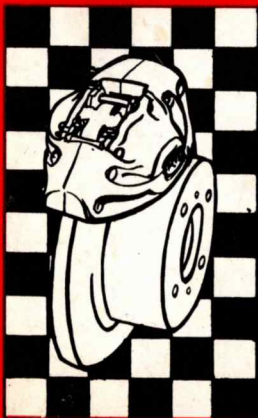
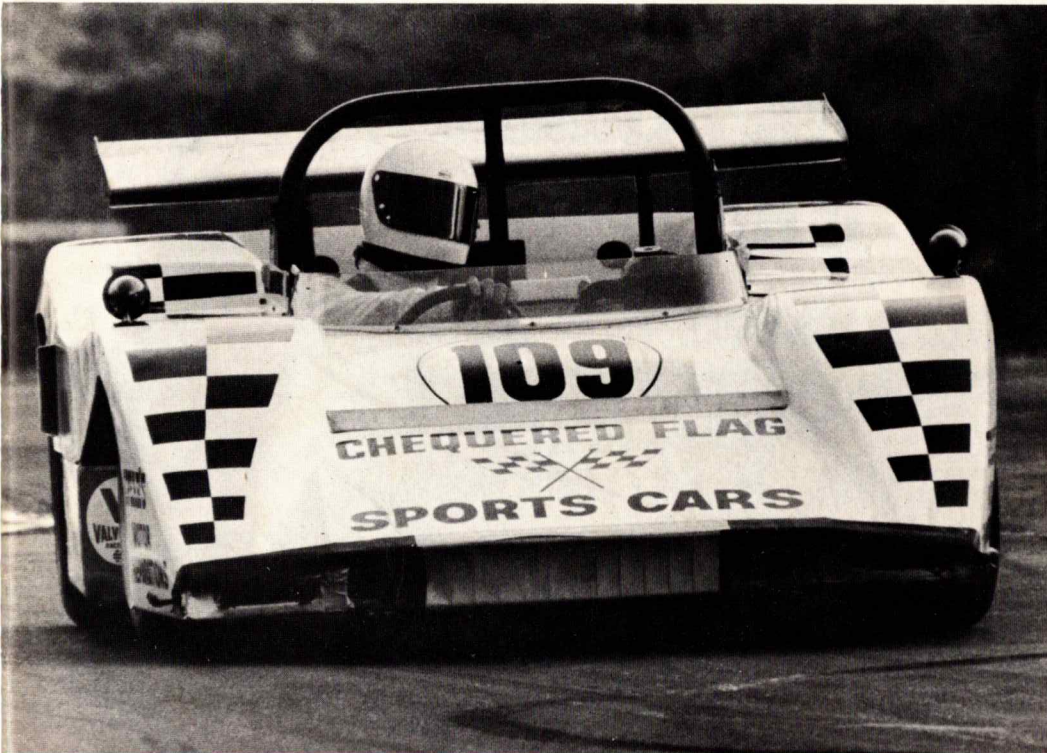


APRIL 1974



BULLETIN



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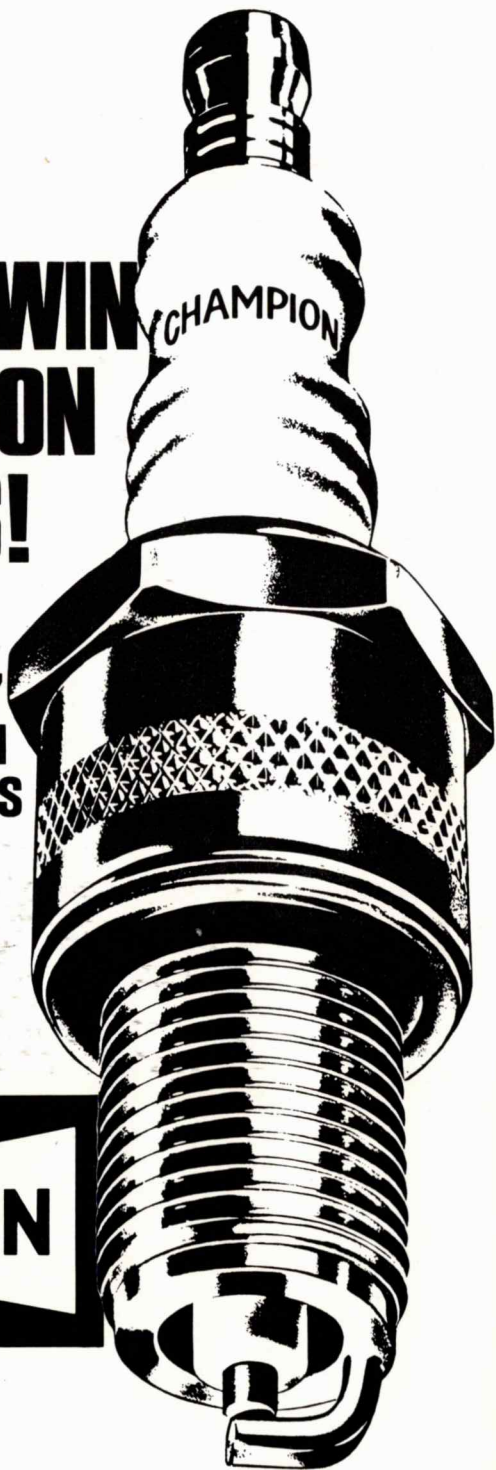
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- BULLETIN -

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

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

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

Speed: R.R. White, phone 674-037

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

Rallies: A.L. McWatt
Phone 889-494 (Pvte)

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. (Evgs)

Security Officer:

H. G. Southee, phone 607-682.

Custodian:

W. Ferris, phone 674-071.



FRED ROACH (ESCORT) IN ACTION AT CHAMBERLAIN ROAD, BARDAHL INTERCLUB HILLCLIMB, 3RD MARCH, 1974. (Photo - Ross Cammick)

COVER PHOTO ARTHUR BAYNES PHOTO

CHARLES CONWAY COMPETING IN THE N.Z. 2 LITRE SPORTS CAR CHAMPIONSHIP AT THE ROTHMANS MEETING, PUKEKOHE, 9TH MARCH 1974.

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 - 10.00 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.

7TH APRIL - SUNDAY - DUNLOP NATIONAL MOTOR RACES - PUKEKOHE

Promoted by the Auckland Car Club. Full details under Open and Invitation Events.

7TH APRIL - SUNDAY EVENING - AFTER RACE BISTRO DINE & DANCE

After the race meeting why not wander along to the Clubrooms and dine a little - dance a little or just listen to the band playing your favourites! Meals or snacks available from the Pit Stop Bistro Bar and a good band has been engaged for your enjoyment. 50 cents cover charge after 6.00 p.m. Remember - tidy casual dress please, fellows. (Leave the 'overalls' and denim jeans in your car!)

18TH APRIL - THURSDAY - CLUB NIGHT & FILM EVENING

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill at 8.00 p.m. Good films, supper and discussion hour. New car on display.

21ST APRIL - SUNDAY AFTERNOON TRIAL

Approximately 50 miles long. Starts 2.00 p.m. at Kelston Shopping Centre Carpark and finishes at the Clubrooms. No maps required but bring a 'legal' sealed clock. \$1.00 entry fee.

24TH APRIL - WEDNESDAY - ANNUAL GENERAL MEETING

To be held in the Clubrooms at 8.00 p.m. Election of Officers, presentation of Annual Report and Balance Sheet. Refreshments available at the conclusion.

25TH APRIL - THURSDAY - ANZAC DAY - GYMKHANA

This event will be held at the Bader Drive Parking area behind the shopping centre. Entries 10.30 a.m. - 11.00 a.m. Further details from Bob White, Phone 674-037 (Res).

27TH APRIL - SATURDAY EVENING - BEER & BURGER EVENING

This ever popular event will be held at the Clubrooms commencing at 7.30 p.m. Admission will be \$2.50 per person which will include all the burgers you can eat and beer to drink. A large range of fillings and many varieties of beer will also be available. Excellent band. Tickets on sale now.

28TH APRIL - SUNDAY - CLUB CHAMPIONSHIP HILLCLIMB

Chamberlain Road, Bombay. Classes for saloons, sports cars and single seaters. Annual trophies will be awarded to Class winners. Note: Entries on the day between 9.00 a.m. and 10.00 a.m. No late entries accepted. Entry fee \$1.00. Current membership card and competition licence required, also approved safety helmet, fire extinguisher, overalls, etc. Under 20 year olds to have entry forms signed by a parent or guardian. Refreshments, etc. will be available at the venue. Some assistance with flag marshalling, etc., may be required. Please phone Bob White 674-037 (Res).

3RD/4TH MAY - FRIDAY/SATURDAY - TISCO GOLD STAR TRIAL

Promoted by the Auckland Car Club. Further details under Open and Invitation Events.

5TH MAY - SUNDAY - CLUBMAN'S RACE MEETING - ANNUAL TROPHY DAY

To be held on the Pukekohe 1200m Circuit. Races will be held for Formula Ford, Formula Vee, Modified Saloons, Production Saloons, Sports Cars, etc. The first round of scratch races will be the "Trophy Races". Entries close on Friday, 26th April, with Miss Dewar, 273 Keka Road, Mission Bay or by phone 583-497 (Res). Entry Fee \$1.00 Late entries if accepted, \$2.00. Scrutineering/Documentation at the venue 9.30 a.m. to 11.00 a.m. only. Practice commences 12 noon. Usual racing requirements including current Club membership card, national competition licence (minimum), medical certificate, approved safety helmet, fire extinguisher, overalls, etc. Under 20 year olds must have entry forms signed by a parent or guardian. Light food, soft drinks, etc. will be available at the Circuit. Marshals, etc. required. Please phone Eric Mallard, 677-519 (Res).

26TH MAY - SUNDAY - MARAMARUA RALLY

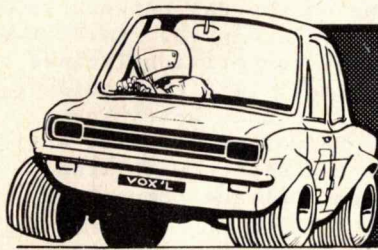
The rally, held in the Maramarua State Forest will commence at 9.00 a.m. and finish at approximately 4.00 p.m. Documentation and Scrutineering will take place on Saturday 25th May in the afternoon but the actual time and place will be notified competitors with their acceptance of entries. Note : Competing vehicles must comply with

N.C.R.'s Scrutineering Schedule 'A' and Appendix 'R'. These regulations include roll cages, full harness seat belts, mudflaps, fire extinguishers, first aid kits, zeta triangles, etc. Entry numbers are limited. Supplementary regulations and entry forms are available from the Clubrooms or the Rally Secretary, 6 Mellisa Place, Farm Cove, Pakuranga. Some marshals will also be required - please contact Des Bell 568-881 (Res) or Arthur McWatt 889-494 (Res) or 592-185 (Bus).

2ND JUNE - SUNDAY - WINE & CHEESE EVENING - QUEENS BIRTHDAY WEEKEND - Further details next Bulletin.

