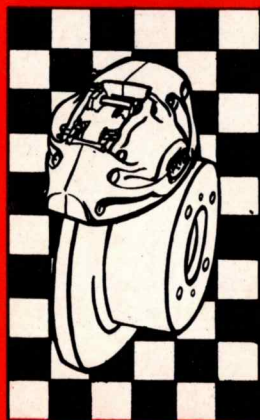


MAY 1974



BULLETIN



Repco

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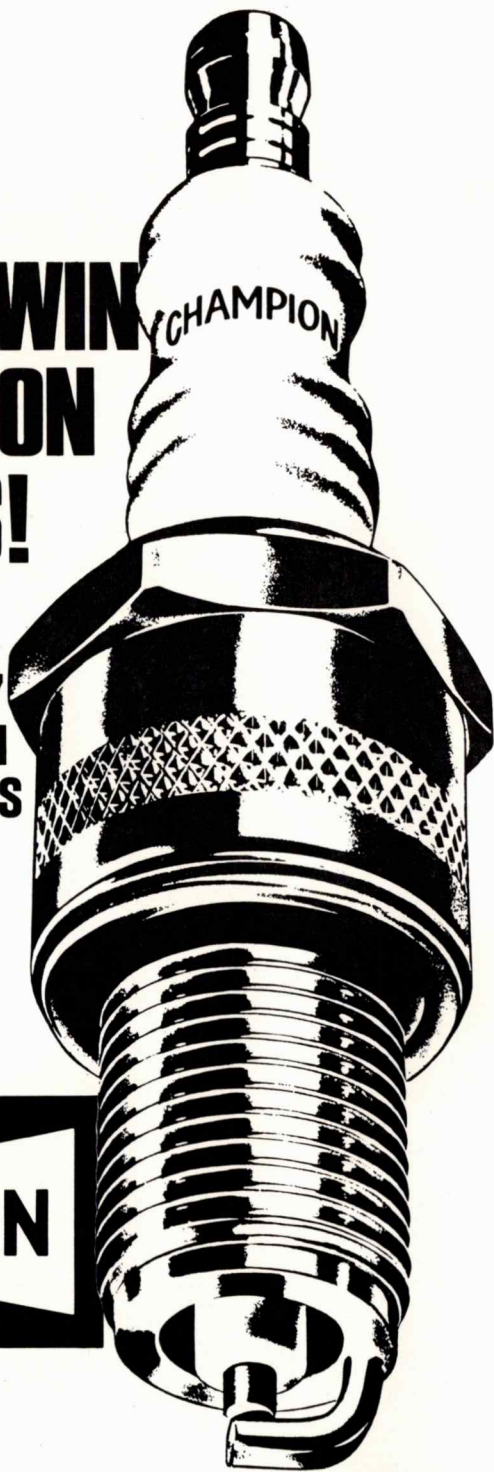
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— BULLETIN —

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



MIKE FITZPATRICK AUSTIN MINI CLUBMAN G.T.

COVER PHOTO

WAYNE JONES DATSUN 1600 AT PUKEKOHE DUNLOP MEETING.

ARTHUR BAYNES PHOTOS

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.

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

An event organised by the Auckland Car Club. Details given under 'Open & Invitation' Events.

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

To be held on the Pukekohe 1.2 Km Circuit. Races will be held for Formula Vee, Formula Ford, Modified Saloons, Production Saloons, Sports Cars, etc. The first round of scratch races will be the "Trophy Races". Entries closed on 26th April but late entries may be accepted. Enquiries to Miss C.E. Dewar, Phone 583-497 (Res) or 379-341 (Bus). Scrutineering/Documentation at the venue 9.30 a.m. to 11.00 a.m. only. Practice commences 12 noon. Racing 1 p.m. Don't forget the necessary - Current Club Membership Card, M.A.N.Z. National Competition Licence (minimum), Medical Certificate, approved safety helmet, fire extinguisher (service checked), overalls, etc. Light food, soft drinks, etc., will be available at the Circuit. Flag/Grid Marshals etc. required. Please phone Eric Mallard, 677-519 (Res)

5TH MAY - SUNDAY EVENING - BISTRO DINE AND DANCE

Meals or snacks available from the Bistro Bar and a good band 'The Starlighters' has been engaged for your enjoyment. 50 cents cover charge after 6.00 p.m. Remember tidy casual dress please. Come straight from the track but leave the 'overalls' and denim jeans in your car.

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. Driver documentation and vehicle scrutineering will take place on Saturday 25th May in the afternoon. Note: Competing vehicles must comply with N.C.R.'s Scrutineering Schedule 'A' and Appendix 'R'. Entry numbers are limited. Full details of the event are included in the Supplementary Regulations which are available from the Clubrooms or the Rally Secretary, Mrs V. Martin, 6 Melissa Place, Pakuranga, Phone 566-437. Some marshals may also be required. Please contact Des Bell 568-881 (Res) or Arthur McWatt 889-494 (Res) - 592-185 (Bus).

2ND JUNE - SUNDAY - QUEEN'S BIRTHDAY WEEKEND - WINE & CHEESE EVENING - Commences 7.00 p.m. to 9.00 p.m. Tickets \$2.00 each on sale shortly from the Clubrooms. A wide variety of wines and cheeses available.

15TH JUNE - SATURDAY EVENING - ANNUAL BALL

To be held at the New Mandalay. Excellent supper and floorshow. Tickets \$9.00 each. See separate advertisement in this Bulletin.

10TH/11TH AUGUST - SATURDAY/SUNDAY - ROTORUA TRIAL

Entries are now open for the annual Rotorua Trial. Total Cost of \$14.00 per person includes a Dine and Dance Evening on Saturday night, bed and breakfast and trial entry fee. A deposit of \$5.00 per person is required with your application form. These are available from the Secretary, Mrs V. Martin, 6 Melissa Place, Pakuranga, Phone 566-437, or from the Clubrooms.



OPEN & INVITATION

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

Promoted by the Auckland Car Club. First car starts at 9.00 p.m. Friday, 3rd May, at the 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 one hour, no food will be available, so you are advised to take your own snacks. A meal will be provided at the conclusion of the event. Late entries and enquiries should be directed to the Secretary, Mrs A.M. Levett, Phone 544-842 (Evenings).

5TH MAY - SUNDAY - INVITATION RALLYCROSS MEETING

To be held at Kaipaki. The course is 0.8 kilometers per lap with a varying surface of hotmix, compacted lime and grass. Entries close on 1st May. Organised by the Hamilton Car Club.

11TH MAY - SATURDAY - PUKEKOHE CAR CLUB MONSOON TRIAL

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

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

Venue - West Road, Clevedon (metal surface - 0.9 KM). Entries on the day 8.30 a.m. to 10.00 a.m. Organised by the Triumph Sports Car Club.

19TH MAY - SUNDAY - INTERCLUB 'BARDAHL SERIES' HILLCLIMB

Venue - Bright Road, Waiuku (sealed surface). Entries on the day 9.00 a.m. to 10.00 a.m. Final round 1974 series. Organised by the Pukekohe Car Club.

