL SPONSORSHIP:

(a) The Marlboro Rally Championship is sponsored by Philip Morris (New Zealand) Limited to which company the following rights are reserved:-

1. The name of the Championship and each event comprising it.
2. Subsidiary sponsorship on such conditions as are approved by M.A.N.Z.
3. All front cover advertising on all programmes, supplementary regulations, route books and other similar documents.
4. Dominant advertising at all start and finish points and preference to other sites.



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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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Murapara; State Highway 38 to the junction with State Highway 5 following State Highway 5 to Taupo; following the northern shore of Lake Taupo to the Otupoto Stream to join State Highway 32 and State Highway 41 to Taumaranui following State Highway 4 to the junction of State Highway 40 following this to join State Highway 3 to Tongaparutu on the west coast.

- South Island (a) North of the Rakaia River across Alps to the source of the Wanganui River to the mouth of the Wanganui River on the west coast.
- (b) South of the above line.

DURATION OF EVENTS:

Each event shall be held between the hours of 9.00 a.m. Saturday and 6.00 p.m. Sunday and shall be of a total duration of 24 hours. (I presume this means a total maximum duration of 24 hours - Ed.) Each event shall be divided into two divisions approximately equal in elapsed time. Between the two divisions there will be a minimum of one hour meal break and within each division there shall be a minimum of one other break of half an hour.

SPECIAL STAGES:

Only such public roads as are stipulated and approved by M.A.N.Z. shall be used as special stages. These roads shall be used only once in any event in any one year. The use of touring stages is free. Forestry and other private roads may be used for special stages provided these are not designated as reserved for an International Rally.

ELIGIBILITY OF VEHICLES:

The only vehicles eligible for participation in any event comprising the Championship will be:-

- (a) Those vehicles listed in the current F.I.A. Homologation list and conforming to the specifications of Groups 1, II, III and IV thereof.
- (b) Other vehicles as specified by the M.A.N.Z. Technical Committee.

GRADING OF DRIVERS:

Drivers competing in these events shall be graded as follows, such grading shall not be altered during the conduct of the Championship each year.

- Grade 1 Drivers having attained a finishing position within the first 12 overall in an International event, or the first 6 overall in a National event whether in New Zealand or elsewhere.
- Grade 2 Drivers not eligible for inclusion in Grade 1 but who have competed in an International event or National event whether in New Zealand or elsewhere in the two previous years. Competition in at least two events is necessary to qualify for this grade.
- Grade 3 All drivers not eligible for the above Grades 1 and 2. A Grading List of all drivers will be published on 1st January each year.

5. To have placed on each side of competing, official and support vehicles sponsorship banners and each side front door shall be reserved for this purpose.
- (b) Local or national advertising is permitted within programmes, route books, etc., provided that such advertising is approved by Philip Morris (New Zealand) Limited. No advertising of products or services in competition or confliction with the interests of Philip Morris (New Zealand) Limited will be approved.

MAXIMUM NUMBER OF COMPETITORS:

The maximum number of competitors that may be accepted for each event will be 90 on the basis of 30 in each grade. If entries are in excess of this number by the closing date for entries, final acceptance of entries will be subject to ballot with a reserve list if necessary. Further, in these circumstances, no late entries shall be considered. The closing date for normal entries shall be at least four weeks prior to the date of the event.

Should there be less than 30 entries in any grade, then any other grade for which there is a surplus of entries may be increased above the maximum of 30 always providing that the total starters in any event does not exceed the total of 90.

Preference of entry in any event will be given to those competitors who have expressed their intestion to enter all events comprising the Championship and have deposited with M.A.N.Z. the total entry fees in respect to all the events prior to the closing of ordinary entries for the first event.

ENTRY FEES:

The maximum entry fee that may be charged by any promoter for each competitor is \$25.

Team entries comprising a team of three entries representing Car Clubs, Commercial interests, or Manufacturers may be accepted.

Maximum team entry fee will be -

Car Club teams (per team)	\$10
Trade & Manufacturers Team (per team)	\$50

AUCKLAND CAR CLUB

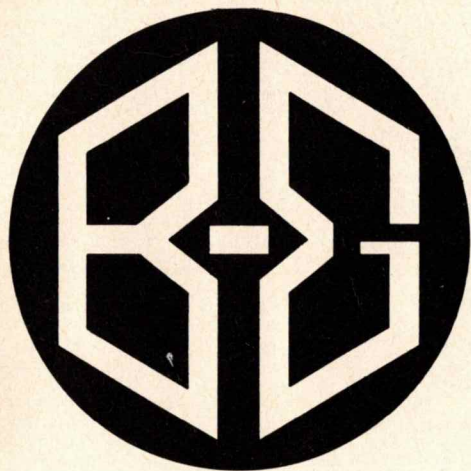
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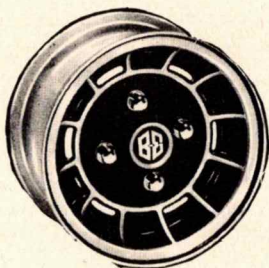
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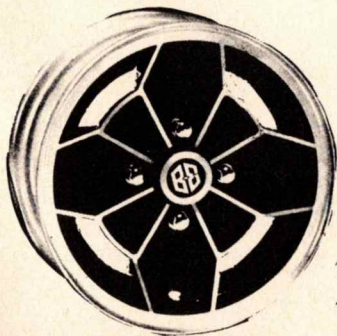