15TH JUNE - SATURDAY - ANNUAL BALL

To be held at the 'new' Mandalay Ballroom, Newmarket. 8.00 p.m. - 1.00 p.m. All inclusive price \$9.00 per head. Tickets will be available early May.



**OPEN &
INVITATION**

5TH APRIL - FRIDAY - MERCURY TROPHY TRIAL

The trial will start at Parakai, Helensville, at 9.00 p.m. Duration 5 hours. Entries accepted at start 8.00 p.m. to 9.30 p.m. Entry fee \$1.50. per person. Organised by the Auckland Rallies and Trials Club.

7TH APRIL - SUNDAY - DUNLOP NATIONAL MOTOR RACES - PŪKEKOHE

The programme includes events for the Bank of New South Wales Saloon Championships, Sports Car Championship, Castrol GTX Championships and N.Z. finals of the Formula Ford Championship. First race 1.00 p.m. Late entry enquiries should be made to Miss Dewar, Phone 379-341 (Bus) or 588-274 (Res). As a special concession to members of Auckland Car Club and Northern Sports Car Club free entry to a special enclosure on the new grandstand will be available on production of membership cards. Meeting promoted by Auckland Car Club.

7TH APRIL - SUNDAY EVENING - BISTRO DINE & DANCE

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill. Meals and/or snacks available from the Bistro Bar. An excellent band plays through till 10.00 p.m. 50 cents cover charge after 6.00 p.m. Tidy casual dress essential.

7TH APRIL - SUNDAY - INVITATION HILLCLIMB

Penny Road, Kaharoa (9/10th mile loose metal). Organised by the Geyserland Car Club, Rotorua. Phone 89-723 (pvte) or 83-163 (Bus).

13TH APRIL - SATURDAY - "COCA COLA BOTTLERS" MOTOR RACE MEETING

To be held at Bay Park. Events for Bank of New South Wales Castrol GTX, Fund of New Zealand Formula Vee and Sports Car Championships, together with Formula Ford. Practice 7.30 a.m. - 10.45 a.m. First race 12 noon. Promoted by Bay of Plenty Motor Racing Assn. Enquiries to Bay Park Raceways, P.O. Box 2197, Tauranga.

19TH APRIL - FRIDAY - "L & P" MERCURY TROPHY TRIAL

The trial starts at Paeroa Racecourse at 10.00 p.m. Finish 6.00 a.m. Saturday morning. 320 km approximately. Entries close on 13th April. \$6.00 per car. Late entries accepted. Organised by the Thames Valley Car Club.

20TH APRIL - SATURDAY - RESTRICTED INTERNATIONAL MOTOR RACE MEETING - MANFIELD

Programme includes North Island Final G.T.X. Production Saloon Championship, N.Z. Finals B.N.S.W. Saloons and Fund of New Zealand Formula Vee Championship. Also Formula Ford and Mini Seven. Practice 8.00 a.m. - 10.40 a.m. Entries close 15th April (No late entries). Enquiries and entries to Manfield Promotions, P.O. Box 1959, Palmerston North. N.B. This event will be televised live on Saturday afternoon during the "Grandstand" programme.

3RD/4TH MAY - FRIDAY/SATURDAY - TISCO GOLD STAR TRIAL

Promoted by the Auckland Car Club. Starts at 9.00 p.m. at the Auckland Car Club Clubrooms, 44 Stoddard Road, Mt Roskill. Duration 9 hours. Distance 400 kilometers. Re-fuelling facilities will be available but although there is a meal break of 1 hour, no food will be available so you are advised to bring your own. Maps required are Pukekohe NZMS1 N47 Pt Sheet N46 2nd Edition 1st February 1964 and Onewhero NZMS1 Sheet N51 2nd Edition 1st April 1964. Entries close 29th April 1974 with the Secretary, Mrs A.M. Levet, 58 Benson Road, Remuera, Auckland 5. Phone 544-842 (Evenings).

11TH MAY - SATURDAY - PUKEKOHE MONSOON TRIAL - MERCURY TROPHY

A Mercury Trophy trial organised by the Pukekohe Car Club. Further details available from Mrs R. Allen, Box 58-074, East Tamaki. Phone Howick 45-522.

12TH MAY - SUNDAY - INTERCLUB 'BARDAHL SERIES' HILLCLIMB

Venue - Bright Road, Waiuku (sealed). Organised by the Pukekohe Car Club.

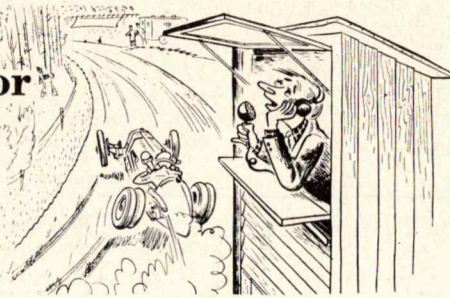
18TH MAY - SATURDAY - INTERCLUB 'BARDAHL SERIES' HILLCLIMB

West Road, Clevedon. Organised by the Triumph Sports Car Club. Further details next Bulletin or from the Club itself.

 **DUNLOP**

ROTHMANS National Motor Race Meeting

by Don Hadfield



The Rothmans Meeting held by the Northern Sports Car Club last month was a resume of the sport after a long ban. It seemed like a great long holiday, and the weather put on a magnificent day. It is a long time since we had practice and racing all on the one day and Saturday racing as well, Levin was about the last to get a Sunday permit.

Great activity in the morning as practice got under way, and of course with a situation like this, those who expire during practice session never have the time to repair to get back for race day. A spectacular roll in practice put the end to one Mini, plus an Anglia who crashed heavily at the same time, both of these drivers being new to the sport and the chicane being their undoing on top of Rothmans. During this incident, while the mess was cleaned up, the traffic was directed down through the Pit entry road and back out onto the track again and it was notable that Reg Cook put in some fairly good times in practice using this method.

With the B.N.S.W. Championship being so close, the obvious pressure, particularly in the 1300cc class, was to produce some very hard close racing. In the first heat Cook and Hart really battled it out, but Hart obviously appeared to have better brakes and was just getting away from Cook at the vital points. It was certainly a close competition and during the second heat when Hart was out again to win this one, they made contact about the third lap at Tappendens Turn and spun up, Rex was unfortunate enough not to get going again quickly, Cook backed up, went round the stationary Mini and away to win the overall and therefore go ahead slightly on pints for the B.N.S.W. Championship. Very, very close these two and obviously the pressure was right on both of them and their teams. Later on a protest was lodged by Rex Hart's Team, and please note Rex Hart's TEAM - the Team Manager actually handed the protest in. It made me think of the time some years ago at Bay Park when the same Team Manager was involved in close racing in 1000 cc Minis in an incident with Rod Collingwood, and was there a protest lodged at that time?

In the big B.N.S.W. Saloons the top men of the day were Richards and Dawson, certainly nobody else looked like challenging them. Riley went better than he has gone in a long time, racing very well with Rod Coppins, until he blew the motor to

smithereens. Coppins' car, now painted up in different colours, looking very smart indeed, wasn't quite with them but Don Halliday was certainly absolutely supreme dominating his class incredibly, even getting away from Fahey's Superford Capri which just didn't seem to go or have any performance at all. Halliday actually got two seconds under the lap record during practice so he obviously was going to go very quickly indeed, and this record was set by Fahey in the International Meeting recently. A mighty battle with Richards and Dawson was to be held, and Richards appeared to have it wrapped up when again the Mustang started missing coming out of corners and Dawson closed up, winning by a whisker in the second heat, but on the overall basis it was awarded to Richards for the day with a first in the first heat, second in the second and only just at that.

Castrol GTX racing Group 1 as always happens towards the end of the season when they gradually fall by the wayside, competition in this class gets weaker and weaker, and a couple of very boring races were held for Castrol GTX Groups I and II. The mighty battle of the Fiats which is normally quite hard and fast was a pretty drawn out affair with Paul Adams disappearing over the hill to win very, very comfortably. It appears he was on some fairly worn tyres that were on their last legs, and the rest of the competition running new ones, which appears to be the only explanation for the vast difference in the cars, and apparently this is correct. Paul Curin drove the ex Harrington Fiat 124 Coupe with great verve and vigour and was really quite something to watch as he mastered



this very fine handling motor car and had a great battle during the race.

In Castrol GTX Group III the battle of the Datsuns, again saw pretty much a straight forward affair, but a bit better than the previously mentioned GTX races. Wayne Jones was in fine form and was pretty well impossible to stop, but the battle further back, and I mean battle because a fair bit of pushing and shoving went on, and Flashman apparently got pushed right off the circuit by Petch, who he later protested. The rest of the drivers who were in close company behind apparently witnessed this, and it appears that Ken kept his cool long enough to write a protest instead of getting himself involved in a bout of fisticuffs. Mark was apparently later fined \$50 but the protest is now under appeal, so we will have to wait and see the outcome of this type of racing that is getting very very predominant in Castrol GTX racing.

Sports car racing was its usual dismal self. Somehow or other these boys try very hard, but never seem to have themselves fully prepared and the very good ones are very good and the very bad ones very bad - consequently you have to run the risk of boring the public with racing that always appears to be totally unreliable, where half the field appears for practice, half of that appears to survive for the racing, and only half of that finally finishes the race. Once again Bob Hyslop won in his beautifully immaculately prepared JRM as he has won many a sports car race at Pukekohe on sheer consistency of a well prepared car and just motors away while everyone else basically falls apart. It was a great shame the leader Ian Bisman had the race comfortably wrapped up until he broke down on about the last lap, these two cars looking better than anyone else, much better prepared, and it was a shame to lose the race like this.

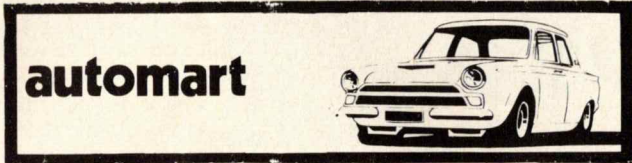
The Formula Vee racing of the day was probably one of the best competitions, they were close and fast, well if you consider 1.30 odd seconds around Pukekohe fast, but they certainly were good close competitive racing and whoever was going to win was very much up in the air. Hetterscheid well back for a change but Gough always there, though this time not as close as usual, Norm Lancashire continuing to shine, an improved Tim Holt moving up with some of the weight hacked off the front of the car since he damaged it badly at Levin, Ray Whiting in his immaculate Vee right in the action as well.

The Handicap racing was good fun and fairly close, and in all was good for the boys to have a go. Perhaps the part of the handicap racing leaves a little to be desired with Reg Cook's couple of excursions around the outside of the chicanes passing about eight cars on one particular occasion, and barely getting his hand smacked for it later. Reg has his explanations for it, but what he has to consider is if the other entry around the chicane wasn't there, then he would have to negotiate the chicane with the traffic whether he considered he was going too fast for them or not.

And so wound up another day's racing at Pukekohe, and on the way home it was almost nostalgic to see the cars and trailers lined up outside the various taverns as the boys had

their discussions, arguments, etc., and cleared up all the ifs and buts of the day's racing. To me this was what Club racing was a long time ago, and perhaps in the need to get better crowds and gain more gate money to keep the upkeep up and cost down, we moved to Sunday racing and we lost this little touch of motor sport that we used to have which is the grand old gathering later to tell a few lies and have a few arguments at the various taverns on the way home. It is drinking and driving, but apparently when you build big car parks around hotels, you cannot expect much else.

