

JUNE 1974



BULLETIN



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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, A. L. McWatt,
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 674-047.
1 Addison St, Blockhouse Bay.

Chairmen of Sub-Committees:

Club House: G. L. Spear,
75-180 (bus.), 888-811 (Pvte).

Trials: R. M. Williams,
Phone 576-937 (Pvte).

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

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

Building: M. H. Lawson,
HCK 46-560.

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 (Evg).

Security Officer:

H. G. Southee, Phone 607-662.

Custodian:

W. Ferris, Phone 674-071.

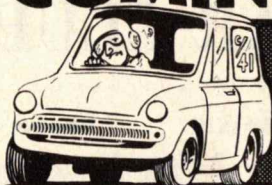


CHRIS PARKINSON, WHO WON THE JACK INWOOD FLYING FAREWELL AT OUR DUNLOP MEETING IN ACTION ON THE CLUB CIRCUIT ON 5TH MAY 1974.

COVER PHOTO PHIL HENLEY IN THE RAPID DATSUN 1200 SSS IN ACTION ON THE CLUB CIRCUIT, 5TH MAY 1974.

ARTHUR BAYNES PHOTOS
BOX 9323 AUCKLAND

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.

2ND JUNE - SUNDAY - QUEEN'S BIRTHDAY WEEKEND - WINE & CHEESE EVENING:

Will be held at the Clubrooms between 7.00 p.m. and 9.00 p.m. although the Lounge will be open until 10.00 p.m. after the Wine and Cheese. A wide variety of wines and cheeses will be served. Tickets available from Graham Spear - Phone 888-811.

5TH JUNE - WEDNESDAY EVENING - MIDWEEK TRIAL:

This trial will start from the Otara Car Park at 6.30 p.m. finishing at the Clubrooms. Approximately 40 miles and 1½ hours duration. The Bistro Bar will be open at the finish of the trial. Remember to bring a sealed clock.

15TH JUNE - SATURDAY EVENING - ANNUAL BALL:

To be held at the Mandalay Ballroom, Newmarket, 8.00 p.m. to 1.00 a.m. Continuous banquet supper. First class floorshow. Tickets \$9.00 each, all inclusive, but remember these are selling extremely fast! Contact an executive committee member (see first page of this Bulletin) now to ensure you don't miss this mighty social event.

20TH JUNE - THURSDAY EVENING - CLUBNIGHT AND 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.

N.B. A SPECIAL GENERAL MEETING WILL BE HELD BEFORE THE FILMS ARE SHOWN. SEE SEPARATE NOTICE IN THIS BULLETIN.

 **TYRES DUNLOP RETREADS**

26TH JUNE - WEDNESDAY EVENING - TRIALS INSTRUCTION EVENING:

To be held at the Clubrooms at 8.00 p.m. The major emphasis will be on map reading - refer Trial Sunday 30th June - however all facets of trialling will be covered at this evening. All triallists and newcomers to this type of competition are urged to attend.

30TH JUNE - SUNDAY AFTERNOON TRIAL:

Starts 1.30 p.m. at New Zealand Motor Corporation (Seabrook Fowlds) Great South Road, Papakura, finishing at the Clubrooms. Approximate duration 3 hours. Map required is Pukekohe Map NZMS 1 Sheet N47 Pt N46. This is also the map required for the Trials Instruction Evening. Sealed clock also required. The Bistro Bar will be in full swing on your return.

10TH JULY - WEDNESDAY EVENING - MIDWEEK TRIAL:

Further information on this trial will appear in next month's Bulletin.

28TH JULY - SUNDAY - 3RD MARAMARUA FOREST RALLY:

This event will follow closely the format of previous rallies in the Maramarua Forest and will be of 8 hours duration starting at 9.00 a.m. Scrutineering will take place on Saturday 20th July. Entry forms and regulations are available from the Clubrooms or the Secretary of the Meeting, Mrs Val Martin, 6 Melissa Place, Farm Cove, Pakuranga. Phone 566-437.

Due to the popularity of these events, intending competitors should return their entry forms promptly to be assured of receiving acceptance.

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 Val Martin, 6 Melissa Place, Pakuranga, Phone 566-437, or from the Clubrooms.



**OPEN &
INVITATION**

1ST JUNE - SATURDAY - NATIONAL MOTOR RACE MEETING - MANFIELD:

Featuring the "Villa Maria 100" Production Saloon Car Race (100 laps) also National final, "Ace-Osca" Saloon Series. Promoted by Manfield Autocourse Promotions, P.O. Box 1959, Palmerston North - Phone 77-459 Palmerston North.

8TH JUNE - SATURDAY - EBBETT MOTORS CAR TRIAL:

Duration approximately 8 hours. Starts from Hamilton Car Club Clubrooms, Vaile Road, Newstead at 11.00 a.m. Late entries accepted up until 7th June. Secretary Mrs F. Beale, Kaipaki Rd, Ohaupo R.D. 1. Phone 834 Ohaupo.

8TH JUNE - SATURDAY - RON RUTHERFORD MOTORS GOLD STAR TRIAL:

Duration approximately 10 hours, with first car starting at 7.30 a.m. Entries close 3rd June (late entries 7th June). Organised by the Canterbury Car Club. Secretary of the Meeting Mr P.G. Benseman, 33 Petrie Street, Christchurch - Ph. 859-061.

22ND JUNE - SATURDAY - MERCURY TROPHY TRIAL:

Details of this event, organised by the M.G. Car Club are available from Mr C. Rodliffe, 102 Patteson Avenue, Mission Bay, Phone 581-237 (Pvte).

23RD JUNE - SUNDAY - "COCA COLA BOTTLERS" RALLYCROSS SERIES:

The 0.8 km circuit is on the National Field Day's Property at Kaipaki (near Hamilton Airport). Special Requirements - Racing Rubber or Road Tyres only and mud flaps on rear wheels. Further details and entry forms from Hamilton Car Club, P.O. Box 6029, Hamilton. (Note this event may be televised live).

28TH JULY - SUNDAY - MARAMARUA RALLY:

This will be an invitation event organised by the Auckland Car Club.



HALLIDAY RACING DEVELOPMENTS

14 KITCHENER RD, SANDRINGHAM
PHONE 864-743

RACE EXHAUST SYSTEMS

EXCHANGE RACE & ROAD CAMS

SUSPENSION MODIFICATIONS

ALL ENGINE MACHINING

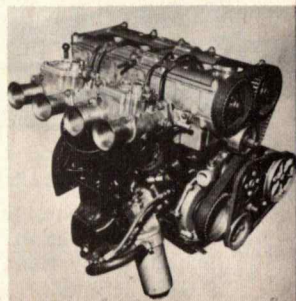
FULL HEAD MODIFICATIONS

— ANY STAGE

CYLINDER REBORING — \$3 PER BORE

EXCHANGE MODIFIED CORTINA ENGINES

B.D.A. & LOTUS SPECIALISTS



President's Message



On behalf of the Executive Committee I have pleasure in reporting to Members on the activities of the Club during the financial year which ended on 28th February 1974. It has been a difficult year for the Club with drastic price rises, general inflation and the petrol shortage to cope with.

MEMBERSHIP:

We continue to be by far the largest car club in New Zealand and, in fact, Australasia. Our financial membership has risen to an all time record of 1,305 with an additional wife membership of 179.

Notwithstanding such a large membership it is gratifying to note that a very large cross-section of members took an active part in our many varied events.

Our membership records and documentation was again administered by our Membership Secretary, Ben Hamilton. This is indeed an onerous task and I speak sincerely when I say that Ben Hamilton has been of the greatest personal assistance to me in keeping our membership records so well prepared and I know that the Executive Committee fully appreciate the efforts that he and his wife Marlene have expended on this important aspect of Club records.

FINANCE:

With the continuing inflationary spiral in the country's economy it is difficult to avoid resulting increases in Club's expenses and outgoings. At a Special General Meeting held on Wednesday, 27th February 1974 the Club annual subscription was raised from \$8.00 p.a. to \$10.00 p.a. This has been the first rise in the membership subscription rate for several years and it was with reluctance that the Executive Committee recommended it. However, we have by no means the most expensive Car Club subscription in New Zealand. It is difficult to say how far we can go before another increase may become necessary. This of course depends on the Club's overheads and expenses in the future.

Thankfully, our financial position remains strong in spite of increasing costs. Our net income totalled \$7,457 after allowing depreciation of \$2,340. The net book value of Club assets rose from \$56,566 to \$64,038.

The increase of \$2.00 p.a. in our membership subscription should help maintain our financial equilibrium but I point out that careful management is required to continue our healthy growth rate.

CLUBROOMS:

The Clubrooms have again proved their value to members by affording facilities of a high standard in which to hold meetings both formal and informal.

The kitchen upstairs has been brought up to a high commercial standard to enable bistro type meals for members and friends.

It was found during the year that Saturday evenings were becoming poorly patronised due mainly I feel to many other types of events and functions held in Auckland city on these nights. The un-economic situation persuaded the Executive to close the Clubrooms on Saturday nights. The position, however, is under constant review and, if deemed necessary, Saturday evening opening will be re-established.

Our Custodian, Bill Ferris, has continued to look after the premises and matters relating thereto in a manner which far exceeds any standard that the Executive Committee could expect of him. He and his wife Marg. have endeared themselves to members and over the period of some six years in which they have been associated with us they have earned the grateful respect of all committee members.

CLUBHOUSE SUB-COMMITTEE - PETER SCHENKER (CHAIRMAN):

Informal evenings were held each Thursday, Saturday and Sunday, Saturday evenings being discontinued towards the end of the year as I have already mentioned. Eleven film evenings were held. Seven socials of varying types proved enjoyable. The informal dine-and-dance evenings held on Sundays were very popular. A beer and burger evening at Queen's Birthday Weekend was well attended and the Christmas Social was successful. The children's Christmas party was enjoyed by members' children.

An inter-club committee cocktail evening took place in the Members' Lounge in August and other Auckland Area Clubs' Committees took this opportunity, now an annual event, to become better acquainted with their contemporaries in other Clubs.

Friday film evenings showing full length features did not prove to be popular enough to be continued.

