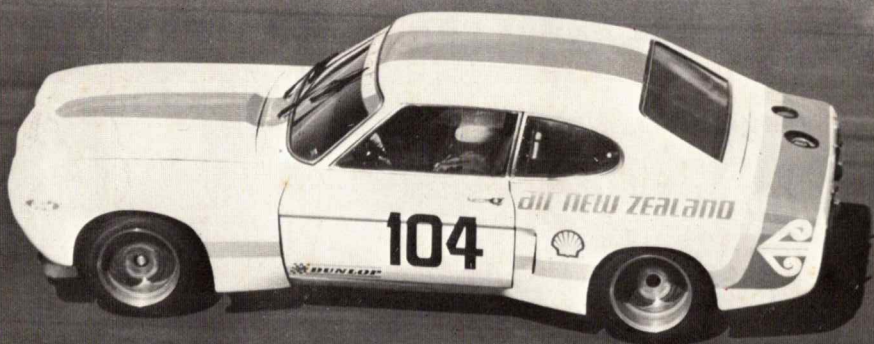


FEBRUARY 1974



BULLETIN



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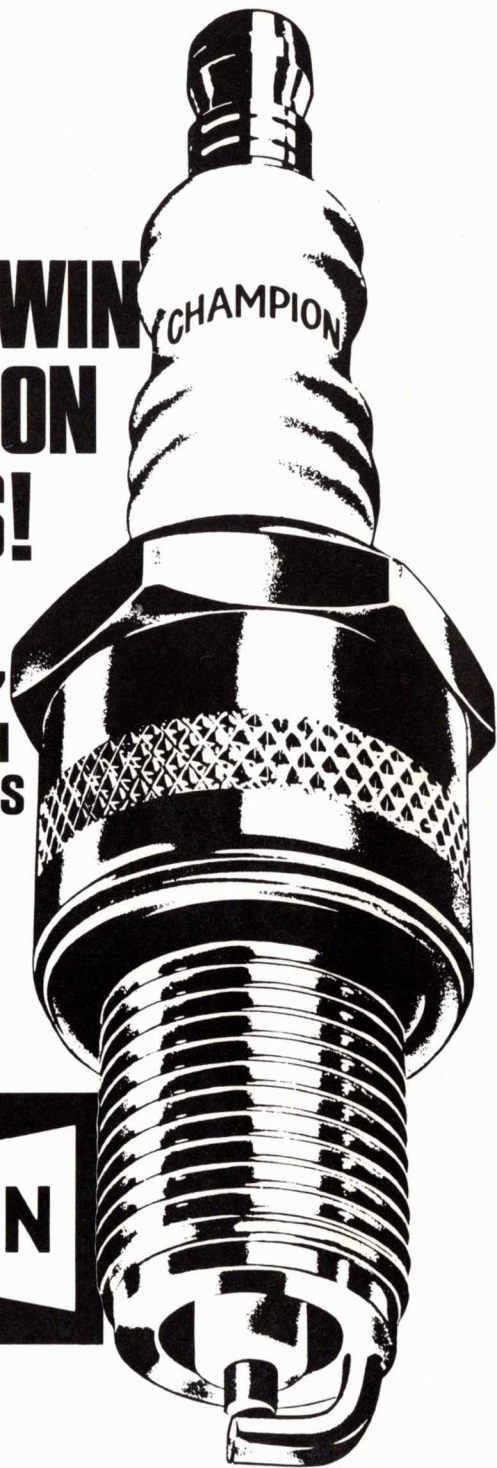
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— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland:

CLUB OFFICERS

President:

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

Vice-Presidents:

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

Secretary and Treasurer:

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

Executive:

B. J. Hamilton, E. G. Mallard,
J. T. Molloy, I. L. Ivers, D.H. Bell
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:

R.R. White, phone 674-037
1 Addison St, Blockhouse Bay

Chairmen of Sub-Committees:

Club House: P. Schenker, 674-544.

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

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

Speed: G. L. Spear, 75-180 (Bus.)
888-811 (Pvt) W. Ferris, phone 674-071.

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. (Evgvs)

Security Officer:

H. G. Southee, phone 607-682.

Custodian:

W. Ferris, phone 674-071.



CLUB MEMBER, DAVID OXTON, FIRST NEW ZEALANDER IN THE PETER STUYVESANT \$100,000 CHAMPIONSHIP AIR NEW ZEALAND INTERNATIONAL RACE AT PUKEKOHE ON THE 12TH JANUARY 1974.

COVER PHOTO CLUB MEMBER, PAUL FAHEY, SUPERFORD CAPRI, 'FLYS' DOWN PIT STRAIGHT AT THE PETER STUYVESANT \$100,000 INTERNATIONAL MEETING AT PUKEKOHE 11TH-12TH JANUARY.

PHOTOS - JACK INWOOD

COMING EVENTS



**CLOSED
CLUB**

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.
Sunday Evenings	4.00 - 10.30 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 FEBRUARY - SUNDAY - SOCIAL/DANCE EVENING:

The 'Royal Male' band, which is the resident group at the Intercontinental Hotel will play through till 10.00 p.m. 50 cents cover charge after 6.00 p.m. Meals or snacks available from the Pit Stop Bistro Bar. Tidy casual dress. (DEFINITELY NO JEANS). Come early, these Sunday dance dates are very popular.

10TH FEBRUARY - SUNDAY - GYMKHANA:

This event is a combined Auckland Car Club - Pukekohe Car Club event, the venue for which will be Ridge Road, Pokeno. (Watch for signposting). Entries from 9.00 - 10.00 a.m. with no late entries accepted after 10.00. Points for the Sandringham Tyre Service Shield for Auckland Car Club members.

13TH FEBRUARY - WEDNESDAY - MID WEEK TRIAL:

Starts 6.00 p.m. at the Clubrooms. Sealed clock required but no maps. The trial is approximately 2 hours duration with very few checks. The Bistro Bar will be open for meals and snacks after the event.

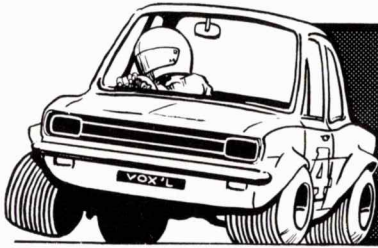
TRIALS INSTRUCTION EVENING - The first of these will be held in March with further information on these evenings being published in next month's Bulletin.

21ST FEBRUARY - THURSDAY - CLUB NIGHT AND FILM EVENING:

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

27TH FEBRUARY - WEDNESDAY - SPECIAL GENERAL MEETING:

This meeting will be held in the Clubrooms at 8.00 p.m. to discuss various rule changes and it is to members' advantage to attend.



OPEN & INVITATION

3RD MARCH - SUNDAY - HILLCLIMB: Auckland Car Club

Chamberlain Road, Bombay. (Event signposted from Great South Road). Entries accepted on the day between 9.00 a.m. and 10.15 a.m. Saloon Classes : 0 - 1000 c.c., 1001 - 1300 c.c., 1301 - 1600 c.c., 1601 - 2500 c.c., 2501 c.c. and over, plus sports car class, single seater class. Competition licence required, also approved safety helmet overalls, fire extinguisher, etc. Club miniatures for first in each class. Certificates for second and third. Marshals etc. required. Please phone Bob White 674-037. Counts for interclub Bardahl Series.