DON HADFIELD



MINI COOPER BRAKE CALIPERS - Contact Peter Bruin 489408 (Res).

.....
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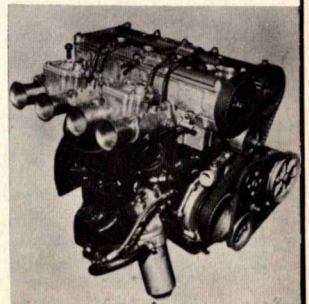


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Bardahl Interclub Hillclimb

Chamberlain Road —

MARCH 3, 1974

This was to be the first hillclimb that the Club ran since the freeze imposed by M.A.N.Z. and the second in the Bardahl Interclub series, with the climb at Paremoro

the previous day being the first of the series and which probably accounted for the large number of entries (67) which we received.

The hill had never been in better condition than it was on this day and with a programme in mind we endeavoured to get things under way. A point to remember is that the times for entries and scrutineering published in the bulletin are put there so that we can plan the day and it was gratifying to see that 99.9% of the entrants made the effort. To these guys (and girl/s) the committee says thanks a lot.

Well, for a change we decided to hold drivers' briefing at the bottom of the hill which went off well but then the unknown factor came to light - some important gear had been left behind (the timing device in fact) and after some frantic phone calls we soon had it on its way and practice finally got under way at 11.15.

A few other snags, due to unforeseen circumstances, did not help, but with a little luck we managed to put the cars up twice, but just as we were getting under way the third time, the heavens opened up and the hill was awash and considered unsafe.

To summarise, an eventful day, with two cars needing tow trucks to help them complete the trip, and rather disappointing for the competitors to only have two timed runs but I don't think the timing gear will ever be forgotten again!

BARDAHL INTERCLUB HILLCLIMB SERIES:

1ST ROUND - ANDERSONS FARM, PAREMOREMO

- 1ST ACC (James, Rattenbury, McKechnie)
- 2ND MGCC (Walker Durbin, Phillips)
- 3RD TSCC (Doherty, Crompton, Henry)
- 4TH AUCC (Isbey, Benfell, Hogan)
- 5TH NSCC (Smith, Wood)
- 6TH NZRDC (Hanbury)

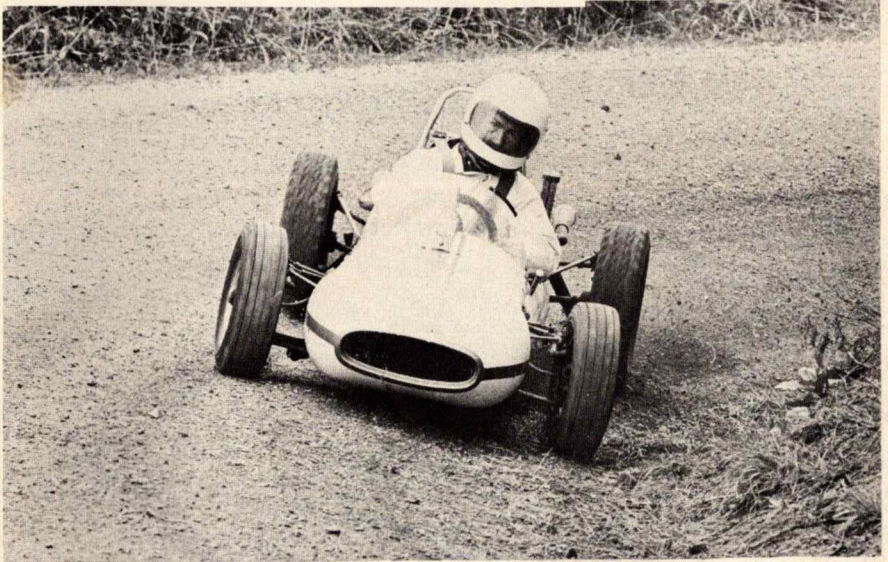


2ND ROUND - CHAMBERLAIN ROAD, BOMBAY

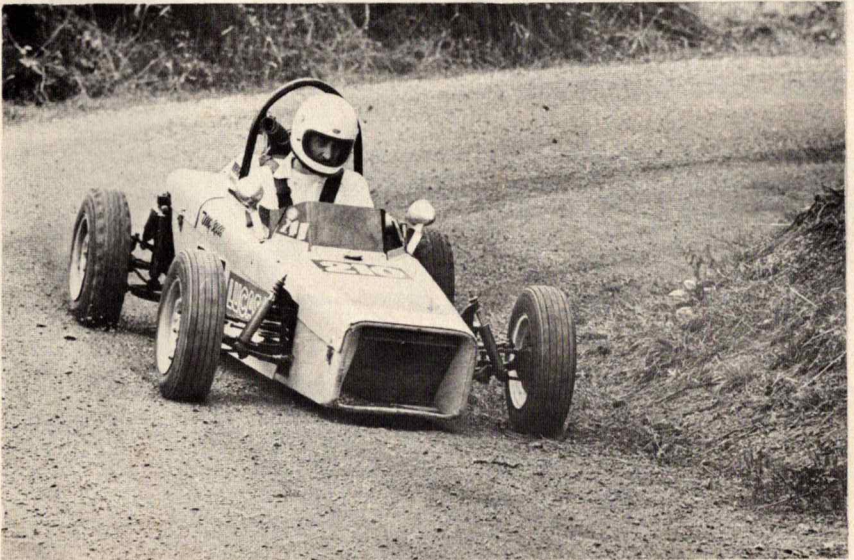
- 1ST ACC (Firth, Cross, V. Smith)
- 2ND TSCC (Doherty, Crompton, Henry)
- 3RD PCC (Atchinson, Murphy, Morris)
- 4TH MGCC (Walker, Phillips, M. Williams)
- 5TH NSCC (Wood, Roach, Sorenson)
- 6TH AUCC (McQuoid, Gordon)



PIX = Ross Cammick Ph. 558-913



M. FIRTH



D. CROSS



P. MORTON



W. MARTIN



R. RATTENBURY



M. BOYLE

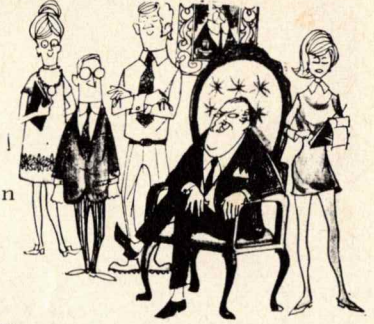


J. McDONALD



R. MILLEN

SHOUTS & murmurs



. . . Membership Annual Subscription has been raised by \$2.00 for the forthcoming year. The increase to \$10.00 per annum was passed by the Special General Meeting held at the Clubrooms on Wednesday, 27th February. The Nomination Fee remains at \$2.00 for Ordinary Membership and Wife Membership stays at \$1.00 per annum with no Nomination Fee.

. . . A Rally Sub-Committee has been formed and will be looking after the organisation of Auckland Car Club rallies in future. Arthur McWatt is Chairman and his international experience will be a great advantage.

. . . Congratulations to Jack and Sue Miller on the birth of a daughter.

. . . Congratulations also to Dot and Peter Parkin on the birth of their son.

. . . With the publication of the new Auckland telephone directory, a look in the Yellow Pages under the heading "Racing Cars" is interesting reading.

. . . MR MOTORSPORT PIX, Jack Inwood, is heading overseas. He is due to leave New Zealand in April and plans to spend a couple of years in England and Europe. Jack tells us that he will not be professionally involved in photography while over there, preferring to try something different for a living. (We can't imagine him without his camera). In wishing him bon voyage we sincerely thank Jack for the assistance he has given the Bulletin with his splendid photographs, his time spent serving on the Executive Committee of the Club and his always pleasant and helpful attitude in assisting this Club. The last handicap race at our April Dunlop Meeting will be "The Jack Inwood Flying Farewell". The winner of this race will receive a colour print of the car as a memento.



. . . With Jack Inwood's impending departure, we are indeed fortunate to have the assistance of Arthur Baynes who will be taking Jack's place regarding Bulletin photos. Arthur's cover photo on this issue shows that he is an outstanding motor racing shutter man.

. . . A new and keen photographer to join the Bulletin photographers is Ross Cammick whose pictures appear in this issue. The ones published are only a few of the many photos he has of the Hillclimb and Grass Track Meeting so if you wish to obtain a photograph of your car (We are sure there was one taken of every car that competed - it certainly looked like it from

the number of proofs), don't hesitate to ring Ross whose number is 558-913.

. . . Congratulations to Ian Hansen and Susan Johnson on their recent engagement.

. . . Murray Firth, who for so long looked after speed trophies and certificates on behalf of the Executive, has retired from this position. We sincerely thank Murray for the work he has done in the past.

TRACKSIDE



. . . With the North American Formula 5000 championship now not getting under way before June, Dan Gurney's Eagle team is seriously considering the possibility of going to Europe for the opening few rounds of the Rothmans Championship. Already the third car is nearing completion and Brett Lunger demonstrated lap record breaking style in recent tests at Willow Springs.

Drivers for the first two cars should be Lunger and Nestor Garcia-Veiga. Work on Formula 1 adaptation of the chassis is continuing apace, and a Cosworth DFV-powered prototype should be ready to run within a few months.

. . . Just over £200,000 is the grand total in prize money which competitors stand to win in this year's Rothmans European Formula 5000 Championship. In announcing their backing of this popular series for the sixth successive year, Rothmans stated that the 1974 contest had attracted increased interest from both British and European organisers, resulting in a record 23 races being scheduled.

Nine of the races will be on the Continent and in Ireland and 14 in England. At the Italian tracks Monza, Mugello, Imola, Casale and Misano there will be a separate Italian F5000 championship within the Rothmans series. There will be two prize scales in operation during the 1974 season, related to the overall distance of the qualifying events.

A total of eleven races will be for an overall fund of £7,040 - ranging from £1,500 for a win to £200 for 16th place - while the remaining twelve rounds will have prize funds of £3,520 - first place being £750 down to £100 for 16th place. In the drivers and entrants championship, there is an end of season fund running from £1,000 for the winner down to £150 for sixth place.

Scoring will be on the 20-15-12-10-8-6-4-3-2-1 basis for the top ten places and double points are to be awarded for the final round. The championship will be decided on the total number of events run less any four. When travel money is paid for overseas events, it will be distributed equally to the fastest twenty competitors in practice regardless of whether they race or not.

The full list of championship dates is as follows:

March 16/17 Brands Hatch; March 24 Mallory Park; April 6/7 Silverstone; April 12 Oulton Park; April 15 Brands Hatch; April 28 Zolder; May 19 Jyllandsringen; May 27 Thruxton; June

2 Zandvoort; June 16 Misano; June 23 Mugello; June 30 Monza; July 14 Mallory Park; July 28 Mondello Park; August 4 Silverstone; August 26 Brands Hatch; September 8 Oulton Park; September 15 Imola; September 22 Casale; October 6 Snetterton; October 12 Mallory Park; October 20 Brands Hatch.

