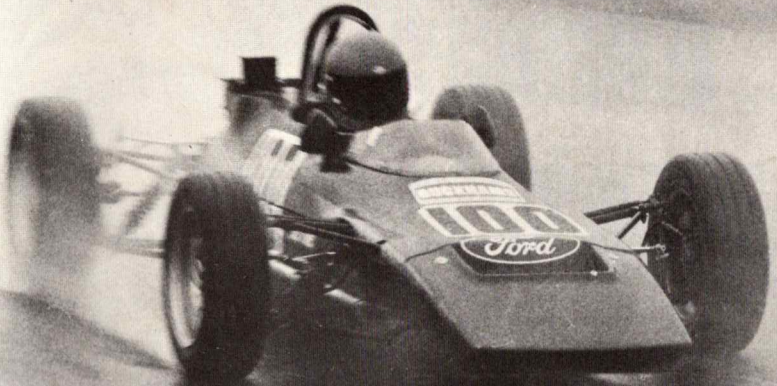


NOVEMBER 1973



# BULLETIN



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— BULLETIN —

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Mt Roskill

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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.

### 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.



KEN FLASHMAN, DATSUN 1600, WINNER CASTROL GTX CLASS III.

COVER PHOTO STEVE MILLEN, ELDEN FORMULA FORD, WINNER OF BOTH  
FORMULA FORD EVENTS AT ROTHMANS NATIONAL MOTOR  
RACE MEETING, PUKEKOHE, SUNDAY, 14TH OCTOBER 1973.

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 - 11.00 p.m.
Saturday Evenings	8.00 - 11.30 p.m.
Sunday Evenings	4.00 - 10.00 p.m.

Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of the Club Lounge. Two Pool Tables, Table Tennis and Darts facilities are available. Pit Stop Bistro Bar also open for meals. Films are shown on the third Thursday of each month preceded by a semi formal Club meeting.

N.B. Please make sure you park clear of driveways and the local dairy and no noise when leaving.

## 3RD NOVEMBER - SATURDAY EVENING - PRE-GUY FAWKES STOMP:

To be held at the Clubrooms 8.00 p.m. Music will be provided by the Wheatstone Bridge with the accompaniment of new "with it" lighting effects. Neat casual dress required - no jeans. Admission \$1.00 single. Various foods will be available from the Bistro Bar.

## 4TH NOVEMBER - SUNDAY - GRASS TRACK RACE MEETING:

Ridge Road, Pukekohe.  $\frac{3}{4}$  mile circuit. Venue signposted from Great South Road, approximately 2 miles south 'Collision X roads'. Races for saloons, sports, single seaters. Entries on the day 9.00 a.m. to 9.30 a.m. Entry Fee \$2.00. Rally or mud-grip tyres disallowed. Competitors should acquaint themselves with Appendix 'S' 1973-74 M.A.N.Z. Rule Book. Excellent spectator viewing. Refreshments available. Assistance with various duties on the day would be appreciated. Meeting held in association with Pukekohe Car Club. Further enquiries telephone Ron Brown, 678-739 (Home) or Spencer Pearce, TGN 8364 (Home)

## 15TH NOVEMBER - THURSDAY EVENING - CLUB NIGHT & FILM EVENING:

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

18TH NOVEMBER - SUNDAY - GOLD STAR HILLCLIMB:

Chamberlain Road, Bombay. Qualifying round for New Zealand Gold Star Hillclimb Championship. Further details given under Open and Invitation Events.

24TH NOVEMBER - SATURDAY EVENING - CLUB TRIAL:

Starts at Clubrooms. First car away at 7.00 p.m. Duration 2½ hours. South Auckland area. Sealed time-piece required. No maps. Finishes at Clubrooms. Points for Trials Trophy and Exide Trophy.

2ND DECEMBER - SUNDAY - ANNUAL HAMILTON CAR CLUB V. AUCKLAND CAR CLUB GYMKHANA:

This year's event will be held in Hamilton on the sealed Warldof Carpark at the Winter Showgrounds, Claudelands. Start time 11.00 a.m. Convoy will leave from outside International Harvester Limited, Great South Road, Ellerslie at 8.45 a.m. Competitors and supporters are invited to pack family and lunches into the car and join us for what will be an enjoyable day's outing. A "recovery" hour will be held at the Hamilton Car Club's Hall at the conclusion of the competition. Sandringham Tyre Service Gymkhana Trophy points for A.C.C. members will be awarded. NOTE : Restricted Competition Licence at least required for this event.

15TH DECEMBER - SATURDAY - 2.00 P.M. - 4.00 P.M. CHILDREN'S CHRISTMAS PARTY:

Only member's children up to the age of eight years will be eligible to attend this party. For further details see the enclosed entry form.

22ND DECEMBER - SATURDAY EVENING - CHRISTMAS SOCIAL

This event will wind up our social activities for the year and promises to be a night to remember. The band will be the ever popular "The Music Convention" and tickets will be on sale at the end of this month.



**OPEN &  
INVITATION**

10TH NOVEMBER - SATURDAY - GOLD STAR CHAMPIONSHIP HILLCLIMB:

Admiral Road, Gladstone. Sealed surface. Entries close 3rd November. Late entries accepted. Promoted by the Wairarapa Car Club, P.O. Box 19, Masterton.

11TH NOVEMBER - SUNDAY - DUNLOP NATIONAL MOTOR RACES:

Pukekohe 1.75m circuit. Main events - Black & Decker Championship, Formula Ford and Castrol GTX Championship rounds. Promoted by the Northern Sports Car Club, P.O. Box 3693, Auckland.

18TH NOVEMBER - SUNDAY - AUCKLAND CAR CLUB GOLD STAR CHAMPIONSHIP HILLCLIMB:

Chamberlain Road, Bombay. (Event signposted from Great South Road). Entries close 10th November. Late entries accepted up until the day of the event. Classes : Saloons 0 - 1000, 1001 - 1300, 1301 - 1600, 1601 - 2500, 2501 c.c. and over; Sports Cars, Single Seaters. National or F.I.A. Competition Licence required, also approved safety helmet, overalls, fire extinguisher, etc. Trophies for F.T.D. and class winners. Regulations and Entry Forms available from Clubrooms or Miss C.E. Dewar, 273 Kapa Road, Mission Bay - Phone 588-274 (Evenings)

18TH NOVEMBER - SUNDAY - "BLACK & DECKER CHAMPIONSHIP" RACE MEETING - RUAPUNA PARK, CHRISTCHURCH:

This meeting is promoted by the Canterbury Car Club and all enquiries should be directed to the Secretary.

25TH NOVEMBER - SUNDAY - "BLACK & DECKER CHAMPIONSHIP" RACE MEETING - TIMARU:

Organised by the South Canterbury Car Club.

25TH NOVEMBER - SUNDAY - GOLD STAR CHAMPIONSHIP HILLCLIMB:

Ridge Road, Waiuku. Sealed course. Further details available from the promoters, Pukekohe Car Club, P.O. Box 174, Pukekohe.

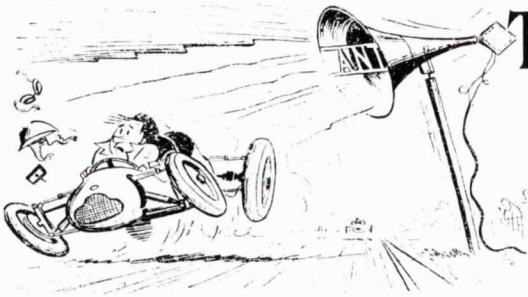
9TH DECEMBER - SUNDAY - RESTRICTED INTERNATIONAL RACE MEETING:

Manfield Autocourse, Feilding. Programme includes "Black & Decker", Castrol GTX, Formula Ford, Sports Cars, Formula Vee, Mini 7. Enquiries should be directed to Manfield Autocourse Promotions, P.O. Box 1959, Palmerston North.

29TH DECEMBER/1ST JANUARY - ROTHMANS N.Z. BEACH MOTOR RACING CHAMPIONSHIPS - This two day meeting is held on the

Tahunanui Beach Circuit. Competitors are paid appearance money and travel mileage allowance (e.g. Auckland competitors \$30.00). Prizemoney is offered for most races and camping sites are available adjacent to circuit. For further information and supplementary regulations, write to the Secretary, Nelson Car Club, Box 231, Nelson.

 **TYRES DUNLOP RETREADS**



# THE MOTOR RACING SCENE

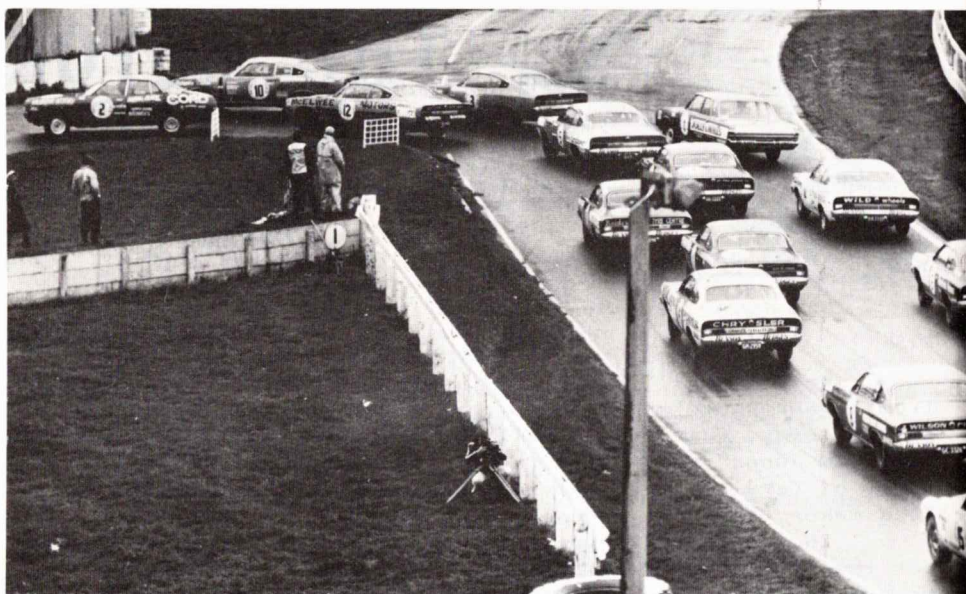
by *Don Hadfield*

Well the 1973 Benson & Hedges 500 is over, and this race, from an announcer's point of view is probably the hardest of all to cover, what with a million 'phone calls - "Pete Smith meet Jim Jones" etc., plus race information, and all the details of cars, drivers, etc., which must be stored in one's head makes the whole ordeal a mammoth task.

The weather as usual was bad news and one almost longs for the days of the Wills 6 Hour which used to be held in October or early November, and the weather often was fine. The amazing part is the people still come, and this year they were rewarded by a tremendous display of skilful driving in the wet by Robbie Francevic, Dick Cook and Merv Neil, along with lots of others in the Mayfair Filter. The weather certainly was a great equaliser for in the dry there did not appear to be any way in which a Torana could beat, or even stay with, an E49 Charger or a Falcon GTHO and harder still on poor old Tim Bailey for not only did he choose the wrong tyres, he also thought the race was over a lap early, thus letting Neville Crichton up into 3rd place, putting the seal on a very fine drive by Neville. The star of the race, apart from Robbie, must surely have been Dick Cook and the P.A. system almost missed him as the announcers were like proverbial one armed paper hangers answering the phones (next time we will have our own operator won't we!)