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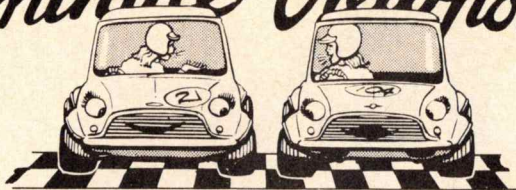
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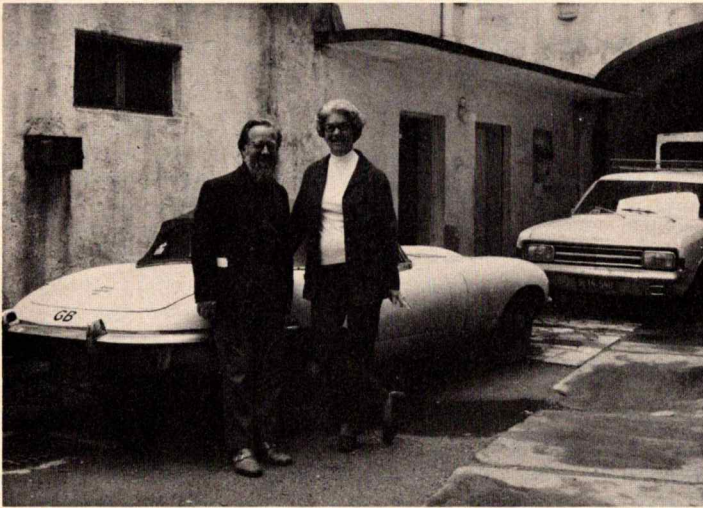


To me, it's not the things you do, the things you see, or all the strange places that this sport of ours takes you to, that seem so important when you get back - it's the people you meet and what they have to say that make the memories one treasure most. And there are so many memories, and laughs, and "Tell him about so-and-so at such-and-such, etc., etc.," that all the panics, and getting lost (I can read maps the right way up now), and will-we-ever-get-there's eventually come out really worth-while, and you're so glad you went. And of course, as soon as you're back, you think too of all the things there wasn't time to do this time, and you must go here, and go there, and be sure to see somebody else the next time.

And in very nearly seven thousand miles of motoring through Europe and the British Isles in less than seven weeks, we sure met a lot of people!

It's surprising what a lot of hotels, and hotel staff - waiters particularly, have to do with a trip like ours. We'll always remember the big hotel in Torquay with a dining room as big as a football pitch (how big IS a football pitch?) where everything was so very correct and organised and the wine waiter was showing his apprentice how to open a lovely bottle of Asti Spumante correctly; with all the flourishes of course - except that he managed to get it absolutely exploding and sprayed the lot of us, the apprentice and our guest and everyone and everything else in range in true "Victory Dais" manner. So there was the instant start of a very animated conversation indeed! Turned out he was from Crete - quite an elderly gent, he certainly knew his wines - and that's how we learn, keeping the old ears open - but this particular bottle had caught him! There was no charge for the wine as it turned out, so we had no complaints, but we'll always remember Torquay and that huge place. We reckoned they were so organised they'd organised themselves to a standstill - same as another big hotel at Heathrow where we nearly didn't get an account at all!

I'll never forget the waiter who got kissed - no, not by me - by George of all people! Well, it wasn't really a kiss I suppose (although that's the way I tell it of course), more the traditional Continental embrace - you've seen the Presidents and the Consuls and so on doing it on TV - but everything gets very sentimental in Italy at times, especially after a dinner of a lifetime at Fini's in Modena. It was all quite in the spirit of the evening, and it had been a marvellous dinner - the wine really FLOWS you know! Anyway, reason for the demonstration was that I'd always wanted a real, absolutely genuine Crepe Suzette prepared from the word 'Go' beside my table by a real expert; and this was the evening for it if ever there was. So we ord-



ered it, and sat back and enjoyed the whole performance, and he really was an expert, and the dish that he prepared was something out of this world - melting in the mouth absolutely does happen sometimes! So what with that and all the rest of a two-hour meal, it was quite on

the cards for farewells to be sentimental, and the embracing wasn't a bit out of place! We were to leave Modena next day, but we'll go back - for another Crepe Suzette, and more of that good old Lambrusco!

Did I say that motor racing takes you to interesting places? Well there's a little place up in the Austrian Lake District - how on earth does George ever find them? He reads about things all the time, I suppose! Sometimes I wonder what the heck he's studying for - until we drive up to a lovely place like this, and it turns out that this is where the Nazis hid goodness knows how much in bullion and treasure at the end of the war, and it's still there! Deep in the mud and debris at the bottom of a black and silent lake it is, with mountain and forest all around and a long trek among the trees to get to it. But so very beautiful, and such a charming little village down the valley where we stayed.