. . . Howden Ganley's Formula 1 plans for 1974 will seem to be shrouded in doubt. After taking in the opening two Grands Prix of the season at the wheel of a works March 741, there seems little chance of his driving for the team again unless outside sponsorship is found. It looks increasingly as though the drive will go to Vittorio Brambilla, backed by finance from Beta Tools.

Recently Ganley was invited to test one of the two Ensign Grand Prix cars at Paul Ricard, although he stated that there was never any intention for him to drive for the team in races. "The testing was unfortunately cut short by rain and snow" Howden said, "but I think it will be possible to sort the Ensign out to be bloody quick. I'm most impressed with the whole team, it really does show terrific promise". Times were not mentioned but spies in the area say that Ganley was almost as quick as Merzario in the Iso-Marlboro.



. . . Caravan Racing - No, really, this is serious. The BARC and the Caravan Club of Great Britain have joined forces to produce a caravan racing championship which should add a little levity to the former's normal race meetings. Jet-Gaz, a major supplier of domestic equipment to the caravan industry, will be sponsoring the series which will include rounds on at least four different circuits. The championship will open at Thruxton on Easter Monday, but this is the only qualifier so far announced.

Caravan racing has happened only once before in Britain (and possibly in the world): the International Caravan Rally finished with a thrash round the Silverstone Club circuit. Anyone there will recall that not merely were the caravans highly amusing and spectacular, but they were also remarkably fast. In fact, the best laps exceeded 60 mph.

There will be three classes: for 'vans over 14ft 6in towed by cars over 2500cc; for 'vans between 11ft 9in and 14ft 6in pulled by cars between 1700 and 2500cc; and for caravans shorter than 11ft 9in towed by cars below 1700cc.

Individual race prizes in each class will be £20, £10 and £5 respectively for the first three places, while the overall champion will receive £100 and a trophy at the end of the season with £50 for winners of opposite classes and £20 for second in each class.

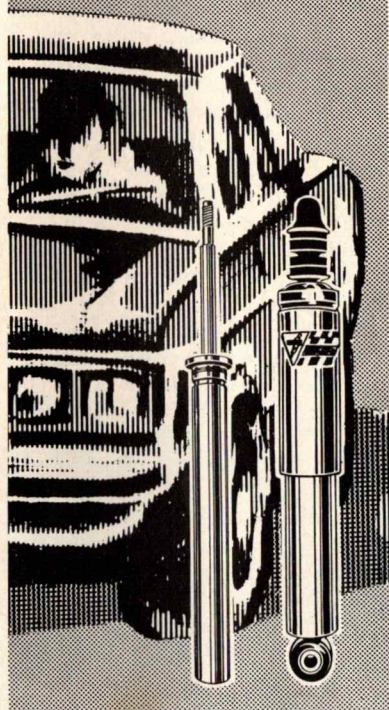


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"KONI DESIGNED WITH SAFETY IN MIND"





TEAM HI FI IN AUSTRALIA

John Bernard



After Teretonga we moved on in the early hours of Monday morning, under sufferance, to Christchurch to prepare the car for the flight across the Tasman to contest the four remaining rounds in the Peter Stuyvesant Series.

On reaching Christchurch and finding the airport we had the good news that the car could go in one piece and only had to dismantle the rear wing and brackets, exhausts, nose and nose frame, to be able to fit it on one pallet for crossing in the DC 10. In putting the car on one pallet we found that by having it sitting on top of four spare rear wheels we were able to get all necessary spares, tools, etc., underneath, thus making the whole operation smaller and a much cheaper job.

We travelled across on Wednesday evening in the same plane as the car along with the Chevron VDS mechanics and Lawrence's number one and in flight enjoyed the usual hospitality and a vicious game of cards, arriving in Sydney at 9.30 p.m. Cleared ourselves through Customs and proceeded to our hotel in a typical Sydney taxi - what a ride - frightening - bloody frightening!!! We managed to survive another taxi ride the next morning to go to pick up the ute and trailer and then launched forth to do battle with various Authorities at the airport and finally got the car cleared through Customs, etc., at 4.30 p.m. Thursday and spent the rest of the day putting the bits back into place.

We then proceeded to the workshop of Claremont Motors who were kind enough to look after us during our stay in Sydney. We prepared the car for Oran Park and managed to find our way to the circuit. Scrutineering is done each day that there is practice or a race and you get a sticker which is checked before allowing the car to run on the circuit. This procedure is carried on throughout Australia.

Practice went smoothly until the second to last session when we bent the lower front frame and had to depart from the circuit to carry out repairs. Race day - 3rd February - we retired out of the race with a broken drive shaft and a broken universal cross, possibly caused by the tightness of the circuit. It was not a good day for the New Zealanders. David Oxton had a broken rocker, McRae was black flagged for failing to go under the starter's orders, Robertson had handling problems and Graeme Lawrence only managed to scrape home in seventh place, also with handling problems. The after race function was quite something in a hotel about five miles nearer town from the circuit and the "Women for Wheels Club" put on the food for a nominal fee. Judging by the looks of things, everybody had a good night.

More work and on to Surfers which was on-again-off-again and 600 miles away, entailing about 14 hours driving for most

crews. A terrible road, dodging the huge Semis all night with the temperatures very high. We retired to our hotel for a clean up, a look at the town and track which had been up to eight feet under water the previous week. The pits consisted of a dozen covered pit areas and about twice as many uncovered. Practice and race seemed to go well for most although the track was breaking up very badly in places and was our undoing in one spot where we damaged the rear wing and diff. Fellow club member, David Oxton had the biggest crew for this race and was going fairly well until ten laps from the end, but he sold-iered on with a shocking vibration and was classified 9th. There was no organised after race function but everybody created their own.

Away Monday morning for Sandown, some going direct, some going via Sydney, others to Orange, ourselves heading for Sydney for some more maintenance along with the aforesaid club member (Ping) and then a 540 mile drive to Melbourne, the roads improving immensely and travelling going fairly well. Would you believe 90 mph with a trailer?

Sandown. Having acquired the Australian wave, we went to practice Friday, Saturday, with the big day on Sunday. Saturday practice Pillette hit the fence and Brown also had trouble at the same point. However, both cars were presented in A1 condition for the race on Sunday. Probably the funniest thing that happened at Sandown, as far as motor racing is concerned, was running mufflers on all racing cars which were given particular attention at scrutineering. We did not finish owing to the



black box quitting. Sandown after race function was held at the Sandown Park Motor Inn and was a great success until the closing of the bar at 10.00 p.m. (real bad news).

Monday morning saw us on the road again to Adelaide and the last race of the series - only 460 miles away this time! Finding our hotel at 11.00 p.m. we awoke next morning to mosey into town and case the joint. We were fortunate to have been offered workshop space at Elfin Cars by Garry Cooper and proceeded to find our way to same. We went shopping in some fascinating speed shops and on purchasing a new black box learned that we had been preceded by fellow countrymen in search of parts. These shops handle a vast range of speed equipment, driving suits, and all the necessary bits and pieces in-between. Adelaide would be the nearest to our major cities as far as parks and reserves, layout, roading and design are concerned. Unofficial practice was held on Friday with official practice on Saturday with race day again on the Sunday. This circuit incorporates a drag strip, part of which is used for the main straight and a banked oval which you go on to from complete camber change. The straight has a high solid concrete wall running the entire length and this makes the cars sound completely different.

Race day dawned bright and hot. On reaching the circuit we filled the car to capacity with fuel and carried out a few necessary adjustments. Grid positions of the entire field was covered by only three seconds. The race itself had a high drop out rate of which we were one in a major shunt. McCormack running the new Repco Leyland for the first time ventilated it in a big way but was performing very creditably and although well down on horse power the car seemed to have it all in the handling and braking and was not too far away. Pillette's engine let go in the biggest possible way but he made it to the pits, leaving a nasty trail of oil right round the oval, after which there was all sorts of carry on. The Adelaide after race function would have been the best of this nature with quite a few fellow Kiwis attending. This celebration carried on to the small hours of the morning and crews were a bit scratchy (you should have seen that man of ours) at having to leave only a few hours later for the long return trip to Sydney.

We travelled via the Barossa Valley (its fame of which needs no introduction), Mildura (the citrus fruit centre of Australia) and Renmark where the mosquitoes are the largest I have ever seen. We had to travel in the centre of the road in places because of flooding and eventually came through Katoomba, the Blue Mountains and into Sydney, where the whole process of crating the car for home and arranging clearances, etc., started once more.

A final two days were spent in Sydney shopping and night clubbing, travelling home on the Jumbo complete with car. This was a very worthwhile and enjoyable trip, if not entirely successful, but we all gained a lot of experience both socially and competitively. Our Australian racing contemporaries proved to be a great lot and most helpful both on and off the track.

TEAM HI FI

DUNLOP MOTOR RACES

PUKEKOHE – SUNDAY, APRIL 7, 1974

NEW ZEALAND GRAND FINAL – *FORMULA FORD*

ALSO

**B.N.S.W., SPORTS CAR,
CASTROL G.T.X. Championships**



THREE SPECIAL HANDICAP RACES

Promoted by **AUCKLAND CAR CLUB INC.**

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



DENNIS MARWOOD COMMENTS

This year's Tasman seems to have been a success once more, in spite of the fact that only two overseas visitors contested. The fields and the competition were good although I only saw the Pukekohe event. Most scribes in overseas magazines wrote up the events with great enthusiasm and all wrote long reviews of the whole series. This is very good for our motor sport in this part of the world as Max Stewart, Warwick Brown and Johnny Walker, as well as Graeme Lawrence and David Oxton are now almost household names around the world.

This has largely, I think, been the result of fostering the stock block F5000 formula in the Tasman, which has been a boomer, and is becoming more so throughout the world. We now have in Australia three engines built around this formula. Repco produce the Holden, and now the Leyland, and Peter Molloy works over the mighty Chev. As well, Murray Bunn rebuilds most of our local engines and we often supply bearings, camshafts and piston rings to teams while they are here. All this adds up to most of the prize-money and expense money stays in Australia.

Our Saloon Championship has been marked by two outstanding features. The success of Sidchrome Jim's Mustang and the failure of Paul Fahey's Cologne Capri to win any open races. Murray Bunn and Jim have done a mighty job with limited finance to make the car very competitive, and they are the first to realise that there is plenty more to come. The Cologne Capri should have been ultra competitive, and complaints of not enough time to set up the car are unjustified as with today's tyres, setting up is easy, they do all the work for you.

It has been conservatively estimated that Jim Richards could get the Cologne Capri around Pukekohe as quick as his Mustang without much bother at all. Red Dawson's Camaro has tremendous power and potential and he is doing a great job at keeping Richards honest.