The new facilities at Pukekohe are a vast improvement over the old, but would you believe that nobody thought we needed something to put our papers and documents on, hence an emergency carpentry job by yours truly. (It reminds me of the time I built a dog run many years ago and the corner of the run needed a stay to hold it up, and that stay needed another stay, and the next stay and so on!..... and then the Great Dane we had at the time walked in, wagged his tail, and the whole lot collapsed - our P.A. box wasn't quite that bad. But I digress).

The results of the Benson & Hedges are general knowledge, but it appears that it will take more than Japanese or Italian ingenuity in small capacity cars to knock the Chargers off their perch, for although Francevic and Cook really tried hard, their second place was probably due mostly to their skill in coping with the wet, for if you study the times they recorded, they went nowhere near as fast as they had done in dry practice, and for that matter neither did anyone else, but they were certainly quicker than the other Mazdas. I recall with a little amusement



that Robbie must have been taking lessons from either Cassius Clay or Graeme McRae for he stated prior to the events that he would win the Mayfair Filter and both he and Reg would go for broke during the B. & H. and would therefore be much faster than the other Mazdas, and this is exactly what they did. And so to all of the people who watched and listened and chortled at Sporting Life, I wonder how tasty those hats are!

Last weekend, 7th October, I witnessed probably the best motor race I have seen for a long time, for at Levin the Shell 100 (laps) for Production Saloons complying with the new GTX regulations, was run and a fine debut for Sunday racing at Levin it was. It is seldom in a long distance event that there is much dispute over the lead, but this dispute lasted for 54 laps between Jim Richards (McMillan Ford Falcon GT) and Merv Neil's Charger. Time and again Merv tried to go under, around or even over the top if he could, actually getting by once only to be relegated back half a lap later, at one stage he even tried going round the outside through the big sweeping bend into Cabbage Tree corner, and that was almost his undoing, but he saved it in a masterly fashion, losing some distance, but not his position. The crowd in the meantime were on their feet yelling with excitement. The battle was more or less settled when Merv pitted for a tyre and fuel, Richards coming in a little later for a much longer pit stop, also jacking up the rear of the car, and in the meantime a steady consistent Rod Coppins took the Auckland Motor Company Charger on to win. Once back on the track both Richards and Neil really turned on the tap, but Jim's race was run when a tyre blew in the Main Straight about ten laps from the end, the car writing off the safety fence and a couple of loudspeakers at about 110 mph, but doing surprisingly little damage to the car and none to the driver. Merv also blew a tyre on the 97th lap, also hitting the fence, but was able to reverse back onto the circuit and charge madly back to the Pits

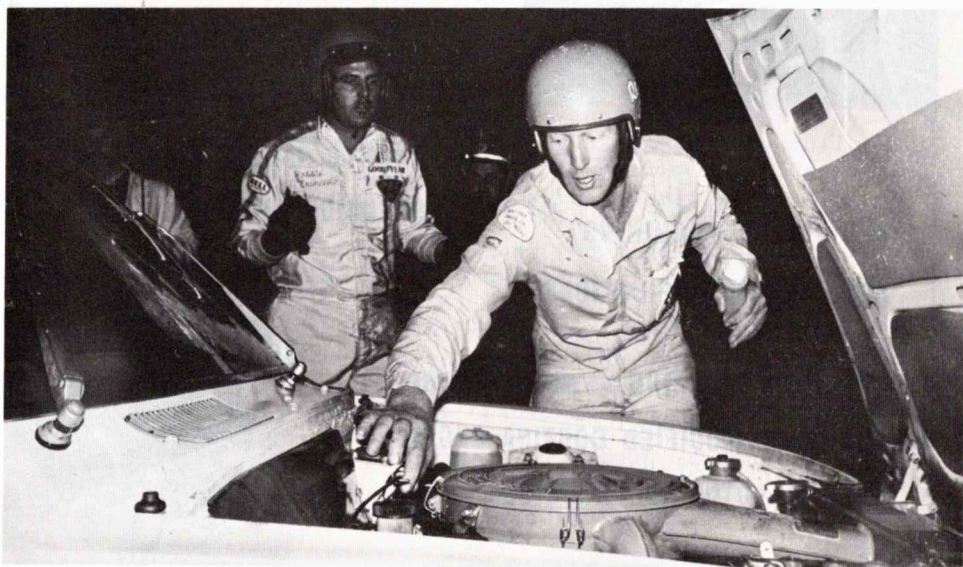


with a flapping smoking tyre, and frantically roaring back into the race for his last lap as Coppins received the chequered flag, but so close was the contest that Neville Brickley was second in another Charger with Glen McIntyre just taking third in his Fiat 124 Coupe, followed home by Merv, then three Datsun 1200 SSS's. All in all a mighty motor race.

The supporting events were in themselves interesting, the first being Formula Vees (now sponsored by The Trust Fund of New Zealand) affectionately known as "the flight of the Luftwaffe" was won by Ian Hodge, and it was interesting to note that his fastest lap was one second faster than the Richards' Falcon GT. Sports cars also had their debut for their new Championship, which aside from the odd expiry and accident, was quite exciting, but was won fairly convincingly by Ron Findlay in a Lotus Super 7. On a tight circuit like Levin they stayed pretty much together, so lets hope that on the faster easier circuits, like Pukekohe, they put on competitive racing and don't just stage a "fly past".

In contrast to last season and the forthcoming Auckland Car Club meeting at Pukekohe, the entry of Formula Fords was very meagre indeed, although Neville Bailey had quite a dice with the eventual winner, Ross Atkins, and in the second heat Neville had a spectacular accident when the brakes locked at the Hairpin the car leaving the circuit at high speed and hitting the central safety barrier doing the left hand side suspensions no good at all.

The opening rounds for the Castrol GTX series saw Richards have a run-away win, although Merv Neil challenged hard for the first quarter of a lap, to have a monumental loss at Cabbage Tree relegating himself to last, eventually working his way back through the field to about sixth. Tony Warren in the now manual 4-speed Charger was second after setting fastest lap in practice, from a fairly frustrated closely following Rod Coppins who just couldn't get passed.



In Class II Fiat 124's fairly swamped the opposition with Paul Adams way out in front with Glen McIntyre second, Kevin McNamara third and David Owen fourth, all in Fiat 124 Coupes. Neville Bailey was sixth in Ken Flashman's Datsun 1200 SSS, the same car these two drove so spectacularly to finish 12th overall in the B. & H.

Finally, a small field of Class III cars were led home by Anderson in a Datsun 1600 from Mark Petch in a 1200 and Ken Flashman in another 1200, Flashman set fastest time in practice for this class and was leading at the outset when he got involved in a bit of a carve up with Petch, letting Petch and Anderson through and Ken just couldn't make up lost ground. As Ken has never seen Levin before, let alone raced there, this was a very good effort, another newcomer to the motor racing scene and Levin was Gerry McShane in a Mazda RX2 who drove consistently and well.

And so ended a fabulous day's racing and it augers well for the coming season and the 5,000 odd very contented members of the public must surely come back bringing with them some of their friends. So we move on to the official opening of Manfield at Feilding which is on 13th October, and then to the first round of the Black & Decker Championship at Pukekohe on the 14th, and as I have to be at both, I have many miles to travel, but for motor racing like I have just witnessed, it will be well worth it.

DON HADFIELD



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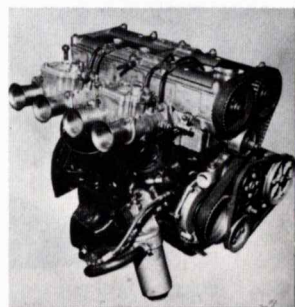
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# THE SCRUTINEER



The duties of a scrutineer are expressed quite simply by the National Competition Rules : "Scrutineers are entrusted with all checking relating to the mechanical organs of automobiles".

Put this way scrutineering is a well defined area made necessary by the need to maintain adequate safety standards and equal opportunity for competitors in class competition.

The situation may seem ready made for the competent mechanic to step in and make a successful senior scrutineer. In practice this is not necessarily so as detection is only the first part of the exercise. The decision on how to deal with the situation and the acceptance of the reasoning behind that decision by those involved is of prime importance.

Acceptance by the competitor that a decision is well reasoned is, in my opinion, the most important aspect of scrutineering as a whole. This acceptance may not be apparent in the heat of battle - this is inconsequential - as long as it is there in retrospect. Only with this acceptance can there arise the necessary trust between official and competitor.

It is obvious that if sound decisions are to be made at scrutineering level then those decisions have to be based on national and club regulations that are equally sound - and consistent. Bad regulations cast their shadow on all who are involved.

I feel that the reason that many persons in New Zealand motorsport view the task of scrutineering with abject horror is the prospect of maintaining good competitor relationships in a situation which, by its intensely competitive nature, is highly charged with emotion. This situation is not confined to scrutineering of course, but any intrusion into the vehicle/competitor relationship is fraught with danger!

The best equipment for a scrutineer (I refute the suggestion of a strait-jacket) is a good technical knowledge and a sound set of regulations. Add to this well directed patience and from there the task begins! To me the real reward of scrutineering is not the involvement in things mechanical - I am paid for that during the week - but the opportunity to use my particular skills establishing good relationships with those who have a common purpose, the enjoyment and success of motor sport.

I am sure that there are those currently involved in our sport who could contribute as scrutineers and help combat the current shortage of experienced officials.

GLENN JOHNSTON

# SHOUTS & murmurs

. . . Although entries will have closed for the New Caledonia Safari by the time you receive this Bulletin, it is still not too late for you to go to New Caledonia. With the help of UTA, Mike Marshall and Ray Stone have organised a Spectators' Tour to New Caledonia to watch this event. The cost of the tour, which includes your travel, hotel accommodation, together with a Peugeot Rental Car and 4000 kilometers, is only \$234.00. The event takes place from the 13th to 16th December which is supposed to be the best time of the year as far as the weather is concerned. Further details can be obtained by phoning Mike Marshall 677-926.

. . . Dave Simpson has bought the Escort RS 1600 that Arthur and Mike built at Boreham and used on the Heatway Rally. The engine in this car will be the 1800 iron block unit which was fitted to Jim Richard's car for the Heatway.



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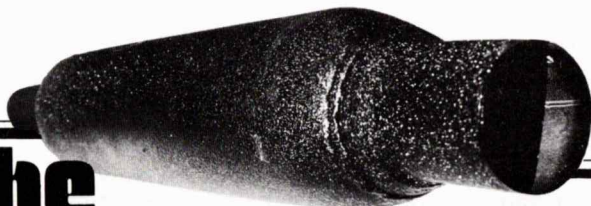
. . . The Peter Gill Column will not be published in the Bulletin for the next few months. Peter is to be married this month and shortly after will be in the South Island on a film making trip for AKTV 2's "THIS DAY". He then has an assignment in Christchurch for the forthcoming Empire Games so what with trying to settle into married life and a full professional programme imminent we will not be hearing from him until about the middle of next year. We take this opportunity to wish Peter and Anne all the best for their forthcoming wedding.

. . . We welcome the return of our own David Oxtan after a season of racing overseas. We look forward to hearing from David next month on some of his experiences overseas.

. . . In the Southern Cross Rally Tim Bailey was unfortunate to crash on the first night. Apparently a tree stopped him from falling a further 400 feet and although the car was mobile the body-work was in very bad shape.

. . . Every club member at Pukekohe on the 14th October heaved a sigh of relief when Peter Batten stepped from the wreckage of his Mini, in the main straight. Peter relates elsewhere in this issue the demise of his faithful 1293S, No. 140, in which he has been a consistent and successful competitor over the past few seasons. Notwithstanding the immense damage to the car, we are pleased to report that Peter is out and about again.