Most memorable for me was 'mine host' - a real gentleman, dressed always in full Tyrolean costume, all bright green and corduroy - he used to come to every table at dinnertime and personally greet all his guests and exchange a few words. One felt that he really made himself personally responsible for the comfort and well-being of each and every one of us. The staff were wonderful too, 'though not one of them spoke a word of English, nor us any German, so that ordering meals and so on was an entertainment in itself! Somewhere else we'll be going back to!

But if we go back to all these places, how on earth will we ever get to all the other places we still haven't seen? I'm promised a great big transport museum in Munich which we should have seen this time and didn't; and the Mercedes-Benz Museum in Stuttgart we didn't get to either - I never knew there were so many museums!

We went to Austria for the 1,000 Kms Sports Car Race at the Osterreichring near Zeltweg. Quite grey it was too, after

the heat-wave we'd endured in Italy, and the rain was quite a surprise when we crossed the border and ploughed along streaming roads through the mountains and across the plains to Judenburg. Never heard of it? Nor had I until we got there, and it's only a small place and Zeltweg itself is certainly no tourist country - hotels very few indeed - and just two in Judenburg, which didn't give us much choice.

Jenks was staying at one, Frau Leitner's and George said what was good enough for Jenks would be alright for us. Funny old place it was too - really OLD, primitive-old, with the broken-down plumbing and miles of creaky corridors and little tiny rooms you hear about. A bit rough really, but it's all part of the motor racing scene, and you have to take the rough with the smooth. Jenks reckoned he always stayed there, and it was quite economical, even if not quite the "Hotel Inter-continental."

Oh, who's Jenks? Well, you know that English monthly magazine with the green cover the boyfriends and husbands always have their heads into the minute it appears on the book-stalls - "Motor Sport" it's called; well, "Jenks" is Denis Jenkinson, the magazine's Continental Correspondent. Travels all over Europe in a white E Type writing reports on all the races and sporting motoring generally and apparently having a whale of a time - everybody thinks! He actually works very hard, and I know I'd get heartily sick of all that travelling and rushing around meeting deadlines - living out of a suitcase for the biggest part of every year. He seems to thrive on it though!

Well, here we were at Frau Leitner's with Jenks - a fellow Sagittarian - and he has the most gorgeous ginger beard! A mine of information on motor racing of course, and the whole history of the sport at his finger tips; a real traditionalist I suppose, and George is one too I guess, so they were soon nattering away like a couple of schoolboys and the "Do you remembers" and "What abouts" were coming thick and fast! He had some connections with flying too, having been at Farnborough years ago, before he went sidecar racing, and he knew quite a bit about aeroplanes, and the Luftwaffe and the German war effort and all this stuff George raves on about sometimes. They were at it - with me pouring the Scotch at intervals - until three in the morning one time; and I was surprised to find myself so fascinated!

So one evening we all ended up at Gruber's over the road. Frau Leitner's didn't run to a proper dining room, let alone a football pitch job, so you had to buy your evening meal at one or other of the few restaurants in the town - and Gruber's was about the best. A huge, tall Austrian, straight as a ramrod; dark, with a bristling beard. Impeccable manners, Gruber was another perfect host - he'd sit and talk with us about his beloved Austria, and his family and how they'd had this restaurant for generations; far into the night he'd talk. And here were all four of us doing just that after another enjoyable evening. (When did we see the motor racing - well we did see that as well you know).

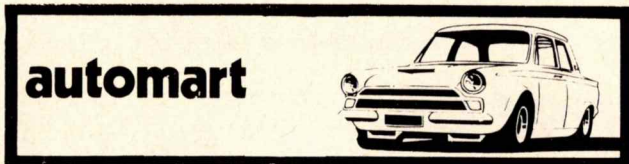
There were Jenks, and Gruber, and George going hammer

and tongs with aeroplanes and bombs and secret weapons, motor racing and racing stories and the racing people Gruber'd met in his restaurant, and how the war finished up and so on. Turned out in the middle of all this that Gruber had been in the Luftwaffe himself - in fighters and had flown the very first jets. At which stage George and Jenks went into raptures with handshakes and back-slapping all around. George had been R.A.F. and here they all were, bosom pals in an instant! Beats me, but I suppose men are like that!

Gruber made wonderful glu-wein too! Lovely after a cold afternoon watching the practice at Zeltweg. I managed to get the recipe! And looking at tonight's weather report, on TV as I write this, I reckon this is just what we're going to need on Sunday at Pukekohe for the B. and H., 'cos it looks as if it's going to be another rainy one!

Well, as I said at the beginning, it's the people that make a trip like this memorable; and there are so many more that I could write about - all over the place people were kind to us, and this is what makes memories. And it's really memories you're buying when you pay your money at the start of it all. We often couldn't speak a word of the language, and sometimes we tried and got it all wrong - often even more amusing as it turned out - but we never failed to find friendship wherever we went. We loved the people!

MARIE HORNE



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