

JULY 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 674-037.
3 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 (Evgs).

Security Officer:

H. G. Southee, Phone 607-662.

Custodian:

W. Ferris, Phone 674-071.



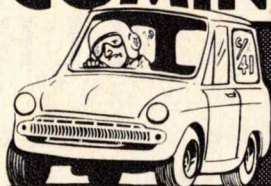
STEVE EMSON AND C. COLEBROOK YUMP THEIR DATSUN 1600 THROUGH STAGE 4 OF THE MARAMARUA FOREST RALLY.

COVER PHOTO

BLAIR ROBSON & JOHN ROLFE POWER DOUG BENEFIELD'S ESCORT RS 1600 THROUGH THE FIRST STAGE OF THE MARAMARUA RALLY.

PHOTOS BY ROSS CAMMICK

COMING EVENTS



If any Club sporting event is cancelled because of adverse weather or other force majeure, the cancellation notice will be broadcast from Radio 1ZB.

CLUBROOM HOURS:

Thursday Evenings	8.00 - 11.00 p.m.
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.

6TH JULY - GIANT DISCO NIGHT

Admission will be by ticket only at a price of \$3.25. single which includes free ale and punch plus all the varied types of lighting imaginable. Bistro Food Bar will also be open.

10TH JULY - WEDNESDAY EVENING - MIDWEEK TRIAL

Starts at Otara Town Centre Car Park at 6.30 p.m. Finishes at the A.C.C. Clubrooms at approximately 8.00 p.m. Approximate distance 45 miles. No maps required but bring a sealed clock. Entry Fee - \$1.00.

12TH/13TH/14TH JULY - FRIDAY/SATURDAY/SUNDAY - RUAPEHU TRIP

Spend a weekend at Ruapehu for as little as \$25.00. This includes excellent accommodation, bus fares, Saturday night dance with a good band, free ski instruction and all travel up and down the mountain in the mountain goats. Further particulars obtainable from Graham Spear (see Graham Spear Reports) Phone 75-180 (Bus) or 888-811 (Res).

14TH JULY - SUNDAY - GYMKHANA

The venue for this event will again be Bader Drive Shopping Centre, Mangere. All enquiries should be directed to Bob White, Phone 674-037.



TYRES **DUNLOP** RETREADS

18TH JULY - THURSDAY - CLUB NIGHT & FILM EVENING

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill at 8.00 p.m. Good films of a motoring nature, supper and discussion hour.

21ST JULY - SUNDAY - BISTRO DINNER AND DANCE - FREE NIGHT

An excellent band is planned for this night which will be free of charge to members. The Bistro Bar will be in full operation with a wide variety of meals.

28TH JULY - SUNDAY - MARAMARUA FOREST RALLY

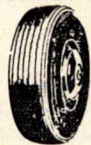
This event will again be held at the Maramarua State Forest beginning at 9.00 a.m. and finishing at approximately 4.30 p.m. The venue will be signposted from State Highway 2. Rally maps indicating Special Stage times, distance, routes and other information will enable spectators to get close to the action. These maps will be available, at the Clubrooms on Thursday 25th, at scrutineering on Saturday 27th (Onehunga Testing Station 2.00 p.m.) and on the day of the event at the Forest. A nominal charge of 20 cents will be made for these maps, the proceeds of which will help towards purchasing further equipment, etc. Intending competitors are reminded that entries for the event close at 5.00 p.m., 12th July. Entry enquiries should be directed to Mrs V. Martin, Telephone 566-437.

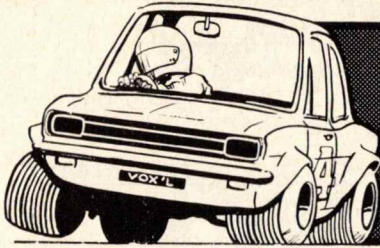
10TH/11TH AUGUST - SATURDAY/SUNDAY - ROTORUA TRIAL

Entries are now open for the annual Rotorua Trial. Remember that the run down, and return, will be reasonably straight forward, so novice triallists should not be deterred from entering. Total cost of \$14.00 per person includes a Dine and Dance Evening on Saturday evening, bed and breakfast and trial entry fee. A deposit of \$5.00 per person is required with your application form, which is enclosed with this Bulletin. This trial will start at 9.00 a.m. Saturday, 10th August. Sealed clock required. One hour lunch break at Morrinsville. Arrive Rotorua approximately 3.00 p.m. Return journey to Auckland starts in Rotorua at 9.30 a.m. Sunday and there will be a lunch break at Waingaro Hot Pools. The trial finishes at the Clubrooms at approximately 3.30 p.m. Entries close with Mrs V. Martin, 6 Melissa Place, Farm Cove, Pakuranga (Phone 566-437) on 20th July.