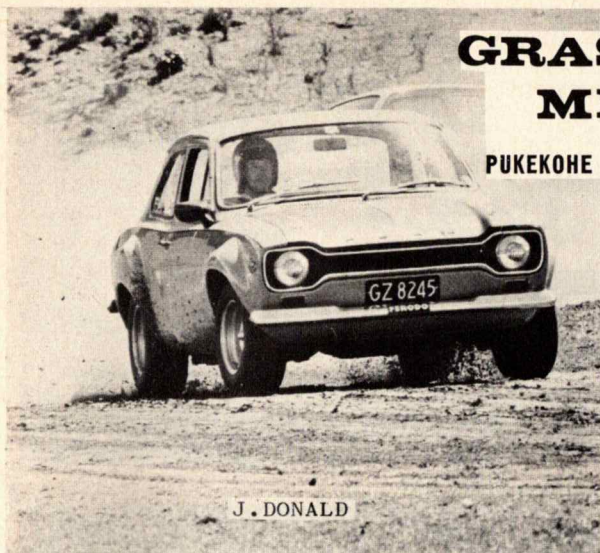
We are hearing all sorts of stories about changes for next year's Saloon Championship, like allowing OSCA cars to compete, but I honestly hope we do not get too far away from the F.I.A. recognised car, mainly for the reason that dealers and even manufacturers have got to be encouraged to participate somehow, and the only way is for F.I.A. regulations to be enforced. O.S.C.A. type cars are fine for Club races and regional championships, but please not for our National Saloon Car Championship.

DENNIS MARWOOD

GRASS TRACK MEETING

PUKEKOHE C. C. ~ AUCKLAND C. C.

March 17, 1974



This was the second time that the two clubs had combined to promote a meeting, and like the first, it was a dusty success, with a few mud plugs thrown in later.

After the weather forecast of rain it was with some feeling of relief to find that it looked like a fine day.

Entries got off to a slow start but picked up just before closing time, boosting the field to twenty-seven cars. This was not bad, considering that there were three other motoring events in the same area on the same day.

In all twenty races were held and due to the dusty conditions that prevailed on the corners, regular watering was received.

The races were fast and furious without incident except a minor shunt in the last race between Bryce Platt's A40 and a competitor from Pukekohe driving a VW who hit the mud after the track had been watered.

Our thanks go to the organising committee of Pukekohe Car Club who had done a wonderful job on the track in the preceding weeks.

Thanks Pukekohe.



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

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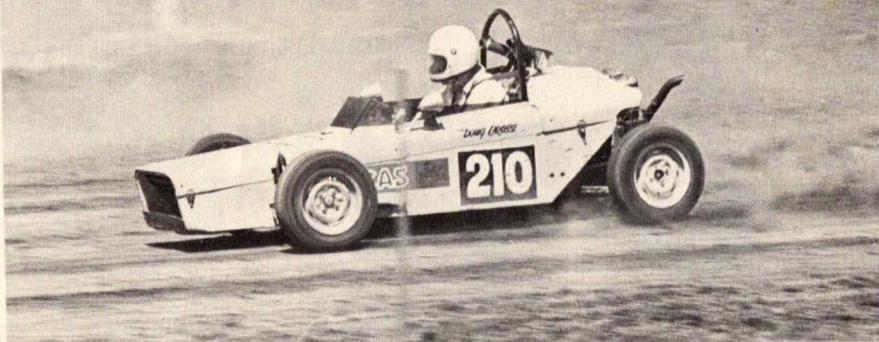
Prices	4 cylinder	\$ 22	} For complete job, comprising crank, flywheel, clutch, rods and pistons. Rods are balanced end for end. This means all big ends or all little ends are same weight. This is essential.
	6 cylinder	\$ 24	
	V6 & V8	\$ 37	
	Car Type D/Shafts	\$ 13	

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

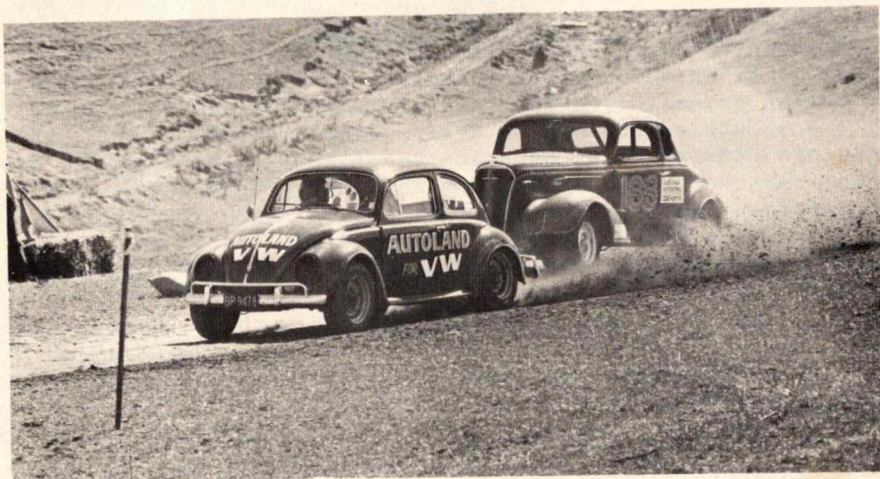
Driveshafts made to customers' requirements. Flywheels lightened \$4-\$6. All workmanship guaranteed.

Auckland -- Pukekohe Grass Track Meeting

PIX  Ross Cammick Ph. 558-913



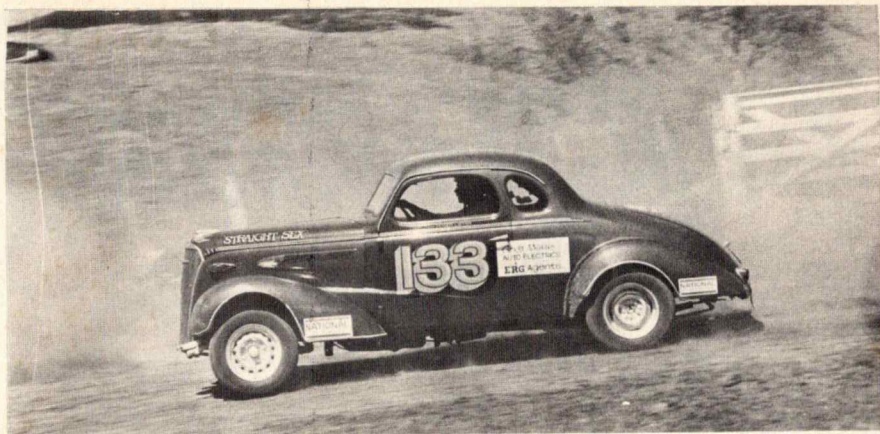
D. CROSS



D. BREMNER LEADS R. LISTER



S. BAGNALL



R. LISTER



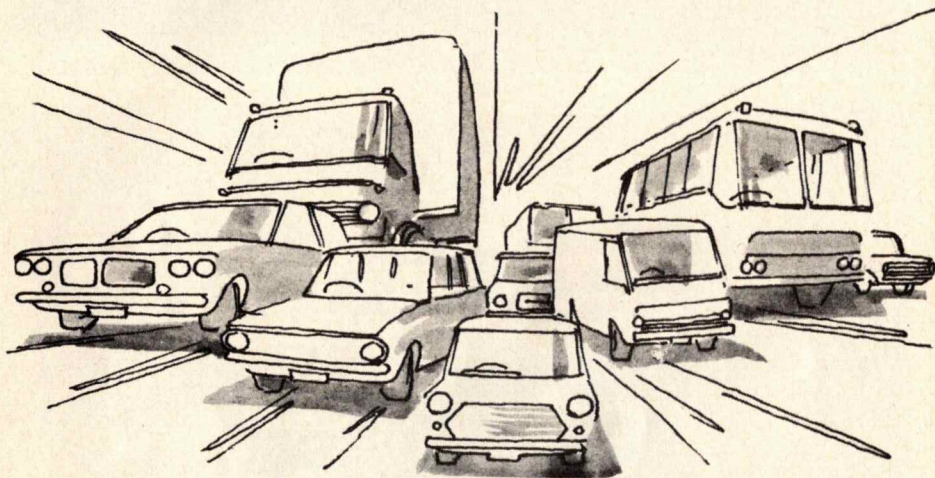
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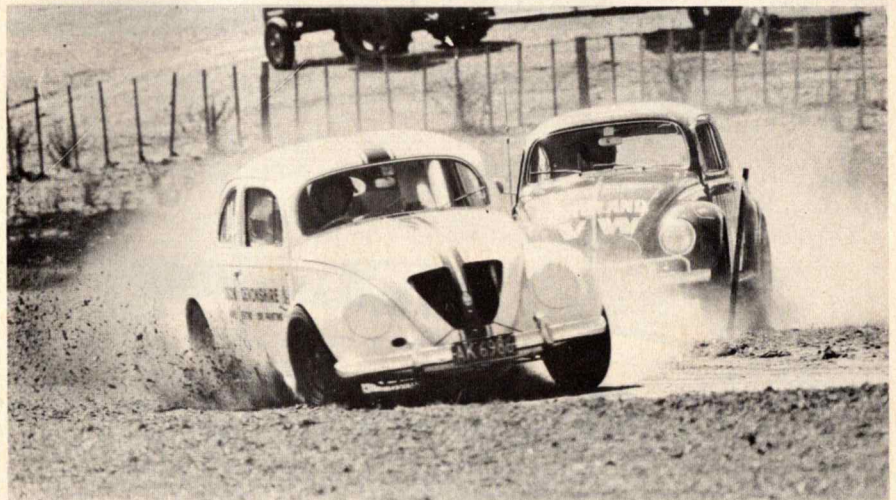
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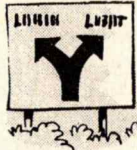
G. CRAWFORD LEADS B. PLATT



V. COLLIER



**STRAIGHT
AHEAD**



VALIDICTORY

. . . Since I started writing (sometimes dictating) this column I have had much pleasure in tossing the odd mass of brownish stuff at my N.S.C.C. counterpart, namely GT 1.5. It is with the deepest sorrow that I report his/her passing away in favour of another columnist. Life will not be the same without reading those daggers aimed at me. May his spirit go straight to go without visiting jail and collect his 200 points. He was often late - but he reached his final control maximum early.

. . . The 1974 Auckland Car Club Gold Star Trial - which I will continue to refer to as the TISCO, is apparently well under way and will set a high standard with a lot of new twists, including for the first time in the Auckland area, large scale use of unmanned checks - however we can still use all the available manpower we can get so if anyone would like a bit of the action and would like to assist, contact one of the plotters or officials, details of which appear elsewhere in this Bulletin.

. . . It was very pleasing to see so many attend the instruction night last month, and it filled the heart of this old Mercury campaigner with pride to see so many Auckland Car Club crews in the first Mercury round run by N.S.C.C. For all of you who didn't do so well, ask around and find out where you made your mistakes and be ready to move up several places in the next round.

Thanks to sterling efforts by Rob Wyllie and Spencer Pearce in the Northern Sports Car Club Mercury Trophy event, according to the grapevine the Club is now second in the Mercury Trophy Series. Unofficial placings are -

- 1st Auckland University Car Club
- 2nd Auckland Car Club
- 3rd Auckland Rallies & Trials Club
- 4th Northern Sports Car Club
- 5th Thames Valley Car Club

Keep the good work up chaps!