25TH MAY - SATURDAY - 1974 DUCKHAMS DAYLIGHT CAR TRIAL

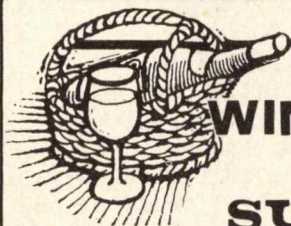
A Mercury Trophy event. Starts at Papakura 7.00 a.m. and first car will finish at approximately 12 noon. (Provision will be made for all cars to re-fuel prior to this). Entries close on Friday 17th May. Organised by the Auckland University Car Club, P.O. Box 22-360, Otahuhu.

25TH MAY - SATURDAY - INVITATION HILLCLIMB

Venue - Pekanui Road, Ngutuni. Further details available from the Secretary, N.J. Pennell, Te Awamutu Car Club, P.O. Box 229, Te Awamutu.

31ST MAY - FRIDAY - N.S.C.C. 1974 GOLD STAR TRIAL

The trial will start at Tokoroa at 10.00 p.m. on Friday 31st May and will finish at the N.S.C.C. Club-rooms at approximately 11.00 a.m. on the 1st June. A.S.R.'s and entry forms from the Secretary, Mrs L.P. Steiner, 21 Princes Avenue, Mt Roskill.



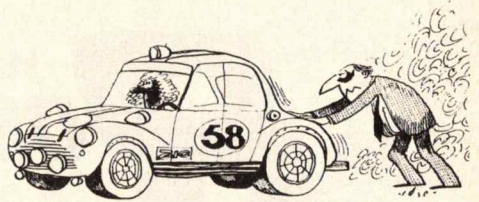
WINE & CHEESE EVENING

SUNDAY 2ND JUNE

Queen's Birthday Weekend

MID-WEEK TRIAL

13th March 1974



This trial started with a panic for us as our co-driver was not at home when called for, but was at the start at Otara. When we reached the start we disposed of his motor cycle and tried to find some traps in the A.S.R.'s without success.

Leaving the start we headed south down the Motorway, off at Wiri, on to Redoubt Road, left into Hilltop Road, past a surprisingly accurate odo check, and then looking for a Howick 12Km sign. Of course we found a sign that was identical in appearance to the above, but as signs are quoted in capitals it should have been quoted as HOWICK 12KM. This revealed the first check, DUL, which put us into Chapel Road, and then into Ormiston Road and Sandstone Road. We then trialled around Whitford collecting some checks here and there and then proceeded on to Tulip diagrams, the instructions of which were nearly our undoing. We thought we found a few artists' licences in the drawing of these, so when we came to the cunning trap inserted by Peter we fell for it.

Then back along East Tamaki Rd, the Motorway, Mt Wellington, Church Street, etc. and back to the Clubrooms. Hurriedly arming ourselves with cheque book, rule book, speed table book, etc., we put our time claims to Meggison, all six of them, for which we were told to behave ourselves - it was only a club trial. Kevin Lancaster was assisting with results which were out soon after the trial.

Thanks Peter and your assistants for an enjoyable trial.

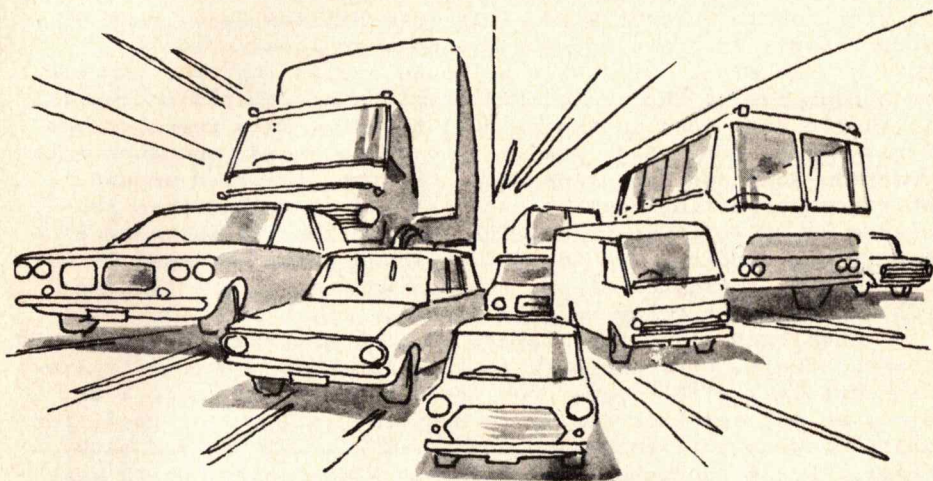
RESULTS: (First 15 places)

		<u>Points Loss</u>
1st	J. Crombie	187.8
2nd	R. Wylie	191.3
3rd	C. Shanks	235.8
4th	P. Levet	243.0
5th	S. Hamilton	260.8
6th	D. Bone	266.8
7th	P. Jukes	280.8
8th	R. Burnitt	430.3
9th	B. Sergeant	495.0
10th	B. Kirk	512.8
11th	B. Kirk-Burnand	518.8
12th	F. Grice	689.8
13th	J. Adam	709.3
14th	R. Wilson	743.3
15th	K. Turner	769.3

 **DUNLOP**

R Haere Tonu mai **DOMINION** **Rental cars**

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SOUTH AUCKLAND: Bairds Road, Otara, Phone Pop 48-194

TAURANGA: 140 Cameron Road, Phone 89-083

TAUPO: 117-125 Tongariro Street, Phone 991

WELLINGTON: Waterloo Quay, Phone 44-133

BLLENHEIM: Main Street, Phone 89-156

CHRISTCHURCH: 250 Durham Street, Phone 60-072

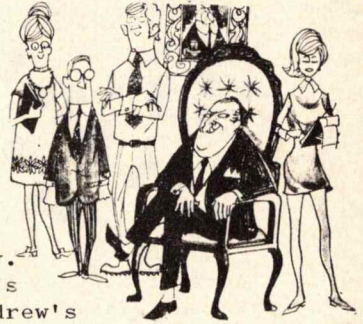
DUNEDIN: 144 Great King Street, Phone 77-719.



Haere Tonu mai
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SHOUTS & murmurs



. . . Mike Marshall's co-driver for the Maramarua Forest Rally will be David Hodges who was co-driver for Mike in Scotland on the Snowman Rally. David is a neighbour of Andrew Cowan's and was the regular co-driver for Andrew's brother in a MK I Lotus Cortina for several years. He is at present in New Zealand with the Ministry of Agriculture and Fisheries on exchange from Edinburgh University. David has purchased the other Safari Escort which Mike drove in New Caledonia.

. . . We hear that Steve Horne, who left for overseas a few weeks ago, will be working for V.D.S. Racing Team. This now brings the number of New Zealanders in the team to three.

. . . Hannu Mikkola's Heatway Escort has been sold to Bruce Hodgson in Australia.