ENTHUSIASTS FIT

DUNLOP SP RADIALS





OPEN & INVITATION

13TH JULY - SATURDAY - THAMES VALLEY MERCURY TROPHY TRIAL

The trial will start at Fenn Motors Ltd, Seddon Street, Waihi, at 9.00 a.m. and finish at Paeroa Racecourse at approximately 1.00 p.m. Entries close on 5th July although late entries will be accepted after this date. Promoted by the Thames Valley Car Club. A.S.R.'s and entry forms available from Mrs P.M. Croft, P.O. Box 157, Waihi. Phone 530 Waihi Beach.

21ST JULY - SUNDAY - "COCA COLA BOTTLERS" RALLYCROSS

This event is the third round of the current 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. A.S.R.'s and entry forms from the Clubrooms or the Organisers, Hamilton Car Club, P.O. Box 6029, Hamilton.

27TH JULY - SATURDAY - THE CHAMPION SPARK PLUG GOLD STAR TRIAL

The trial will start at the Paeroa Racecourse at 10.00 a.m. and will finish at the Champion Spark Plug Factory, Mt Wellington, at approximately 8.00 p.m. Entries close on Monday, 15th July with the Secretary, Miss C.A. Brown, C/- 8 O'Halloran Road, Howick. This event is promoted by the Auckland Rallies and Trials Club.

4TH AUGUST - SUNDAY - "GLENVALE" RACE MEETING

Bay Park, Mt Maunganui. Production Saloon Feature Race, also Formula Vee etc. Organised by Tauranga Car Club. Enquiries should be directed to Bay Park Promotions, P.O. Box 2197, Tauranga.

10TH AUGUST - SATURDAY - "CRAIK MOTORS" MERCURY TROPHY TRIAL

A.S.R.'s and entry form enquiries should be directed to the Te Awamutu Car Club, P.O. Box 229, Te Awamutu.

24TH AUGUST - SATURDAY - SPRING INVITATION TRIAL

This is a Mercury Trophy event organised by the Auckland Car Club. Full details will appear in the August Bulletin.

7TH SEPTEMBER - SATURDAY - THAMES VALLEY, HAMILTON & TE AWAMUTU CAR CLUBS' GOLD STAR TRIAL

Advance information advises that this trial will have a

duration of approximately eight hours and will be held in the Waikato-Thames Valley region. Applications for A.S.R.'s and entry forms should be made to the Gold Star Trial Committee, C/- P.W. Crabb, Burkbush Rd, R.D. 8, Frankton.

SEPTEMBER 1974 - BENSON & HEDGES 500 MEETING

Pukekohe Circuit (Date not yet confirmed, however probably 21st or 22nd September). Classes 0-1200 c.c., 1201 - 2000 c.c., 2001 - 2400 c.c., 2401 - 4300 c.c. and 4301 c.c. and over. Eligibility : New Zealand Assembled Standard Production Saloons. 7½ hours duration. Major changes are - No engine rebores permitted, no re-manufactured shock absorbers permitted and easing of regulations concerning tyres. Supporting event is the Mayfair Filter first round of the Castrol GTX Championship. Total Prizemoney \$5,000 (approx.) plus \$1,000 donated by Champion Spark Plug Ltd. Entries for Benson & Hedges 500 race close Wednesday, 31st July 1974. For further information please contact Eric Mallard, N.Z.I.G.P. (Auckland) Inc., P.O. Box 11-129, Ellerslie. Phone 593-108.

28TH SEPTEMBER - SATURDAY - NORTHERN REGION RALLY CONSORTIUM

RALLY - This event will start in Hamilton and finish at the Auckland Car Club Clubrooms. Duration approx. 10 - 11 hours. Entry forms and supplementary regulations should be available soon. Intending competitors would be well advised to contact the Event Secretary, P.O. Box 1366, Hamilton, to be placed on the mailing list.

J. FENTON & CO. LTD

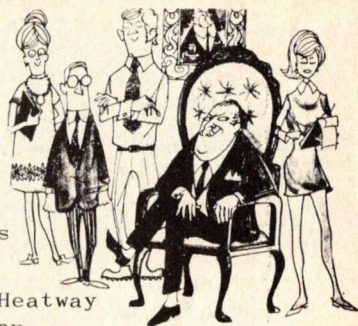
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- + CHASSIS STRAIGHTENING**
- + MOTOR PAINTING**

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and also
make or panel sports and racing
type bodies, hardtops**

SHOUTS & murmurs



. . . Congratulations to Les Rankin and Ian Ivers on their appointments as M.A.N.Z. Stewards.