. . . We hear that three Auckland Car Club competitors will be competing in the New Caledonia Safari, namely Mike Marshall, Peter Levett and Trevor Tapper.



# the muscle muffler

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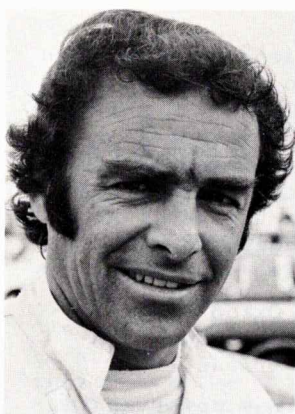
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## DENNIS MARWOOD COMMENTS

The past month has been full of socialising for us, we were forced to make a quick business trip to Sydney which happened to be close to the Hardie Ferodo 1000 Kilometers at Bathurst. My wife and I found ourselves along with another couple, on board the newest Air New Zealand DC 10 heading for Sydney. We arrived Saturday evening prior to Bathurst (had organised four Pit Tickets the previous day) and hired a rental to set off at 5.30 a.m. Sunday morning to drive to Bathurst. It was the best race meeting I have ever been to. We were able to drive up the mountain (Mt Panorama) and sit at the various vantage points with binoculars and see the Superbirds and Toranas all the way down Con Rod Straight, at 169 mph and 161 mph respectively, battle it out until the last hour when Moffatt was clearly in command. Ford, Holden Dealer Team, Chrysler, and Datsun, all spend so much on this race, and the Press and T.V. give it so much coverage it really makes me sick to see the lack of publicity we get in New Zealand for our races. Fred Gibson for instance (and Allan Moffatt) both have a Melbourne based and Sydney based Superbird for production racing (four cars at \$30,000 each) as well as spares. They run them on twin 45 Webers at Bathurst as these carburettors give the best fuel consumption (very critical at Bathurst). The Fords had 450 hp and the Toranas 260 hp. A most exciting race day in which we bumped into many New Zealanders like Tim Bailey and Ralph Emson, who were over there for the Southern Cross Rally.

After concluding our business in Sydney we were informed by Qantas that our scheduled flight back to Auckland on Wednesday had been cancelled so we were faced with the task of finding our own way back to New Zealand. We ended up pulling a few strings with the Qantas cargo people and getting on a flight from Melbourne to Christchurch the next day. Some of the South Island contingent, Ron McPhail, Clyde Collins, Leo Leonard, etc., elected to go to Melbourne by train. We elected to go by car, so off we set at 8.00 p.m. Wednesday to arrive at Tullamarine Airport at 6.00 a.m. Thursday after driving through the night along with countless interstate truckies. We made it home eventually to do the Levin Meeting where we were to try out a 180B SSS Coupe in Group 2 of the GTX Championship, but the Fiat 124 Coupes ran off and hid so we will not be running it again.

The performance grouping of standard production cars is wrong in my view. I have always and will always favour using F.I.A. regulations and capacity classifications. The people who have advocated performance groupings have argued that the latter avoids a one make domination of each class. I ask you, what have we got now? To win Group I you need a Falcon GT 351, to

win Group 2 you need a Fiat 124 Coupe, to win Group 3 you need a Datsun 1600. No way can any other car hope to figure in the winning results.

We do have close racing though, as witnessed by the Auckland Car Club meeting in the wet at Pukekohe on the 14th October. Allan Woolf, Ken Flashman and Jimmy Sidchrome Richards are to be congratulated for their wins and I must mention Wayne Wilkinson who shows much promise for the way he handled his Pacer. He will be a force to be reckoned with before many more races are run.

Congratulations to David Oxtan on his easy win in the Black and Decker Race. He has obviously learned a lot overseas. Most placings were predictable although Reg Cook was expected to do better than seventh place. I well remember my first season in a single seater racing car. It is not as easy as it looks!

We are happy to announce that as from the 1st October Jimmy Stone is Manager of Performance Developments and a shareholder in part. We have some exciting new projects on hand, which will be announced at a later date, involving performance and racing equipment.

Next month I will have to give my column a miss as on the 12th November I leave for two weeks in California. My main interest is the three day S.E.M.A. (Specialty Equipment Manufacturers Association) Show at Anaheim Convention Centre, Disneyland. This is a gigantic Hot Rod Industry Show, held annually in the U.S. to show off equipment like Hurst, Holley, Edelbrock, Iskederian, Ansen, Offenhauser and countless others. I hope to have some interesting news and comments the following month.

DENNIS MARWOOD

## AUCKLAND CAR CLUB

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# MY MAYFAIR 100



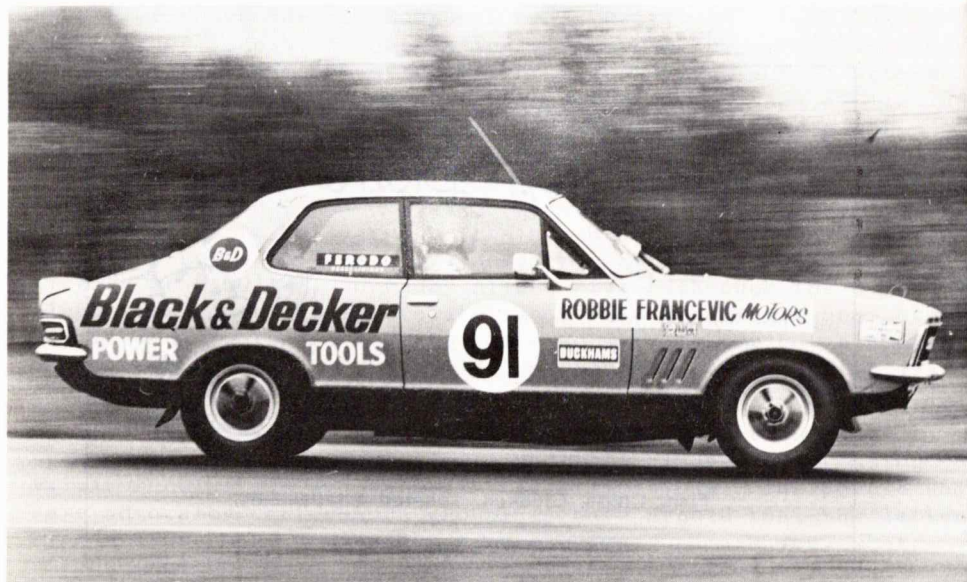
## Robbie Francevic

It's a pleasure to be writing about a success - the Mayfair 100 - after Bay Park six weeks before. There we used an Aussie oil not available in New Zealand (thank goodness) which wore off all the cam lobes in about 20 miles. My wife was most annoyed and elected herself Team Manager! Having six weeks to do the work was an added help although Rosita takes all the credit.

The last race for these cars, and the fact we thought Jim Richards was in an HO, helped us work like demons. Reg Cook provided us with grouse tyres (worth a second over ordinary radials). Three practice days at Pukekohe and lots of luck for a change gave us an easy race win.

On our practice days at Pukekohe we recorded many laps around 1 minute 40 seconds. Our problem was not tuning, but trying to restrain our excitement at how well the Torana was going.

The latest camshaft we now have is tremendous and all in all I am quite confident (small bets accepted) that we have the





fastest standard production car in the country. And it only took me two years and most of Jerry Clayton's spare cash to do it! But seriously, I can say that my time with Toranas has been nothing but pleasant and it is with regret that I will part with them now as there is no class for them.

Until my next win (another two years?) I must sign off and take my \$500 to the Bank .....

ROBBIE FRANCEVIC

P.S. I have been offered the A.C. Gill Falcon GT for a few drives in this year's GTX Series and am also hoping for a big surprise soon for next season's Gold star.

PPS Must say I was very happy with the B & H 500 after a somewhat sceptical reaction to the proposal of a partnership with Reg Cook. Though we were are all unlike in temperament, Reg, Colin Giltrap and I got on like a house on fire, which was proved by the success of the Mazda.

R.F.



## ***Trials Trophy Points***

ANDREA MORLEY	133½	M. HIESTAND	9
J. CROMBIE	98	B. KIRK-BURNAND	9
R. WYLIE	94	W. PARKIN	7
S. HAMILTON	82	M. TREE	7
B. NICHOLL	54½	C. HENRY	6
C. SHANKS	54	C. MINERS	6
R. WILSON	46	A. CLARK	6
B. BLACKLOCK	30	P. BATEMAN	5
P. JUKES	27½	M. PARSONS	5
D. BONE	24	R. VISKOVICH	5
P. ASHWORTH	22	W. PAINTER	4
S. MATHIESON	21	D. O'CARROLL	4
D. GULLAND	19	M. BOYLE	3
J. KILLMARTIN	17	J. WENTWORTH	3
P. LEVET	12	A. MOWATT-WILSON	3
D. BROWNE	10	R. MONTGOMERY	3
H. LOCKIE	10	B. McDONALD	2
M. CHILDS	10	L. RYAN	2
J. CHANDLER	10	M. WIGHTMAN	2
J. EASTERN	10	W. OWEN	1
J. POWELL	10	J. SAMSON	1

**ENTHUSIASTS FIT**

**DUNLOP SP RADIALS**



# Sandringham Tyre Service Gymkhana Shield



<u>CLASSES:</u>	A. 0 - 1100	Engine over D/Wheels
	B. 0 - 1400	Engine not over D/Wheels
	C. 1101 - 1300	Engine over D/Wheels
	D. 1101 - 1300	Engine not over D/Wheels
	E. 1301 - 1600	No Limitations
	F. 1601 & Over	No Limitations
	E. Sports Cars	

Classes may be combined if there are insufficient entries in any class, at the discretion of the Clerk of the Course.

It is hoped to hold six gymkhanas during the coming season, three on tarseal and three on grass, providing suitable venues can be found and obtained. If a competitor competes in six events he may drop his worst result. So whilst it is hoped to have six events, only the fastest five will count. But if less than six are run, then all events count.



## BADER DRIVE GYMKHANA

The first event in this series was held at Bader Drive in the car park of the Mangere Shopping Centre.

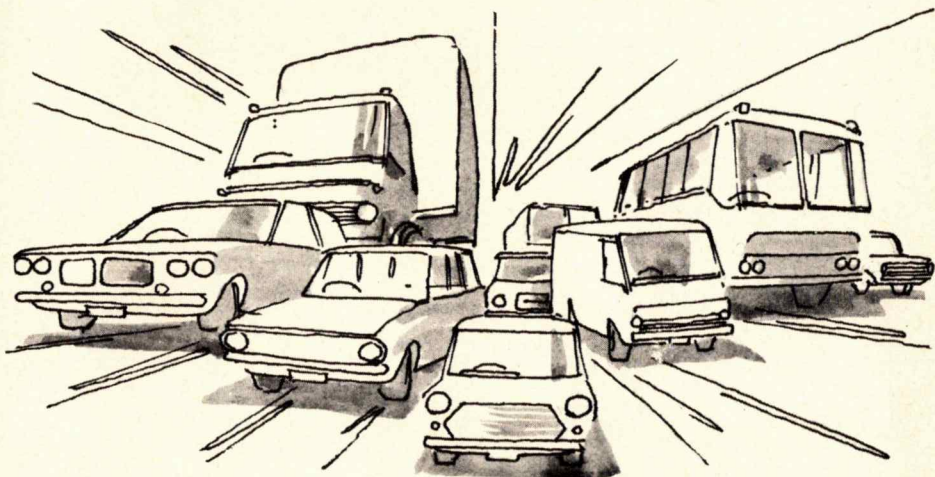
As it was the first event there were not as many competitors as we would like to have had, but twenty-seven of them started and twenty-five finished in one piece, the other two retired hurt. Perry Barr modified his radiator in his first attempt at the first test, and John Power doing the same thing in Test 5, a very unfortunate incident for John as he was in fourth spot up to the time this happened.