. . . Mike Marshall's current rally car is the Safari Escort. Mike and David Hodges had hoped to go back to Britain for the Scottish Rally but lack of time to prepare and ship the Escort makes this an impossibility so this is yet another rally they will have to miss.

. . . Paul Adams has purchased the Ford A.V.O. Escort RS used by Jim Richards on the Shell Triple Hundred and last Heatway Rally.

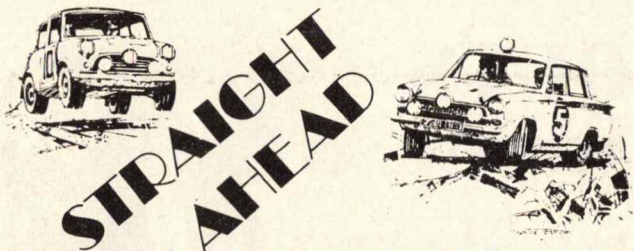
. . . For all you rally enthusiasts - and racing competitors - we hear that club member, Peter Levet, has gone into business and is busy tuning cars. After Peter's experience as Andrew Cowan's ace mechanic, we feel sure that he must be the expert in this field - well Mini Clubmans at least.

. . . Henderson Valley Miniature Car Racing Club (slot cars) has challenged A.C.C. to a duel and the line up of the Auckland Car Club talent looks pretty formidable.

. . . George Cuttell gave a huge sigh of relief to find that his navigator for the Northland Car Club Rally was not a member of the Northland Car Club and George had to do all the driving while Mike Marshall navigated. In fact, a large number of Auckland Car Club members competed successfully in this event and our Northland correspondent has promised a few comments and pix for the next issue of this bulletin.

. . . We hear through the grape-vine that Leo Leonard has purchased Shekhar Mehta Datsun 180B.

. . . Mike Marshall, who hopes to have Arthur McWatt as navigator, will be competing in the Southern Cross and New Caledonia Safari Rallies.



Another Mercury Trophy Trial has come and gone and what a lousy wet miserable night it turned out to be - the weather not the trial that is.

Despite the torrential rain, an encouraging number of Auckland Car Club starters made it to the start and most of them through to the finish at Kumeu the next morning. The documentation tent was an eye opener for at least one pair of eyes - those of Bill Forsyth from Oamaru who was up for the M.A.N.Z. trialling sub-committee - his host, Jim Scott, had threatened to make up a crew of Scott, Forsyth, Frost and Smithard, but fortunately for trialling, they didn't make it.

I found the trial tricky in the extreme with a curious lack of passage checks but the results speak highly. First was Warren Strand for A.R.T.C. then came 2nd, Robert Wylie, 3rd John Crombie, 4th Peter Levet, 5th Barry Nicholl, all of the last four places being Auckland Car Club members of course and this now puts us in the lead in the Mercury Trophy Series at 15 points with A.U.C.C. 13 points a close second, followed by A.R.T.C. with 10 points, so keep up the good work fellows.

Next round is the Monsoon on the 11th May plotted by Rosemary Allen and then on the 25th May the Duckhams. Details of both these are on the notice board and in the past both have proved enjoyable events.

G.R. 015



Trials Trophy Points

FINAL FOR 1973/74

A. MORLEY	189½	G. STRATFORD	7
J. CROMBIE	162	B. SERGEANT	7
R. WYLIE)	157½	M. TREE	7
S. HAMILTON	130	C. HENRY	6
B. NICHOLL	88½	R. STODART	6
C. SHANKS	67	C. MINERS	6
P. JUKES	60	A. CLARK	6
R. WILSON	56	G. WINDOSR	6
D. BONE	51	D. CROSS	6
P. LEVET	41	P. BATEMAN	5
B. BLACKLOCK	30	M. PARSONS	5
P. SHANKS	27½	R. VISKOVICH	5
P. ASHWORTH	22	D. HENSHAW	5
D. GULLAND	21	J. ADAM	5
S. MATHIESON	21	W. PAINTER	4
S. PEARCE	20	M. BOYLE	3
J. KILLMARTIN	17	A. MOWATT-WILSON	3
D. O'CARROLL	15	G. MAINS	3
J. CHANDLER	14	R. HARDING	3
D. HUGHS	14	K. BURNITT	3
J. GREENWELL	11	R. MONTGOMERY	2
D. BROWNE	10	D. BELL	2
H. LOCKIE	10	B. McDONALD	2
M. CHILDS	10	L. RYAN	2
J. EASTERN	10	M. WIGHTMAN	2
J. POWELL	10	P. LIST	2
J. KIRK-BURNAND	10	A. JEFFERIES	2
J. WENTWORTH	9	D. HINTON	2
M. HIESTAND	9	A. JOHNSON	2
N. MALLARD	8	W. OWEN	1
R. SENNE	8	J. SAMSON	1
W. PARKIN	7	D. MARTON	1

AUCKLAND CAR CLUB

Pit Stop Bistro Bar

Open Thursdays from 7-30 p.m.
Sundays 6 — 9-30 p.m.

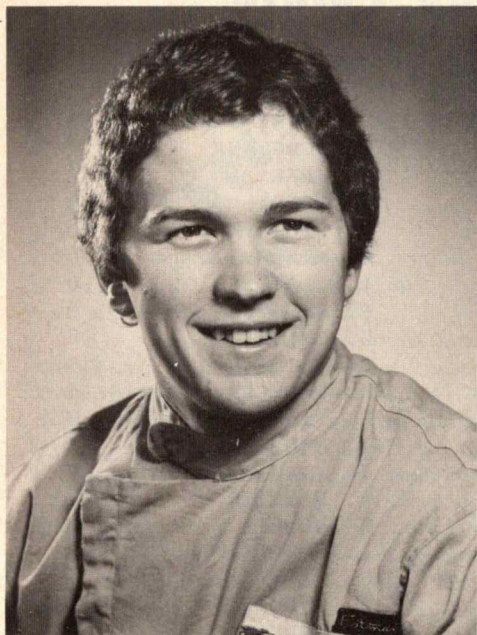


**Steaks & Grills, Roast Dinners, Hamburgers,
Fish, Chips, Chicken, Toasted Sandwiches.**

Children Welcome Sundays

My Most Memorable Car

Peter Sundberg



The car which comes to mind is my yellow escort which now resides in the South Island.

My sponsor, Don McMillan, of Metropolitan Cranes had agreed to finance the construction of a saloon car for the 1972-73 season.

I approached Spears Motor Preparations who agreed to supply two 2000 cc Twin Cam engines for the car. Once this had been confirmed we took delivery of a new bodyshell, purchased through McMillan Ford. The state of the body was certainly not as one would have

expected but this was soon rectified and the process of strengthening the shell began. The chassis rails were fully gas welded, along with all other major joins. This was probably not 100 per cent necessary but there appeared to be ample time before the season commenced. A full roll cage was constructed, this having a remarkable effect on the car's rigidity.

The car was now ready to be treated to some suspension which was duly designed and fabricated.