. . . We hear that the Shekha Mehta Heatway Datsun 180B is now owned by Ralph Emson.

. . . Graeme Bell, brother of committee man Des Bell, is in hospital. We wish Graeme a speedy recovery.

. . . At time of going to press we learn that Ken Armit, Auckland Manager of Dunlop and good friend of this Club, is recuperating at home after suffering a mild heart attack. Ken spent a couple of weeks in hospital but is now on the way back to good health. The Committee and members send their best wishes and hope to see him up and about again soon.

. . . Congratulations again to Les Rankin who was recently elected as a Vice President of New Zealand International Grand Prix (Inc.)


. . . We hear that the Motorsport Association New Zealand has made heavy increases to the annual race circuit licence and annual inspection fees. Previous fee for an International Circuit was \$150. The new fee is \$225. The greatest disappointment is that the M.A.N.Z. Executive have not seen fit to take Race Promoters into their confidence despite several meetings held recently at which Race Promoters were present. First advice of any increase was a small notice slid into M.A.N.Z. News amending Schedule "B". Tut, tut M.A.N.Z., is the tail trying to wag the dog?

. . . Well known racing driver Brian Innes of Morrinsville was married recently. One of the groomsmen was ex-Morrinsville man Dennis Marwood.

. . . Congratulations go to Kerry and Spencer Pearce on the birth of their daughter recently.

. . . We hear that Jack Nazer's new car, affectionately known as 'Lady Victorious' is scheduled to be very quick and is expected to make her grand debut later this year.

. . . We hear that club member, Quentin Phillips, will be well supported in the forthcoming rally season by a new sponsor, HICKORY. In uplifting this sponsorship Quentin will be greatly aided with the suspension - bra-ing accidents.

 GET WITH **DUNLOP**

PRESENTATIONS

ANNUAL GENERAL MEETING

President, Barry Webber, presents awards --

Andrea Morley receives the coveted Exide Trophy.

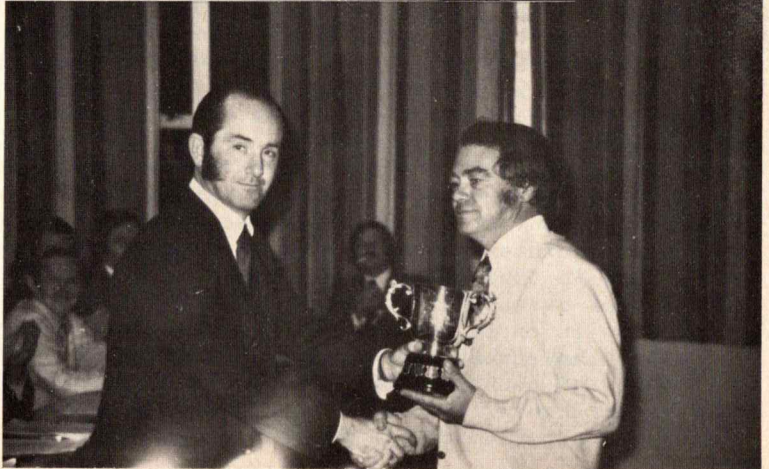


PHOTOS---PETER LEVET



Eric Mallard receives Life Membership Certificate.

John Crombie receives the Horace Robinson Trophy.





POINT OF VIEW



A photo of a V16 BRM which hangs on my wall at work drew an interesting remark from a visitor recently. Looking at the photo he said, "One of those would bring the crowds along to Pukekohe wouldn't it?"

That car, which raced at the 1954 N.Z.I.G.P. driven by the late Ken Wharton, probably represented the end of the line of a type of racing machine which many people in this part of the world have forgotten all about.

The reply to the question was not hard, such a car would prove to be a huge crowd puller. The promoters of the South African Grand Prix arranged for the V16 BRM to give a demonstration run prior to their World Championship event a few years ago. Driven by Graham Hill, the sound and performance of what was basically an 18 year old car was so shattering that its effect on the spectators overshadowed the main event of the day.

Back in the early 1960's a number of motor racing records were on sale in New Zealand and two in particular recall an era in the sport which is long gone and regretably so at that.

One of these records deals with the story of the BRM and includes interviews with such drivers as Graham Hill and Jo Bonnier. As befits such a recording there is the fantastic sound of the V16 in full cry, listening to it one can gain some small appreciation of why the spectators were said to cover their ears when the V16 BRM went past.

What is rather incredible about this racing car is the fact that in the years between 1949 and 1955 the V16 failed to win a major race, this despite being driven by such famous drivers as Fangio, Moss, Hawthorn, Parnell and Wharton.