The Annual Ball was held at the Mandalay Ballroom in June and was undoubtedly the social highlight of the year. We are indebted once more to Eric Mallard for again making this function such a resounding success.

LADIES SUB-COMMITTEE - DOT PARKIN (CHAIRWOMAN):

This sub-committee ably assisted the Clubhouse Sub-Committee with refreshments prepared for social and competitive events and the Executive is grateful for the help so readily given by the ladies of the Club.

A fashion parade proved popular with the ladies and professional models and compere made the show a very enjoyable experience.

Housie evenings were held during the year.

TRIALS SUB-COMMITTEE - PETER MEGGISON (CHAIRMAN):

Probably one of the most active sides of Club activities during the year, trials have served as a good competitive act-

Auckland Car Club

ANNUAL BALL

MANDALAY BALLROOM

SATURDAY, JUNE 15th



FIRST CLASS ENTERTAINMENT
8 p.m. to 1 a.m.

EXCELLENT BAND

FLOORSHOW

BANQUET SUPPER

\$9.00 SINGLE ALL INCLUSIVE

(Limited number available)

TICKETS ON SALE



ivity for members with family type saloons and have been responsible for members getting to know each other both as fellow competitors and socially.

A total of thirteen trials was held and these included one Gold Star event, one Mercury Trophy Inter-Club, one weekend trial to Rotorua and an economy run. Trials for learners, mid-week events and the Club's annual Experts Cup Trial offered the widest scope for triallists of all degrees of experience.

Trials instruction evenings proved popular with newcomers to the sport.

TISCO N.Z. Limited again generously supported our Gold Star event and we are deeply grateful for this continued assistance.

A rally was organised in the Maramarua State Forest and proved to be an outstanding success.

SPEED COMMITTEE - RON BROWN (CHAIRMAN):

Four hillclimbs were held at Chamberlain Road including one Gold Star event and one Bardahl Inter-Club event. It is pleasing to record that the Auckland Car Club convincingly won this inter-club series.

Our radio timing gear has been continually upgraded.

Four gymkhanas were held and proved popular.

Our annual gymkhana against Hamilton Car Club was organised by that Club at Hamilton. It proved a great success for the Hamilton Car Club. Nonetheless our members who represented our Club greatly enjoyed the event, cementing our relationship with Hamilton Car Club.

RACE SUB-COMMITTEE - LES RANKIN (CHAIRMAN):

Two National and four Club Circuit meetings were staged at Pukekohe. A grasstrack meeting was held in November in conjunction with Pukekohe Car Club. Our National meetings were again sponsored by Dunlop (April) and Rothmans (October) and we are very grateful to these two companies for their continued generous support.

It is unfortunate to record an apparent waning of spectator interest in national motor racing. Our meetings were promoted and run at a high standard but the net proceeds from our two national meetings declined by some \$850. All promoting Clubs and organisations throughout New Zealand are feeling the effects of this lack of spectator support and the answer to the problem is proving elusive.

Club Circuit racing again proved popular with competitors.

BULLETIN:

This year the Club's magazine represents the highest net cost of any of the Club's outgoings. The steeply rising cost of paper and printing, together with the larger number of copies being printed mainly accounts for this. A careful study will be made in an effort to reduce the overall cost.

The high standard of the Bulletin has been easier to maintain because of the excellent team of writers and photographers who voluntarily come forward with their contributions. I personally thank these people who give so much of their personal time to helping the Club with the Bulletin.

N.Z.I.G.P. (INC):

Our representatives on the Board of Control were Messrs. Rankin, Martin, Ivers and Bruce and our thanks go to them for filling these positions so well on this Club's behalf.

Mr J.L.M. Waygood again was our Director on Grand Prix Management Limited and he is an ideal person to represent the Club in this capacity.

Our dividend from Grand Prix was reduced ue to a comparatively poor return from motor racing this year.

M.A.N.Z.:

Our levy and subscription paid to M.A.N.Z. remained the same at \$595.

GENERAL:

It has been gratifying to see members coming forward to assist Club officials in all aspects of our activities. New blood is always welcome at any level in our administration and I know that all Executive and Sub-Committee personnel are indeed grateful for such assistance.

The fuel crisis curtailed Club activities towards the end of the year but it is to be hoped that motor sport is not made to suffer unduly by the Government to appease the general public.

During the year two Honorary Memberships were made to Les McLaren who needs no introduction and is in fact a past President, and to Harold Batten, our long serving film evening projectionist.

During the year the Club purchased a caravan for use at our events and the long outstanding need for a mobile office for the paperwork side of racing, hillclimbs, gymkhanas, trials and rallies has now been admirably satisfied.

Our Secretary/Treasurer, Mr G.J. McKinstry, has completed his fourteenth consecutive year in this position. His profession as a chartered accountant has always proved a great advantage to the Club and I have always relied heavily upon his advice in our financial matters. Despite being involved as a principal in a busy accountancy practice he has always made himself readily available to Club officials and we are extremely grateful for this. Assisting Garry in the day to day running of the Club is Peter Carpenter, another partner of the same accountancy practice and we sincerely thank Peter for the time he puts into Club affairs.

In conclusion, I take this opportunity to t'ank all members who have worked so hard using their own valuable personal time to keep the Auckland Car Club not only New Zealand's largest Car Club, but what I consider to be its best.

F.B. WEBBER
President

GIANT DISCO NIGHT

6th JULY

DISCOTHEQUE

DISCOTHEQUE

DISCOTHEQUE

DON'T MISS THIS ONE. STROBE, PULSE, MOOD, ULTRA-VIOLET, COLOURED FLOODS, PROJECTOR AND EVERY OTHER WAY-OUT LIGHT WILL SET THE SWINGING SCENE FOR LIVE HARD ROCK MUSIC. FREE ALE AND PUNCH INCLUDED IN ADMISSION. BISTRO FOOD BAR OPEN. GO, GO, GO, FROM 8.00 P.M. TO MIDNIGHT. ADMISSION \$3.25 SINGLE

Club Championship Hillclimb



28th APRIL 1974

Since we all seem to have bad days occasionally, it was a very sad Bob White at the hillclimb. It seems as if at times no matter what one does, it is never good enough, but it does serve as a lesson to help our next season's hillclimbs to be the best - tongue in cheek, however.

Well, now down to the post mortem. As we expected, with our next door neighbour running a rally in Woodhill, entries were down, so we were able to give as many runs as possible - as it turned out, six timed runs and one practice. Unfortunately during practice the timer blew a transistor so times had to be done manually.

It seems as though the cars appear to be going faster each time and the guy who must rate as the saloon driver supreme was Doug Bremner, who came so close to the outright record with a 34.8 run. He must surely be the smoothest driver up the hill.

George Cuttel, whilst not allowed to run at another event that day, did a lovely 39.1 to take his class. This incidentally was his first time up the hill so things look promising for next season.

To me it was a pity that the 'noddy' cars did not appear as the trophy was up for grabs and nobody apparently wanted to grab it.

With the winter coming and the rally season commencing, I would like to thank all the officials who have helped out at the hillclimb venue over this last year and hope that their services may be available next year.

BOBLYN

0 - 1000 C.C.

1st	B. Patrick	Hillman Imp	39.165
2nd	R. Carlsen	Morris Mini	39.639
3rd	B. Trevor	Ford Anglia	46.364

1001 - 1300 C.C.

1st	A. Bagnall	Morris Mini	38.791
2nd	W. Cann	Riley Elf	39.643
3rd	G. Crawford	Ford Escort	40.412
4th	W. Martin	Datsun 1200SSS	40.891
5th	T. Gladstone	Ford Escort	44.082

1301 - 1600 C.C.

1st	S. Bagnall	Ford Escort	40.124
2nd	R. Baggarley	Ford Escort	41.237
3rd	B. Massey	Ford Escort	41.546
4th	A. Taylor	Ford Anglia	41.085

1601 - 2500 C.C.

1st	G. Cuttel	Ford Escort	39.184
2nd	J. Wilson	Viva G.T.	43.508

2501 C.C. & OVER:

1st	D. Bremner	V.W. Corvet	34.839
2nd	D. Clements	Vauxhall Victor	39.837
3rd	B. Cork	Capri	42.497

SPORTS CARS:

1st	W. Painter	Sunbeam Alpine	39.912
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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.