The wheel arches were then rebuilt and it was at this point I discovered a Fanta bottle placed inside the sill by some practical joker on the assembly line.

The car finally started to take shape and with one month in hand was taken to Lyall Martin who applied his usual magic wand with a spraygun. We now had a bright yellow escort which only required wheels, engine and gearbox. Some new Minilite wheels were fitted, a bullit gearbox was carefully modified to reduce chances of failure as these units had proved to be the Achilles heel of several racing escorts, well tuned twin cam engines producing too much power for this particular model of gearbox.

Spears delivered the first of their engines, the machining they had done included the manufacture of the crankshafts and these were a sight for sore eyes, the finished article looked magnificent. This engine was duly installed and late one Saturday afternoon the car was pushed down the road and fired up. This was most satisfying for all, the look on Graham Spear's face listening to his engine made all the effort seem worthwhile. Final details were attended to and the car was then trailered off to Bay Park for testing. This was most



rewarding for us, the car circulating in respectable times without too many teething troubles.

First race of the season was at Ruapuna, where we did not do well, finishing well behind Halliday's similar car. Upon returning to Auckland we found several things contributing to our lack of power and these were remedied in time for Bay Park the following weekend where I managed to stay in front for all but the last lap when the pressure became too much and I overdid things somewhat and let Halliday and Boyle through.

Well the next few races went reasonably well, most times Halliday, Boyle and myself managing to keep fairly close company. This was very good experience for myself as I had not been involved in such dices before. It is most frustrating being neck and neck with other cars, sometimes I used to feel like pulling over and watching!

The only 'moment' I had was at Timaru and it was here I realised the value of a good roll cage, not only did this protect me but saved the car from sustaining considerably more damage than it did.

The best meeting we had was the last Bay Park of the season when I narrowly beat the Hallidays. Shortly after this, Pat Pascoe from Blenheim expressed some interest in purchasing the car less motor and he eventually did so. It was a pity to see it go down South as all our cars seem to eventually. One develops a sense of pride in something you have built from the ground up and I feel that had we kept the car this season we could have kept it competitive. It's easy to predict the past!



Auckland Car Club MARAMARUA RALLY



The Auckland Car Club will again be running its popular Maramarua Forest Rally, the date set being May 26th.

Following last year's event during which the organisers learnt a great deal, it has been decided to increase the number of competitors who may start in the event. Though no maximum number has at this stage been stated it is understood the figure will exceed 60.

With a total special stage distance of approximately 60 miles or 96.54 kms, the event is expected to closely follow the pattern set last year.

Clerk of the Course is Arthur McWatt who will be assisted by Des Bell and Willard Martin.

In order that Auckland Car Club members can see as much of the rally as possible it is planned to produce a map showing special stages, car parks and access roads.

Both driver and co-driver must hold current competition licence, though only the driver must be a member of the Auckland Car Club.

It is expected that many of the top rallyists in the North will be entering the rally, plus one or two from outside the province - top Wellington driver Colin Taylor is reported to have recently joined the Auckland Car Club.

Entries will close on 10th May 1974 with Mrs V. Martin, 6 Melissa Place, Pakuranga, Phone 566-437.

NOTICE TO INTENDING SPECTATORS:

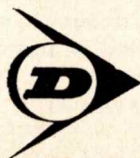
Spectators wishing to view stages have been provided with an access road within easy walking distance of an excellent stage where competitors pass three times.

To get there, follow Highway 2 signs turning off at the FOREST HEADQUARTERS sign and follow Car Club signs to the venue.

The event runs from 9.00 a.m. to 4.00 p.m. with the Bistro Bar at the Clubrooms open after the event.

Note : Marshals are still required and any person interested should contact either Arthur McWatt or Des Bell whose telephone numbers are listed in the advertisement in Coming Events.

For the safety of all concerned, spectators are requested to comply strictly with any directions given to them by Rally Marshals.



GET WITH **DUNLOP**



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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1. Limited slip diff. units.
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1. Body shells.
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POINT OF VIEW



In recent weeks there has been considerable vocal disapproval of the M.A.N.Z. proposal to restrict sponsorship on competition vehicles on the public highway.

Quite what the reason of such a proposal is I am not sure, possibly it may be connected with the so-called fuel crisis that politicians have been squealing about, and the fact that the motor sport fraternity is using the product which is in such short supply. What I find objectionable about that view, if it is in fact how the general public see the situation, is that many thousands of cars pour into the centre of our cities each day carrying a single person. What is even more ridiculous is that in many cases they have waited stationary in queues of traffic on a motorway with the engine running using the very commodity which you and I use for our sport.

It has been calculated that motorsport in this country uses in the region of 250,000 gallons of fuel per year - or about as much as the power boating fraternity use in one week-end. Taking that just a little further, if the 250,000 gallons were divided equally among all the registered motor vehicles in the country it would prove sufficient to run each car about 4 miles. If the vehicle happened to be a ministerial Chevrolet the distance would be somewhat less.

Leaving the speculative side of the fuel situation and returning to the M.A.N.Z. proposal, one must ask how practical is a regulation which would stop competitors carrying advertising on their cars whilst they are being driven on the highway.

It is a well known fact that the ever rising costs of our sport have forced competitors in circuit racing, rallying and trialling to seek out sponsors to help defray costs. One of the benefits to a sponsor and one of the main reasons why sponsors get involved in the sport is to gain the greatest amount of exposure for their product that is possible.

Let us take rallying for one moment, for it would be the hardest hit sector of the sport, should a restriction be placed on sponsored vehicles. As set out in the Articles for the Marlboro Rally Championship, that wasn't, the front doors of the competing cars were to be kept free for the sponsors' advertising. The sponsor wants as many people as he can to see his name and the product he markets.

It seems that some people involved in the various sectors of motor sport fail to recognise that a sponsor will only support a series of races or a car so long as he considers that he is getting value for money. It would not hurt all those who are looking for sponsors, be they promoters or competitors, to remember that their biggest competitor for a company's advertising budget, or part of it, happens to be the newspapers.

The advertising manager is well acquainted with the costs of the mass media, he can equate his budget to the \$3.90 to \$5.00 per single column inch of a metropolitan daily paper. Equating it to a given area of space on a rally car or racing saloon car is not so easy. The other fact of which a prospective sponsor is very much aware is the market reach of the newspapers in his area.

Keeping this in mind it is not difficult to see why business minded sponsors are keen to see the vehicle their name is on driven not only on the rally special stage, or motor race circuit, but also on the highway, if it is registered to do so. Remembering that it is subject to the highway code the same as any other vehicle.

An article in the Sunday Herald of April 14 written by their motoring correspondent Grant Howard spells out the facts very plainly.

In answer to those people who state that a motorsport driver has no special right to use the public highway as part of his sport, Mr Howard continues: "Why not? His vehicle is duly registered, carries a current warrant of fitness and is almost certainly insured for a heavy premium."