10TH MARCH - SUNDAY - NATIONAL MOTOR RACE MEETING - PUKEKOHE

Intended programme includes Bank of New South Wales Championship, Castrol GTX and Sports Car Championship Rounds. Application for Supplementary Regulations and Entry Forms should be made to the Northern Sports Car Club, P.O. Box 3693, Auckland.

16TH MARCH - SATURDAY - NATIONAL MOTOR RACE MEETING - LEVIN

Intended programme includes Bank of New South Wales, GTX and Formula Ford Championship Rounds. Enquiries should be directed to Levin Motor Racing Circuit Ltd, P.O. Box 989, Palmerston North.

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

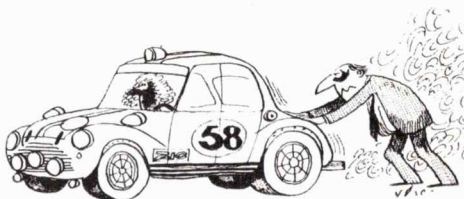
Rods are balanced end for end. This means all big ends or little ends are same weight. This is essential.

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

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

Night Trial

25th November



On collecting our A.S.R.'s and completing documentation we left for Section One (a).

The first check arrived on a go left, a small track lead us on to the main road which attracted several peoples' attention thus causing them to drop a check. "Stay on this road until going right at KELLY ROAD" fooled many people when they arrived at an intersection where the road they were on, i.e. Broomfield Road - went acute left. Thus by staying on this road and going acute left one came across a u-turn. The unwary went right at the WHITFORD SUPERMARKET sign, not seeing the additional lettering on the sign.

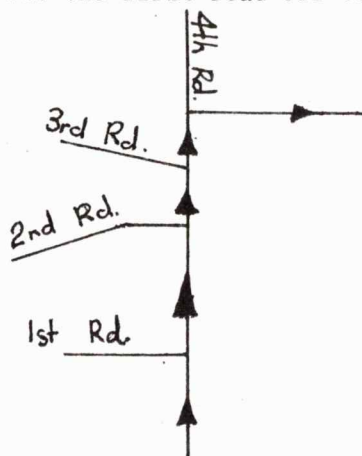
At the end of Section (a), which took us from the Clubrooms through Panmure, Pakuranga, Otara and Whitford, competitors arrived at the first manned check, namely Des and Margaret Bell in a Datsun 1200SSS.

Section B proved fairly interesting, keeping navigators awake with several traps. The first of these was "Go right at MANUREWA 13Km" as the "km" was not in capitals it was not part of the sign we were looking for - thus a u-turn check.

After a bit of sideways action down West Road we came across an incorrectly spelt TAKANINI sign and continued on to collect another check. "Pass four roads on your left" proved nasty. Travelling along the main road one passed three roads but the first road off to the right was to be taken so as to make the road ahead of you the fourth road (as per diagram opposite). After a bit of "curry" around Flat Bush we came across Ken Sleath checking up some bumpy clay road just off Waiouru Road.

A straight forward run back to the Clubrooms saw the end of a good trial with Phil and Peter Jukes taking the chequers with Steve Hamilton and crew in number two slot. Thanks to Plotter, Williard Martin and helpers, Bob Williams and Des Bell, for a well organised trial to end the 1973 year.

STRETCH



RESULTS ON PAGE 26.

 **DUNLOP**

SHOUTS & murmurs



. . . . The fuel crisis has taken it's toll of motorsport in New Zealand over the past couple of months with all Clubs being affected to a greater or lesser degree. It should be remembered, however, that as affiliated clubs we should give support to our governing body M.A.N.Z. in it's decision to curtail events. Motorsport's public image was on the line when M.A.N.Z. Executive made their decision. Not carefully that we do not say "when Ron Frost made his decision". A lot of ill-informed people have written and spoken as if Ron Frost made the decision alone. There was, in fact, a full M.A.N.Z. Executive meeting held in Auckland (Keith Douglas of Invercargill being the only absentee) before the decision was reached. The most puerile comment on the subject seen so far appears in Formula Vee's December/January Newsletter. Whoever wrote it owes Ron Frost a sincere apology.

. . . . Jim Boyd has generously donated a trophy to the Club for sports car competition. This trophy will be awarded to the most successful driver of an under 2 litre sports car at Club Circuit meetings during the current racing season.

. . . . Congratulations to the following members who were visited by the stork over the Christmas/New Year season -

Bob and Lynn White	- a daughter
Norm and Jo Harvey	- a son
Wayne and Dale Painter	- a son
Harley and Margaret Arthur	- a son

. . . . The following is an extract from a report given by the Acting Chief Steward to M.A.N.Z. Executive, regarding trials.

"I am very concerned with the increasing difficulty of stewarding Trials. Appendix T is becoming so extensive and complex that it is difficult for Stewards to be able to make sound decisions based on the facts of each case and the rules under which Trials are run. Stewards are being called on to make rulings based on "Current Trials Practice", but I believe Stewards must make only factual decisions and most certainly higher judiciaries in the sport will consider only facts and rules. In any case much of this "Current Trials Practice" is regional only and varies from one region to another. An added difficulty is that with so many rules even the most competent plotters and checkers are hard pressed to ensure that route instructions comply with Appendix T in every individual situation, and this in itself leads to protests and additional problems for Stewards. We are reaching the point where some Stewards are becoming reluctant to act on major trials."

. . . Well known race commentator and Bulletin contributor, Don Hadfield was married to Barbara Parkin at Papakura on Friday, 14th December. We offer sincere best wishes to them both.

. . . The Clubrooms will not be open every Saturday night in future but Socials, of course, will still be held regularly.

. . . One of the Club stopwatches has not been returned to stock. If you have it please return it to Club Captain, Ron Brown.

. . . At the time of going to press we understand that M.A.N.Z. was to review the position regarding the limitation of motor-sport towards the end of January. The present limit runs until 1st March next. Whether or not this will be extended depends on the outcome of the Government's attitude and the petrol situation.



THREE NEW WEBER 42 DCOE Carburettors. Best Offer?
Also Vauxhall 3.3 triple DCOE Inlet Manifolds \$35.

Phone Peter Clemons - 662-097 (Bus) or
695-046 (after hours)

.....

MINI 1960-1963 GEARBOX, Baulk Ring Synchro, factory conversion kit. (Mainshaft, gears, input shaft etc) New, cheap \$60. One Pair 1 $\frac{1}{4}$ " SU H.S.2 Carburettors (new) as fitted MG 1100, Midget, Cooper, etc. New price \$59. Will sell for \$40. Can supply manifold if required.

Phone 678-739 (Private)

.....

1 NIKKI CARBON MANIFOLD to suit Morris Minor, A35, Mini, etc. - \$40. 4 Brabham 13" Mag. Wheels - 2 8" wide, 2 6 $\frac{1}{2}$ " wide - \$65 for the four. 4 13" steel wheels to suit Minor, A35 etc., half used tyres on rims - Offers?