G.R. 006

 **DUNLOP**

1974 MERCURY TROPHY

1st Round



Last year Auckland Car Club members made a late start in the Mercury Series and finished with a big rush that all but won us the coveted trophy. This year, however, it was pleasing to see that nearly all our top crews were entered in the first event together with many newcomers out for the experience and lending moral support.

This was the first major trial run under the new rules passed at the last Annual General Conference of MANZ and it would appear, despite earlier misgivings, that trialling will be just as enjoyable as before, if not more enjoyable.

Section 1 took us down the motorway south and then off at Papakura, with an overrider to go alternately left and right at any intersection containing a Pukekohe sign. This had many in trouble by turning left at a sign reading Pukekohe but with a mileage. Then onto a check who gave us instructions for the next section but he was not the Control so we went left instead of right and arrived at an extra check - of which only one-third of the field collected - pity she was most attractive too.

Section 2 had quoted signs spelt backwards. This had three traps, a mis-spelling, a backwards small case, and a final instruction, Proceed to Lortnoc. There was such a device en route that many got caught by not proceeding to the correctly spelt control.

Section 3 contained another mis-spelling and the old hardy "Go left at CROSSROADS" which still catches plenty.

Section 4 was a short section which took us to map reading and continued on with checks to miss at every other instruction. The map reading on first glance looked rather too simple as there were only five instructions which gave us only two unmanned checks before arriving at a manned check at Bombay. However, we had a short break here, refuelled, and continued on with more map reading instructions. The very break itself lead to a trap. As one approached the break we still had to "pass Great South Road". The next instruction after the break repeated this requirement so one had to do it twice. Later we had to "use Maketu Rd" and were handed out the dummy "You are credited with having passed Maketu Rd". From here there was a trap based on a fine, but accurate, sighting of the bridge under the motorway at Drury and then back to the finish.

Unfortunately results were not declared on the day and we still have not heard the results. All in all a most enjoyable trial of a very high standard.

RINSO

(i.e. Rinso washes cleaner, therefore Rinso gets cleaner sheets)

 TYRES **DUNLOP** RETREADS

My Most Memorable Car

NORM HARVEY



To anyone who has lived in that bastion of political intrigue and red twine, Wellington, the practicalities of motor cycling will have been conspicuous by their absence.

With climatic conditions similar to those pervading the political scene, i.e. unpredictable and ever suspect, it took me only two months to find out that my new Yamaha would have to go.

Visits to the car yards of Wellington and the Hutt Valley proved nothing, except confirming the fact that car prices were far more reasonable back in my home town of Napier. A quick phone call to my father told him of the results of a conference I had had with myself, that a car was a far better proposition and would he keep his eye open for me.

At this time, early 1965 the Mini verses Anglia confrontation was at its peak, and I was well pleased when a return call told me that a suitable Mini had been found. The car in question, an ex-rental, in v.good condition said the AA, with 45,000 miles and a scratched windscreen as extras. To add to the suitability of the car, the colour scheme was red with white roof - a works replica - if only in colour.

However, having made the dull and dirty trip back to Napier by way of a NZ Rail railcar I found to my surprise quite a different vehicle.

Certainly it was a Mini (of the Morris variety), but no red and white colour scheme, no 45,000 miles or even a scratch on the windscreen. Instead I had purchased, without sighting, a French Racing Blue, 1962 Mini de Luxe complete with oil pressure and water temp gauges, demon wood rim steering wheel and a Cortina GT badge on the boot. Oh, plus a Mini Cooper silencer with large bore tail pipe, which made the right noises. Especially at night around the hills flat in third gear.

It seems that a business acquaintance of my father's had taken his wife's car to work, when my father saw it he thought it looked far better than the original one I had agreed to buy.

So now having purchased a car, I set about joining the Wellington Car Club. Within two days of arriving back in Wellington, a chap phoned up wishing to insure a Mini Cooper. The conversation continued for some time and I discovered that the person to whom I was speaking was one Colin Taylor, then a prominent individual in the trialling sphere, now of course well known as one of the country's leading rally drivers.

A variety of trials were entered, BX 9055 as the car became to me - its registration number - never getting into the first five on the results sheets. So what, it was great fun.

In the life of any car club member's car, there comes the time when it suffers some form of damage, BX 9055 didn't have to wait too long.

Having agreed to do a Control in the Akatarua Ranges during one of the regular Winter 100 Trials, I was following the lead car. As we rounded a sharp corner an elderly driver in a Mark 3 Zephyr was occupying a good two thirds of the road. The lead car, a Land Rover, and the Mini both braked very hard, the Mini smashing a left front headlight on the rear end of the Land Rover and slightly denting the guard.

As is usually the way the driver of the Zephyr just kept going, resuming his middle of the road antics.

With little suitable trialling territory in the Wellington area, most of the major events organised by the club ventured into the Levin, Manawatu or Wairarapa regions. It was whilst motoring through the Flax farms near Foxton that I first discovered how simple it was to spin "a brick" as some of the Anglia exponents called the Mini.

The road-holding ability of the Mini is well known, and just as well, for whilst travelling to act as Control at the end of a trial section near Levin one night I entered a 90° corner far too quickly. For a moment I thought this is it, this is where we put it on the roof - after much correcting and using all available road, control was regained.

By way of variety a large number of WCC members entered the 1966 Blossom Festival Trial, the winners that year being Mike Birch, a prominent trialist of the day, navigated by one Derek Etherington, in a Standard 10. As a result of their performance they were given an Isuzu Bellet by Moller Motors in New Plymouth for the trialling season. Surely one of the few trialists to receive substantial sponsorship.

My clearest recollection of the Blossom Trial again involved excessive speed.

Anyone who knows the Hastings area may recall that the railway line runs alongside the main road, set up on an embankment. At various points side roads cross the embankment before meeting the main state highway. We were running late, as usual and set out for the end of the section at the HBCC Clubrooms. Though I knew the region well I forgot about the embankment, BX 9055 took off in true Scandinavian fashion at something exceeding 75 mph. We flew through the air for some distance before landing on the other side of the main road. What upset me more than anything was realising sometime later that it was in fact the main highway that we had flown across. On the way back to Wellington the next day I took a photo of the black marks where the tyres hit the road after our flight.

Few mechanical bothers affected BX 9055, the only one of any consequence being a cooked cylinder head when a bottom radiator hose burst whilst travelling through the Masterton area.

It didn't take me very long to decide that Wellington was not the place for me, people such as Brook Leyland, John Crombi and one Willard Martin had established a track to the North, which my wife Jo and me were more than eager to follow. In this "great escape" BX 9055 did a grand job, in fact so loaded with "stuff" was the car that Jo had to fly up to Auckland. ▶

After four years BX 9055 was sold. A move I regret, for since that time we have owned a Triumph Herald, Morris 1100, Escort and now a Fiat 128, and only the latter two have given the satisfaction of the Min.

In a city as large as Auckland one does not really expect to see one's old car very often, yet BX 9055 keeps reappearing quite regularly. Maybe the fact that it was my first car is the reason why it is so memorable.

I seem to recall that it was sold for \$780, I hardly think I could buy it for much less today.



Beer & Burger Evening

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



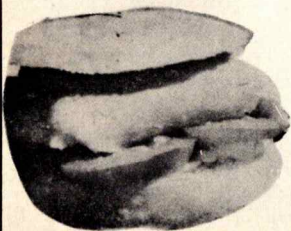
Saturday

27th April

Commencing 7.30 p.m.

WIDE RANGE OF BEER

AND BURGER FILLINGS



PRICE OF TICKETS: \$2.50

**TICKETS AVAILABLE FROM THE CLUBROOMS
LIMITED NUMBER ONLY
BE EARLY TO AVOID MISSING OUT**



RACING TYRES



The growing popularity of beach buggies has led to an increase in the use of racing tyres on the roads since many buggy owners like them on the wide rims of these vehicles.

Because of their design and construction it is considered that these tyres are not suited to the hard usage of everyday running on normal roads. There is no question that a racing tyre - so long as it is of the correct pattern, size and compound - will give adequate wet grip on a smooth surface.

There are however, many other factors to consider with reference to the use of these tyres on the road, and it is these factors which lead experts to state quite categorically that racing tyres should only be used on the road under strictly controlled conditions i.e. in rallying or road racing, and that their use on normal road going vehicles - buggies or cars - is definitely not recommended.

The basic reason for this advice is quite simple, racing tyres are designed and made in a complex variety of permutations for a limited life on a race track where they will be constantly supervised by experienced people - be they tyre company personnel or the driver or mechanic of the car to which they are fitted.

Road tyres on the other hand are designed for a long and trouble-free life under all conditions of road surfaces and climate with the minimum of supervision by people who know nothing at all about tyres other than how to check pressures.

That then is the general case against road use of racing tyres. What of the details? The most important factor is the construction of the tyre. A racing tyre differs in many ways from a road tyre in construction and some of these differences render it unsuitable for use.

For instance, they are made without sidewall protection in order to save weight. A normal road tyre has quite a hefty layer of rubber on the sidewall to protect it against scuffs and bangs which it is likely to have to withstand from kerbs and large stones.

Racing tyres have none of this protection and are therefore very liable to kerbing damage. So large is the danger that it is often recommended that when racing cars are carried on trailers, there should be some soft packing between the tyres and the floor channelling to avoid chafing.

Another area where the two tyres differ is in tread depth. Again, in order to save weight and also because tread life is of secondary importance to performance, racing tyres have only $3\frac{1}{2}$ to 5 millimetres of tread pattern compared to the road tyre is $8\frac{1}{2}$ to $9\frac{1}{2}$. This means that a racing tyre will wear down to the legal limit much sooner than a road tyre.

In addition, the vital depth of rubber between the bottom of the tread grooves and the tyre's carcass (which helps to give protection from punctures caused by sharp objects) is only half as deep on a racing tyre as it is on a road tyre.



FORD RALLY PROVEN PARTS

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

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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9. BDA engines.
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11. Special exhaust manifolds made to

order plus high capacity oil pumps, BDA sumps, high ratio rack and pinion steering, competition rear shock absorbers, disc brake conversions, etc.

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The radial road tyre also has its breaker strip under the tread to give additional protection (there are no radial racing tyres generally available).

Because they are designed for use on cars with sophisticated adjustable suspension systems on smooth tracks, racing tyres can be harsh to ride on and over-sensitive to minor road protrusions and even the thickness of paint on a road marking can put a racing tyre off line.

These two factors may be acceptable to some drivers but many would find the ride uncomfortable and would take what would seem to be the simplest solution - to lower the tyre pressures.

Unfortunately this won't do with racing tyres because they are designed to operate at closely defined pressures and lower pressures can lead to side wall cracking and possible lifting of the tread layer from the tyre carcass.

Even the improved grip of racing tyres - which apart from the aesthetic aspect is the most popular reason put forward for their use - can lead to problems since there is a very real danger of an inexperienced driver who is unused to racing tyre handling characteristics being too coarse in his steering movements and over-correcting if the car begins to slide.

The other big problem with racing tyres is the specialized knowledge required to know the difference between the various types. To the layman a racing tyre is a racing tyre, but there are very great differences between the various patterns and compounds which only the expert can perceive and the unfortunate fitting of a 'dry' racing tyre could have disastrous results in the first heavy shower.