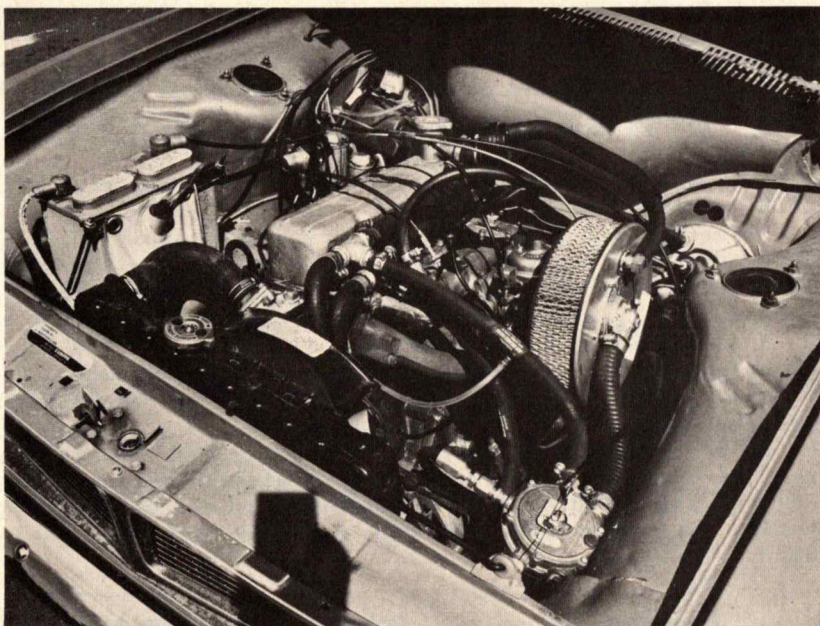
LIQUID PETROLEUM GAS

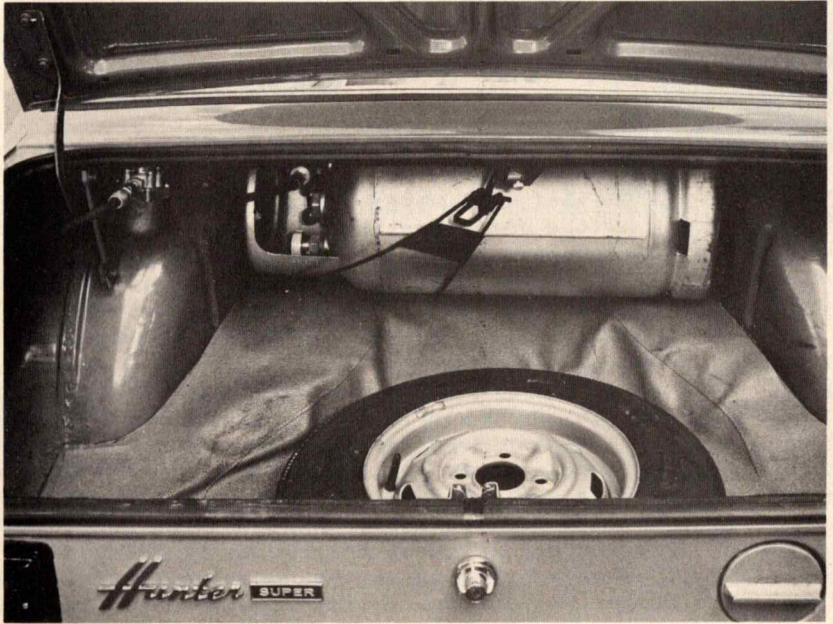
There are three words creating much excitement throughout the automotive industry at present - LIQUID PETROLEUM GAS (L.P.G. as it's known) - and the excitement is fully justified. L.P.G. is being hailed as the greatest thing since sliced bread, but the funny thing is that it's not new. L.P.G. has been around for a long time, but only since the world fuel crisis have researchers taken a serious look at alternative engine fuels. The answer is L.P.G., produced right here in New Zealand at Kapuni.

Although not yet producing at full capacity, Kapuni, along with the planned development of the Maui gas field should result in the ready availability of L.P.G.

Test results to date are convincing. Mileage equivalents are as good as with conventional petrol fueled engines. L.P.G. burns far more efficiently than petrol resulting in a dramatic drop in toxic exhaust emissions.

Because L.P.G. is cleaner burning than petrol there has also been a substantial reduction in the need for engine maintenance. There are not the same harmful substances and residues circulating the engine which shorten it's life. In fact, one taxi driver in New York driving a cab powered with L.P.G. has, after 300,000 miles, an engine which shows very little sign of wear but has worn out the body of his car. He's so impressed that he's going to keep the engine and replace the body!





In the U.S.A. an estimated 700,000 motor cars are running on L.P.G. and as well as getting longer engine mileage, these cars are contributing virtually nothing to environmentally damaging exhaust emissions.

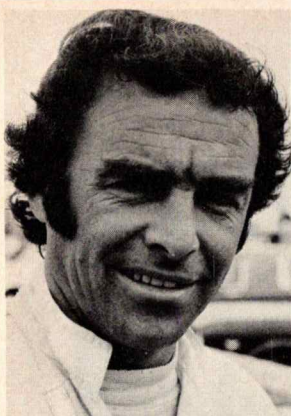
At present L.P.G. is expensive. Still, with the price of petrol rapidly going skywards and the potential of our local production we should see, sometime soon, the reduction of the cost difference.

In New Zealand there are no L.P.G. pumps on service station forecourts at present, though it will only be a question of time before there is. In the meantime L.P.G. users will have to call on gas resellers for refilling L.P.G. cylinders but as there are dealers in all major centres throughout the country, filling up, even on long journeys, does not present too much of a problem.

Motor Specialties Ltd., the importers of Impco Carburettion give the motorist a choice of L.P.G. or petrol at the flick of a switch. Impco were one of the pioneers of this system and are now considered the leader in the field.

The carburettion system is compact and simply bolts onto the engine. Add an L.P.G. cylinder which fits snugly into the boot and still leaves, in most cars, plenty of room for storage, and you have the choice of running your car on L.P.G. or petrol simply by flicking a switch on the dash board.

It's inevitable that L.P.G. will have an important role in our future motoring life and more especially in the utilisation of our own natural resources.



DENNIS MARWOOD COMMENTS

My hearty congratulations to Rex Hart, our new and worthy Saloon Champion. The fact that the Championship was not decided until the final meeting was exciting and made Robert Lester's promotion one of the best meetings I've seen. Other promoters should take note and stop pretending to not take notice of what's happening. Rex Hart hails from my home town, Morrinsville, and although from a farming family, works at almost anything to raise money for his racing. He does shift work on the Kaimai Tunnel, cleans drains for 'cockies' and any hard work like this. Rex would be one of the most dedicated men in New Zealand motor racing. His car is for sale but he is definitely continuing motor racing so I wish him luck in his next car, whatever it might be.

M.A.N.Z. have decided on a few changes to Saloon Championship racing next season, the most notable being the lifting of the limit on four valve engines in the 4.2 class to just over 2 litres, in place of the 1600 c.c. limit previously. They have also allowed the use of 4 valve engines of any size in the 0 - 6000 c.c. class which allows the Ford V6 kit set engine to be used, so presumably by now the Hallidays and Fahey have ordered their Cosworth mechano sets. One other top driver has reportedly been pricing a 3.5 BMW 24 valve Coupe. (Pricing has been as far as it has got as yet). BMW 3.5's have been trouncing the latest Capri 3.4's in the E.T.C. At Austria both Ford kit set Cosworths broke their blocks, one after three hours racing, and the other a quarter of an hour from the end of the four hour race. Even Fahey's so-called endurance engine broke it's self at Manfield.

It all looks frighteningly expensive to me, allowing these special kit set engines. I was against this sort of engine years ago when M.A.N.Z. allowed the use of special eight port aluminium Arden heads on Minis and special Gurney-Weslake heads on V8's. Why should a keen young driver like Rex Hart have to pay \$1100 each for special heads when if everyone used the iron 5 port head at \$110 each the competition would still be equal, with the obvious saving of \$990 per head.

Similarly why waste money on Weslake heads (a lot more than the Arden heads I bet) when Jim Richards has proved they are not any quicker by going just as fast as Baker.

We need a more restrictive class similar to the American SCCA series of Trans-Am regulations, where you had to use over the counter catalogued parts only.

Allow the use of only F.I.A. approved parts for suspension as well as engine and transmission, then we may get the cost down and tempt some manufacturers and or dealer chains to support our racing.

M.A.N.Z. have decided on four classes for the Production Series next season although how many entrants will bother with the smallest and largest class I don't know. My guess is they will not attract enough cars to make a race worthwhile, and why break the small class at 1150 c.c., what about the 1300 c.c. cars which have to race with 2 litre cars? Only in New Zealand can this happen.

DENNIS MARWOOD

Sunday Afternoon Trial 21.4.74

We arrived at Kelston Shopping Centre, Noddy Hats and all, for the start of Rob Wyllie's car trial to find a good size entry. We headed off out of the car park towards the Waitakeres to go up Shaw Road where we found the odo check. The first demon trap was when we were told to go left at Pedestrians, this sign was on the right-hand side of the road with a grass island on the left. To do the instruction correctly we had to go straight up to the sign and then go acute left around the grass island, ignoring the unmanned check WHISKEY on the opposite side of the road. We proceeded straight ahead across the road to pick up Check U, then back again to get the WHISKEY check, which sucked a few as a come on, eh Crombie?

The next check was a check nobody found, involving the "stay on this road rule". We ambled on picking up checks here and there until going left at Playcentre, to continue with Section 2. This section involved only one numbered instruction, the trick involved the overrider - if done correctly, five checks were encountered in the space of half a mile. Proceeding along the main road we came across a hardy fellow who had a check board on the back of his trusty Ford 10. Lanky obliged by putting two lines through our Card and saying "Suck the Cook".

The rest of the trial proceeded along the lines of mis-spelt signs, overriding instructions and speed schedules interloped with the C.R.I.'s.

Congratulations must go to Rob Wyllie and his crew on a first class trial and for the speedy results team which produced these that night.

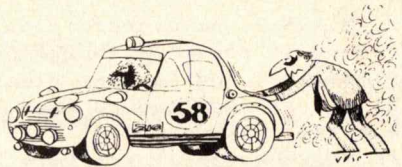
PURPLE HAZE

RESULTS:

1st	S. Hamilton	279.8	14th	B. Kirk	1457.3
2nd	P. Levet	352.0	15th	P. Shanks	1669.0
3rd	B. Sargent	363.6	16th	S. Brooks	1746.6
4th	S. Pearce	436.1	17th	R. Senne	1858.5
5th	D. Bone	517.6	18th	S. Johnston	1933.3
6th	J. Crombie	537.3	19th	T. Bell	1980.1
7th	B. Kirk-Burnand	632.5	20th	L. Powell	2177.7
8th	P. Jukes	725.1	21st	D. Hinton	2340.5
9th	H. Lockie	774.6	22nd	R. Clarke	2457.0
10th	D. O'Carroll	796.6	23rd	A. Collier	2535.3
11th	R. Wilson	1116.1	24th	K. Turner	2583.1
12th	Griffiths	1289.5	25th	G. Greeves	2681.6
13th	B. Trevor	1429.2	26th	P. Thompson	2682.7
			27th	R. McLaren	3000.0

TISCO TRIAL

3~4th MAY 1974



This year's TISCO Gold Star Trial was again the first Gold Star Trial of the season as Oamaru Car Club's Autoland Trial the week before was cancelled because of insufficient entries. In fact entries were very slow arriving for the TISCO and three days before closing there were only eight entries. However, by closing there was considerably more and the last minute panic of the organisers was overcome.