Crown wheel and pinion 3.9:1 - unused. Offers?

Contact Des Bell - 568-881 (Home) or
592-185 (Business)

.....



GYMKHANA

HAMILTON C. C. v AUCKLAND C. C.

2nd December



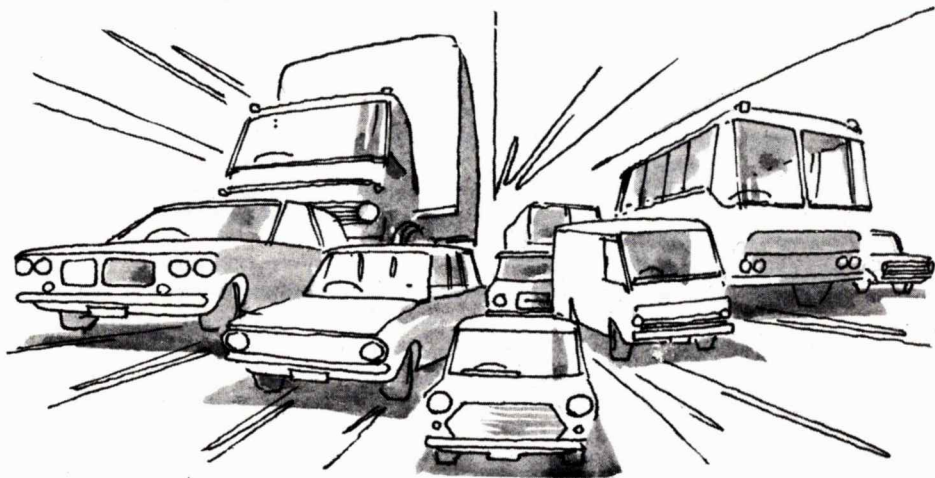
Way back in the bad ole days our two clubs used to fight like hell at conferences and everywhere else possible until some enlightened gentlemen had their loo collapse around them. Being burdened with an oval seat and a chain they decided to put them to good use and they were suitably inscribed and the chain became a victor's laurel and the seat became 'The Defend-her Shield' for the losers. Originally these highly prized and detested trophies were won by a football match which from descriptions I have heard must have outdone the All Black matches from the rope ins in some of the teams. These days, as such sterling footballers as Tiger Rankin, Slippery Speedy, All Black Mallard, have retired to the more genteele sport, the trophies are contested by a gymkhana.

This year fourteen of our brave souls ventured to the sealed showgrounds at Claudelands, Hamilton, to do battle with nineteen Hamiltonians, one of whom was even driving a single seater. Five tests were held, each competitor having two attempts at each and the top ten times of each club all being totalled to give a grand total whereby it was found, despite the leadership of Ron Brown, the waste of petrol, the extraordinary attempts of everyone to make sure their tyres were round by much spinning on the start line, Auckland lost. From the times listed below it will be seen just how hard our boys were trying. The times shown are aggregate times.

1st	J. Perry	Mazda	Hamilton	107.7
2nd	P. Johnston	M.E.R.	Hamilton	108.1
3rd	R. Aitken	Mini	Hamilton	109.6
4th	J. Crombie	Mini	Auckland	110.2
5th	B. Platt	Holden	Auckland	110.5
6th	B. Payne	Ford	Hamilton	111.3
7th	K. Brown	Viva	Hamilton	111.4
8th	S. Hamilton	Mini	Auckland	111.6
9th	G. Meekings	Mini	Hamilton	113.2
10th	P. Capstick	Corolla	Hamilton	114.2
11th	P. List	Viva	Auckland	114.4
12th	S. Hill	Escort	Auckland	115.2
15th	B. Kirk-Burnand	Escort	Auckland	116.8
17th	D. Johnston	Datsun	Auckland	118.8
19th=	G. Hill	Holden	Auckland	119.8
19th=	J. Perkins	Renault	Auckland	119.8
22nd=	J. Riddell	Viva	Auckland	121.7
27th	D. O'Carroll	Holden	Auckland	122.4
28th	J. Rhodens	Viva	Auckland	123.1
30th	S. Ward	Toyota	Auckland	124.3
31st	J. Busch	Austin	Auckland	124.7

Haere Tonu mai **R**OMINION *Rental cars*

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TAUPO: 117-125 Tongariro Street, Phone 991

WELLINGTON: Waterloo Quay, Phone 44-133

BLenheim: Main Street, Phone 89-156

CHRISTCHURCH: 250 Durham Street, Phone 60-072

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



Haere Tonu mai
ROMINION
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Branches throughout New Zealand

After the tyre scrubbing was over we were led by a certain green clubman (whose owner is also a Hamilton member) to the Hamilton Car Club Clubrooms. Not only did we all get lost but we lost the boat-race also. On the way back via Crombie's short cut we had two stops. Busch's throttle stuck wide open around a metalled corner, and Hamilton was overtaken by one of his own wheels and came gently to rest right outside a farmer's gate, the farmer being an old friend, Peter Boyes, last year's Hamilton Captain. However, altogether it was a thoroughly enjoyable day but we have sworn revenge.

THE WHEEL SPINNER

 TYRES **DUNLOP** RETREADS



EUROPEAN RALLY SCENE

Despite being threatened by blizzards, the fuel crises and even landslides, the final round of the World Rally Championship, the Tour de Corse, went ahead as planned and as expected the works Alpine-Renaults walked away with the event coming home first, second, third and fifth. The Alpine domination was broken by the Ford France entry of Guy Chasseuil who came fourth. The rally winner was Jean-Pierre Nicolas and second place went to Jean-Francois Piot.

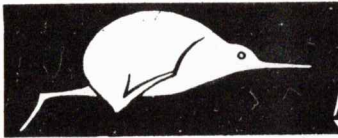
A somewhat depleted field of only 50 cars started the main event (there being a national event run alongside) and neither Fiat nor a strong French Porsche team made it to the island. The teams that were there included Alpine, Opel, Ford France and a team from Audi-NSU France, one of whose Audi 80s finished tenth overall.

Nicolas led the rally virtually from start to finish and his team mate Piot was placed second for most of the event, while Chasseuil lost third place to Therier after hitting a bridge parapet towards the end of the first leg and then losing two minutes on a stage mid-way through the second leg.

The final results were based on only 13 stages, with a landslide cancelling one of the first leg stages and a severe blizzard resulting in the first half of the second leg becoming impassable. The freak weather brought the bare minimum of snow equipment and, whilst those who were near home could rush in supplies of studs, Ford, who were relying on Boreham support, were badly hit.

An experieimental A310 Alpine for Darniche with the modified suspension and fuel injection retired when the suspension collapsed. Of the 50 starters only 18 finished.

TULIPEN



PETER BRUIN & McLAREN RACING

In March 1972 Phillip Sharp, Kevin Stone and I left for England where Phillip and I were to work for McLaren Cars, thanks to Kevin's brother, Jim, who arranged the job there and a F3 mechanic's job for Kevin, looking after Russel Woods' March. For the first few weeks Phillip and I worked in the workshop fabricating components for the third M19 which was then being built. We were fortunate to have arrived at the right time early in the season when there are positions to be filled in the teams and we were put on the F1.