For this reason, second-hand-racing tyres supplied through other than expert sources are doubly dangerous, for not only is their construction ill suited to normal road use, but there is the additional risk that without expert knowledge and advice the buyer may be getting a tyre which is also unsuitable - if not dangerous - because of its tread pattern and compound.

Racing tyres are definitely not recommended for beach buggies. The ideal tyre, for safety and for appearance, would probably be a wide, low profile radial, such as those fitted to the Jaguar XJ6 and V 12 E type.

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**Steaks & Grills, Roast Dinners, Hamburgers,
Fish, Chips, Chicken, Toasted Sandwiches.**

Children Welcome Sundays



THE COCKEREL & THE BADGE

Right class, it's time for a French lesson! So who needs a French lesson? You do, if you don't know what a "Chanteclair" is!

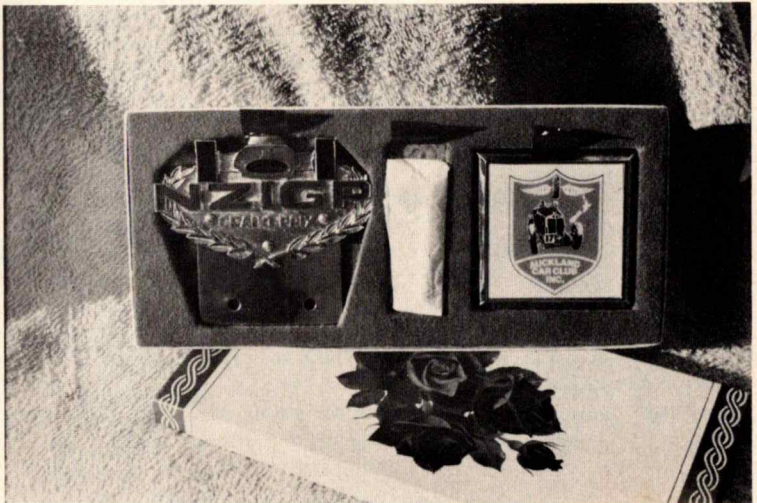
That's right, you clever little girl at the back, "Chanteclair" is French for Cockerel!

and the one we're going to talk about is a great big white one; porcelain - so voiceless, unlike the "Clear Singers" one hears in the early dawn almost everywhere where there's poultry. And he sits proudly above the bar in Rene Dreyfus' elegant restaurant on East 49th Street, New York; and of course, it's after this cockerel that the place is named.

"Le Chanteclair" is one of the most famous motor racing places in the whole of the U.S.A., and yet it's a restaurant! But there's a very good reason - it's proprietor, ex Bugatti and Alfa Corse driver Rene Dreyfus, has made it a centre where racing people from all over the world can meet and converse (and enjoy the most magnificent French cuisine) in an atmosphere that's all motor sport and its history and wonderful traditions.

But the point of this story is that the whole place is decorated with photos of dozens of drivers and people connected with the sport, and cars and races and places and hundreds of car club badges from all over the world. A very impressive display it is too - one could spend hours just looking at all the badges and memorabilia!

Only one snag, as Marie and I discovered when we visited "Le Chanteclair" on our way back from Europe ... there wasn't a single badge from New Zealand! Photos of Bruce and Denny and Chris of course, and proudly displayed they were too - but



not a New Zealand car club badge to be seen!

Well, driver Rene and his brother Maurice (team manager in the old Bugatti days) entertained us right royally, and the luncheon turned into a whole afternoon of story and reminiscence you know who used to run the racing Alfas - and I was wearing the badge as usual, and the red carpet was out! And the wine was good!

Which meant that the story of the Auckland Car Club badge was told yet again. And it all ended up with my promising to send a badge or two from Auckland to add to Rene's collection. So a few weeks later, in a little fitted box made especially for them, one of the first of the new Club badges - together with one from the New Zealand Grand Prix - was on its way to our daughter Lindsay in New York to be presented personally to Rene.

And now they're on the wall at "Le Chanteclair", and the Auckland Car Club is remembered there as well!

GEORGE HORNE



Trials Trophy Points

A. MORLEY	179½	N. MALLARD	8
J. CROMBIE	134	W. PARKIN	7
R. WYLIE	123	M. TREE	7
S. HAMILTON	116	C. HENRY	6
B. NICHOLL	72½	R. STODART	6
C. SHANKS	61	C. MINERS	6
R. WILSON	56	A. CLARK	6
P. JUKES	46½	G. WINDSOR	6
D. BONE	46	D. CROSS	6
B. BLACKLOCK	30	P. BATEMAN	5
P. ASHWORTH	22	M. PARSONS	5
D. GULLAND	21	R. VISKOVICH	5
S. MATHIESON	21	W. PAINTER	4
P. LEVET	20	M. BOYLE	3
P. SHANKS	18	A. MOWATT-WILSON	3
J. KILMARTIN	17	R. MONTGOMERY	3
J. CHANDLER	14	G. MAINS	3
D. HUGHES	14	R. HARDING	3
D. O'CARROLL	11	D. BELL	2
J. GREENWELL	11	B. McDONALD	2
D. BROWNE	10	L. RYAN	2
H. LOCKIE	10	M. WIGHTMAN	2
M. CHILDS	10	P. LIST	2
J. EASTERN	10	A. JEFFERIES	2
J. POWELL	10	W. OWEN	1
J. WENTWORTH	9	J. SAMSON	1
M. HIESTAND	9	D. MARTON	1
J. KIRK-BURNAND	9	B. SERGEANT	1
		G. STRATFORD	1





POINT OF VIEW



In the latest issue of the New Zealand Racing Drivers Newsletter, a recent interview with Keith Duckworth of Cosworth fame, which appeared in the English magazine, Motoring News, was reproduced.

It is a well known fact that Mr J. Carney who produces the N.Z.R.D.C. newsletter is no great fan of F5000 and I can only assume, maybe incorrectly, that Mr Carney is taking the opportunity to knock the big single seaters, yet again.

Those people who have not read the article have in fact missed a very interesting story, for none of us can doubt or question the ability of Keith Duckworth. In fact one could almost call Formula 1 Formula Duckworth, so dominant is the Ford Cosworth DFV.

However, what does make the story rather controversial from New Zealand's point of view are KD's remarks on F5000. He says "If F5000 became a really serious category, the power output would go up by quite a considerable step. Whereupon the block would fall apart with such regularity its cost would make Formula 1 look positively cheap."

Mr Duckworth continues to say that if F5000 was as competitive as F1, the trouble would start. What he has overlooked is the fact and intent of the Formula, that it is an alternative to F1. During November and December when Denny Hulme was testing the McLaren M25 F5000 car he said that it was only fractionally slower than the M23 F1 machine, this surely is worthy of serious thought.

Keith Duckworth also casts doubt on the competitiveness of F5000. Interestingly his comments may hold true of the scene in Britain, for in a recent issue of Autosport the 1974 Peter Stuyvesant Peter Gethin winner says that the Australasian F5000 series is more competitive than is the case in Britain or the U.S.A.

Thanks to the sponsorship provided by Black & Decker the local F5000 arena has vastly improved and it is to be hoped that a continuity of sponsorship will extend some years ahead. It is also to be hoped that more drivers will move up to the big single seater class, for there can be no doubt that big engined single seater cars are the ultimate form of racing.

This remark should not be interpreted as a back hander at saloon cars, for these cars provide some very spectacular racing. Unfortunately they do seem to have a rather high mortality rate, not that this can be attributed to preparation in all cases. Rather it may be the result of far too many sprint events, races of six and eight laps.

There certainly appears to be a case for races of longer distance, especially in the modified saloon car championship. If the cars in the Bank of Wales series had to run over 15 to 20 laps regularly I am certain there would ultimately be an improvement in the finishing ratio.

As the situation now stands, a lead in the early laps is essential. The fiasco on the opening lap of the main saloon car race at the January International meeting at Pukekohe was caused by the need to get to the front first. In the end these quick sprints which now seem in vogue could affect the popularity of the big saloon cars.

This tends to bring me back to some of the thoughts I had at the beginning of this article. The one uppermost in my mind being the necessity to maintain a well controlled balance between single seaters and saloon cars. Over the past few years saloon cars have tended to dominate the scene. Could the fact that a smaller than normal crowd paid to watch a saloon car orientated programme at Pukekohe on March 9th mean that spectators want rather more variety than was offered?

One thing is certain, motor race promoters do not have a bottomless bank account to subsidise motor racing. I would even suggest that our own club, the largest in the country, would seriously have to reconsider it's policy if more than a couple of motor race meetings were run at a loss.

NHH

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EUROPEAN RALLY SCENE

Rallies not requiring authorisation from the R.A.C., including 12 car events and forest events without road timing have begun again in England. All other rallies will recommence in May, and priority will be given to the Welsh which is the first home international of the year.

However, organisers are being asked to cut fuel consumption by 30% either by limiting entries or shortening routes. Another problem for organisers is that with the introduction of metric maps in March, the route applications have to be re-submitted on the new maps.

The Monte Carlo Rally was cancelled this year, its traditional date being January. It had already lost its World Championship status before the energy crises, due to disagreements between the organisers and the F.I.A. on the running and eligibility of cars in the event.

Now the A.C. de Monaco is proposing a Monte Carlo in July, but there will be a difference. Cars to be omitted will be those manufactured between January 1 1924 and December 31 1939 with a division at December 31 1934 to form two classes. There will be a variety of starting points with one in New York. Converging at Grenoble, there will be a 400 km common run to Monte Carlo where the event will end with a slalom test.

After an absence of eight years, the Royal Motor Union of Liege is to revive an endurance classic. Named the Liege-Moscow-Liege, it is scheduled to take place in September, its 8000 km route passing through Belgium (start and finish), Germany's West and East, Poland, the Soviet Union, Hungary and Czechoslovakia. In each country there will be special stages with perhaps a circuit or two here and there.

Whether the rally will have the continuous urgency of a road race that was characteristic of the old Liege rallies remains to be seen, but it is doubted that it would be permissible nowadays.

The T.A.P. Rally in Portugal, a World Championship qualifier is to go ahead at the end of March, but on a shortened route. The concentration runs from various starting points and the common run to Lisbon has been cancelled so that cars leaving the start in Lisbon will be straight into special stages.

The Portuguese Government, recognising the immense international interest and prestige, granted the required financial aid through the Department of Tourism. The C.S.I. also offered the organisers an allocation of fuel provided for motor sport by Venezuela.

TULIPEN



TYRES

DUNLOP

RETREADS

Auckland Car Club

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SOON**

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all inclusive

Limited Number Available





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.