It would be true to say that the times over all the cars from the fastest Elan of Harry Bowers to the guys at the other end were closer than before, so it appears as if the entrants meant business.

A point I would like to make is that if anyone has reasonable constructive comment as regards these events would they please pass them on to either M. Harold at Western Retreats, 89 Portage Road, New Lynn (Phone 875-550) or Ian Stapley, Sandringham Tyre Service Station, Dominion Road, Balmoral (Phone 601-499) or finally your Deputy Club Captain, Bob White at the Clubrooms, who will gladly welcome them.

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

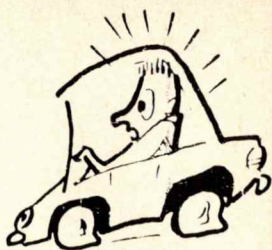


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# GYMKHANA

MANGERE TOWN CENTRE, SUNDAY, SEPTEMBER 30



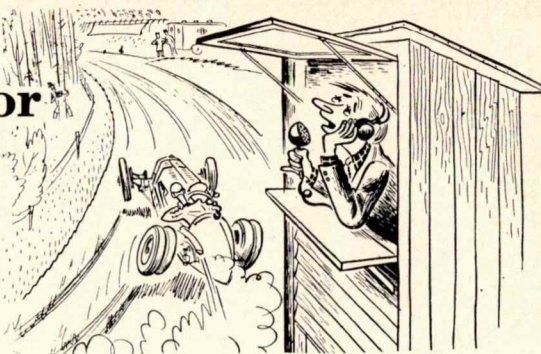
A7	M. HARFORD	159.8	1st	6 points
A14	M. CARLSEN	169.6	2nd	5 points
A20	H. LOCKEY	173.3	3rd	4 points
A25	D. GULLAND	175.1	4th	3 points
A1	D. MORTON	175.8	5th	2 points
A4	J. HUDSON	176.7		1 point
A19	P. MINETT	D.N.F.		1 point
B12	A. JEFFRIES	173.4	1st	6 points
C13	J. PERKINS	179.5	1st	6 points
C10	R. CLARK	207.5	2nd	5 points
D21	B. KIRK-BURNNAND	175.1	1st	6 points
D6	J. RIDDELL	183.5	2nd	5 points
D2	J. WILSON	196.1	3rd	4 points
E11	C. TURNER	174.8	1st	6 points
E22	M. COX	180.1	2nd	5 points
E27	D. JOHNSON	D.N.F.		1 point
F15	B. PLATT	153.6	1st	6 points
F17	H. BOWERS	154.2	2nd	5 points
F3	P. LIST	176.8	3rd	4 points
F16	D. O'CARROLL	177.3	4th	3 points
F23	J. FOGELBURG	189.4	5th	2 points
F8	R. SENNE	194.2		1 point
F26	B. McCOMB	195.3		1 point
F5	B. TREWHEELA	D.N.F.		1 point
F24	J. POWER	D.N.F.		1 point

As regards these results the question that is obvious, is why did those who did not finish in the first five score a point? Well this year we are giving one point for entering whether you finish the course or not. This is to spread the points further around. But note, this does not alter the 5, 4, 3, 2, 1 system for Exide Points.

 GET WITH **DUNLOP**

# ROTHMANS National Motor Race Meeting

by *Don Hadfield*



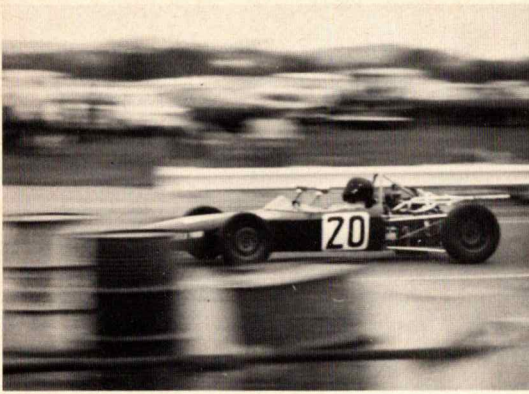
(PHOTOS BY SHEILA MACDONALD)

In what was probably the worst possible weather, the Auckland Car Club held a Rothmans Meeting for the opening of the National series at Pukekohe on 14th October. It rained hard all day and the meeting was detrimental because of it. For all of that, some 5,000 people turned up to watch, and let us hope that the enthusiasm shown by the competitors and the spectators this season will lead us to a better one than we had last year. After the meeting at Levin a fortnight ago where a tremendous crowd turned out, for Levin that is, and watched very exciting racing, and certainly went home with their money's worth, we think this year's racing could be better still.

The opening race of the day was the Group III Castrol GTX which was the second round following Levin. Ken Flashman who set fastest time in Levin, but unfortunately didn't pull the race off, certainly made a ball of this one, going from the second row at the drop of the flag right through the centre, and was never headed. He went very quickly and continued to hold himself well in control, but a grand old dice went on behind him. Paul Anderson in his Datsun 1600 and Bruce Cork also in a 1600 chased Flashman in a similar car throughout the event, Anderson held 2nd place until Cork forced his way past in a dramatic drive around the inside of Champion Curve. This is the position they maintained to the finish, and they were followed over by a very distant Mark Petch in a Datsun 1200. Petch is now reported to be buying a 1600 to carry on the series.

Due to the wet conditions various drivers had incidents throughout and Graeme Papworth in his Ford Escort had an incident and spun at Tappendens Turn, Graeme Nicholls also had a spin, this time at Castrol, and John Manby driving a Datsun 1200 had a couple of excursions at the Rothmans chicane. Out on the circuit Glenn Flinkenberg in an Escort has his gear lever come off and was stationary for some time while he repaired it, and rejoined the event. Castrol GTX Championship positions at the end of this event, the second round, were Anderson 13 - Flashman 13 - Petch 9 - Cork 6 - Nicholls 5.

On to the second race of the day which was the first round of the Formula Ford Championship, and this was very very wet, with the conditions very trying. A lot of the cars were most unhappy in these conditions, and it was a fine drive by Steve Millen in his Elden to win this one from Brett Riley. In



third place was Peter Haskett, Haskett was in the old Brabham, he was followed up by Les Fraser-Jones and in 5th place, Howard Wood. The race was full of incidents, Ross Atkins fell off the circuit and rejoined several times - he was in fine form at Levin the previous weekend. Norm Smith overshot at Tappendens Turn - he rejoined later on. Geoff Hadfield,

a new name to the Formula Ford event, spun at the start of Rothmans Curve and out on the circuit Peter Neil had himself a bit of a problem with a locked brake in the Merlyn. Dennis Martin spun at Castrol and Ross Martin again spun at Rothmans Curve and rejoined. Bryan Scobie stopped on the circuit, Neville Bailey left the Circuit at Tappendens Turn and at that stage was disputing the lead, in fact, looking back at the lap charts of the event we see that Bailey led for the first lap before Brett Riley took over in second spot with Steve Millen running third, and a consistent Howard Wood held 4th position for most of the event, to finally finish up on the last lap, in 5th place. Bailey still held second place, but by this time Millen had forced his way up and he was then in 2nd spot. On the 3rd lap Millen led from Riley, with Bailey having gone back to 3rd place and then Bailey disappeared to appear well back down the field in 10th place. Bailey then fought his way back to finish 8th, but no show in the world of getting near the leaders, so Steve Millen ran out the winner, from Brett Riley, as mentioned before.

For the second round, it was Brett Riley leading at the outset, for some of the drivers went out on the circuit, decided it was too dangerous to run, and they retired because of the weather conditions, one of them being Neville Bailey who decided it was too wet to race. So Brett Riley performed incredibly well, with Steve Millen right behind him all the way, driving in the spray. A new name in the event, Landon Hutchison in a K.E.A. was there making his presence felt, in both heats, and he persisted to finish 4th in the second round. A consistent Peter Haskett was 3rd in this second heat, but right on the finish line in a real Grandstander Steve Millen forged past Riley to win the race by not much more than a couple of coats of paint. Les Fraser Jones was consistent to finish quite well up - he was 5th in the second heat and 4th in



the first heat. The Formula Ford Championship points after the first round stood at Steve Millen 9 - Brett Riley 6 - Peter Haskett 4 - Les Fraser-Jones 3 - Hutchinson 2 - Howard Wood 1. Fine racing in very difficult conditions and the cars were certainly dodgy to handle. There was quite a nasty incident on the Cord Straight coming down to the

Shell Chicane with Dauntsey Teagle involved in an incident with Michael Pearse. The cars were fairly extensively damaged, the wheel from Teagle's car flying across the circuit and coming over the fence. Teagle suffered mild concussion, Pearse fortunately was unhurt, but this certainly was a difficult time for the single seater drivers in these very very wet conditions.

The third race of the day was the Castrol GTX Class II cars, and this was completely dominated by Fiat 124 Coupes. Fine racing went on throughout the race though, and it wasn't quite that simple. Allan Woolf led from the outset in his Fiat 124 and he had a grand dice with his now son-in-law, Paul Adams. Adams was disputing the lead with him when he went off the circuit and dropped back slightly in the 2nd lap, this let Roy Harrington up, also Fiat mounted, for 3rd place. They battled it out for quite a while and Harrington disappeared back after a moment, to finish much further down. Some of the fire went out of the race at this point, but Allan Woolf it was who led over the line from Roy Harrington, with Mike Langley taking 3rd, 4th was Ralph Emson, 5th Paul Adams a long way back, and 6th Kevin McNamara, all in Fiat 124s. In the opening lap Glen McIntyre, also in a Fiat, had a monumental spin coming into Castrol Corner and fortunately for him the running rail is missing on the back of Cord Straight, and he spun around on the grass to come to a stop and rejoin at the rear of the field. Mike Smith had a spin at Tappendens in his Holden Torana, but he was unscathed. Adams had problems with the escape road at the Shell Chicane as did Harrington, and McNamara, and these three

finished up in minor placings, not being in winning positions. In the dying stages of the race Robin Bennett in his Mitsubishi had a good spin down at Castrol, but he returned to the race without much trouble. Once again he had another one in the same place, and carried on. Ken Flashman a bit further down in the field now running the Datsun 1200SSS kept on pound-



ing along, but unfortunately outclassed by the Fiat 124s, he too had a grouse spin, in fact probably one of the best of the day, with exception perhaps of McIntyre's in Castrol Corner. So the race ran out with Paul Adams notching up 11 points in this class, ahead of Allan Woolf 9 - McIntyre 6 - Langley 6 - Harrington 6 McNamara 5. This competition looks tremendous



and it is rumoured that quite a lot more drivers are going to Class II and will drive yet more of the Fiat 124s. What mighty motor racing this will make with a great field of Fiat 124s all pounding around together - well that is always the theory, but it seldom works out that way because there are always those drivers who extract that little bit more performance and manage to run away from the field.