My first outing was to go to a really cold day's testing at Silverstone, and then a few days later I was off to Spain with Ian Griffiths with whom I worked with most of the year looking after the spare car M19 A1, which was usually towed in a trailer behind our Econoline van, an American van powered by a 289 C.I. and had automatic transmission, equipped with three aircraft seats behind, and usually carried four people. The Ford transporter usually carried the other two cars and



spares and sometimes had the third car crammed in on long hauls. After the Spanish G.P. it was taken up to Oulton Park for the Gold Cup Race which Denny won. It was in this car that Jody

had his first F1 drive at a test day at Silverstone and had his first race in it at Watkins Glen where he lay fourth most of the race till he spun off during a shower of rain but still managed to finish 9th. During the year we tested many different things such as Tyrell type noses again, different positions of radiators, remounted oil coolers, wing mount positions, dozens of different tyre compounds and constructions.

The winter in between the 1972-73 season was spent building the M23. The monocoques are built at the back shop as it is called, by two men, with the assistance of maybe another two who half make small fiddly panels from the drawings made by the draftsman. To build a monocoque for one of these cars takes



Denny SUPER BEAR and Peter BRUIN

about six weeks, by far the most time of any car built at McLarens because of the deformable type construction. But after the Silverstone accident it certainly proved its worth, being rammed directly in the side without injury to Jody. There wouldn't have been many F1 cars that would have taken such a hit and still be dead square; being able to fit back in the jig and the car is right on the minimum weight. Most of the rest of the cars' components such as wishbones, beams and dozens of brackets and stays are all made by us, the mechanics. All the welding at McLarens is done by Argon-Arc and only the best of materials are used. Virtually every component of the car is built there although a lot of machining is sent out to save time, so this makes it the best equipped race shop in Britain. I certainly really enjoyed working with such good facilities and learnt a lot of good techniques and methods on how to make bits and pieces.

There were three Kiwis working on the F1 last year, Phillip Sharp, Kevin Stone and I, and there are many more back in Colnbrook. Jim Murdoch worked there most of last winter. The Engine Shop used to be under the same roof till Nicholson-McLaren was formed mid last year. They then moved into a new building at the other end of the runway at Heathrow Airport where they build some of the best engines in the business under the watchful eye of John Stenson from Pukekohe who is the foreman, and Tom Hooker who is the next in line. Tom is from Hamilton.

As you all know we had a very succesful season with our wins in Sweden, the British Grand Prix and Canadian Grand Prix.

After the British Grand Prix I went to the States to help out the U.S.A.C. team. My first meeting there was the 200 mile race at Milwaukee, a famous beer make town in the U.S. Johnny Rutherford was our driver who ran the whole USAC trail and is joined by Peter Revson (who is not a member of the Revlon cosmetic empire as Mr Norman Harvey and so many others say) for the 500 mile races of which Ontario was the last, and next for us. A four day drive for us from Detroit based McLaren Engines, all the way down Route 66 to California, stopping off on the way down at Indy, certainly a very impressive place. We found this to be exactly the same as Ontario although Ontario has a much wider front straightaway and pit lane, and this is where all the trouble is at Indy because they just haven't room to make the track wider but they are doing a lot of alterations. The Ontario complex must be the greatest in the world, the grandstand, timing and lap-scoring, bar, etc., is fantastic! I watched one of the 100 mile heats they had the week before the 500 from the bar where you can see everything perfectly - pit stops, everything, with a bar at hand. The next heat was won by Johnny Rutherford to give Team McLaren their first USAC victory after four years of trying. During the races my job was the rear quick lift but I never performed this operation as it was either a short race or, as at Ontario, within half an hour both cars had retired due to Rutherford hitting the wall in turn 4 and Revson's engine dropped a valve.

Our next meeting was Michigan 250, run in 2 heats which we won. All pit crews have to wear full Nomex gear just like the drivers as there have been so many pit fires with crew being burnt. I really enjoyed the USAC races I was at, there being plenty of action, with cars coming in and out all the time for fuel and tyre stops. Another thing I found quite exciting was qualifying, where the old chief mechanic dialled in the horse power by screwing in the blow off valve on the Turbo Charger. Revson was the fastest qualifier at Ontario and was the only one to average over 200 mph and said it was a hairy old three laps.

While I was in the States I saw two USAC Midget Meetings which were at the same time and in the same area as Milwaukee. They were really fantastic meetings with long 60m feature races. Also saw three hairy sprint car races, 2 USAC meetings on $\frac{1}{2}$ mile paved ovals and one C.R.A. meeting at Ascot in California. These cars are really something and even more so are the Dirt Championship cars I saw at the 1 mile Indiana State Fairgrounds, one of the three meetings for these cars, which are quite fantastic and powered by the 4.2 litre unblown Ford V8 which really scream on the old 255 C.I. Offy and a few Chevy powered. Most of the regular and running winners were Al Unser, Foyt, Andretti, Bettenhauser, Vukovich, Rutherford and Kenyon. There were about 35 cars for twenty-two starting positions.

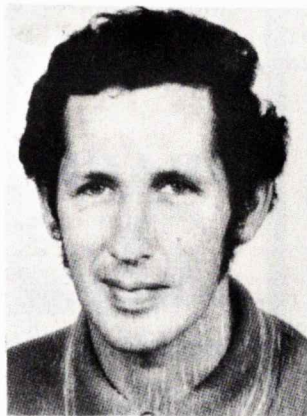
After my spell with the USAC team I went back to the Canadian and U.S. Grand Prix after which I returned back to good old New Zealand. One other event which really sticks in my mind was the 1972 Speedway World final at Wembley with

about 100,000 people all in the Stadium. Ivan Mauger was the eventual winner. The tension for these riders must be terrific as it is not won in one race but in five races where they compete with different competitors every time and then Ivan had to have a run off with Bert Revsson to capture the title; a really great and exciting night and something I am really glad to have seen.

PETER BRUIN

 **TYRES DUNLOP RETREADS**

Graham Spear reports



The Peter Stuyvesant \$100,000 Meeting at Pukekohe on the 11th and 12th January presented some mighty racing and this meeting appeared to run without a hitch although the two hour lunch break was a little on the large side with nothing to occupy spectators' time. This large lunch break allowed several youths on the hillstand to stage a beer can and beer bottle war which helped keep other spectators amused during the lunch interval. Most spectators who attended this meeting brought their lunches with them and would normally have eaten during the races or when a particular type of race that did not interest them was being run.

The weather was good for this meeting but rain arrived right at the end during the last race and this meant that any after-race happenings did not take place and most of the competitors and keen followers went to the Northern Sports Car Club Clubrooms and I feel that the Auckland Car Club should be ready for next year's event and make sure that it opens on the night of race day as this type of after-race social activity can only do good for Car Clubs.

The speed car we sponsor, driven by Auckland Car Club member Warwick McKenzie, has been performing particularly well and has won several of the feature races against top locals, Barry Butterworth and Trevor Morris, as well as top Americans, Mel Kenyon and Hank Butcher, and top Australians, George Tattnell and Ronald Mackay. The promoters don't seem to take much notice of us and still plug several drivers who have yet to win a major race this season or in some cases have yet to win this season and in one case we were asked not to race in a 20 lap event, even though we beat all top overseas and local stars the previous week in the feature race. The promoters reasoning appears to be that only the people they promote are allowed to win and I think this reasoning a little idiotic and beyond any reasonable thinking. With a few more major race wins up

our sleeve they must surely acknowledge our existence.