Our crew's trial started at mid-day by taking half a day off work, rebuilding half the car, picking up our co-driver from the airport, fixing up the electrics, transporting the Secretary to the Clubrooms, (no we didn't get a look at the map of the route unfortunately) and finding time to have something to eat. When we stopped en route at Colonel Sanders Establishment we were faced with a long queue ahead of us but spying the Meggisons well to the fore resulted in Peter purchasing 24 dinners. Our rush continued with fixing up map boards, changing over tyres soldering wires and eventually reaching the Clubrooms 8 minutes before our start time.

Finally we were away, down the Southern Motorway, off at Papakura, and then looking for a go left after 2.8km which of course had to be a sign. We found a DUN check which sent us to the first of many controls, this being a particular "friendly" Control. Then it was straight into mapreading which was relatively straight forward, the only problem being a built in gap in the card.

Section 3 had A.A. signs spelt backwards in the C.R.I.'s and we came across this yellow sign HEALDS RD. Unfortunately in our haste to shake off another car we didn't note that the insignia said 88 and not A.A. Our only check down.

Section 4 had us going right and left at crossroads of which there were the usual sneaky pair. John Lawton and Peter Bruin refreshed us at checks with their cheery words of welcome.

Section 5 which went from Waernega to Te Kauwhata was one of those stop at every signposted intersection one, add up all the numbers and do what the list said. In the end we were having to average 71 km.p.h. including all this stopping and starting which made for real fast adding. We arrived early at the end of this section, not because of fast motoring, but because of our timekeeper's boob earlier on.

We then had an hour's break at the local store, after which we took off for Rangiriri and Onewhero, interrupting a courting couple and waking up many duck shooters en route.

Section 7 was again mapreading on the Onewhero map, or rather a clever combination of map and ordinary instructions.

Section 9, after a short touring sub-section, had an overriding go left combined with CROSSING RAILWAY LINES and DERESTRICTION SIGN and DERESTICTION SIGNS. This was all coupl-

ed with having to travel a certain distance first and revealed another nine checks before Control which was at the Clubrooms. Here we were greeted by Erico, one of our friendly chefs, dishing out breakfast, and a very friendly set of officials who explained our errors to us, gave us the benefit of the doubt on two claims and scrubbed a check for us. This was indeed a friendly trial.

After a round or two of what we had missed out on the previous night (the previous night being Friday), we were checked out of the Clubrooms and retired to Nicholls for pikelets and cold tea (Brown).

A reasonably easy trial with plenty of interest. The same crew won as last year but this year George Fenn drove instead of Roger Croft.

Provisional results are -

1st	Fenn	6th	Crombie
2nd	Stolle	7th	Scott
3rd	Levet	8th	J. Greenwell
4th	Benfall	9th	Wightman
5th	Lupton	10th	Wyllie

AUCKLAND CAR CLUB

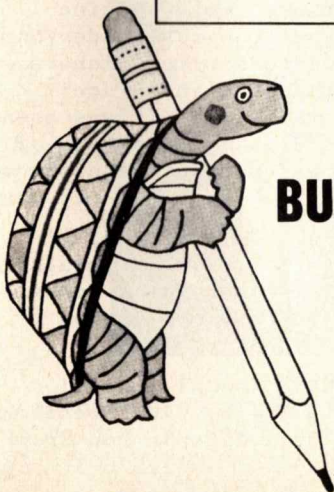
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Sundays 6 — 9:30 p.m.



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

Children Welcome Sundays

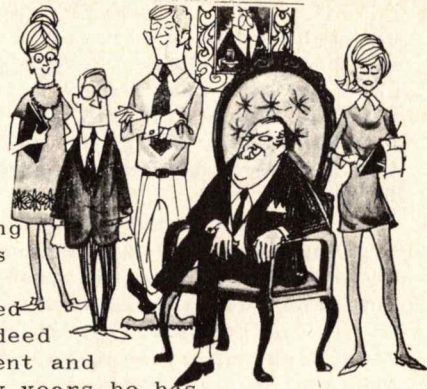


BULLETIN CLOSING DATE

15th JUNE

DON'T BE SLOW!

SHOUTS & murmurs



. . . At our Annual General Meeting held on 24th April Eric Mallard was created a Life Member of the Club. This honour was unanimously bestowed upon Eric by the meeting and is indeed well earned by him. A past President and Executive Committee member for many years he has served the Club faithfully and we can think of no other person who has done more for this Club.

. . . Congratulations go to Peter Scott of Rothmans and his wife, Jennifer, on the birth of a daughter.

. . . Membership fees are now overdue. Early payment would be appreciated. If you haven't yet renewed, peel a ten-spot off that roll and give it to Membership Secretary Ben Hamilton next time you see him at the Clubrooms or post it to the Office with your account.

. . . During last month the Club had a display in the Auckland Savings Bank Head Office (Queen and Wellesley Streets). Racing gear, wheels, flags, pictures, lights and all sorts of other equipment made quite a show in that big display cabinet in the Bank's entrance.

. . . Ron Frost left for England on Wednesday, 15th May, on his annual migration.

. . . At our last film evening the Denis Hulme Trophy and the Bruce McLaren Motor Racing Trophy were presented to Peter Hughes and Ken Smith respectively. The Denis Hulme Trophy is awarded to the Club member who achieves the greatest success in motor racing during the season and the Bruce McLaren Motor Racing Trophy goes to the Club member who has shown the most endeavour during the season. Peter and Ken are truly deserving winners and we congratulate them. Les McLaren presented the Bruce McLaren Motor Racing Trophy on behalf of the Club. It was great to have Les with us. He presented to the Club a photograph of Bruce driving a Cooper. This photograph was presented to Bruce by this Club when he and Patricia were married in 1961. It can be seen in the Members Lounge.

. . . Peter Meggison has retired from the position of Trials Sub-Committee Chairman. We sincerely thank Peter for a job well done over a very busy trialling year. Peter's place is now taken by Bob Williams.

. . . This Club was represented at the MANZ Annual General Council Meeting in Christchurch on 11-12th May by Vice President Willard Martin as official delegate with Club Captain Ron Brown in support as an observer.

. . . Bob White has been re-elected by the Executive Committee as Deputy Club Captain.

. . . We heard a rumour the other day that people who contribute articles for the Bulletin receive payment for such articles. Sorry folks, not true. In fact it must cost some of our writers money to make time available to write. Our photographers are even worse off because they stand the cost of films and developing etc. We are indeed grateful to these regular writers and photographers for the wonderful way in which they keep contributing material.

One thing we should all remember is that the Bulletin is a purely amateur production. It is written by members for members. Articles and comments appearing in it do not in any way necessarily represent the views of the Club Executive Committee. Don't let this put you off sending in that article you had in mind.

. . . Yet another Kiwi makes the racing scene in England. We learn that Club member Ron McMillan has joined Team Surtees as a mechanic.

. . . Congratulations to Bryce Platt on his winning the Sandringham Tyre Service Gymkhana Shield. A hard fought series and a popular win for Bryce.

. . . The photo of the Mazda RX was taken at the Oulton Park circuit in England on Easter Saturday, 13th April 1974. The car was entered in the Touring Car Competition event. The attract-driver seated on the bonnet is Mrs Wendy Markham. Wendy's husband is John Markham, Sales Manager BMW (G.B.) Limited. Our



readers who observe details will already have noted that Wendy is holding an Auckland Car Club Bulletin. They sure get around. (So does Wendy in the Mazda.)

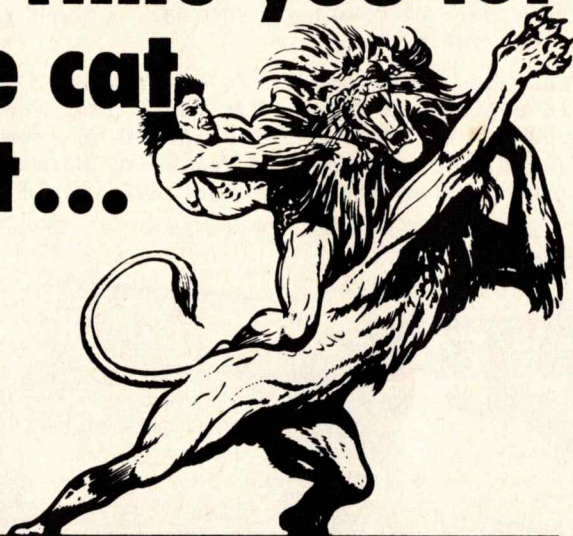
. . . Congratulations to Andrea Morley who completed a notable double by winning both the Exide Trophy (most successful Club competitor) and the Trials Trophy. This is the first time that a lady driver has achieved such success.

. . . Bruce Blacklock has been made an Assistant Technical Officer for MANZ, the Chief Technical Officer being Trevor Birch.

. . . Our thanks are extended to Dave McMillan, Peter Levet and Bryce Platt for making themselves and their cars available at the Pakuranga Jaycee's Gala Day, celebrating the opening of the new A.R.A. Tamaki River Bridge between Panmure and Pakuranga.

. . . John Crombie was awarded the Horace Robinson Cup by the Club Executive Committee. This trophy is given annually to the Club member considered by the Committee to be the best "all-rounder" and most helpful in assisting with Club affairs. Presentation took place at the Annual General Meeting. A thoroughly well deserved award to John.

It's time you let the cat out...



Manufacturers of massed-produced cars are always faced with having to supply a vehicle which is acceptable to the majority and it must always, therefore be a compromise.

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PRESENTATIONS

FILM EVENING
16TH MAY

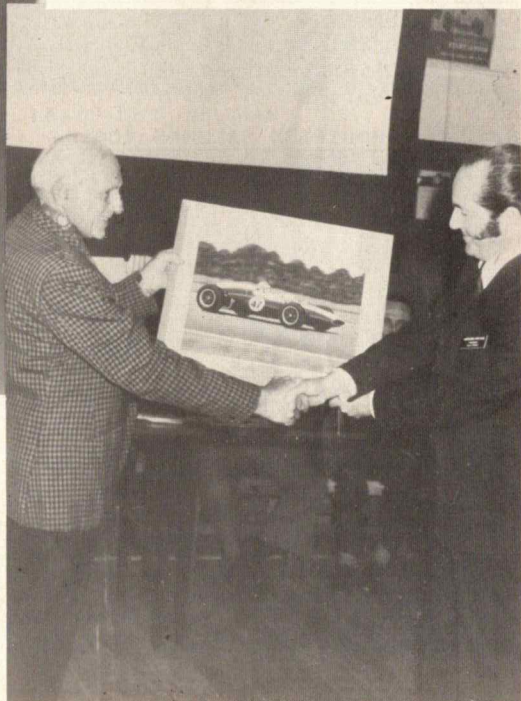
RIGHT: On behalf of the Club, Les McLaren presents Ken Smith with the Bruce McLaren Motor Racing Trophy



LEFT: Club President, Barry Webber, presents Formula Ford Champion Peter Hughes with the Denis Hulme Trophy.