The next event, Race 4, was the Castrol GTX cars, Class I. This was dominated from the outset by Jim Richards in the Ford Falcon GT. Richards who excels in the weather, in fact excels in anything he does, led from start to finish to do a mighty job. But there was a fair old cuffuffle at the start of the event where Robbie Francevic had been classified as Grid Postion 4, due to his experience and not having practiced with the Mazda RX 2. After some griping and groaning from several of the drivers, Robbie went back in the Grid, but not before he climbed on the Pit counter and told them that he would drive around the lot of them anyway, regardless of the position - and this he indeed did, with a bit of a struggle, but eventually forged his way through. Graeme Addis was doing a very fine job up in 2nd spot and held this fairly comfortably for the first 3 laps, then Wayne Wilkinson in fine form, repeating his performance from Levin, moved up into 2nd spot, but he retired with clutch trouble. The unfortunate Addis had a spark plug fail on him at this stage, and put him right out of contention. Moving up through the field then was Rod Coppins in a now 4-speed manual Charger. Coppins held 3rd place on the 5th lap, but then went back as Francevic continued to force his way past, and Francevic moved up into 3rd position on the 6th lap, he then pounded past into second place when Wilkinson expired with his Chrysler Pacer and Tony Warren, now driving a Ford Falcon GT, completely untested, still running mufflers, moved up into 3rd place, driving an excellent race. Norris Miles also going extremely well suddenly decided to open up and go with his Ford Falcon and he finished behind Warren. So it was Ford Falcons 1st, 3rd and 4th and this is apparently the same story in the South Island with the GTs. Only the Mazda of Francevic broke this lot up. Merv Neil trying very hard in the outset was in 4th place for the first lap, dropped back to 5th and then he had a monumental lose round through Champion Curve, putting himself fairly well back in the field, but he is a great tryer and on the 6th lap he was down the field quite some way to finish up on the



same lap as the leaders, but about 4th to last. Merv recently bought the car owned by Tony Warren, fitted with a 4-speed manual, and the motor out of his old Charger that he ran in the B. & H. and certainly drove with tremendous verve and vigour at Levin recently.

At this point for Class I, Jim Richards holds 18 points in the Championship, Tony Warren 10 - Francevic and Coppins 6 - Miles, Pennington and Crichton with 3 and 2 respectively. It certainly appears at this stage that the Ford Falcon GT is fairly much a forgone conclusion for this class, and I wonder how many more drivers will buy themselves Falcon GTs to try to catch the fast disappearing Richards. They will have their work cut out, but certainly this appears to be the class winner. Tremendous credit to Francevic in the pouring wet conditions to get 2nd place with the mighty little Mazda ahead of the much larger opposition.

The feature race of the day was the Rothmans Saloon Car Feature of 20 laps, this being reduced to 12 due to the terrible weather conditions. It was the first time this season that Coppins had aired the Firebird and John Riley appeared on the scene with the ex-Dennis Marwood Chev Camaro. A very large field faced the Starter and the flag came down with Coppins taking off to a lead he was never to lose. There appeared to be some close pushing on the line at this point as Richards forged through from the 2nd row, running the stock standard Falcon GT. Richards pounded away in the wet conditions and took over 2nd place from John Riley when Riley had a spin at Rothmans Chicane. Richards held the 2nd place position from the 3rd lap to run all



the way a tremendous distance behind Coppins, with John Riley taking 3rd place a long way behind - in fact 2 minutes behind. Peter Sundberg in the ex Rod Collingwood Ford Escort FVC drove fairly quietly and carefully to actually be 2nd at one stage, but to finally finish up running a consistent 4th. 5th for most of the distance was Paul Swann in a BMW, but he was dislodged from this

position near the dying stages of the race by Jim Stone in a 1600 Ford Escort, this car being prepared for the forthcoming 1300 classes this season. Graeme Addis moved up to take the 6th place, and Swann took 7th. Probably the most publicised episode of this event was poor Peter Batten in his Mini Cooper S who aquaplaned on a large puddle of water in the main straight, left the circuit at high speed, and collided with a post on the safety barrier, therefore demolishing the car, both doors and the bonnet coming off, the windscreen flying out, with much to be said for a laminated screen, it was cracked but stayed intact, the solitary windscreen wiper going backwards and forwards across an empty space. In the 2nd lap of this race, John Hilliam in his 1275 Mini Cooper S blew the motor and poor Graeme Addis



*Rothmans*  
**MOTOR RACE MEETING**  
 PUKEKOHE, SUNDAY 14th OCTOBER, 1973



PHOTOS ...

Jack Inwood, P.O. Box 9323, Auckland



**RILEY**



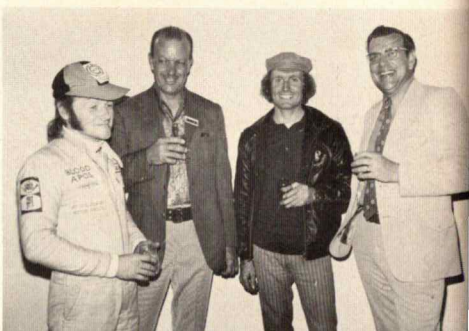
**RICHARDS**



**WOOLF**



**BEKESI**



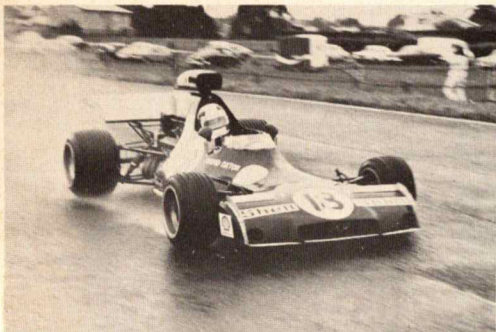
**SMITH & LAWRENCE WITH B & D's  
 BILL FAIRLIE & JERRY FREEMAN**



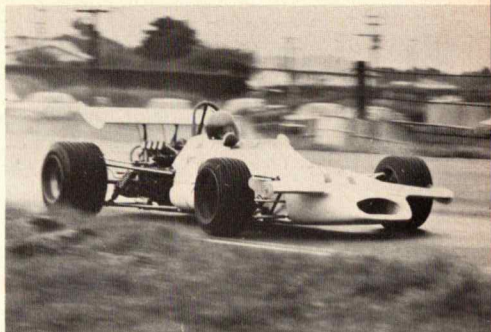
**COOKS TOURS MANAGEMENT MEETING**



**ROBBIE BOOTH'S BEGG FM 4**



**OXTON**



**SMITH**



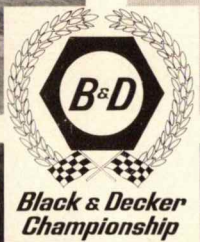
**PEDERSEN**



**COOK**



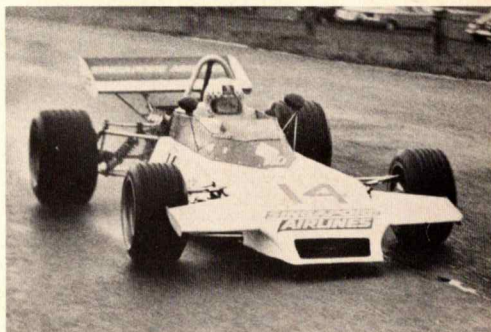
**BOOTH**



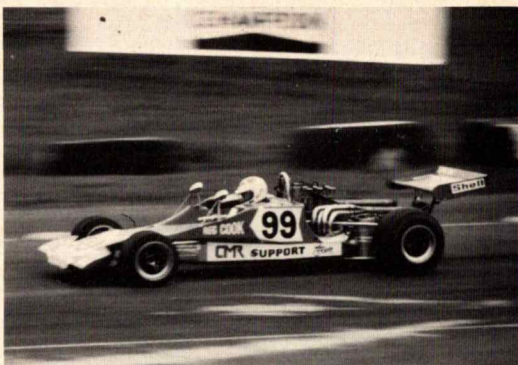
**DUNLOP**



**ROBERTSON**



**LAWRENCE**



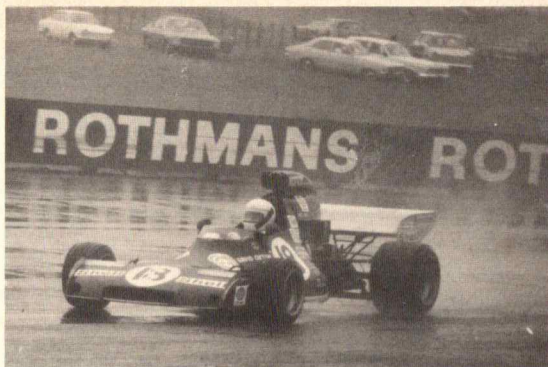
had a collision with him, which put him back in the event, but he forged his way back to move up to the aforementioned 6th place. Peter Harris overshot at Tappenden Hairpin and it was so wet and sticky that he could not gain enough traction on the grass to rejoin, so there he was, stuck with a perfectly sound car which had been going rather well in the wet.

Graeme Papwroth in his Escort continued to spin his way around the circuit as he had in his earlier event.

And so the racing then moved on to the final event of the day - the one we waited for most of the time - the Black & Decker 1st Round for the Single Seater Championship for this season. A lot of prize money and a lot of time and effort has been injected into this series in an effort to put it back on the map. Weather conditions which were not much fun for anything, let alone high speed 5 litre single seater racing cars, prevailed, but onto the Grid they went. Out for the warm up lap, and the drama enters from the word "Go". Graeme Lawrence had a throttle cable break, the car was towed back to the Pit area to give him time to fix the fault. While all this was going on, David Oxton lent some tyres to Robbie Booth, so Booth's car was wheeled off the Grid, the tyres were bolted on, and still the Lawrence team struggled on in the Pit area, trying to get the throttle cable fixed. Down went the flag, away went the cars in the wet and rain and everyone taking it fairly carefully. Lawrence survived for one lap a long way behind, and once again the throttle cable put paid to it, so he was out of the event, despite the long delay in waiting to get him mobile. Oxton laid it on and disappeared from the opposition, Ken Smith completely deckless in his little White Brabham drove a very fine race and held 2nd place throughout. Unfortunately Baron Robertson who held a good 3rd place ahead of Dexter Dunlop, had to pit with ignition problems, probably the water, and he went back down through the field to be well out of contention. So Dexter Dunlop brought the McRae up into 3rd place. Garry Pedersen took it fairly quietly and stayed quite well back as the car was only put together the night before, the missing gearbox having turned up.

At the early stages of the race Robbie Booth in the now rejuvenated Duckhams Begg, looking very nice, took it fairly quietly, then out of the blue he suddenly picked it up and went. He had been running around behind Dunlop, and he decided to go. He had also been trotting around behind Cook who was having his first race, so Robbie went past Cook, went past Dunlop and moved up to take 5th place in his first Black & Decker round. Garry Pedersen moved up on the 13th lap to take fourth place. The unfortunate Robertson came in in 6th place with Reg Cook some 4 laps behind the leader having his first drive and taking it very carefully indeed, in 7th place. So it wasn't a

bad record compared with last year where we had 4 cars start, one die on the warm-up lap and two cars run a dismal race. This year we had eight cars, one dying on the warm-up lap, but seven others started the race and finished in appalling conditions which would be totally different in the dry, and we will have to wait until the next meeting at Pukekohe to see how these Black & Decker cars shine up.



In the meantime Oxton looked absolutely magnificent, smooth and polished after a Season's racing overseas, to walk away with this one. On talking to him later he said "You may think it was wet, but it is an awful lot wetter in England, and we have raced in worse conditions than that". Ken Smith with his little 2 litre Brabham must be admired for his strong 2nd place against the 5 litre cars. Dexter Dunlop last year did reasonably well, but was out of contention this time. Pedersen's car in the "HI FI" livery looked magnificent. Robbie Booth feeling his way in this Championship will be quite a force to reckon with because he certainly decided to go, and Robertson who always tries in the little March looked magnificent as usual. Cookie has yet to make his mark, but we will wait and see, he is a very determined man with a dedication to motor sport.