I have always found promoters in all other forms of motorsport to be reasonably fair and have noticed that they tend to promote successful competitors. It is a shame that these outlooks are not shared by the speedway promoters. I have put a lot of work into the car this year as has the owner, Warwick McKenzie, and I have done this work to gain advertising and the promoter's outlook is beginning to be very annoying and I think extremely unfair. I think I am one of the few sponsors who takes an active part in running the car as the motor is my department and with the normal pit work required on checking this and keeping it running reliably I cannot see a great deal of the other races and as I pay \$2.00 a night to work on the car, this is also a little annoying.

GRAHAM SPEAR

TRACKSIDE



. . . The Savoy Hotel in London has hosted many glittering functions in its time, but few more dazzling than the Ford Motor Company's banquet in honour of the retiring World Champion Jackie Stewart. Four hundred guests were selected by Stewart, Her Royal Highness Princess Anne and Captain Mark Phillips topping the list; also present were the Duke and Duchess of Kent, the Aga Khan, and many personal friends such as Sean Connery and Gunther Sachs.

Speeches were personal, and witty. Ken Tyrrell made the main presentation of the evening, saying that he wanted to give Jackie a souvenir of their association to which everyone in the team had contributed. The gift was the Tyrrell 003 Formula 1 car in which Jackie won his 1971 World Championship a car which has chalked up more Grand Prix victories than any other in racing history. It was a car which, said Tyrrell, Jackie Stewart had first driven and then described as "a heap of junk"! Stewart said that he would keep the car in Scotland, and would give it to his sons.

Later in the evening Jackie handed his Princess Grace Trophy, won in the 1974 Monaco Grand Prix - his 25th GP victory - to Keith Duckworth in recognition of the engine designer's contribution to the effort. Then he handed his trophy from the 1973 Dutch Grand Prix - his record breaking 26th win - to Ford's Walter Hayes. And Hayes then gave to Jackie the DFV installed in the Tyrrell 003!

The tributes went on and on. It was a fitting farewell to the active career of one of Britain's greatest sports personalities.



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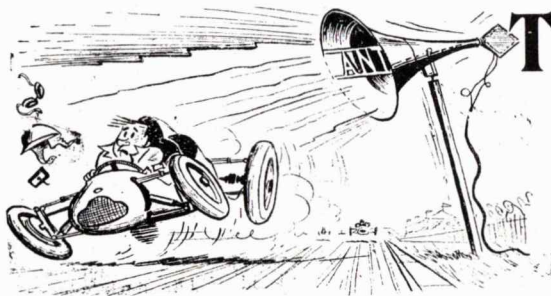
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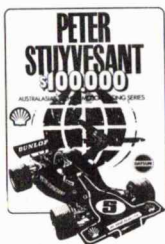
THE MOTOR RACING SCENE

by Don Hadfield

The 30th December saw the second to last round of the Black & Decker Championship. Another visit from Alan Moffat, this time not so successful for Alan but a good first one for Richards in the Sidchrome Mustang. Formula Ford was furious and close as usual, and all in all the racing at Bay Park was its normal exciting self. One of the notable features of course is the increasing amount of body damage that is happening to cars, particularly in GTX Saloons.

Reg Cook came out the surprising winner from Bay Park in the second to last round of the Black & Decker when Dexter Dunlop looked like having the race wrapped up, when a piece of packing from behind the seat blocked the air intake to the carburetors and eventually slowed him down, in the end causing quite a considerable amount of damage to the car. Oxton who didn't practice, having just fitted a new engine with fuel injection started from the back of the Grid but got himself involved in a tangle which put out Robertson, and Pedersen's Hi Fi McLaren after a return to racing for the first time since his bad shunt at Timaru. Yet another miserable race and there were very few runners left at the end, but the interest was certainly whether or not anyone was going to catch Dunlop, and when they did would Oxton improve and Oxton had squashed his exhaust system in the process which put paid to his victory as well. So Reg Cook a most surprised very flushed winner in this second to last round.

The last round of the Black & Decker Championship was held on the Practice Day prior to the first of the Peter Stuyvesant International series, and I would at this point comment that but for the Australians and New Zealander's in the Peter Stuyvesant series this year there were only two internationals, Peter Gethin and Teddy Pilette, not counting McRae of course. So the series was fairly wide open, it looked like almost anybody could start making their impression in the Peter Stuyvesant series, be it an international driver, New Zealander, or Australian and as it turned out that is the way it went at Levin which of course as I said was the first round of the Peter Stuyvesant. The last round of the Black & Decker went to Oxton, although Alan McCully actually won the second heat when Oxton went off due to a sticking throttle slide and McCully a very vastly improved driver in his FM5 PDL car was always there not too far away as he had shown in the South Island that he could challenge Oxton and maybe win. Ken Smith's magnificent little 2 litre March had arrived and had too put in tremendous



PETER STUYVESANT \$100,000
INTERNATIONAL
 PUKEKOHE 11th-12th Jan. 1974



PHOTOS...
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PETER GETHIN OBLIGING A KEEN YOUNG FAN.



PAUL FAHEY AT A PRESS CONFERENCE.



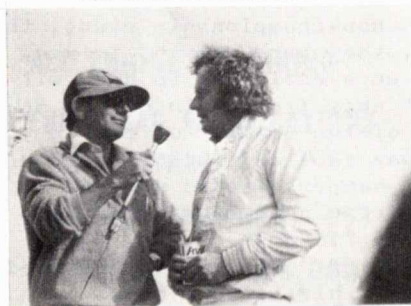
HUNTER McNICHOLL (AIR NEW ZEALAND) CHATS WITH KEN SMITH.



GARRY PEDERSEN AND DAUGHTER, LOUISE.



DAVE McMILLAN WITH CHIEF MECHANIC, CAROL.



COURSE COMMENTATOR, DON HAFIELD, ON THE JOB.



DAVID OXTON TRIES SNOOPY'S HELMET.

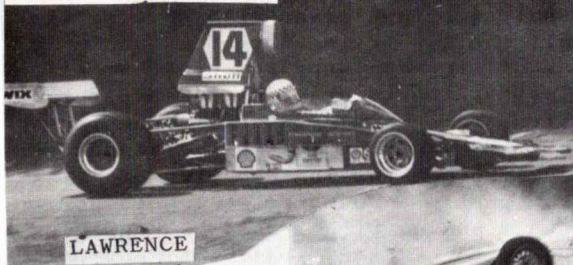
practice times and looked like another one that would be hard to stop but the final B. & D. race for him was not his most successful race.