RIGHT: Barry Webber, on behalf of the Club, accepts the Bruce McLaren photograph from Les McLaren. (See Shouts and Murmurs)



PHOTOS - SHEILA TRINGHAM

PUKEKOHE CLUB CIRCUIT

5 MAY 1974

RACE 1 - 0 - 1800 C.C. -

STANDARD PRODUCTION - AUCKLAND

CAR CLUB CUP:

1st	J. Richards	Ford Escort
2nd	P. Henley	Datsun
3rd	B. Cork	Datsun
4th	S. McHugh	Ford Escort
5th	K. Flashman	Datsun

RACE 2 - 1800 C.C. & OVER -

STANDARD PRODUCTION - AUCKLAND

CAR CLUB CUP:

1st	J. Richards	Ford Falcon
2nd	D. Wallace	Mazda RX3
3rd	R. Tanner	Charger
4th	B. Washer	Mazda RX2
5th	R. Bennett	Charger

RACE 3 - FORMULA FORD

ROSS JENSEN CUP

1st	G. Campbell	Titan
2nd	P. Neil	Merlyn
3rd	H. Wood	Palliser
4th	S. Schlendering	Titan
5th	J. Dempsey	Palliser

RACE 4 - MODIFIED SALOONS

0 - 1000 C.C. MOTORWAYS ROSEBOWL

1st	B. Patrick	Imp
2nd	C. Parkinson	Mini 7
3rd	G. O'Connor	Mini 7
4th	J. Pearson	Mini

RACE 5 - MODIFIED SALOONS 1001 -

1500 C.C. - LODGE CUP

1st	J. Provo	A/Mini
2nd	J. Stone	Ford Escort
3rd	C. Reed	Anglia
4th	T. Banks	Anglia
5th	G. Crawford	Ford Escort

RACE 6 - MODIFIED SALOONS - 1501

& OVER - AUCKLAND CAR CLUB CUP

1st	M. Soames	Ford Escort
2nd	M. Moore	A/Ford
3rd	T. McLean	Valiant Ute
4th	R. Johnson	Capri
5th	K. Strahan	Anglia

RACE 7 - FORMULA VEE - REGENT

CATERING COMPANY TROPHY

1st	R. Whiting	F.V.
2nd	C. Edmond	F.V.
3rd	T. Holt	F.V.
4th	M. Jones	F.V.
5th	P. Robinson	F.V.

RACE 8 - SPORTS CARS

JENSEN MOTORS CUP

1st	F. Bray	Lotus Sup. 7
2nd	N. Fava	MG Midget
3rd	P. Boyer	Triumph
4th	K. Cantwell	Lotus 7

RACE 9 - SALOON CARS - SPEED

GROUP

1st	S. McHugh	Escort
2nd	K. Flashman	Datsun
3rd	G. Papworth	Escort

RACE 10 - SALOONS - SPEED GROUP

1st	R. Tanner	Charger
2nd	B. Washer	Mazda RX 2
3rd	F. Watchlin	Escort

RACE 11 - SALOONS - SPEED GROUP

1st	J. Richards	Ford Falcon
2nd	S. Lush	M/Mini
3rd	B. Patrick	Imp

RACE 12 - SALOONS - SPEED GROUP

1st	M. Soames	Escort
2nd	R. Johnson	Capri
3rd	M. Moore	A/Ford

HANDICAP RACES

RACE 12A - FORMULA FORD

1st	G. Campbell	Titan
2nd	S. Schlendering	Titan
3rd	R. Stone	Gilbey

RACE 14 - FORMULA VEE

1st	M. Jones	F.V.
2nd	R. Whiting	F.V.
3rd	T. Holt	F.V.

RACE 15 - SPORTS CARS

1st	F. Bray	Lotus Sup 7
2nd	K. Cantwell	Lotus 7
3rd	N. Fava	MG Midget

RACE 16

1st	S. McHugh	Ford Escort
2nd	M. McHugh	Ford Escort
3rd	J. Wilson	Viva

RACE 17

1st	J. Richards	Ford Falcon
2nd	R. Tanner	Charger
3rd	B. Washer	Mazda RX2

RACE 18

1st	C. Reed	Elden M10
2nd	S. Schlendering	Titan
3rd	G. Campbell	Titan

RACE 19

1st	J. Stone	Ford Escort
2nd	C. Reed	Ford Anglia
3rd	M. Cox	A/Mini

RACE 22

1st	J. Richards	Ford Falcon
2nd	S. McHugh	Escort
3rd	S. McHugh	Escort

RACE 20

1st	M. Soames	Ford Escort
2nd	R. Johnson	Capri
3rd	M. Moore	A/Ford

RACE 23:

1st	M. Soames	Escort
2nd	B. Grove	Imp
3rd	C. Reed	Anglia

RACE 21

1st	F. Bray	Bray SMP
2nd	M. Jones	F.V.
3rd	K. Cantwell	Lotus 7

PIX — Ross Cammick Ph. 558-913



MIKE MOORE LEADS KEN STRAHAN



DAVE WALLACE LEADS JIM RICHARDS



PIX = Ross Cammick Ph. 558-913.

JIM STONE LEADS COLIN REED



NOEL FAVA LEADS FRANK BRAY



GRAHAM CRAWFORD LEADS PHIL HENLEY

PIX = Ross Cammick Ph. 558-913



LEFT TO RIGHT - REX FINDLAY, MIKE MOORE
AND MURRAY SOAMES



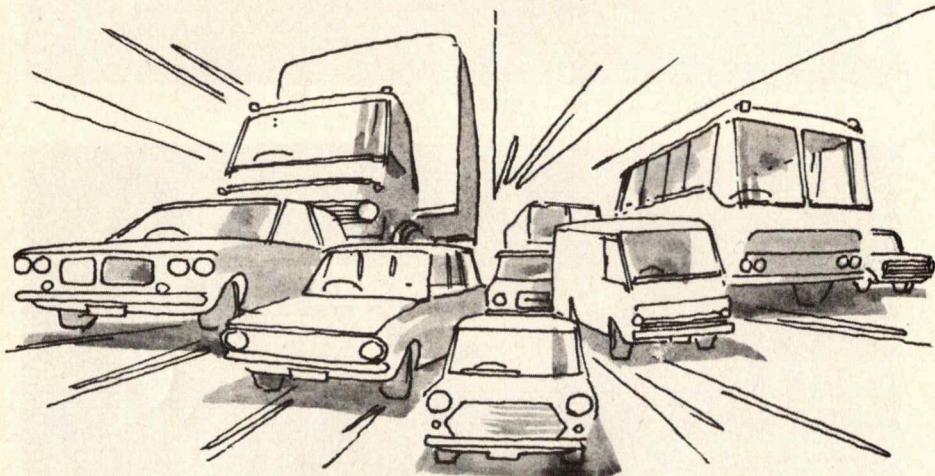
GRAHAM O'CONNOR



LEFT TO RIGHT - PETER JONES, KEN STRAHAN,
ROSS JOHNSON

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REINI VANDERKLEY LEADS PAUL BURNET



BOB GORE LEADS TONY BANKS



STEVE McHUGH LEADS KEN FLASHMAN

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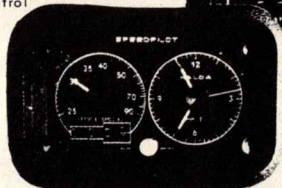
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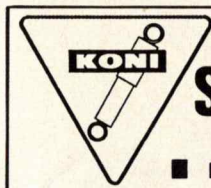
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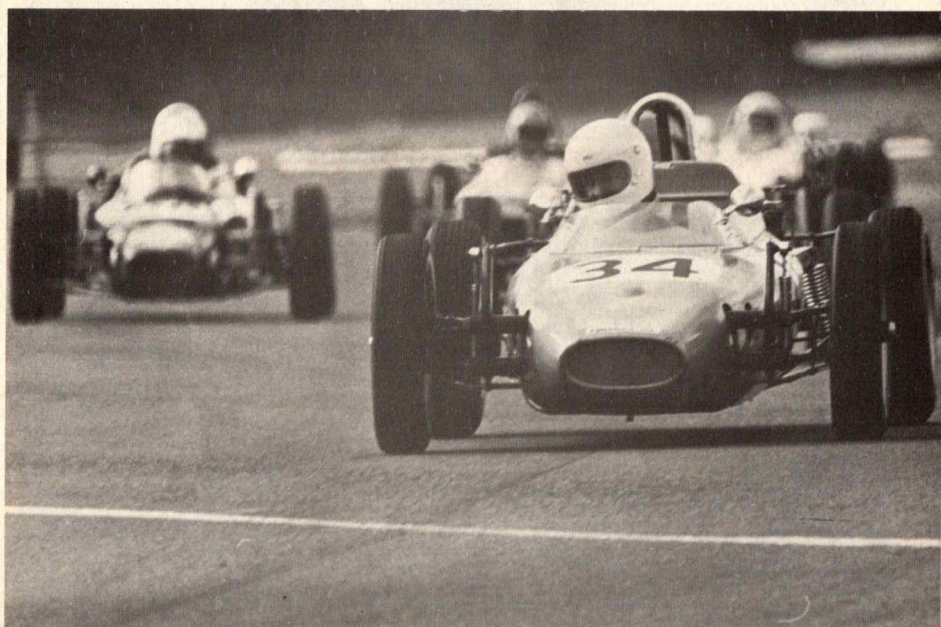
Olympic Pool Building, Newmarket. Phone 545-078

P.O. BOX 9145, NEWMARKET.