Somehow I don't think that such a proposition as suggested by M.A.N.Z. would be legally enforceable. However, one point is quite clear, it would do no harm for competitors who are able to drive their competition vehicles on the highway to read carefully their M.A.N.Z. Handbook with special attention being given to the rules on displaying racing numbers prior to and following meetings.

NHH

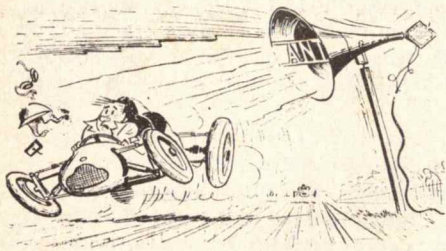
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DUNLOP RACE MEETING

by Don Hadfield

On April 7th Auckland Car Club held their Dunlop Meeting at Pukekohe. The weather was fine, though things looked bad when the first race got under way with only four starters; it was reduced from 10 laps to 6 and with one retirement during the race when Robin Bennett went out with the Charger, it went much as planned with Jim Richards winning from Don Scott and Sue Adams driving a Ford Capri into third - all in all a very 'ho hum' sort of race. The sooner we get the GTX classes amended to race together in next year's regulations the better. To indicate just how slow it was, the fastest lap set by Richards was 1.31.4 - also equalled by Don Scott; Richards record in the same car was 1.27.7.

The second race was a combination of Castrol GTX Groups II and III starting slightly apart. Adams led the whole distance with McNamara very close behind trying, but not being able to get through. Allan Nuttall pitted while in third place on the second lap and third place was eventually taken by Allan Woolf, followed by Paul Curin and Phil Henley with Adams actually equalling his own record time. In the Group III Ray Williams in a Datsun 1600 won this race setting a new record, his old record of 1.36.4 was reduced to 1.35.9. Bruce Cork trying desperately hard to stay in front of Williams at various times during the race finished second with a 1.36.2 and Mark Petch, whom I believe was later involved in an eligibility protest, was third in 1.36.8.

The third race of the day brought to notice the fantastic battle going on for the Bank of New South Wales Championship. It would be interesting to note that at this point had the Championship gone to one class only, namely 0-6000 cars, Richards would have such a colossal lead at this stage there would be really no competition, but as the Championship is wide open to any class the racing has been fantastically close and strong. Both Hart and Cook set out this time to have themselves another duel which would have the crowd on their feet. Rex Hart managed to win this one from Reg Cook and Jim Stone with Peter Harris. Barry Phillips and Steve Millen in the next places. The fastest lap by Hart and Cook was 1.19.5, the old record standing to Hart at 1.20.1 so the pace was really on.

The fourth race of the day was the Sports Car World of Greenlane New Zealand Sports Car Championship. This class of racing has always been rather spoiled by the reliability of the cars and the basic general lack of competition between them,

DUNLOP MOTOR RACE MEETING PUKEKOHE, SUNDAY 7th APRIL, 1974

ARTHUR BAYNES PHOTOS
P.O. Box 9323, Auckland



PETER HUGHES, N.Z. FORMULA FORD CHAMPION, RECEIVES THE IVAN PARTON MEMORIAL TROPHY FROM FORD MOTOR COMPANY REPRESENTATIVE BRIAN GILLESPIE.



CLUB MEMBER PAUL FAHEY RECEIVES THE EUROPA TROPHY FROM AUCKLAND DUNLOP MANAGER MR. K.R. ARMIT. PAUL'S WINNING COLOGNE CAPRI WAS FITTED WITH DUNLOPS.

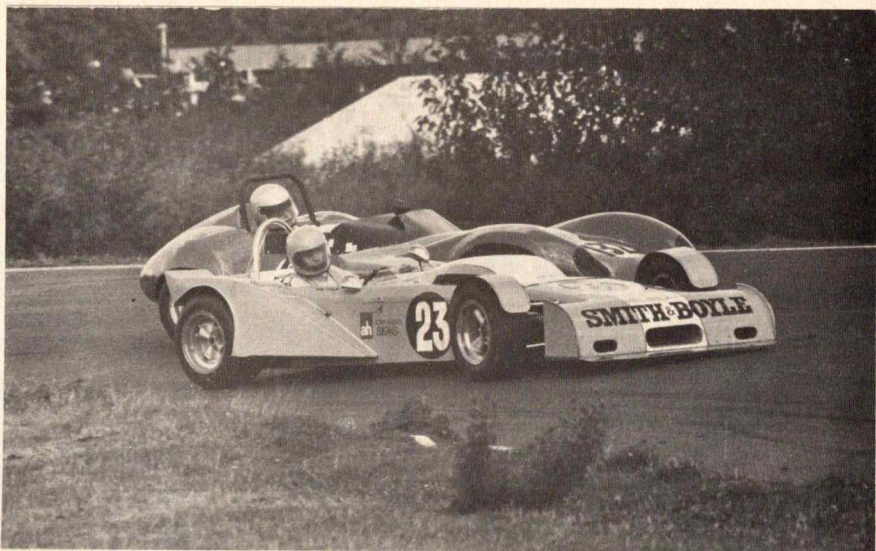


PAUL ADAMS LEADS KEVIN McNAMARA.



ON BEHALF OF NEW ZEALAND MOTOR RACING DRIVERS CLUB BARRY PHILLIPS PRESENTS KEVIN McNAMARA WITH THE WESTOVER ENDEAVOUR TROPHY.

 **DUNLOP**



but they are all home-built specials and it does take some time to sort them out. Russ Noble went away very comfortably to win this race, the old record standing to Ian Bisman at 1.21.2, Bisman himself recording a 1.19.6. A very consistent Bob Hyslop ran third from Brant Bloore, Finlay and Hatton.

The fifth race of the day was the Bank of New South Wales Championship race for 0-4200 cars. It was the familiar Halliday - Fahey performance and Halliday led the first time around, driving his heart out as always. Fahey's record in this class was 1.16.6 and he set a new one at 1.16.5. Halliday driving hard recorded a 1.17.8 - not bad for a little 1600 car from a very superlative machine driven by Paul. Jim Stone ran third a long way back, Rex Findlay 4th and Allan Woolf in the old Vitesse was in 5th place.

The sixth race was for Formula Fords and this was the grand final, although the Championship unfortunately had already been decided for Peter Hughes. The entries for Formula Ford over the last season have been very very high and it had been decided to save all the drivers coming from great distances and not getting a drive, they would run two preliminary heats before the final. Well we didn't get that many starters, but just the same, not a bad little field lined up, and Dave McMillan returning to form had a nice little dice with Jim Murdoch for several laps, finally getting to the front on the last lap, seeming to actually wait around until he was ready to go through to win. McMillan's fastest lap was 1.17.8 the record standing to Lissiuk at 1.16.9. Murdoch also did a 1.17.8 from Norm Smith, with Neville Bailey much improved in 4th place doing a 1.19.4.

In the second preliminary heat for Formula Ford young Brett Riley went through after Howard Wood led first time around and won very comfortably. Unfortunately at the time of writing the chart with all the times recorded for this one is not at hand. Peter Hughes ran a surprisingly distant second from Grant Walker in third, Peter Haskett running fourth.