And so wound up a very, very wet day, a tremendously enthusiastic crowd at Pukekohe on this dismal day, with three of the races abandoned, but the crowd really had their money's worth. We certainly hope we never see another wet one like that for some time.

So next weekend, 21st October, we move on to Bay Park with the first round of the Bank of Wales Championship and the season underway and every weekend taken up for some time.

DON HADFIELD



## LETTER BOX

16th October, 1973.

Dear Sir,

Per media of our Bulletin would you please convey to all personnel involved in the Rothmans Meeting October 13/14 our very sincere appreciation for their endeavours under such shocking conditions.

Thank you.

Yours sincerely,  
L.F. Rankin  
Clerk of Course

# REQUIEM FOR A MINI

PLACE : Pukekohe Motor Racing Circuit  
DATE : 14th October 1973  
WEATHER : Wet  
VERDICT : Death by Misadventure

I started off from grid 14, outside middle and although there were some empty grid spaces in front of me, I was holding down eighth place. I had made a good start, passing another Mini on the starting line and was leading the rest of the Minis so was pleased with the way it was going.

I had just completed three laps and was coming down the pit straight on the outside when it all happened. Water lying on the side of the track grabbed hold of the front left wheel as I drove through it and the car left the road. In the short space of something less than a second, I managed to do three things.

First thing I did was turn the steering wheel to the right which didn't seem to do very much. The second thing was to jam on the anchors which when you think about it afterwards, was a waste of time, but it was probably instinct and the feeling that nothing else would work.

With a hazy impression of a fence coming towards me at about 80 mph, the third thing I did was mutter "Oh s..." and that was it. BANG.

The uttering of an oath was not from the point of view of damaging the car but that I was scared of injuring myself.

The next thing I remember is still sitting in the car at



the side of the track and being somewhat amazed that I was apparently still in one piece. I reached out and turned the ignition off on a rather bent looking dash panel and thought "Hell, what a mess". I undid the safety belts, and seeing that the track was immediately outside the right hand door, decided to climb out where the left hand door had once been. I was winded, and felt wobbly about the knees, and consider myself lucky to get away with just a few bruises and a stiff shoulder for a few days.

I would like to take this opportunity of thanking the St John Ambulance and the doctor who examined me, and also the guys who helped to load the car onto the trailer and to the other people who gave me assistance. Thanks fellas, it was appreciated.

PETER BATTEN

## CRAFTY CROMBIE'S MID-WEEK TRIAL



As soon as we received our A.S.R.'s for John's mid-week trial we found some cunning traps hidden therein, for example, "Roads signposted as named roads with the addition of No Exit are deemed not to be non-existent. Words in brackets are solely for the guidance of competitors. Competitors must write all words, numerals and or letters of unmanned checks, except the letters ACC in the next space on their Driver's Card."

From the start we used the usual route (Mt Albert Road, Campbell Road, Motorway) to get to East Tamaki. We kept "EAST TAMAKI RD" on our left by turning right and arrived at Bob Williams who gave us a penalty of 50 points as we hadn't written the word "CHECK" down in front of "Exide".

Then over the hill to Whitford, having been told "Decrease average speed by 3 kph at each WHITFORD RD sign until you can go right at POST OFFICE sign". This was a neat trap and we went straight ahead to get the check UL which many missed. The next trap that took our fancy was, "After crossing stream go left". We saw this little stream on our left but we had to wait ages before finding a sign of it going under the road. No proper bridge but a pipe, although it did at least have one railing on the roadside.

Then into Takanini where we dropped a check on a doubtful instruction (a bolt head changed MANUKAU to two words MANUK AU) and only collected Bruce Blacklock once.

Then into Ridge Road, ignoring the sign painted on the road surface. We were particularly fortunate to remember we had been told not to use Ormiston Road because of roadworks and at the last second proceeded ahead to find John Busch who marked our card FLAT BUSCH.

Then back to the Clubrooms, and what was this, a Crombie Trial with no sting in the tail - amazing!:

Sting or no sting it was an enjoyable trial and thanks go to John Crombie and his many helpers for another successful event.

STRETCH



## MID-WEEK TRIAL

### RESULTS



1ST	A. MORLEY	15TH	S. EMSON
2ND	D. BONE	16TH	B. SERGEANT
3RD	R. WYLIE	17TH	S. BROOKS
4TH	P. SHANKS	18TH	A. VERRY
5TH	J. GREENWELL	19TH	P. LIST
6TH	D. O'CARROLL	20TH	G. TAYLOR
7TH	P. JUKES	21ST	C. MACKENZIE
8TH	G. MAINS	22ND	J. POWELL
9TH	D. GULLAND	23RD	R. GRICE
10TH	D. MARTON	24TH	G. GREAVES
11TH	S. MATHIESON	25TH	A. JOHNSON
12TH=	D. CROSS	26TH	C. READ
12TH=	R. SENNE	27TH	K. CHEETHAM
14TH	J. MACDONALD	28TH	P. ALLELY

## JACK INWOOD PHOTOS

### HUNDREDS TO CHOOSE FROM



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MAKE IDEAL XMAS PRESENTS  
ORDERS CLOSE NOVEMBER 30th**

### MOTOR SPORT PHOTOS...

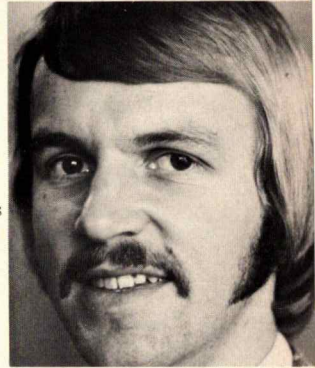
For the best photos of Motor Racing or Rallying contact the most experienced auto photographer in N.Z. . . Eleven years specialist experience—the best equipment—full time service—colour or black and white prints available from all major events—8 x 6 inches to 8 x 6 feet.



**Jack Inwood, P.O. Box 9323, Auckland**



# THE PETER GILL COLUMN



If you've ever seen round the streets of Auckland, the Tongan Government representative's car, you've seen a vehicle very rare in New Zealand.

But in the States they're as common as earwax and found on every taxi rank.

The car is the Checker Marathon, probably the most old-fashioned looking car being built today anywhere in the world. And that includes Russia and China, both of which tended to lag ten years behind the rest of the world in styling, and still haven't quite caught up.

The Checker Company was founded in 1923 to make taxi cabs. And that's what they've done, and done well, ever since.

But since the war they've been offering their product to the private American car owner, too, and selling them in quite a big way.


The reason is the things are built like tanks (and look like them) and last up to half a million miles.

The Checker success is no secret. You've only got to look at the vehicle. One recent road test I read described the 1973 model as the best looking 1953 model on the market. And that's just what it looks like. Something straight out of Detroit in the early fifties, with 1958 style twin headlights stuck on the front. It's tough, it's cheap, and it hardly ever changes. And the longer they build it without changing it, the cheaper it becomes to produce, in the true Volkswagen formula. The longer you can use dies and jigs the more they pay for themselves over and over.

More and more Americans are realising the sense behind the Checker Motor Company's philosophy. They're getting a car which, looked after intelligently, will last them half a lifetime. It's cheaper than anything else of a similar size, and it'll be the current model for some time to come. To Checker, ignorance of the great styling race and of built-in-obsolescence is bliss. There must be a lesson in all this. Somewhere.

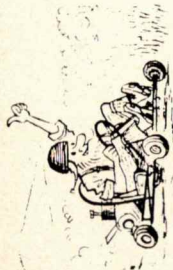
On the other hand, we can't all make progress, and millions, by standing still, can we?

PETER GILL

 GET WITH **DUNLOP**

# HILLCLIMB

Chamberlain Road — September 23, 1973



	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	PLACE
<b>0 - 1000 C.C.</b>							
A1 D. OLIVER	44.964	45.889	45.734	47.661	45.405	44.382	2ND
4 M. BOYLE	47.568	45.284	44.381	43.419	42.635	98.578	1ST
33 A. CARLSEN	50.735	47.354	46.093	46.320	45.036	47.236	3RD
<b>1001 - 1300 C.C.</b>							
B3 K. SNOOK	44.175	45.154	44.568	43.320	44.897	43.330	
B5 T. TAPPER	41.411	40.652	39.844	39.274	38.412	38.774	1ST
B6 M. HAROLD	48.662	48.867	46.736	42.307	-	-	
B7 D. CLEMENTS	48.029	45.218	43.996	42.997	43.590	43.392	
B8 D. GULLAND	49.079	47.453	47.609	46.364	45.955	45.690	
B17 T. THOMPSON	41.674	42.097	40.321	40.605	39.695	42.655	2ND
B53 G. NICHOLLS	44.331	43.874	42.967	42.866	41.958	41.969	3RD
B57 J. WILSON	48.175	45.796	46.059	44.385	43.915	-	
<b>1301 - 1600 C.C.</b>							
C10 R. WILSON	-	43.581	43.608	-	-	42.626	
C10B R. RATTENBURY	41.640	-	-	41.270	41.099	-	2ND
C12 D. McRAE	43.531	41.987	42.460	41.353	41.155	42.617	3RD
C16 G. WINDSOR	44.653	45.826	44.610	43.401	43.208	43.254	
C18 V. SMITH	41.633	43.768	41.693	40.543	41.004	39.800	1ST
C20 V. COLLIER	-	-	47.846	48.411	50.066	-	
<b>1601 - 2500 C.C.</b>							
D11 R. BAILEY	50.582	47.480	48.827	46.461	-	-	2ND
D13 R. JORDAN	42.007	41.276	40.011	38.699	39.603	38.900	1ST
<b>2501 C.C. &amp; OVER:</b>							
E14 R. JONES	41.127	42.196	39.752	39.402	38.886	38.659	1ST
E133 R. LISTER	41.779	40.255	40.198	39.550	40.557	39.931	2ND

SPORTS

F2 P. JAMES BUGGY  
 9 M. KING BUGGY  
 74 Q. PHILLIPS MG MIDGET

PLACE

1ST  
3RD  
2ND

RUN 1  
 58,789  
 45,933  
 44,693

RUN 2  
 38,374  
 42,548  
 42,205

RUN 3  
 40,021  
 41,685  
 41,272

RUN 4  
 37,294  
 -  
 40,043

RUN 5  
 37,905  
 -  
 39,284

RUN 6  
 36,408  
 -  
 38,890

RACING

G15 K. FLASHMAN COOPER VINCENT  
 24 M. FIRTH NORTON SPECIAL  
 210 D. CROSS M.F.R.