JIM STONE

PIX = Arthur Baynes



RAY WHITING

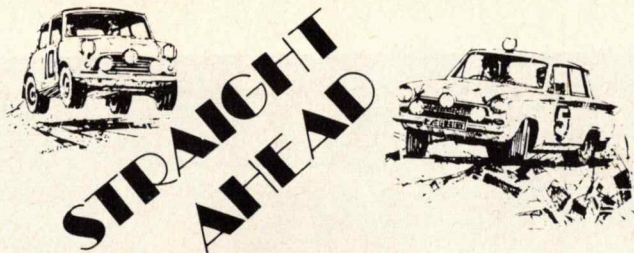


JOHN PROVO

PHOTOS: ARTHUR BAYNES



JIM RICHARDS



Bouquets first this month, to all those many people who sat out in the cold, many with their children, and did checks and controls in the TISCO Trial. The Committee's heartfelt thanks to you all.

Congratulations to the provisional winner, George Fenn and crew Pam and Roger Croft - who make it two in a row for this crew.

Mercury Trophy results continue with Auckland Car Club crews in high places. The Monsoon Trial of the Pukekohe Car Club, plotted by Rosemary Allen, saw a clean sweep by Auckland University crews of Richard Gould and Graham Hunter in first and second places. Auckland Car Club managed a fourth and sixth with Crombie's and Pearce's crew, whilst A.R.T.C. were again relegated to the third placed club for this event with Joan Greenwell third and Maurie Hiestand ninth. This gives on provisional places a very close contest between Auckland University Car Club with 22 points and Auckland Car Club with 21 points, followed by A.R.T.C. a little further behind at 14. By the time you read this in June the Duckhams Daylight Mercury Trial will have passed so the positions could alter once again.

There are still five more events following the Duckhams which are the M.G. Octagon Trial on 22nd June, Craik Motors on 10th August, our own Spring Invitation on the 24th August and finally VW's Auto-land on 14th September. In the middle somewhere, Thames Valley are running their round.

Next month we hope to have a report on the rule changes made at the Annual General Council Meeting of M.A.N.Z. and in the meantime I will have to refer yet again (I hope for the last time) to GT 1.5. It seems my Obituary, or Valedictory, was so well received at Mt Richmond that his successor, Mark Fwee, has also resigned his job, thus demanding a similar obituary. Is this column so popular that all their scribes will line up for a month just to get a mention in "Straight Ahead"?

G.R. 006

Graham Spear reports

The M.A.N.Z. ban on rally events has recently been lifted and rallying in this country should start to pick up in popularity and gain its place once again as New Zealand's fastest growing motor sport event.

It is a shame that the decision to lift



the ban was left for so long as the amount of time involved in organising a major rally event and the indecisiveness of M.A.N.Z. in reaching any permanent decisions will probably mean that no major rallies of the Heatway type etc., will be held in 1974.

My firm planned and ordered rally lighting to arrive as carefully as possible and at this stage have put the Shell 74 Rally shipment into stock, the Heatway Rally shipment into stock, and at the time of writing, have just received another large shipment of rally lights which were to last until the Marlboro Series and we expect a further shipment to arrive for this series. As members realise, none of these events were allowed to run and we consequently are left holding huge stocks of Rally lighting and although there is a definite application for this type of lighting on trucks and heavy transport fleets, we are carrying far too many in stock. We have therefore dramatically reduced the price of these to Club members.

The Maramarua Rally will have finished when this article appears and I have no doubt that this will have been extremely successful. Other reasonably sized events coming up are the Pukekohe Car Club's Waiuku Forest Rally to be held on the 23rd June. The Canta Rally 74, to be held on the 13th July, is an event of at least 200 miles, incorporating 120 miles of special stages but we have heard that this event may be increased and there could even be prize money. The entry fee for this is \$20.

The Rotorua Car Club's 74 Thermal Rally starts on the 29th June at 7.00 p.m. and with its 550 kilometre distance and 450 kilometres of special stages, would be equal to one Heatway division. This event has an entry fee of \$25 and offers prize money of over \$450.

The Northern Rally Consortium is also planning a fair sized rally event for later this year and this too, should prove to be a good event.

GRAHAM SPEAR

Bardahl Interclub Hillclimb Series

- POINTS SCORE

	ACC	MGCC	PCC	NSCC	TSCC	AUCC
A.U.C.C. - Anderson's Farm	9	6	-	2	4	3
A.C.C. - Chamberlain Road	9	3	6	2	4	1
P.C.C. - Ridge Rd Farm	3	6	9	1	4	2
N.S.C.C. Cosseys Farm	9	6	3	4	2	1
M.G.C.C. Bald Hill Rd	4	6	3	2	9	1
T.S.C.C. West Rd	1	3	4	2	9	6
P.C.C. - Ridge Rd	3	4	6	1	9	2
Final Total Points	38	34	28	15	43	16

Special Offer

CIBIE

TO AUCKLAND CAR CLUB MEMBERS SUPER OSCAR

The Super-Oscar driving, fog & long range lights are available to members at greatly reduced prices. These lights come complete with bulbs & covers and are reduced from over \$30 to \$19.85 each and this offer lasts until July the 25th.

Extras available for these lights include stone guards and 100 watt bulbs.

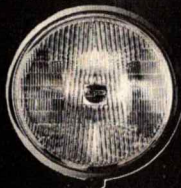
H4 7" & 7" Biode headlight replacement

These superb headlights are reduced by 25% to Club members until July the 25th.

Take advantage of these discounts to members and equip your car now for rally and trial events. Call into Spears Speed Shop and inspect these fantastic lights.

(Remember to bring your membership cards or these discounts do not apply.)

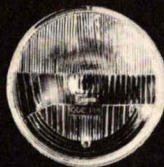
SUPER OSCAR



Dimensions: 8" high x 4½" deep.

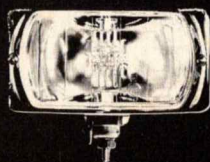
Availability: Driving, Fog and Long Range. 12 volt 100 watt bulbs available for Rally use. Rated World's best Rally light.

TYPE H4



Dimensions: 7" diameter, Headlight Conversion. Availability: 12 volt only. Easily fitted, economical, high powered beam.

TYPE 95.



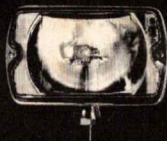
Dimensions: 7¼" wide x 4" high x 2½" deep. Availability: Fog and Driving. Rated overseas best value for money.

TYPE 45



Dimensions: 7" high x 1¾" deep. Availability: Fog and Driving.

TYPE 35.



Dimensions: 6" wide x 3¾" high x 2" deep. Availability: Fog and Driving.

TYPE 40



Dimensions: 4⅝" high 2" deep. Fog and Driving

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TRACKSIDE



. . . A clear majority in favour of motor racing was recorded in a recent referendum held in the Castle Donnington area on April 24, the result showing 949 in favour of racing and 599 against from a total electorate on 3693. The majority of 350 in favour of racing, plus tacit approval from non-voters, is deemed to reflect overwhelming local support for Tom Wheatcroft's ambitious project.

It seems that there's a controversial story behind the referendum. It was originally proposed by a pro-Donnington member of the local council, but the idea of holding a referendum was defeated by a total of 30 votes to 20. However, a local government rule was invoked which states that if ten or more councillors want such a referendum then it can take place whatever the majority feel.

Thus the referendum went ahead. Despite the phrasing of the motion as "Should the parish meeting oppose motor racing at Donnington Park", to which the pro-racing answer was "no", a comfortable majority in favour of racing was recorded. There was a good deal of uproar caused by the confusing wording, many racing supporters going along and automatically voting "yes". Thus it seems that the true public opinion is even more in favour of a re-opening.

Prior to its dissolution on March 31, the Castle Donnington RDC voted in favour of racing's resumption at Donnington after an absence of 35 years. Although the motion was opposed by a small local faction, the Parish Council organised this latest ballot after the RDC's demise following the recent local government reorganisation. The Parish Council doesn't feel itself bound by the result of this referendum, although we sincerely hope it will follow the wishes of the majority of local folk and not be openly seen at a non-democratic organisation.

One way or the other, the Melbourne loop has been totally re-surfaced and driving tests were held on this section of the old track by the AC Owners' Club and the Porsche Owner's Club on April 28. On Sunday the Mercedes-Benz OC ran a driving test and the Jaguar XK's were there for a similar event on May 25. Installation of safety walls and the final surfacing of the basic 2 mile modern track is planned to commence in the near future.

. . . Emerson Fittipaldi will drive three Interserie races this year at the wheel of Willi Kauhsen's second Porsche 917/10 it was officially announced in Germany. The Marlboro Team Texaco number one will compete at Nurburgring on June 16, Hockenheim in July and one other as yet unspecified event.

It will be remembered that Emerson's brother Wilson drove at Hockenheim for Kauhsen at the end of last year, but for the former World Champion this move represents Fittipaldi's first sports car drive since he shared a Porsche 917 with Carlos Teutemann in the 1971 Buenos Aires 1000 kms.

. . . The Sydney based Repco Engineering concern whose Formula 1 engines powered Jack Brabham's cars to World Championships in 1966 and 67 have announced that rising labour and components costs in the metal trades industries force them to withdraw from motor racing. Since their F1 days, Repco's alliance with General Motors flourished with the development of F5000 units and, more recently, they turned their attention to a similar development based on the Leyland P76 unit.

Brabham's link with Repco went back many years and you'll find that even the older F3 cars carry the Repco-Brabham insignia on their F3 cars as indication of a link which was forged long before their F1 tie-up. In 1966, when Brabham was casting around looking for a replacement engine for the Climax units his team had used in the $1\frac{1}{2}$ litre days and Repco developed an Oldsmobile block for the new 3 litre F1.

Despite predictions that the power output of around 310 bhp from the single overhead cam V8 wouldn't be sufficient, Brabham's simple and light spaceframers won him the French, British, German and Dutch Grand Prix to bring the Australian his third World Championship. A year later Kiwi Denny Hulme repeated the dose, winning Monaco and Germany to take his first Championship. The development of a four-cam Repco engine looked set to provide Jochen Rindt, Brabham's 1968 recruit with a good Championship mount but endless valve problems meant that the new cars only finished in the points on two occasions. At the end of the year, Repco withdrew from F1, Rindt went to Lotus and Brabham changed to DFV power.