The following day, Sunday, saw the first Peter Stuyvesant race, and a mighty race it was, in fact the racing at Levin that weekend was tremendous. McRae disappeared from the others at high speed and certainly looked like never being headed when his car had oil pressure failure. One after the other through either tyres or spins or various little problems here and there the basic opposition either dropped out, fell behind and tried to regain the position. Ken Smith drove a magnificent race and looked fairly much like being a major threat till he himself lost almost a lap in a spin at Cabbage Tree. So it was Johnny Walker from Australia who won the first Peter Stuyvesant round but right behind him less than a car length away was Alan McCully who drove a magnificent race and tried every way he knew how to get around Walker in the dying stages of the race, in fact the race itself was highlighted for this type of battle which went on throughout the whole event and so much happened it was tremendously hard to follow. At the end of the event an actual result was a little hard to pin down because it was certainly a difficult circuit to keep tabs on an 84 lap race with this number of competitors, but it turned out that Gethin wasn't first as a lot of people had believed. Walker got it from McCully then Max Stewart who had a puncture and came back into third place, followed then by Peter Gethin and the miraculous Ken Smith was next.

The best saloon car race you have ever seen also took place, Fahey airing the new Superford Cologne Capri and was certainly the star of the race and should have won it at a cake walk but a couple of adventures off the circuit put back into the race what it needed which was the drama of Fahey forcing his way past Coppins drove like a man possessed and probably put on his best performance we have seen in a long day, but no way was he able to get around Dawson. Richards in the meantime had got a boomer of a start and he was holding control of the race when Fahey went round both Coppins and Dawson to come to grips with Richards and on the last corner on the last lap heading for the flag Richards lead looked a little bit in doubt, but he managed to hold Fahey back by slowing down while lapping a back marker and just pipped him across the line. It seemed notable at the time that Saloon car racing like this hasn't been seen for a long time and this was a non-championship event, the drivers weren't driving for points, they were driving to win. A record crowd of 12,000 for Levin were estimated to have witnessed the race, and those who went away from Levin on the 5th and 6th January could not complain of the quality of racing they saw. The Castrol GTX racing was fast and furious, Formula Fiat being particularly so, the big bangers lacked numbers, Richards again being pretty much supreme and Group III, the Datsun 1600 battle still goes on with Flashman, Petch, Wayne Jones and all the other company involved. The vastly improved driver in this lot was Ray Williams in his Datsun 1600.

The field moved north for the following weekend's international round at Pukekohe, being round two of the Peter Stuyvesant, the Air New Zealand International Race. Several races

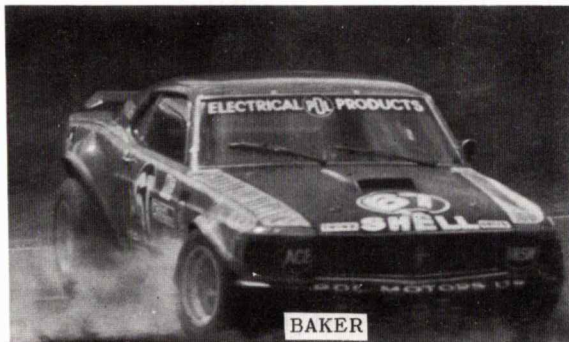
PIX - PETER LEVELT



LAWRENCE



McMILLAN



BAKER



DAWSON

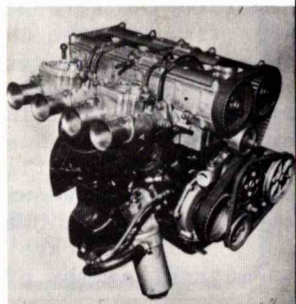


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of the day were rather spoilt by collisions at the start. The Formula Fords were their usual exciting selves with Dave McMillan having a mighty battle all the way trying to get around a very reluctant Peter Hughes. A man who surprised even himself was Peter Lissiuk who set fastest lap in practice for the Formula Fords and was leading the first race when he went off the island and was out of the event, but he convincingly won the second heat. McMillan never looked like getting in the swing of things when in the first heat he couldn't get round Peter Hughes and finally managed to outdrive him and go right round him coming through the chicane at Rothmans to win the first heat, but in the second heat no way could he get past. Grant Walker got around him and set off in pursuit of Lissiuk but throughout McMillan was stuck in behind Hughes and there was nothing he could do about it.

Off the grid in the big saloon car race the Bank of New South Wales Championship for up to 6 litre cars the flag went down, Richards got away to a good start and Dawson as well, Coppins got probably the best start of all but coming up the inside of the track up the pit road even he went inside Baker and Baker apparently didn't see him, there was a collision and Baker's car spun backwards across the track, the unfortunate Riley got involved in it as well and several cars were put out of the race from the word go. Baker was out of contention at that point and Riley was right back, with Coppins out of the race. Then there was a mighty struggle with Dawson and Richards, Dawson getting by and then finally finishing up on the infield grass at Castrol with two very flat tyres right off the rims in the dying stages of the race, so what could have been a very good saloon car race finished up being a little mediocre, but no doubt about it, Richards drove well setting a new circuit record at the same time in the Sidchrome Mustang. This made two straight wins in a row and obviously getting on form after a lot of time and effort, we wish this combination a great deal of luck. Fahey ran the race with a flat front tyre which wrecked a rim and a tyre and even wore the Dunlop sign off the side of the casing, so he wasn't the competition that we expected, particularly after his tremendous showing at Bay Park and Levin - particularly Levin.

Then came the main race of the day and again McRae disappeared from view and motored away at about $1\frac{1}{2}$ seconds per lap, not looking like have any opposition at all. Gethin drove as hard as he could and he admitted himself at the end of the race that he could go no faster, but no way could he catch McRae. Then into the Pits McRae went with a broken spoiler strut. The three times Tasman Champion cannot afford to give away points on any more of these races, the next round being at Wigram (Stop Press : and has just been won by John McCormack - McRae again retiring when well in the lead). The McRae GM2 is a magnificent car and the Champ has lost none of his touch; it could be that he is having a little bit of trouble with mechanics at this point. Anyway, we wish him luck, for he certainly has an uphill battle to win any Championship four times in a row.

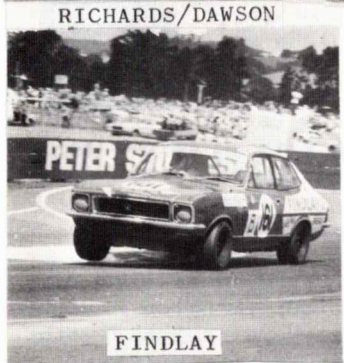
Well the race itself was not a bad one but not in the same street as the event at Levin for pure drama, but Peter



RICHARDS/DAWSON



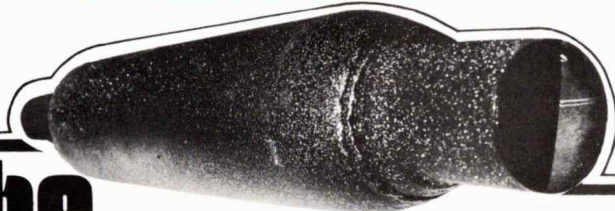
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Gethin drove a good sound solid race and though not lapping anything as quick as McRae, McRae in actual fact set a new record for this curcuit of 61.6, the old one being 63.5, Gethin recorded a 63.2 and McCormack a 63.9 but the highlight of the race amongst the tailenders of the race was the way Oxton caught up with McCormack and the Black & Decker Champion, now showing great improvement wil a full season's racing behind him, both overseas and on the New Zealand circuits, closed up and got right in behind, but as happened last year with Rollinson and the year before with Lawrence, there was no way past as McCormack had too much grunt out of the corners, and safely kept his car in the middle of the track. John McCormack drove a sound safe second, with a fine third to David Oxton, also being first New Zealander home, and Oxton now would hold a reasonable number of points in the Peter Stuyvesant Championship. Teddy Pilette was fourth, Max Stewart 5th and an improving, but still very sick, Warwick Brown in 6th. So Peter Gethin left the second round of the Peter Stuyvesant Championship with 12 points to his credit and leading the Championship from Walker with nine. It would be nice to see an Australian win the International Championship here because as yet an Australian driver has not won the Tasman Cup. Alan McCully showing the benefit of his Black & Decker performance is now running third equal with six points with Max Stewart and John McCormack, David Oxton next with four points, Teddy Pilette with three, Warwick Brown with two and Ken Smith also with two at the time of writing this article.