2ND  
3RD  
1ST

RUN 1  
 39,219  
 39,159  
 39,201

RUN 2  
 38,183  
 -  
 38,836

RUN 3  
 38,121  
 -  
 37,947

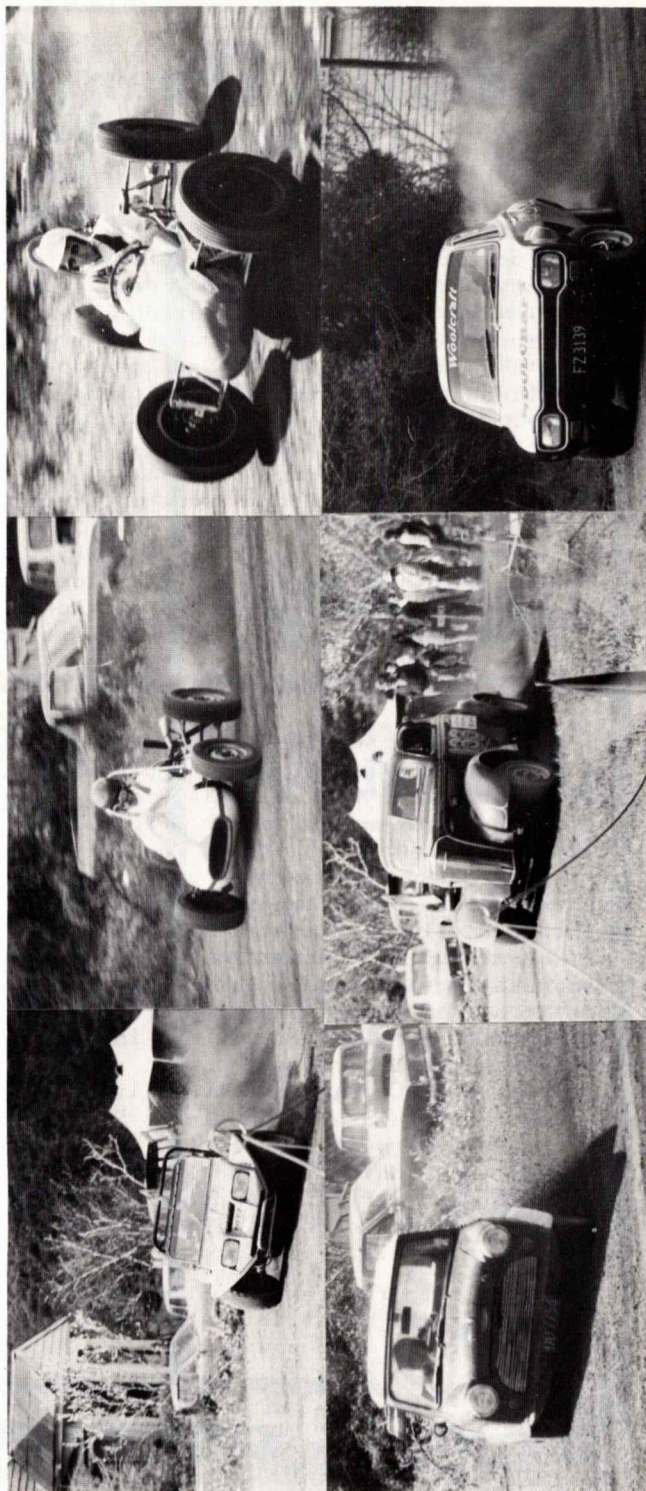
RUN 4  
 39,252  
 -  
 36,573

RUN 5  
 37,142  
 -  
 36,316

RUN 6  
 36,966  
 -  
 37,566

PHOTOS BY SHEILA MACDONALD

F.T.D. DOUG CROSS 36,316



# Graham Spear reports



The Auckland Car Club meeting at Pukekohe on the 14th October was run very smoothly and although the rain set in, the new grandstand prevented the meeting becoming a washout and there was a reasonable attendance despite the conditions of the day.

After this meeting there was a function at the Auckland Car Club Clubrooms and this went off very well, the band - "The Music Convention" - played from 7.30 to 11.30 p.m. and they certainly proved their worth. This is definitely one of Auckland's top bands and I take this opportunity to mention that they will be playing at the Auckland Car Club's Christmas Social on the 22nd December and they are booked from 8.00 p.m. to 1.00 a.m. This will be a social not to be missed at any price.

There is also a social planned for the 3rd November and the "Wheatstone Bridge" will be playing at this social. There will be strobe lights and this social is designed mainly for the younger members and their friends.

On the Speed Committee side I would like to mention two events of reasonable importance, the first being the Pukekohe - Auckland combined grass-track meeting, to be held on Sunday 4th November. The grass track is beside Bright Road and scrutineering and documentation is from 8.00 a.m. to 10.30 a.m. This is a really well prepared track and should be a very good day, weather permitting. We are intending to have a barbecue after this meeting.

The other event is the Hamilton - Auckland Gymkhana. This is to be held at Claudelands Showgrounds and it is important that we are well represented in this event as John Crombie has made the Booby Prize and I believe Hamilton is already moulded on this prize. Competitors will be gathering outside International Harvester Limited, Great South Road, Ellerslie at 8.45 a.m. This event takes place on Sunday, 2nd December.

I am preparing the supplementary regulations for our Gold Star Hillclimb at this stage and these will be available at the Clubrooms from now onwards.

 TYRES **DUNLOP** RETREADS

# nomex

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

## VHT

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# STRAIGHT AHEAD



First an apology - last month I took M.A.N.Z. to task about their decision not to give Gold Stars to the crew nominated by the winning driver. Well it appears they have admitted to a mistake and I must congratulate them on this. To admit to an error takes a lot of courage and I am glad our governing body is big enough to do this.

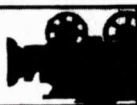
Next I am glad to hear that Allan Cheak (Snasher) has had a reprieve. After all his jousts which in a large way were responsible for goading Auckland Car Club members into their late run of successes in the Mercury Trophy series, he was due to have his neck or rather his writing hand removed if A.R.T.C. didn't win the trophy. However we gave them a run for their money and with the experience gained by our triallists this season we should have a very strong contingent competing in this series next season.

The Mid-Week Trial plotted by Yours Truly seemed to be enjoyed by those who took part and congratulations again go to Andrea Morley on winning this event.

This month most of my column was going to report on rule changes but as I haven't heard what the changes are, the result is a much shortened column.

G.R.006

## FRIDAY FILM EVENINGS



The following are the Friday night films for November. These are shown in the Clubrooms every fortnight.

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

9TH NOVEMBER : "NAKED RUNNER"

This is a mystery film in colour starring Frank Sinatra.

23RD NOVEMBER : "DIAMOND HEAD"

A Drama in colour starring Charleton Heston, Francis Nuyon and Yvette Minieux

7TH DECEMBER : "ROBIN & THE SEVEN HOODS"

This is also a comedy starring Frank Sinatra, Bing Crosby, Sammy Davis Jnr, and Peter Foulkes.

# TRACKSIDE



. . . The final placing in the L & M F5000 Championship show just how much two drivers dominated the North American Championship. Between them Jody Scheckter and Brian Redman won every race and neither finished any race they started below fourth.

In winning the championship (and \$115,200) in Syd Taylor's Trojan and Lola Scheckter took four wins before Redman came back on to the scene. Redman's Steed Lola won the opening round but then sports car commitments meant he missed two races. He finished second to Scheckter twice in the middle of the season and won the last four rounds which meant Redman never finished lower than second.

Scheckter on the other hand was second in the opening round and after his four straight wins in consecutive rounds he was second to Redman at Road America and then finished the season with a fourth and two thirds. Scheckter won with 144 points to Redman's 130 points with third place in the championship going to Mark Donohue's AMC engined Lola T330 with only 64 points. The Penske/Sunoco Lola missed the first three rounds but was able to highlight the season by finishing second to Redman at Road Atlanta and Seattle.

Peter Gethin was fourth overall in the Marathon Oils Chevron with 49 points ahead of David Hobbs (Lola) 48 points, Eppie Wietzes (Lola) 45 points, Brett Lunger (Lola) 39 points, Tony Adamowicz (Lola) 38 points, Jon Woodner (McRae) 16 points and Derek Bell did only one race in the Steed Lola at Michigan finishing second and taking tenth place overall in the series. Defending L & M champion McRae had a disastrous season, the New Zealander failing to finish in four races, missing the final two and having a best placed finish at eighth at Road America.

. . . Taking pole position for the USAC twin 200 race at Texas World Speedway on Saturday 6th October, Mario Andretti set a new world closed course record by lapping his Viceroy Parnelli at a stupendous three-lap average of 214.158 mph. But there was no luck for Mario once the race got underway and by half distance he'd been sidelined with a burnt valve. Gary Bettenhausen who started 14th on the grid in his McLaren found himself involved in a terrific not-to-tail dice for the lead with Jimmy Rutherford's works M16C on the 74th lap. Rutherford countered furiously, but his rival hung on grimly less than two seconds behind and when Rutherford made a 17 second pit stop on the 84th lap, Bettenhausen forged to the front and stayed there to win at an average of 131 mph and by a scant margin of 1.2 seconds.

Lee Kunzman (Eagle) finished third ahead of Lloyd Ruby and Johnny Parsons. ●

# A.R.T.C. MERCURY TROPHY TRIAL

29th SEPTEMBER

(FINAL ROUND)



This trial had a lot at stake for both the Auckland Rallies and Trials Club who were organising the last round of the Mercury Series and ourselves as at the start A.R.T.C. has 44 Mercury Trophy points and we, Auckland Car Club, had 39, whereby providing we could do the impossible again and make 1st Club place and A.R.T.C. come 4th or lower, we could win the coveted Mercury Trophy.

The A.S.R.'s issued before the event appeared to contain a lot of possible traps for the unwary but in fact only a few occurred. Starting from Pakuranga Shopping Centre and proceeding the back way to the odo check in Murphys Road we were concerned that GIVE WAY signs and STOP signs were neither local body signs nor AA signs, which all signs had to be. However, we managed to get over this with our own interpretation.

Told to go right at MURPHYS RD, we went straight ahead for the U turn for the age-old reason of those magic words, Manukau City also on the sign.

The next subsection had several traps including instructions not numbered, small km's and Redmans Road which was deemed non-existent but was spelt Redman Road. Then into map reading. Rosemary Allen gave us our instructions in Keys Road and we went around the first corner to another manned and found we had dropped a check already?? Will have to remember that grass road next year. The second instruction found us at an obvious realignment with the old road fenced off so we rushed back to Rosemary who gave us no blanks this time and another overrider making things much easier. After that we had to pass only two named roads and proceed to a grid reference point. We disagreed with the organisers on this one, as apparently you could proceed through the reference point before passing the second named road.

After map reading we had a short subsection in which grass tracks were deemed non existent. I suppose that greasy track up the hill to the U turn check HONEHEKE was a mud road and therefore not grass. Then lunch at Mercer.

After lunch we had seven overriders to start with until we collected a check which was surely the most courageous of conviction checks ever as you had to keep your conviction for 9 miles. One was also given a hand out which overruled one of the overriders which included the C.R.I.'s. This was very tricky as it amounted to "ignore your C.R.I.'s until completing C.R.I. No. 4". The mind is still reeling.

The next subsection had us going right and left at un-signposted intersections, sign posts only on the left, carry out C.R.I.'s at signposted intersections only. Eventually we used Kahanga Road twice and with the next subsection at a most unusual crossroads, had the courage of our conviction sorely tried



again. This set of crossroads was at a large grass island where the fourth road was a gap in the bank. The last instruction in Section 2, Subsection c really had us worried as we were told to "proceed to end of sub-section check" and we knew there was an overrider for subsection 2(e) but we saw this CONTROL looming up (or rather we were rushing up to this Control). Well we only got one gap and it appeared that the organisers didn't have the right check board, but oh boy, the sweat.

Then a mapreading subsection on the Pukekohe map. This was equally as tricky as the first mapreading subsection but suffered from an ambiguity which resulted in one check being dropped. After the mapreading we suffered another gap as a result of being told to go right at GIVE WAY but the sign was 30 feet back from the intersection and of course we missed the check. On the run home the organisers put a time check half way along Stoddard Road which must have caught many people out for being early.

The trial ended up taking a long time - most of the better crews throwing timekeeping out the window and just looking for the checks. One well known Cortina gave me the impression that every time it saw a manned check it immediately U turned and looked for a check it may have missed.

All in all a very good trial that was just too much for us. Although several Auckland Car Club crews were placed in the first ten, our friends from A.R.T.C. took line honours and took the Mercury Trophy again which they justly deserve. Joan Greenwell provisionally won from John Crombie (assisted by John Kilmartin and Peter Batten).