In more recent years Repco have been involved in building their F5000 engines based on mainly the GM Holden V8 engine. Most of the engines have been used by Australian drivers in the annual Tasman championship but last season several drivers took them to America for the L & M series.

Near the end of last year the company started work on the Leyland P76 engine and the lightweight aluminium V8 ran for the first time in John McCormack's Elfin during the Tasman finale at Adelaide.

However during the series this year development man Phil Irving quit the company and they seemed to be at the crossroads; unsure whether to pull out completely or to pour money into the development of the engine.

Several Australian drivers were contemplating using Repco engines in Europe this season but their non-arrival heralded the news from Sydney of the complete withdrawal.

Repco's Bill Lang said the company had reached a peak of achievement in the mid-sixties which could not be easily duplicated without a massive injection of money to offset increasing costs.

 GET WITH **DUNLOP**



POINT OF VIEW



The best news the motorsport fraternity have heard for sometime was the recent announcement that the restrictions on the sport had been lifted.

Whilst the effects overall have been considerable, one day race meetings, no international rally or national rally championship, I am sure there have been some benefits.

Primarily in the rallying field, we have seen the sudden upsurge of rallying at club level which will help establish a firm base for the sport.

As a result of the way rallying has developed in this country, greater importance has been attached to the promotion of national or international events; it has only been in the last two years that development has taken place at club level.

The recent establishment of the New Zealand Rally Pilots Association is a significant step on the part of those involved in this branch of the sport.

What is more than moderately interesting is the fact that the RPA does not intend to seek MANZ affiliation. Thus it would seem that the group see themselves as more of an affinity association than a pressure group.

Naturally the RPA will at times make its views known to other groups and it is to be hoped that MANZ will recognise that within such an organisation there are a number of knowledgeable people capable of giving sound advice.

At the initial meeting two well known and respected individuals were elected to office, Doug Benefield as President and David Simpson as Secretary/Treasurer.

In Europe the Rally Pilots Association is a highly respected body. I am sure that it will not be long before a similar standing will be attained in this country.

The news concerning the running of the Heatway Rally and the Marlboro series in 1975 was most welcome. With the growing number of club events a reasonable scale of rallies is being established, offering the interested competitor the chance of starting at the bottom and working up the scale.

It will be interesting to see if World Championship status is granted to the Heatway. Whilst in principle the World Championship tag sounds very nice, I hope the practicalities don't become too burdensome.

From Scotland comes news that Andrew Cowan is switching his rally mount from Ford to Vauxhall. The large SMT motor group, main dealers for Vauxhall and Opel north of the border, have embarked on an ambitious programme involving racing and rallying.

Cowan is doing the development work on a Vauxhall Magnum, the scheme being to contest the Scottish and R.A.C. Rallies. ♦

The deal involving Andrew Cowan and SMT is also supported by the Scotsman newspaper who have backed Cowan in the past.

After a season of experimentation Vauxhalls appear to be coming right. Dealer Team Vauxhall and the various other dealers running their own projects are doing plenty to lift the image of the brand.

One would hope that one or more of the local GM dealers will follow the British example.

NHH



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.

Tim Gibbes	Palmerston North	Toyota Corolla
Kenneth Gleghorn	Palmerston North	Toyota Corolla
Alan Mitchell	Feilding	Escort Mexico
David Cooke	Torbay	Fiat 124
John Booth	Papatoetoe	Anglia
John Bolton	Epsom	Triumph 2000
James Kidd	St Heliers	Toyota Corolla
Raymond Wanless	Newmarket	Capri
Kenneth Hinkley	Whangarei	Anglia
Raymond de Thierry	Kaiwaka	Mitsubishi Galant
Kenneth Bassett	Pakuranga	A40 Farina
John Power	Blockhouse Bay	Mazda RX2
Stephen Nicholls	Albany	Avenger Alpine
Paul Stead	Kohimarama	Mini
Brian Corric	Torbay	Escort
Christopher Browne	Remuera	
Stephen Johnson	Torbay	Cortina
Michael Chandler	Manurewa	Hillman Hunter
Michael Mack	Manurewa	Austin 1800
Leslie Thorpe	Pakuranga	Zephyr
Graham Lorimer	Hamilton	Avenger GLS
Mark Forseman	Tokoroa	Torana
John Seymour	Tokoroa	Morris 1300
Richard Johnson	Blockhouse Bay	Falcon 500
Robert Neil	Papatoetoe	Valiant
Richard Tout	Torbay	Mazda RX3
Roger Browne	Birkenhead	Fiat 124
Terry Gladstone	Papakura	Escort
John Harris	Auckland	Valiant
David Hodges	Rangiora	Morris 1300



TYRES **DUNLOP** RETREADS



Auckland Car Club MARAMARUA RALLY



The Organisers of the Maramarua Rally would like to thank all those officials and marshals who so willingly assisted in the running of this event. There are too many to mention individually but your efforts were appreciated by Organisers and Competitors alike.

I would especially mention Graham Hill who plotted this event as well as the previous rally run in Maramarua. His efforts have largely led to the success of these events. Graham's familiar Holden has been around the course so many times, both in plotting and setting up of the stages, that I think if Graham entered the event we would have to put him on a handicap.

Also, a special vote of thanks to Jack Hoffman, Officer in Charge of Maramarua Forest who has been a tremendous help and has never turned down a request, and to Jack Fyfe who is the Officer in Charge of the roads. He makes a special effort to tidy up the roads for us before the event and no doubt has to tidy up a bit after us.

Without these people we would have no event.
Thanks to all.

A. McWatt - Rally Chairman

EXIDE TROPHY

S. HAMILTON	10	R. BAGGARLEY	4
P. LEVET	9	J. WILSON	4
B. SARGEANT	8	D. CLEMENTS	4
S. PEARCE	7	B. KIRK-BURNAND	4
D. BONE	6	P. JUKES	3
J. CROMBIE	5	B. TREVOR	3
B. PATRICK	5	G. CRAWFORD	3
A. BAGNALL	5	B. MASSEY	3
S. BAGNALL	5	B. CORK	3
G. KUTTEL	5	W. MARTIN	2
W. PAINTER	5	A. TAYLOR	2
D. BREMNER	5	H. LOCKIE	2
R. CARLSEN	4	T. GLADSTONE	1
W. CANN	4	D. O'CARROLL	1

Up to and including the Hillclimb held on the 28th May 1974.

ENTHUSIASTS FIT

DUNLOP SP RADIALS





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AFRICAN RALLY SCENE



Mud, mud, glorious mud, spread all over Kenya and competitors in the 1974 East African Safari Rally did more wallowing and slithering than they have ever done since the rally began in 1953. The Long Rains came with such freak intensity, causing so many floods and washaways that a route through new territory had to be cut out of the event.

Outright winner was Joginder Singh in the 1.6 litre Mitsubishi Lancer GSR. This was Joginder's second Safari win, he was also victorious in 1965 in an old Volvo PV544. Bjorn Waldegard brought a factory prepared Porsche Carrera to the finish in second place and Sandro Munari finished third in a works Marlboro Lancia Fulvia.

It became apparent long before the event that it would be impracticable to run the usual tri-national route through Kenya, Uganda and Tanzania, with problems arising in both Uganda and Tanzania. So it was decided that Nairobi would become the permanent home of the Safari and it would be entirely contained within the Kenyan borders. The 5000km route was divided into three legs, the first two in the North and the third in the South. Each leg started and finished in Nairobi.

From the start, the route took the classic road around the eastern side of Mount Kenya, northwards through a rough wet track near Isiolo, up to Archers Post, westwards to Maralal and then back south through Thompson Falls. To compensate for the loss of distance by the cancellation of the northern loop, the organisers decided to run the loop round Mount Kenya and up to Maralal twice.

Before the cars got to Mount Kenya, the rains came as dusk approached. On the first non tarmac section the thunderstorm was so violent that visibility dropped to a few yards. The biggest problem came during the first evening on the Embu-Marua section which has been used for years on the Safari. It gets slippery when it rains, but it is not a road on which a complete bog up can be expected, for the foundation is firm and the mud layer seldom more than an inch thick. But this year the rains played havoc with the foundations and brought a considerable amount of slimy murram down the mountainside. The first ten or so cars got through but after that first one car stopped in the mud and the others all had to stop.

The next control at Nkubu, the first ten or so passed through and then it was several hours before anymore appeared. Consequently, the organisers, cancelled penalties on this section. For the second loop, cars were rerouted to avoid the Embu-Merv Section, and used an all weather road.

The most severely strained components were clutches and several were burnt out or badly worn by efforts to get free from the mud. With mud everywhere, some of it partially blocking

radiators, it wasn't surprising that some cars eventually seized their engines when trying to get out of the mud. Both Renault R17's of Piot and Nicolas retired this way.

Aaltonen's Datsun 1800 lost some 40 minutes with a mysterious electrical problem and he had also had a number of punctures. Therier lost a front wheel on the Alpine but was able to patch it up and struggle on to the next service point.

Towards the end of the first leg, the higher powered Peugots struck trouble with badly misfiring engines and gear change trouble. Makinen's Peugeot retired with broken cam followers. Mikkola (Peugeot) led from Joginder and Andersson (Peugeot). 35 cars were classified from the 99 starters which meant that the maximum lateness as extended beyond the original 12 hours was not enough for the first leg.

Early in the second leg, both Alpines retired, Darniche with a burnt out coil and Therier when the front suspension completely collapsed. Kallstrom lost 40 minutes with a broken brake pipe but he said the braking power of the Datsun 260Z was far better with the four wheel disc brakes.

Waldegard broke a trailing arm and he was fortunate to be close to his service crew. Mikkola retired while in the lead with the same fate as Makinen, broken cam followers. The third Peugeot of Andersson also suffered the same fate.