And that basically rounds up the International scene at this point as the field moves South and I myself will take a bit of a rest from Motor Sport to wait and see what happens when the fuel crisis is either sorted or organised one way or another.

DON HADFIELD

It's time you let the cat out



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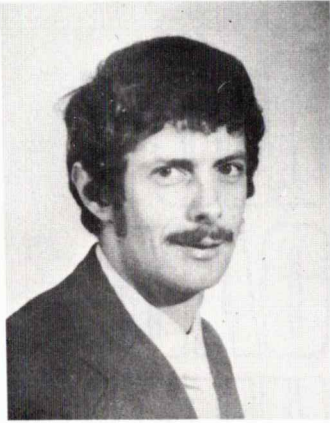
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My Most Memorable Car

DAVID SIMPSON

"That's not a saloon car!"

"Well what is it then?" I replied.

"Fordy" Farland, the chief scrutineer at the New Plymouth road circuit meeting in 1965, gave me the answer with just a look. This was the first meeting at which my Lotus Anglia appeared - a 105E body shell with perspex windows all round, fibreglass bonnet and bootlid, aluminium door skins with no reinforcing, cut-down streamlined front guards - an all up weight of 12 cwt. Later we added an aluminium fast-back, and this and Paul Fahey's near identical car came to be known as the "bread-vans". If I lived to be 100, this would have to always be my most memorable car.

This was only my second season of motor racing. Bill Norrish who had seen me the year before driving a fairly docile 105E Anglia in an apparently not quite so docile manner, asked me if I would consider building a Lotus Anglia for the 1965-66 motor racing season. He offered to prepare the car if I purchased the necessary parts. Flattered by this attention from an experienced motor-racing mechanic, I agreed.

With an enthusiastic bunch of helpers, we started. The car was completely dismantled, and even the underseal was scrapped off to lighten the car. I was 100% dedicated. I neither smoked nor drank, and ran five miles a night several times a week to keep fit. I still felt that even if the car was quick enough (which I doubted, against such machinery as the Morari, Mustang, Zephyr Corvette, Anglia Corvette etc.) my driving would leave me miles behind such experienced drivers as Paul Fahey, Kerry Grant, Rod Coppins, Ivan Segedin, Jack Nazer, Garth Souness, etc.

With Bill's experience preparing Jack Nazer's Anglias, we didn't have to worry too much about trial and error. We fitted a twin cam 1640 c.c. Lotus motor, a close-ratio gear box, and limited slip differential as well as a diaphragm clutch and front wheel Consul 315 disc brakes. A Mark 1 Zephyr coil spring was cut in half and served as the front coil springs on the Anglia. We hammered the rear leaf springs straight and fitted lowering blocks under the rear axle. We were ready to do battle.

Naturally with its unusual front guards the car attracted quite a lot of attention at scrutineering at the first meeting of the season at New Plymouth, but nobody, least of all me,



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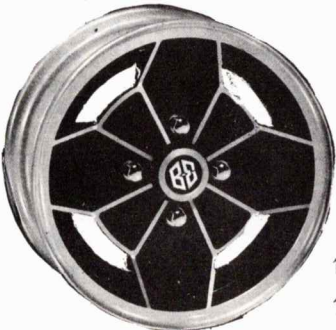
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expected to win in spite of the non-appearance of any of the "big guns", Brian Innes in a 1275 c.c. Mini being the one I expected to have to beat. We won this race fairly comfortably, but at this stage we only had normal Firestone F100 radial tyres fitted, and the car looked quite spectacular as it travelled sideways down half the length of the straights. (Besides, I still had to learn the finer points of fast driving). Needless to say, we later switched to the new wide Firestone Indy tyres.

After the first baptism of fire I didn't feel quite so concerned about the prospect of handling this fantastically quick car, but I still felt that Paul Fahey and all the other big guns were invincible.

However, my first Gold Star start (at Renwick, Blenheim) convinced me otherwise. Paul Fahey's motor had some bad news, and after following Rod Coppins for a couple of laps, I slipped through at the hairpin and won the first championship race comfortably.

Out of the seven championship races, we won six, the 7th being won by Paul Fahey in his Lotus Anglia after we ran a bearing in the motor, and put a leg out of bed. We hadn't fitted an oil cooler, but did so immediately following this, and had no more trouble.

However gratifying this winning the saloon car championship was to me, a virtual novice, what is even more memorable to me was the speed and handling and stopping capabilities of the car. The cars of this season were so much quicker than the

previous season, it just wasn't funny. For example, the Pukekohe saloon car lap record was reduced by over five seconds and lap records were broken all over the country. It really was a remarkable little car to be capable of winning against such an improved standard, and one that I shall never forget.

My only regret has been that for various reasons I have been unable to continue in the sport that for as long as I can remember I have wanted to participate in, but if the fuel crisis passes, I hope to be racing again this rally season, but whether we win or whether we lose, my Anglia will always be a very special and memorable car for me.

DAVID SIMPSON

NIGHT TRIAL RESULTS - 25TH NOVEMBER

<u>Car No.</u>	<u>Competitor</u>	<u>Total Points</u>	<u>Loss</u>	<u>Place</u>
1	P. JUKES	30.6		1st
6	S. HAMILTON	71.0		2nd
22	A. MORLEY	111.8		3rd
14	J. CROMBIE	190.5		4th
3	D. CROSS	192.0		5th
27	J. GREENWELL	216.5		6th
30	P. LEVET	275.0		7th
15	D. BONE	300.0		8th
5	A. JEFFRIES	321.0		9th
25	R. WILEY	392.5		10th

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First thing to comment on this month is that as triallists we must be grateful that trials can still be run, despite the M.A.N.Z. restriction on racing. I believe that no advertising is permitted and invitation events are to be limited to local area clubs only. This will have an adverse effect on the Mercury Trophy Series as far as our friends from the Thames Valley and Te Awamutu Car Clubs are concerned. Keep your fingers crossed that things will be better in the petrol situation by April.