After a great run at the end of the season we managed an unheard of second place in the Mercury Trophy Series. Next year isn't far away and I don't wish to appear confident or smug but .....

JOHN CROMBIE

## 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.

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# As I See It

Norm Harvey,



In a recent issue of the British publication "Motoring News" was the announcement that the C.S.I. will grant Formula 5000 international status in 1974.

Since introducing F5000 for the Tasman Series, back in 1970, New Zealand promoters have stuck doggedly to this formula in spite of criticism; now having heard the C.S.I. announcement they can take some credit for having made the decision they did.

As a result of this news it appears as if there may be a number of races for F5000 in Europe and it is hoped that a few more Formula One drivers will follow Clay Regazzoni's example. The Swiss driver qualified a Lola T330 third fastest in the final round of the L & M Series recently and has just stated his intention of driving the car in the Motor Show 200 at Brands Hatch.

While the S.C.C.A. are faced with finding a new backer for their F5000 championship, L & M having pulled out of motor racing, the Tasman promoters have fortunately been able to announce that Peter Stuyvesant will be supporting the coming series. Now re-named the Peter Stuyvesant 100,000 Championship this series should help give the international races held in Australia and New Zealand a healthy boost.

With very good reason the current period through to about mid January is referred to as the "silly season" of Formula One. It is the time when rumours abound and surround drivers, teams and their plans for the coming year.

Following the very sad death of Elf Team Tyrrell driver, Francois Cevet and the retirement of World Champion Jackie Stewart, both seats in this team are vacant.

Chris Amon, now released from the Techno deal, was given a two race contract with the Tyrell organisation and this has caused some speculation that Ken Tyrrell may offer the New Zealander a more permanent arrangement.

Regardless of whether Amon drives for the Ripley Team or not, the greatest surprise comes with the news that South African driver, Jody Scheckter is to leave McLaren and join Ken Tyrrell. Whilst the news source is reliable, it is known that Scheckter has a three year contract with McLaren, one year of which has still to run.

Though this change of camp is a blow to the Colnbrook based Kiwis they do have the satisfaction of adding one Emerson Fittipaldi to their list of employees.

For some time Colin Chapman has been denying suggestions that the 1972 World Champion was to leave his team.

If all the news relating to Emerson Fittipaldi's move is correct then he has taken the Texaco sponsorship with him to McLaren.

Exciting and unsettling as these moves are they do have complications. Example - Texaco and Marlboro, the latter having terminated the agreement with BRM, have had talks about jointly sponsoring a team. It seems this chosen team is McLaren, to whom Fittipaldi has just moved, but Yardley, who have backed McLaren for the past two years, have an option for a third year.

The difficulty is that Texaco and Marlboro are keeping quiet and Yardley's Dennis Matthews says he doesn't know a thing about it. He is very concerned as Yardley are a member of the British and American tobacco group whilst Marlboro is Philip Morris ..... a major rival.

In coming weeks we will no doubt hear just how this situation is resolved, it has even been said that there could be a two team McLaren Formula One effort; Texaco and Marlboro supporting Hulme and Fittipaldi with Pete Revson in the Yardley backed car. Such are the politics of motor sport.

Those who are not confused by all the moves surrounding McLaren will naturally be aware that Peter Revson, the present team mate to Denny Hulme, is a member of the Revlon cosmetic empire ..... a major rival of Yardley.

I read with great interest that Graham McRae seems set to throw his contract with STP away. In a recent article in the new magazine Motor Action, McRae made one or two very blunt remarks about the organisation.

It has now been announced by STP, who are owned to the tune of 51% by Studebaker, that Mr Andy Granatelli has been replaced as Vice President of the corporation.

From what one reads in the overseas motoring press there is only one man who meddles more in the affairs of his racing team than Granatelli, that person being Louis Stanley of BRM.

It was Stanley who following the lead of Colin Chapman encouraged big business to back motor racing. Firstly Yardley Cosmetics then Marlboro supported BRM, neither company renewing their contract at the end of their term.

Now it is said that Stanley has managed to attract money from a major British Airline. One can't help but think that the fortunes of the once proud Bourne organisation would be greater if Stanley had been satisfied with publishing his excellent annual "Grand Prix" and left his wife to run the BRM racing operation.

NORM HARVEY



TYRES

**DUNLOP**

RETREADS



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# EUROPEAN RALLY SCENE

The grand master of European loose surface rallying spread his wings a little and conquered the heat and dust of Cyprus. Sweden's Stig Blomqvist with his usual partner Arne Hertz pedalled his works Saab 96 V4 to an untroubled six minute victory on the third Rothmans International Cyprus Rally.

The rally covered 950 miles and was spread over two days but was still hard going. The organising club had arranged 18 stages, about double on last year's event. The first of three parts starting and returning to Nicosia was a clockwise loop around the island and taking in half the planned stages. The middle part took competitors up to the seaside resort of Limassol before the final run back to Nicosia.

Most of the action centered around the Troodos Mountains region, an area which is not only high in altitude but also covered in a maze of tortuous roads of which the vast majority are unsurfaced.

From the start, Barbasio's Fiat 124 Abarth set the pace on the first stage, but his challenge was shortlived. Two miles into the second stage, a drive shaft broke at a hairpin and the Fiat crew were out. Blomqvist was third fastest on the first stage, but in the following stages the Swede set fastest time on all but five.

After the third stage the route meandered its way into the Troodos Mountains for a stage at the foot of Mount Olympus. Already Blomqvist had a comfortable lead and was busy consolidating the margin. Culcheth's Marina had been going well and was battling it out with Malkin's Avenger. But Culcheth lost time when the car fell off the jack while he was changing a flat tyre. Sclater's Marina was also having problems. He was having to wrestle with the standard steering rack with four turns lock to lock and the exhaust system had also fallen off.

As darkness descended, the crews tackled the final stage of the day, a four mile hillclimb up the Ohavlos hill. Ever since the rally had gained international status, local man, Kirmitsis had always set F.T.D. on this piece of tarmac. He made it three in a row by a scant three seconds. Sclater retired on the way back to Nicosia with a blown diff on the Marina.

Malkin required medical attention for a blistered hand as he had been pressing on without any front struts on the Avenger.

## Results:

- 1st S. Blomqvist/A. Hertz (Saab 96)
- 2nd Siroco/Andriopoulos (Alpine Renault)
- 3rd C. Kirmitsis/J. Davenport (Escort RS 2000)

TULIPEN



# 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.

James Rhodens	Balmoral	Vauxhall Viva
Kenneth Brooks	Auckland	Morris 1100
Mr & Mrs Neil Barnard	Birkenhead	Morgan
Mr & Mrs Douglas Reid	Te Atatu Nth	Vauxhall
Mr & Mrs Roger Loomes	Papakura	Cortina
Kenneth Burnitt	Glendowie	Morris 1000
William Eggleston	Blockhouse Bay	Cortina
Ralph Jones	Mangere	Holden
Kim Kent	St Heliers	Austin 1300
William Lambert	St Heliers	Morris Cooper S
James Ennis	St Heliers	Corolla
Charles McKenzie	Auckland	Porsche 911T
Guy McLeod	Glendowie	Mitsubishi 2000
Dave O'Connor	Panmure	Triumph
Val Parkinson	Glen Eden	MGB
Jan Pollock	Titirangi	Capri 2000
Murray Townsend	Hillsborough	Holden
Marian Vogel	Balmoral	Morris Mini
Mark Watson	Papatoetoe	MK I Sprite
Ralph Watts	Howick	Rover
David Westcott	Papatoetoe	Ford Anglia
Raymond Gorinski	Sandringham	Cortina MK 2
Bryan Smith	St Heliers	Zephyr
Phillip Leeper	Glen Eden	Hillman Imp
William Kassulke	Te Atatu Nth	Falcon
Bruce Kennedy	Muriwai Beach	Capri
Peter Lissix	Glen Eden	Lotus Elan
Gregory McKinnon	New Lynn	Cortina
Bruce Miller	Green Bay	Triumph 2000
Christopher Moat	Kumeu	Escort
Trevor Nicholson	Manurewa	Datsun 1600SSS
Norma Nicholson	Manurewa	Datsun
Rees Osborne	Henderson	Rover 2000
Jeffrey Packman	Onehunga	Morris 1000
William Newman	Avondale	Vauxhall
Christopher Porter	Auckland	Escort 1600
Craig Pulman	Epsom	Falcon
Stephen Schlendering	Glen Eden	Titan
Bryan Washer	Waimauku	Escort
Christopher Wright	Mt Eden	Austin 1800
Bruce Pulman	Whangarei	Hillman Hunter
Gavin Taylor	Pakuranga	Anglia
Gregory Bateman	Mt Roskill	Morris 1100
Kalman Bekesi	Hillsborough	
Terrence Bell	Henderson	Fiat 125



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A. MORLEY	41 $\frac{1}{2}$	S. HAMILTON	13	K. FLASHMAN	9
R. WYLIE	30 $\frac{1}{2}$	W. PARKIN	11	L. VANDERMEER	8
P. JUKES	25 $\frac{1}{2}$	D. O'CARROLL	11	M. BOYLE	8
P. SHANKS	25	R. BROWNE	10	G. CRAWFORD	8
D. BONE	25	B. SAMPLE	10	M. JONES	8
J. KILMARTIN	17	V. SMITH	10	M. BOYLE	7
B. NICHOLL	16 $\frac{1}{2}$	D. McCRAE	9	D. GULLAND	7
P. LEVET	16	P. BATTEN	9	M. KING	7
R. WILSON	16	M. COX	9	W. PAINTER	7
R. MILLEN	15	G. ADDIS	9	P. BOYER	7
D. CROSS	13	A. ISBEY	9	M. TREE	7
		M. HIESTAND	9		

## 6 POINTS:

G. NICHOLLS, B. CORK, N. FAVA, W. WYMER, C. HENRY, T. THOMPSON, S. McHUGH, C. HUMPHREY, J. GREENWELL.

## 5 POINTS:

C. TURNER, P. JAMES, C. HOULTRAM, R. COOK, D. SIMPSON, M. MARSHALL, P. BATEMAN, R. INNES, M. PARSONS, R. VISKOVICH, L. FRASER-JONES, D. OLIVER, B. RILEY, D. BREMNER, J. HATTON, M. HARFORD, A. JEFFERIES, J. PERKINS, T. TAPPER, R. JORDAN, B. PLATT, M. MILES, R. WHITING, W. BLAKEMORE, R. ROBINSON, K. VINCENT, M. SOAMES, B. PATRICK, S. MILLEN.

## 4 POINTS:

R. LISTER, M. CARLSEN, J. POWER, N. SILCOCK, T. ROBERTS, R. CLARK, R. SWINBURNE, J. RIDDELL, S. WARD, C. REID, R. RATTENBURY, B. FOWLER, R. BAILEY, R. DUIRS, I. ZONICH, G. MCGREGOR, R. STONE, G. SUTHERLAND, J. WATSON, C. CRAWFORD, G. MORRIS, K. STRAHAN, W. BOWERS, S. MATHIESON,

## 3 POINTS:

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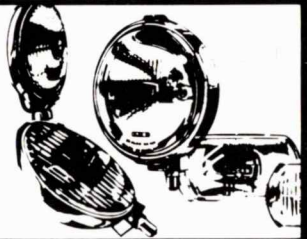
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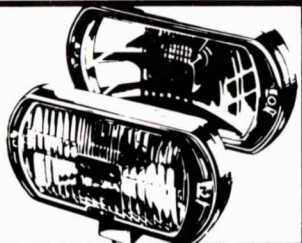


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