PIX = Ross Cammick Ph. 558-913



THE REG COOK/REX HART DUEL



'RED' DAWSON



PETER HARRIS

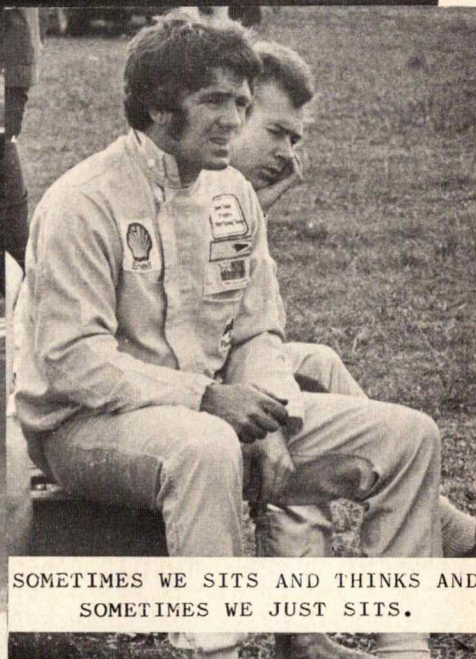
 **DUNLOP**

Out came the big cars for the Dunlop Feature Race and the Bank of New South Wales qualifying round. It was a case here with the chicanes on the circuit and the power of the big Mustangs, as to whether or not Fahey would be capable of getting passed and knocking them off. In practice he had recorded fastest time, but it still wasn't under the record held by Richards. The field got away to a good start, Fahey actually seeming to get off the line that little bit quicker than Richards, but Richards soon put him back and led for quite a long time, and it wasn't until the 7th lap that Fahey went by to the lead, and this was when Jim appeared to arrive too fast on the top of the chicane at Rothmans, the back brakes locked up, and he jumped straight over both chicanes, Fahey grabbed the opportunity and was past. From there he just motored away to win very comfortably. His fastest lap time was 1.15.2 which was a long way from the record held by Richards of 1.14.9. Richards was second quite well with Coppins, improving a little as the season gets on, in the Pontiac Firebird, his best time 1.18.1; Halliday in a very good fourth and

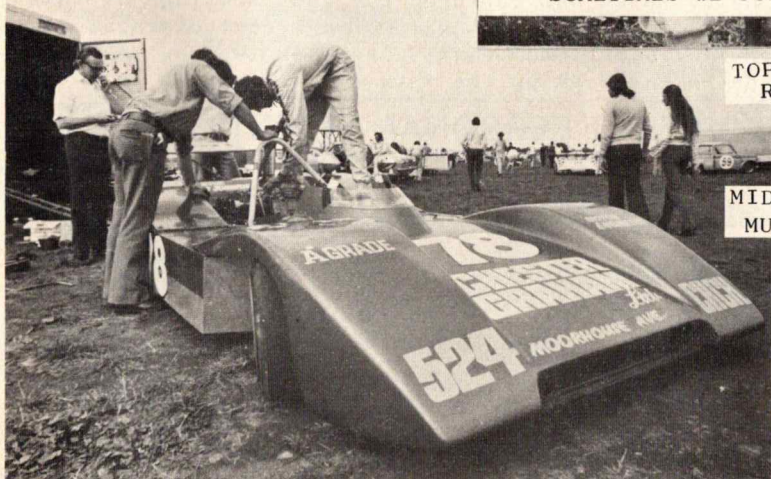


and Grant Aitken from the South Island up with the Fairydown Escort, ex Fahey, ex Collingwood car, looking and sounding very nice indeed was fifth. It was during this race that Greg Lancaster had a monumental lose at the top of Rothmans and spun off the circuit heading towards the big tyres that are there for protection from the drain. The tyre not only moved, it got up and rolled into the drain - it takes a fair amount of impact to move a tyre of this size with a car. The car was fairly badly damaged, and Greg got something like six hours sleep before he fronted at Bay Park the following weekend.

The tenth race of the day was the final Formula Ford Championship event. This has been a hard fought competition and as I said before, a little unfortunate that the Championship had been decided in Hughes' favour, but a good race just the same. First time round Hughes led, next time round Brett



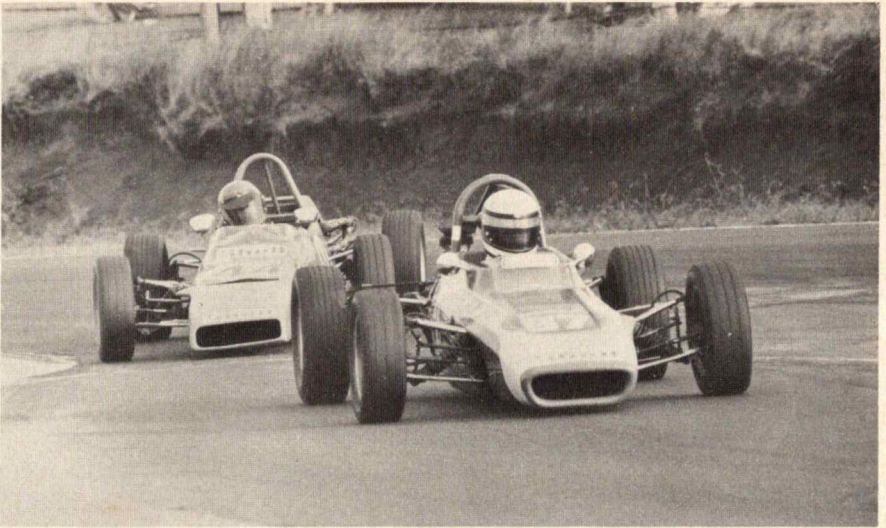
SOMETIMES WE SITS AND THINKS AND
SOMETIMES WE JUST SITS.



TOP:
RAY WILLIAMS

MIDDLE LEFT:
MURRAY SOAMES

BOTTOM:
RUSS NOBLE



Riley was in the lead and Riley held the lead until the 5th lap when McMillan went through and McMillan then motored away to win. Second was Riley, Jim Murdoch 3rd, Hughes, the now Champion for Formula Ford in a fairly lowly fourth place.

Also on the programme were three fairly exciting Handicap races, one for saloons, one for Sports Cars and the final race being the Jack Inwood Flying Farewell, and I would say the first appearance in ten years of Paul Fahey in a handicap race. Unfortunately there was a reasonable sort of a shunt up at Rothmans which slowed the traffic up quite badly and no way in the world was Fahey going to catch Richards who was motoring through the field fairly rapidly in the McMillan Ford Falcon GT but he still didn't make it to the front in time. The race was won by the Mini 7 of Chris Parkinson, followed by Grant Aitken with Jim Richards coming home third. Fahey managed to bring the Superford Capri into 7th place on this final farewell.

All in all it was a very good and exciting race meeting and good flavour which has captured the last meetings of this season and providing exciting and sometimes controversial racing. We hope this continues next season, and we now move on from Pukekohe to Bay Park on the 13th April.