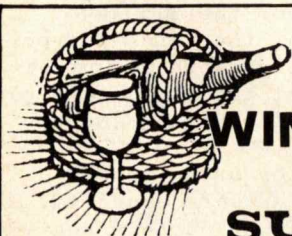
Both Fiats of Paganelli and Barbasio retired with clutch trouble, when they failed to make the climb up the rough Chesoi Escarpment.

Waldegard now lead the start into the third leg followed by Joginder and Munari. The third leg was mainly a run down to Mombasa and back with occasional loops off the main road. This was Waldegard's downfall, for he again broke the rear suspension this time so badly that the car was seen dragging its hind-quarters along the deck like an injured buck. A long service was needed for repairs.

Results were -

- 1st S. Joginder/D. Doig (Mitsubishi Lancer GSR)
- 2nd B. Waldegard/H. Thorszelius (Porsche Carrera)
- 3rd S. Munari/L. Drews (Lancia Fulvia)
- 4th H. Kallstrom/C. Billstam (Datsun 260Z)

TULIPEN



WINE & CHEESE EVENING
SUNDAY 2ND JUNE
Queen's Birthday Weekend

MANZ ANNUAL GENERAL COUNCIL MEETING

II - 12th MAY 1974

This year's meeting was held at Christchurch from Friday 10th May to Sunday 12th May. The Club's delegate was Willard Martin with Club Captain, Ron Brown, attending as Observer.

Friday was the meeting day of the Sub-Councils which were formed with the adoption of the new MANZ Constitution last September. Willard Martin is one of the three Rally Sub-Council members which spent the day discussing the updated version of Appendix R and the Marlboro Regs.

Ron Brown attended the Race Sub-Council meeting, however it was not possible for the Club to be represented at the Speed or Trial meetings.

On Saturday the full Council sat and after Addresses by the President and Members of the Executive Committee, various notices of motion and remits were heard.

The name "Sub-Council" has now been changed and these will be known as "Advisory Committees" in the future. As well, any financial Car Club member will be eligible to join an Advisory Committee in the future as it was felt the present restriction that you must be a delegate of the meeting was over-restrictive.

The Gold Star Hillclimb Championship has been re-formed with a North and South Island series with a final in both islands.

Minimum prize money as set by the Articles has been increased by 10 percent in the BNSW, FF and GTX series and there will be a reallocation of sponsorship funds to set up a "Cook Strait Crossing Fund" to aid drivers who wish to compete in both islands.

At the Annual Dinner on Saturday Night, Rex Hart was presented with the Jim Clark Driver of the Year Award, a much deserved presentation.

Advisory Committee reports were presented on Sunday with approval being granted to the principle of using public roads in all Rallies.

The Trials Committee did its homework extremely well to have all Trials Remits withdrawn and the total Adoption of a new Appendix "T". Jim Scott and his Committee have done a tremendous amount of work on this.

Come election time and for the first time ever all sitting Executive Members were re-elected unopposed.

President

R.W.A. Frost of Auckland

Vice Presidents

J. Carney of Whangarei

K.F. Douglas of Invercargill

Members

M.D. Chandler of Auckland

J.H. Scott of Paeroa

K.M. Thompson of Wellington



GET WITH **DUNLOP**

The election of the Advisory Committees was more lively with the following being successful:

<u>RACING:</u>	R. Lester	<u>RALLY:</u>	M. Fletcher
	E. Mallard		W. Martin
	R. Rutherford		J. Metherall
<u>SPEED:</u>	I. Boreham	<u>TRIALS:</u>	C. Boyt
	W. Kelly		J. Fergusson
	B. Stewart		B. Forsyth

Applications for dates for events some 18 months ahead were then considered.

Next year's Conference is to be held in Auckland which will give opportunity for all those interested to attend.

SPECIAL GENERAL MEETING

THURSDAY 20th JUNE 1974

NOTICE IS HEREBY GIVEN that a Special General Meeting of the Auckland Car Club (Inc.) will be held at 44 Stoddard Road, Mt Roskill, Auckland, at 8.00 p.m. on Thursday, 20th June 1974.

Agenda:

1. Consideration of amendment to Rule 4 (b).

Proposed amendment:-

The President, Two Vice Presidents and Club Captain shall be elected at each Annual General Meeting, together with an appropriate number of new committee members to fill those vacancies arising due to retirement from office on the Committee. All nominations for officers of the Club shall be in writing signed by the proposer and seconder and by the nominee consenting to nomination and must be in the hands of the Secretary no later than 14 clear days before the date of the relevant Annual General Meeting.

Voting will be by ballot, unless:-

- (a) The number of nominations received by the closing date equals the number of vacancies when these nominees will be declared elected; or
 - (b) The number of nominations received by the closing date is less than the number of vacancies when these nominees will be declared elected and additional nominations will be called from the floor of the Annual General Meeting and be dealt with by declaration or ballot, depending upon the number of these additional nominations received.
2. Approval of the Club's amended Rules incorporating changes made at the Annual General Meeting and this Special General Meeting.

G.J. McKinstry
Secretary

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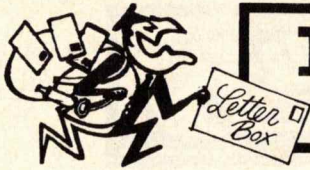
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LETTER BOX

The Editor,
Auckland Car Club Bulletin.

Dear Sir,

Firstly I should like to thank Mr Carney of the NZRDC for taking the time to reply to my article in the April issue of the Bulletin.

For Mr Carney's benefit I shall clear up one or two points regarding my "Point of View" - I am not anti F2, I find good saloon car racing very worthwhile and my support of F5000 is based on the one fact, that at the present time F5000 is part of the New Zealand motor racing scene, therefore let us stick with it as it still has a couple of seasons to run.

Little that I say will make any difference to what Mr Carney thinks of Keith Duckworth's article. I too subscribe to Motoring News Mr Carney and found the particular article in question absorbing reading. It is a shame that it has not had wider circulation, however I do congratulate Mr Carney on going to the trouble of obtaining the permission of News Publications Limited to reproduce the article in the NZRDC newsletter.

On the question of Gethin's F5000 lap times in the Race of Champions being 14 seconds slower than Hunts, I honestly think that Mr Carney should have read the full text of the report on that event.

James Hunt's time of 1.21.5s for the pole grid position was set in dry conditions, the final paragraph dealing with the practice for the event goes, "Gethin's fastest F5000 time of 1min 35.5s was established in the wet, so this was only three and a half seconds slower than the best wet Ferrari time and couldn't be considered too bad" - The Ferrari of Nicki Lauda set fastest time in the wet of 1m 32.0s 1.5seconds quicker than the next car.

For readers interest, in the F5000 race the day prior to the Race of Champions, Gethin's fastest lap was 1m 25.9s.

Now Mr Carney may care to consider the following event in Britain involving F1 and F5000 cars, the Daily Express International Trophy Race. James Hunt was again on pole with a time of 1m 16.7s for the Silverstone circuit.

The point to note is that Hunt was 1.7s faster than the next F1 car, Peterson's JPS whilst Gethin, fastest of the F5000 cars was on the fourth row of the grid only 1.3s slower than Peterson.

One could go on quoting lap times but that would be futile.

Finally I think that Mr Carney's last paragraph sums up the reason why he wrote his reply to my article.

If you are of the opinion that I speak for another, Mr Carney, why don't you come out and say who you think it is. Why not come out and say that you think Mr Ron Frost is the person hiding behind my "skirt".

What ever your differences Mr Carney may be with Mr Frost, don't be foolish enough to think that he would hide behind me. I

find it utterly astonishing that a man who is as mature in years as Mr Carney can come out with such an accusation. For Mr Carney's benefit, I speak for none other, opinions I express are my own. I am the mouth piece for no one.

In so far as Mr Frost represents my employers, his instructions during business hours are one thing, as far as views on motor sport are concerned, Mr Frost and I have some wide differences of opinion.

Mr Frost needs no one to hide behind Mr Carney and I take very strong exception to any person who casts doubt upon the independence of my thought and opinions.

Yours faithfully,

N.H.H.

Norm Harvey

The Editor,
Auckland Car Club Bulletin.

Dear Sir,

It is with some concern I note the growing tendency in Car Club magazines throughout New Zealand to become griping sessions for various contributors. It appears the "in" thing is to knock M.A.N.Z., the various formula we race or make personal attacks. I wonder if our sport, and I underline sport, is so bad that all this is really warranted. It is easy to criticise but it is often difficult to offer a reasonable alternative. I find it hard to understand how a sport that has so many critics finds it so difficult to find people willing to come forward and offer help in running it. How many Clubs in New Zealand have an excess of people offering help?

Could I suggest to contributors to ask themselves the following questions before putting pen to paper?

1. Is my criticism informed or un-informed. (If its un-informed, such as what you were told over a beer by someone who heard it third hand, then I suggest some research is done.)
2. Can I suggest a reasonable alternative?
3. What has the Body, Formula, or person I'm being critical of done for motor sport?
4. Most important of all, what have I done for motor sport?

If the answer to 4 is to write un-informed critical letters or personal attacks, could I politely suggest Motorsport could well be better off without you.

There is nothing wrong with criticism, without which we will never move forward in our sport, but please make it constructive or not at all.

Yours faithfully,

Ian Ivers

 **DUNLOP**

Sandringham Tyre Service Gymkhana Shield Points



The final event for the shield was held at Pukekohe. Whilst it was intended to hold more events, the ruling body of motor sport decided otherwise, so we did not run as many gymkhanas as originally planned. However, the Speed Committee are already trying to fix dates for this trophy as well as venues to ensure that as many gymkhanas as possible are held in the future.

As you can see by the results below, Bryce Platt takes the shield this year, but only by a very small margin, as this whole series was very hard fought.

Congratulations Bryce, and to the rest of the competitors, good luck next time.

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. RHODES	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. WHITE	5	K. TURNER	1

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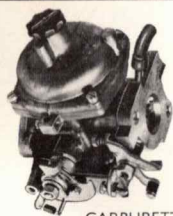
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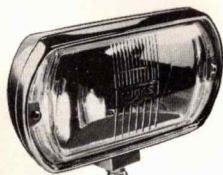
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