The Mercury Calendar has been drawn up as follows:-

Northern Sports Car Club	16th March
Auckland Rallies & Trials Club	6th April
Thames Valley Car Club	20th April
Pukekohe Car Club	11th May
Auckland University Car Club	25th May
M.G. Car Club	22nd June
Te Awamutu Car Club	10th August
Auckland Car Club	24th August
V.W. Owners Club	14th September

So start dusting off those map indexes, convert your Halda to kilometres and start preparing now. We have an instruction night coming up shortly and the more experienced crews will try and answer any questions you may have.

. . . More good news is that the Thames Valley, Hamilton and Te Awamutu Car Clubs are combining together and are promoting a Gold Star Trial.

. . . First trial of the year will be a mid week Wednesday night effort plotted by Rob Wylie and John Crombie. 'Stretch' Lancaster, the checker, has promised he won't let Crombie have any of his 'nasty' twists so expect something different from the Wylie Crew.

. . . The last trial held was Willard Martin's effort and was a good straightforward trial, although it was amazing how few clean sheeted. One thing that came to light was that the crews who do all the trials these days found a possible trap which wasn't intended and which related to those devilish words 'CITY OF MANUKAU' which are not local body letters. Phil Jukes won this event, ably navigated by his son, who I gather has been forgiven by Dad for the faux pas in the Experts Trial.

. . . By the time you read this A.S.R.'s and entry forms should be out for the first Mercury Trophy event which is that of the Northern Sports Car Club, plotted I believe, by none other than GT 1.5, so this should provide a really good trial with ample scope for this scribe to criticise afterwards.

Talking of time, I wish a lot of you blokes would spend a few minutes and make yourselves a decent legal (complying with all rules) container for your clock. Remember, it must totally encase the clock, so a sheet of celluloid, perspex, or glass is necessary over the front of the clock glass. The rule concerned is Rule 21 on Page 251 of the current Rule Book, which is, of course, modified by the amendments contained in the M.A.N.Z. Newsletter which you received with your last Bulletin. If you are in doubt, ask any of the regulars and if necessary fix it. That way you won't be penalised or excluded from entering which I understand is being considered this season.

See you all on the Mercury Events.

Grid Reference 006.

JACK INWOOD PHOTOS

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The two sets as shown below each contain eight 10 x 8 glossy action photos. These prints are normally \$2.00 each but the price for a set of eight is only \$10.00 for the period of this offer.

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Stewart	Lola
Pilette	Chevron
McCormack	Elfin
Brown	Lola
Oxton	Begg
Lawrence	Lola

SALOON SET

Dawson	Camaro
Fahey	Capri
Coppins	Firebird
Richards	Mustang
Baker	Mustang
Riley	Camaro
Richards	Falcon
Crichton	Monaro

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Orders close February 11th for delivery by March 1st.
Cash with orders please.

As well as this special offer there are also colour and black and white pix of the top drivers at Bay Park, Levin and Pukekohe.



Jack Inwood, P.O. Box 9323, Auckland

NEW CALEDONIA SAFARI

DECEMBER 1973

PETER BATTEN

About the end of October, Peter and Annette Levet asked John Busch and myself if we would like to go to Noumea for a holiday for a price of \$239, this included the return air fare, 12 days in the Chateau Royal and a rental car for three days. It so happened that the New Caledonian Safari Rally was also taking place over a period of these days.

Of course, if we did go, we could go out as a service crew, we were told. Knew there must be a catch somewhere. Thought I should try and find out a bit more about it. Noumea is a small island in the Pacific somewhere, but where is New Caledonia, I wondered. After consulting a map, I found that Noumea is the capital of New Caledonia, an island about 1200 miles north of Auckland. We live and learn. The island is about 250 miles long and 30 miles wide. I had been wondering

how any-
body
could
run a
three
day
rally on
a small
island.
With
sponsor-
ship
arranged
from
Jean
City,
Peter
and
Annette
along
with
Trevor



Tapper and John Gooderham, and service crews, arrived at Auckland Airport, all dressed the same in Jean City gear, bound for Noumea. In all, about 27 Kiwis, mainly from Auckland area, but also some from down country, flew out.

A bus carried us from Tontouta Airport to Noumea, and after checking into the Chateau Royal, decided it was time to sample the local brew. In the heat of the day, draught lager at 50 cents a glass goes down rather well.

Monday morning we all went to the Satma garage (local British Leyland dealer) to check the cars and unload all the gear. Route books were made available that night and while



FORD RALLY PROVEN PARTS

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After a month working at Borham preparing Mike Marshall's car for the R.A.C. and then managing the highly successful Woolmark Ford Team at the 1973 Heatway Rally, Ray Stone has all the latest information on Ford Rally parts.

This Rally parts information is now available to all Car Club members 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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Annette and John worked out a service schedule the following day, the rest of us went back to Satma to do some jobs on the car. Peter wanted the rear suspension raised and a new brake booster

fitted while Trevor had to replace broken diff. pinions. As the pinions were not available, the mechanics got stuck into a local's Mini to get the diff out, the block had a hole through the side from a ventilating rod.

The rally was brought forward one day because of the fuel crisis, garages had to close at 3 p.m. Friday and didn't re-open again until Monday morning. We now had two more service crews, mechanics in Landrovers from Satma, they were a really keen bunch of guys. We were able to re-arrange ourselves so that we had one rental out during the rally and the other the following week.

John and Graham Stewart went in the Landrovers while Neil Silcock, Wayne McMath, David and myself set off in the

rental, a Peugeot 304. The Landrovers looked after the Minis in the first few stages, we headed for Canala on the northern side of the island. Our route took us through



two one way roads and when we got there, a large board gives the times of entry so that we had to wait for a while. These one way roads are very narrow and twisty.

We reached Canala about 6 p.m. and it was just a single general store cum gas station. Some mosquitoes about the size of sparrows had a bit of a feed on us, so we moved about 100 yards up the road. A couple of hours later, Mike Marshall was the first car through and he reckoned it had been pretty rough in parts. The local natives were enthusiastic and were asking for wheelies everywhere. A gendarme had his radio tuned in and the French mechanic with the Citroen team soon gave us the message on who had retired.

Some considerable time later, Trevor Tapper came through at a high rate of knots and didn't appear to see us. By one o'clock next morning, we were the only ones left, except for a local staggering down the middle of the road with a broom in one hand. A few miles down the road we found the control and they were shutting up shop. Still no Peter and Annette.

We decided to head for Kone, the end of the first division



where we were supposed to all meet up again. At Kone we got the message that Peter was being towed back to Noumea after going off on the

fourth stage. After breakfast of beer, cauliflower, shredded carrot and then steak, we had a look round the parc ferme and saw the result of Mike's unfortunate accident and then headed back to Noumea. As it happened, the front tie rod broke on the Clubman and Peter and Annette spent the rest of the night and half the next day in the car before getting mobile with the enthusiastic assistance of a local garage mechanic.

The rally was brought to a premature end by blocking the road with nickel ore trucks as a protest against fuel restrictions. So it was back to the Chateau, the sun, the swimming pool and ice cool beer.

A mighty time was had by all, both on the rally and afterwards. The next Caledonian Safari is scheduled for the first week of November, so who's going to Noumea. I am!

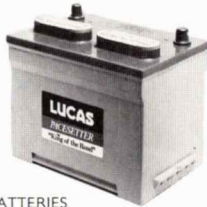


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