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COMPETITION RACING NUMBERS

N.Z.R.D.C. are now preparing the list of racing numbers for the forthcoming season. At the request of Promoters, a new system will be put into effect for next season.

The promoters say their lap scorers and time keepers have difficulty in dealing with three digit numbers, so in future all cars will not have more than two digit numbers. In order to do this the numbering system will have to be broken down into more groups. It is proposed to use the following groupings:-

1. Tasman and Gold Star Single Seaters (numbers one to ten will be reserved for overseas drivers).
2. Formula Ford.
3. Formula Vee.
4. Sports Cars.
5. Castrol GTX Saloons.
6. All saloons other than GTX.

All groups, other than the Gold Star Series, will start with the digit 1.

Drivers requiring racing numbers should apply to N.Z.R.D.C. Box 189, Whangarei, giving their name and address, type of car and cubic capacity and class of racing to be competed in. Only drivers who apply will receive a permanent number for the season. A fee of \$1.00 is charged for this service. The closing date for applications is 20th August 1974 and the number lists will be completed and forwarded to promoters and each applicant on 1st September 1974.

In past years some clubs have neglected to publish this notice, as a result their members have missed getting a permanent number allocated, and as a consequence have been at a disadvantage for the season. This is a service for your racing members.



GREG LANCASTER

Auckland Car Club

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Graham Spear reports



Sports car racing is beginning to become a more competitive class. This is the first year for the 2000 c.c. and under sports cars and although they got off to a poor start, there is now good fields and competitive racing with new drivers and cars coming on the scene and I think that at last on a show of interest to the paying public.

My firm got involved with this class of racing when we sponsored Frank Bray's car by supplying a motor and I must confess we had problems from the start and are now on to the second car after the first car was badly bent.

It does appear, however, that our teething problems are over and we are pleased that we persevered with this class as a new class always needs as much help as it can get if it is to get off the ground successfully. In the first race at the Auckland Car Club's meeting on the 7th April we unfortunately ran out of petrol and did not finish. We did have the good fortune to later win the handicap event. The following week at Bay Park was another Sports Car round and we won this event to take us closer to the front on points and at the time of writing we are looking to more success at the Manfield meeting on the 21st April.

As most members will realise, the social planned for the 7th April was a failure as the band did not turn up. This was quite a shock to me particularly as the band had announced the fact that they would see us again on the 7th when they played only two weeks previously. I have published an apology for this in this month's Bulletin. We did give everybody present a free 50 cent raffle ticket for a half gallon of Bourbon but as this does not justify the failure of the band to turn up, we intend to run a free night at a later date.

Another social activity planned for some time in late June/early July is a Disco night and we will have practically all the latest lighting effects, including pulse floods, strobe lighting, projected lights, ultra violet lighting and lighting to suit the music beat, etc. We intend to have a good band on this night and this should be of particular interest to the younger members and should be quite a night.

APOLOGY TO CLUB MEMBERS AND FRIENDS:

I wish to apologise for the non arrival of the Royal Male Band on Sunday the 7th April. It is my intention to run a free social at a later date and members will be informed when arrangements for this social are completed.

GRAHAM SPEAR

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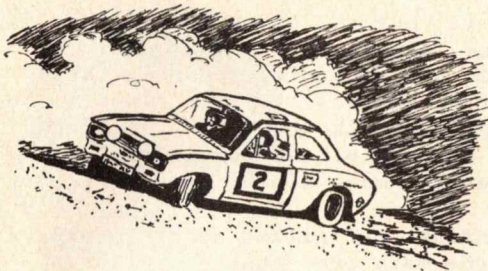
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EUROPEAN RALLY SCENE

After slowly penetrating the international rally scene over the past few years, Fiat burst its way on to the victory rostrum when three of its latest 1.8 litre Abarths finished first, second and third in the TAP Rally which ended at the Estoril Autodrome near Lisbon. The victory coincides with the revised specification for the car, and the re-organisation of the company's competition activities, including transferring the department to one of Abarth's two plants in Turin.

Outright winner of the rally was Raffaele Pinto followed by Alcide Paganelli and in third place having a one off drive for Fiat was Markku Alen.

Trimmed down to two legs without concentration runs for reasons of fuel economy, the rally included 32 special stages, all but two of them on dirt roads. The start was in the centre of Lisbon, the half way stop at Ofir in the north of the country and then back to the finish at Estoril.

A sizeable crowd gathered in the centre of Lisbon for the evening start. The route headed westwards to the area of Sintra, where the impossibly tight road sections of the previous years gave way to two special stages. Right from the start, the Fiats showed that they mean't business, with Pinto making most of the best times. Alen was taking a bit of time getting used to the car and also to pace notes. This was Alen's first rally on pace notes and he was finding it difficult to forget his usual style of driving on what he could read from the road.

For Leyland it was an unhappy rally, Culcheth retiring the Dolomite Sprint when the steering rack bent after the sump guard took a much harder blow, and was pushed up to the steering rack. The Opels were going well, Rohrl and Warmbold being the quickest and getting in amongst the Fiats.

Andersson was getting used to the Toyota Levin, but had a rear wheel bearing changed early on in the event. Later on, he had new drive shafts and shock absorbers fitted. Waldegard's Celica was displaying peculiar electrical tendencies and after six stages the car stopped completely. A hidden failure inside the transistorised ignition system was suspected.

The Fiat team was reduced to three when Fall spun his Ascona on a corner and stalled. Having trouble in getting going again Barbasio came up and tried to go round the Opel on the grass verge. Unfortunately there was a hidden ditch and two wheels of the Fiat dropped in and was stuck fast.

Datsun 260Zs were having all the braking problems they had last year, but what was even more serious was a lubrication fault which caused the oil pressure to drop to zero at 6500 rpm or more. Kallstrom realised this very quickly and

was more careful with engine revs, but the other two drivers did not and soon retired with engine failure.

Rain, gales, fog and mist were encountered during the night and on one foggy stage Andersson was very surprised to be passed by Alen. Alen suffered a set back when the tyre truck wasn't at the service point at the end of two tarmac stages. He was stuck with racers for several more stages and collected a few punctures.

Warmbold retired when continually failing shock absorbers caused so much vibration that the main prop shaft bearing failed. Rohrl retired the other Ascona with a holed piston and Kallstrom had the gearbox replaced at the half way halt after losing second gear.

About four stages from the end Andersson lost second gear and a rear shock absorber also broke. The Levin made the finish with strange one sided stance and handled most peculiarly on the final slalom. Fall retired his Ascona two stages from the end when a pin dropped out of the front suspension and the front wheels were left flapping in the breeze.