Peter Viškovich	Henderson	Austin Mini
Stanley Graham	Henderson	Dodge
Petaline Graham	Henderson	
Kevin Graham	Henderson	
Anthony Graham	Henderson	Morris Mini
Peter Muir	Titirangi	
Baden Kirk-Burnnand	Royal Oak	Escort
William Gavin	Onehunga	Morris Cooper
Michael Masfen	Remuera	Morris Cooper S
Colin Brinsden	Beachhaven	Anglia
John Woolf	Green Bay	
Howard Wood	Hamilton	Palliser WDF 2
Donald Mackay	Mangere East	Jaguar
Lindsay Mackie	Ponsonby	Sunbeam Imp
John McKechnie	Remuera	Morris Cooper S
Peter Meadows	Blockhouse Bay	Ford Cortina
Lyall Martin	Beachhaven	E Type Jaguar
Trevor McLean	Otara	
Keith Turner	Mangere East	
John Beer	Mt Roskill	Austin Mini
Barry Clark	Westmere	Ford Escort
Trevor Parsons	Mt Roskill	Ford Escort
David Silver	Mt Roskill	Mazda RX3
Keith Budden	Mairangi Bay	Datsun 1400
Donald Carter	Parnell	Mazda Savanna GT
Barry Coburn	Auckland	Austin Cooper
Derek Haynes	Mt Roskill	Ford Cortina
David Levin	St Heliers	Lotus Cortina
Donald MacWhirter	Waimauku	Vauxhall
David Mackrow	Cockle Bay	Escort
William Massey	Glenfield	Morris Mini
Graeme Paterson	Parnell	Fiat 124
Michael Smith	Parnell	Austin Mini
Graham Steel	Blockhouse Bay	Datsun 1600
Donald Stewart	Mt Eden	Holden Torana
Glen Stowell	Epsom	

 **DUNLOP**

Graham Spear reports



For the first time the Auckland Car Club will be offering its members free entrance to the new Grandstand at our Pukekohe meeting on the 7th April and another first will be the trial introduction of liquid refreshments to members during this meeting. This is in line with motor sport overseas and should prove popular with Club Members. I would remind members that their friends are also entitled to liquid refreshments but they would of course have to pay the normal stand entry fee of \$1.00.

The Social Committee is planning a function at the Clubrooms on the 7th April after the Pukekohe meeting and for only a nominal 50 cents cover charge members and friends can enjoy a good band from 7.15 p.m. to 10.15 p.m. Our Bistro Bar will be open with its large range of reasonably priced meals and I think most members will find it quite pleasant to partake of meals and drinks while they enjoy the entertainment after watching a good day's racing at Pukekohe. This should be an enjoyable night for all.

On Saturday the 27th of April there will be a Beer and Burgers evening at the clubrooms. This was very popular last year and this year's should be even better. Admission to this is \$2.50 and we will have an excellent band. There will be no charge for beer and burgers although spirits will be available as usual. A large range of fillings will be available for your burgers and I'm sure no one will go hungry on the night. There will be a limited amount of tickets sold for the Beer and Burger evening and I suggest you obtain your tickets early to ensure you can enjoy this evening.

On Sunday June the 2nd there will be a Wine and Cheese Evening at the Clubrooms. This type of function has proved successful in the past and an excellent range of wines and cheeses will be provided. Tickets for this are \$4.00 a double and will be available at the Clubrooms shortly.

The Social Committee is planning more Sundays with entertainment as these nights have proved very popular, particularly as many more members are having a meal at the Clubrooms on a Sunday. Another social event planned for the future will be a fashion parade and this will be announced at a later date.

I am making enquiries for obtaining effective strobe lighting for a Sunday in the future and would appreciate any help or information from members as to where I can borrow or hire this type of lighting. I feel that with really good effective lighting and with a good band we could have a really fantastic social for the younger members of our club.

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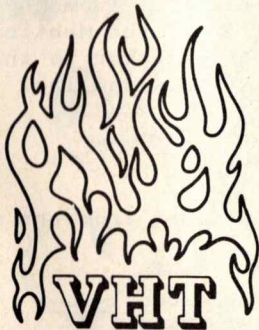
Deal direct with the Nomex importer at Spear's Speed Shop. This material is worn by Grand Prix and Indianapolis drivers, and also by astronauts and U.S. Navy pilots. It enables the wearer to withstand a petrol fire of 2,500 degrees F. without skin temperature reaching more than 300°F. We have one and 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.

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NEW ZEALAND INTERNATIONAL GRAND PRIX (AUCK.) INC.

The N.Z.I.G.P. have advised the following amendment to Race 1 - Castrol GTX Championship - Class One, held at the Peter Stuyvesant International Motor Race Meeting on the 11/12th January:-

Race 1 - Castrol GTX Championship - Class One:

The Judges' placings were:-

1st	105	Jim Richards	Ford Falcon GT
2nd	2	Robbie Francevic	Ford Falcon GT
3rd	21	Neville Crichton	Holden Monaro GTS
4th	19	Don Scott	Holden Monaro 350
5th	8	Gerry McShane	Chrysler Pacer
6th	9	Robin Bennett	Chrysler Charger

The following cars, No. 105 Jim Richards (Driver), No. 2 Robbie Francevic and No. 21 Neville Crichton, were impounded after the event by the N.Z.I.G.P. scrutineers for routine technical examination.

The scrutineers made enquiries regarding some components fitted to these vehicles and as a result of these enquiries representatives of the organising committee have taken the following action.

No. 105 Jim Richards (Driver) - McMillan Motors (Entrant)
 Component : Shock Absorbers
 Decision : Submissions and explanation by the entrant's representative concerning these were accepted.

No. 3 Robbie Francevic (Driver)
 Component : Camshaft
 Decision : That Francevic be excluded from the results and that the Stewards of the Meeting be requested to report this matter to the Motorsport Association New Zealand Inc.

No. 21 Neville Crichton (Driver)
 Component : Shock Absorbers
 Decision : That Crichton be excluded from the results.

The amended results are:-

1st	105	Jim Richards	Ford Falcon
2nd	19	Don Scott	Holden Monaro 35
3rd	8	Gerry McShane	Chrysler Pacer
4th	9	Robin Bennett	Chrysler Charger



TYRES DUNLOP RETREADS

Sandringham Tyre Service

Gymkhana Shield Points

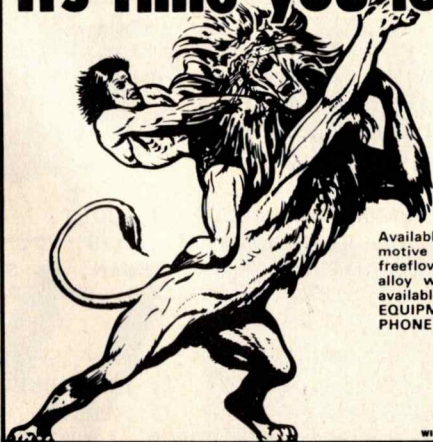


The following points are up to and including the Pukekohe Gymkhana held on the 10th February 1974:-

B. PLATT	24	R. CARLSEN	5
J. PERKINS	23	M. COX	5
B. KIRK-BURNAND	23	G. PITT	5
J. RIDDELL	18	M. BOWERS	5
S. HAMILTON	17	W. PAINTER	5
D. O'CARROLL	15	R. SENNE	5
P. LIST	12	H. LOCKEY	4
A. JEFFRIES	12	J. WILSON	4
J. CROMBIE	12	S. WARD	4
D. GULLAND	11	R. BROWN	4
J. RHODED	11	K. LA TROBE	4
D. JOHNSON	11	B. KIRK	4
J. BUSCH	9	J. HUDSON	3
R. CLARK	9	K. COLLIER	3
B. WHITE	8	N. KING	3
G. HILL	7	B. HADFIELD	2
M. HARTFORD	6	M. ROUT	2
P. LEVET	6	J. FOGELBERG	2
D. HADFIELD	6	C. CROUL	2
K. BENNET	6	L. WHITE	1
S. HILL	6	W. PEARCE	1
C. TURNER	6	M. JOHNSON	1
R. WYLIE	5	K. TURNER	1



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R. WYLIE	43½	J. PERKINS	14	D. McRAE	9
S. HAMILTON	40	G. ADDIS	12	P. BATTEN	9
P. JUKES	39½	B. CORK	11	M. COX	9
D. BONE	35	L. VANDERMEER	11	A. ISBEY	9
P. SHANKS	32	D. JEFFERIES	11	M. HIESTAND	9
P. LEVET	25	W. PAINTER	11	D. WENTWORTH	9
D. O'CARROLL	20	J. GREENWELL	11	K. FLASHMAN	9
D. CROSS	19	W. PARKIN	11	M. KING	9
B. PLATT	19	D. GULLAND	11	R. WHITING	8
J. CROMBIE	18	C. SHANKS	11	R. HONG	8
J. KILMARTIN	17	K. SMITH	10	M. BOYLE	8
B. NICHOLL	16½	R. BROWNE	10	G. CRAWFORD	8
R. WISLON	16	B. SAMPLE	9	N. MALLARD	8
R. WILSON	15	M. JONES	9	K. STRAHAM	8

7 POINTS: P. BOYER, M. TREE, M. MOORE

6 POINTS: G. NICHOLLS, W. WYMER, C. HENRY, T. THOMPSON, P. ROBINSON, S. McHUGH, C. HUMPHREY, R. STODART, J. RIDDELL, H. BOWERS.

5 POINTS: J. STONE, V. SMITH, H. WOOD, A. WOOLF, D. DUNBAR, 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, T. TAPPER, R. JORDAN, B. WHITE, M. MILES, W. BLAKE-MORE, R. ROBINSON, K. VINCENT, M. SOAMES, B. PATRICK, S. MILLEN, R. SENNE, D. HADFIELD.

4 POINTS:

R. LISTER, M. CARLSEN, J. POWER, N. SILCOCK, T. ROBERTS, R. CLARK, R. SWINBURNE, D. NORTON, 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, D. DAVIE, J. MAHONEY, P. SUNDBERG, A. CROKER, M. WILLIAMS, B. HARGRAVES

3 POINTS:

D. BONE, K. BENNET, R. WILLIS, D. LIST, P. HAUGH, R. IRVING, V. McWATT, M. MOORE, P. WARD, R. HARDING, H. LOCKEY, Q. PHILLIPS, A. CARLSEN, G. MAINS, A. FOWLER, N. FINDLAY, F. GILBERT, K. LA TROBE, P. HAUGH, M. MACY, J. PEARSON, A. MOWATT-WILSON, D. MORTON, C. REED, J. WILSON, R. BROWN, B. KIRK, P. LIST, F. HENLEY, B. GROVE

2 POINTS:

R. MONTGOMERY, C. BOARD, P. SWANN, M. HAROLD, T. HOLT, D. WALSH, G. CAMPBELL, M. McHUGH, D. HONORE, S. LUSH, J. HALLEN, J. POWELL, D. CHILDS, B. WASHER, M. WHITEMAN, K. SNOOK, . BUSCH, G. PITT, G. HILL, K. COLLIER, D. BELL, D. HALLIDAY, M. SMITH, G. LANCASTER, P. FOULKES, D. HALLIDAY

1 POINT: B. HADFIELD, M. ROUT, G. STRATFORD, T. BANKS, J. DONALD, D. CLEMENTS, T. BENSON, P. FOULKES, C. CONWAY, I. FLETCHER, L. CATE, R. ARMSTRONG, R. WILLIAMS, S. COOPER, J. SAMSON, R. VANDERKLEY, R. HANNA, J. FOGELBURG, G. WINDSOR, L. EVANS, R. IRVING, C. MANUEL, B. SERGENT, J. RHODEN, C. CROUL.



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