1st	R. Pinto/A. Bernacchini	Fiat Abarth
2nd	A. Paganelli/H. Russo	Fiat Abarth
3rd	M. Alen/I. Kiramaki	Fiat Abarth
4th	O. Andersson/A. Hertz	Toyota Levin

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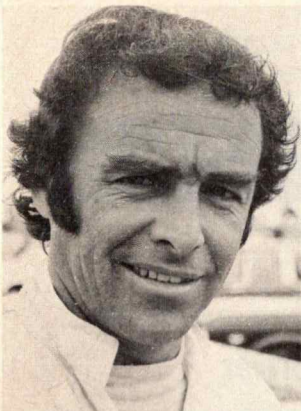
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DENNIS MARWOOD COMMENTS

Since last month we find our Saloon Car Championships drawing to a close with some exciting finishes in most classes. Bay Park as usual produced some real close racing, and Manfield should produce even better tussles. Since our last Bulletin, Fahey's Capri has at last won a 6000 c.c. race, although it is significant that on both occasions Jim Richards had trouble with his Mustang. Reg Cook and Rex Hart seem poised to battle out the Championship and by the time you read this the result will be known.

It seems a great pity to me that we are again facing more changes in regulations for the forthcoming season, but I for one am becoming used to the fact that M.A.N.Z. appear to change regulations at the drop of a hat with complete disregard for the competitor or his sponsor. It is possible I suppose that they do not know the extent of the disillusionment they can spread, in which case we need administrators who can foresee the implications of such a policy. Just look at Australia. I have often heard a M.A.N.Z. spokesman say "You will never satisfy the driver/competitor", (in New Zealand) and I doubt if anyone is satisfied. But in Australia there are many competitors who are happy. I know several personally, and no wonder they have so many rich series of saloon races; guys are spending forty or fifty thousand dollars happily, not because they have too much money, but because they can afford to, the rewards are there.

Before a company puts up thirty or fifty thousand dollars for a series they need to see evidence that the sport is run professionally and with stable administration at the helm. They obviously have no problems in Australia, but you go along to a potential sponsor in this part of the world and when the discussion reaches the point of "what are the classes and regulations for the next three years", you have to say, "Well, I can't answer that!" So your potential sponsor looks to a Soccer team, or a racing yacht, or an off shore racing boat.

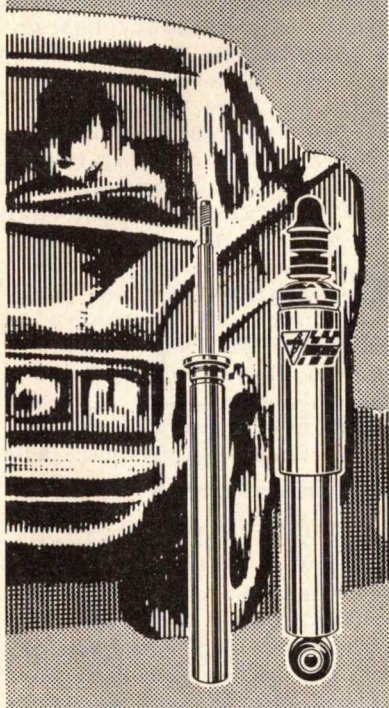
We now have some new regulations and decisions on eligibility of engines and class capacities for the 1974-75 season, so the rushed calculations are on to decide which car will be suitable to run and rush to organise sponsors, mechanics, cars often with lengthy negotiations overseas, all for one season, secure in the knowledge that the following season will see more changes, additions, cancellations and, of course, the same hard grind all over again.

 TYRES **DUNLOP** RETREADS

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LETTER BOX

The New Zealand Racing Drivers Club

16th April, 1974.

The Editor,
Auckland Car Club Bulletin.

Dear Sir,

I refer to Point of View in your April edition in which NHH comments "It is a well known fact that Mr J. Carney who produces the NZRDC 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."

I would like your readers to know NHH assumes something he knows little about. Perhaps he has been too brainwashed to absorb the facts from an article, reprinted in NZRDC newsletter, by Keith Duckworth the most successful racing engine designer in the world. These are Duckworth's views, not mine. However, NHH decided to take bits of the article and quote them out of context. Duckworth was not comparing formula or intent of formula, what he said was that it is futile and very expensive indeed to try and develop a racing engine from a production engine. He went to great lengths to explain the reason for the failure of the two litre Ford engine for Formula 2, which he had tried to develop from a production engine.

Quote Duckworth on the 2 litre engine "The principles of starting with a production block from which to make a racing engine is completely unsound and ends up being by far more expensive than by building a unique block designed specially for racing The cost basis of starting with a production block is just nonsense, incredible nonsense."

Here is the full text of Duckworth's comments on F5000.

Interviewer - "Presumably your reservations about production engines apply to F5000?"

Duckworth - "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 it's costs would make F1 look positively cheap. Certainly, if you develop F5000 to the competitive level of F1, we'd probably take it up, get more power out of it and have one more block falling apart on us."

As soon as you come down from absolute top level competition, where to win is essential, the competitive edge is taken off. And I think if F5000 cars were to be really subject to these sort of stresses and strains, the reliability would be much, much worse. It is only because it is not as cut throat competitive as F1 that the engine reliability is as good as it is, and that's not all the bright". End of quote.

NHH goes on to comment "Keith Duckworth also cast doubts on the competitiveness of F5000".

When Duckworth talks about the competitive level he is probably referring to such differences in times as those in the recent Race of Champions as at Brands Hatch where Hunt in a F1 Hesketh qualified for pole position in a time some 14 seconds per lap faster than Gethin who was the fastest F5000. Gethin was driving the new updated Chevron not the one he used in the Tasman series.

Finally, NHH, methinks thou speaketh for another, and this is not thy "point of view." Tell him to come out from beneath your skirt, print what he has to say, and sign his name to it. Meantime I shall be doing all I can to help motorsport, be it F5000 or those much despised saloons.

Yours faithfully,
J. Carney - Editor



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.

Keith Biddle	Onehunga	
Steven Johns	Royal Oak	Hillman
Carol Bridgford	Remuera	Fiat 500
Richard Homewood	Epsom	Austin Seven
John Coker	Manurewa	Anglia
Marty Finch	Papatoetoe	Wolesley 4/44
Malcolm Miller	Kohimarama	Ford 10
Mervyn Millett	Epsom	Avenger
Christopher Tchernegouski	Waiouru	Morris
Mr & Mrs Rodney Limbrick	Herne Bay	Valiant
Mr & Mrs George Kuttel	Tokoroa	Escort RS
Mr & Mrs Russell Murtagh	Mt Roskill	Toyota Corolla
Colin Taylor	Ngaio (Wellington)	Toyota
Donald Rush	Kelston	Vauxhall
Hari Nath	Mt Eden	Anglia
Daniel Mischefski	Mt Wellington	Falcon
Bryce Davey	Mt Wellington	Hillman Imp
John Buchanan	Birkenhead	Fiat 125
David Bruton	Pakuranga	Ford
Robert Fill	Epsom	Escort
Carl Rabbidge	Whangarei	Escort
Kevin Sanderson	Papakura	Torana GTR
Garry Hutchinson	Glenfield	Anglia
Geoffrey Carnachan	Warkworth	Hillman
Andrew Walker	Epsom	Escort Mexico



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