If the V16 typified the end of an era then the Type W125 and W163 Mercedes Benz typified the beginning of that same era back in the mid 1930's.

When trying to trace much of the history of Grand Prix racing from its inception in the early 30's through to the present day what stands out most is the rapid growth of motor racing at an international level during the past ten years.

Back in 1961 the Formula One World Championship was contested over just eight rounds commencing in May at Monaco and concluding in early October with the American Grand Prix.

Just how great the change has been can be indicated by the number of rounds in the 1974 World Championship, a total of 15, almost double the number of fourteen years ago. And now instead of a period of six months covering the world title

events, ten months are required.

I well remember reading an article in an Australian Sports Car World magazine dealing with the New Zealand Grand Prix and the question being asked of the Australian promoters of the day was "Why can't Australia have international motor racing as they do in New Zealand?"

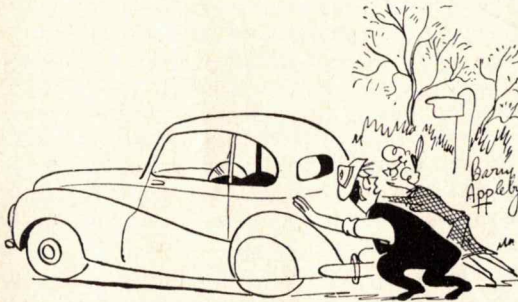
It may seem hard for many people to understand, but the Australians were openly envious of New Zealand and it's motor racing.

Now both countries are concerned that motor racing does not have the appeal it once did, the newspapers don't show the interest that they once did.

Maybe there is now so much motor racing around the world that it no longer carries quite the news value that it did in former years.

NHH

 GET WITH **DUNLOP**



MID-WEEK TRIAL

5th JUNE

We arrived at the Otara Car Park at 6.30 to find at first only a few cars. However, more turned up in due course.

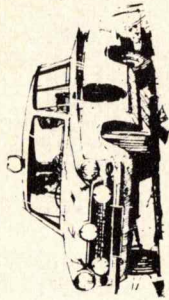
We went left out of the carpark, using a large loop to get the odo distance. The first trap was right at "HOWICK 10Km". The "m" was in lower case so we went straight ahead. We proceeded through Whitford, did a big loop and then back again to find Whitford spelt with two "T's", so straight ahead to get DUL.

We then went up Sandstone Road into Ormiston Road, then left into Chapel Road. We were now on the way home. A different way this time - through old Papatoetoe, across Onehunga bridge and round the waterfront.

The next check was the hard one. Our last speed schedule instruction was 36 km/h for 20 km. When we reached the Club we had not done 20 km so we went ahead to get U and then back into the Club and the Bistro.

To Willard Martin and helpers, thanks for a good trial. To the trail car - next time you are lost, just ask the tail-enders to put you right.

AVENGER



MID-WEEK TRIAL RESULTS = WEDNESDAY 5TH JUNE 1974

COMPETITOR	D.R.R.	D.V.L.	D.V.P.	TISCO	D.U.R.	D.U.L.	U	CONTROL	POINTS	PLACE
P.A. JUKES	0	0	0	0	0	0	0	19.4L	19.4	2nd
B. SERGENT	0	0	0	0	0	0	0	85.4L	85.4	4th
R.B. WILSON	0	0	0	0	0	0	0	73.6E	73.6	3rd
G. SPACKMAN	180	180	180	180	180	180	180	180.0L	1440.0	15th
L. SHANKS	0	0	0	0	0	0	0	91.4L	91.4	5th
R.G. BAGGARLEY	0	0	R E T I R E D							
B. KIRK-BURNAND	0	0	0	0	0	0	180	13.4L	193.4	7th
R.B. WYLIE	0	0	0	0	0	0	0	2.4E	2.4	1st
D.E. BONE	0	0	0	0	0	0	180	64.6E	244.6	9th
S.R. PEARCE	0	0	0	0	0	0	180	3.0E	183.0	6th
G. WOODMAN			R E T I R E D							
B.W. DUNLOP	180	180	0	0	0	0	180	0	540.0	11th
G.R. GREAVES	180	180	0	0	180	180	180	47.9L	947.9	13th
M. FINNEGAN	0	0	0	0	0	0	180	44.6E	224.6	8th
K.R. FELL	0	180	0	180	0	0	180	163.4L	703.4	12th
R. CLARK	0	0	0	0	180	0	180	162.9L	522.9	10th
B.W. DOUGLAS	180	180	0	180	180	180	180	180.0L	1260.0	14th

RON McMILLAN IN ENGLAND



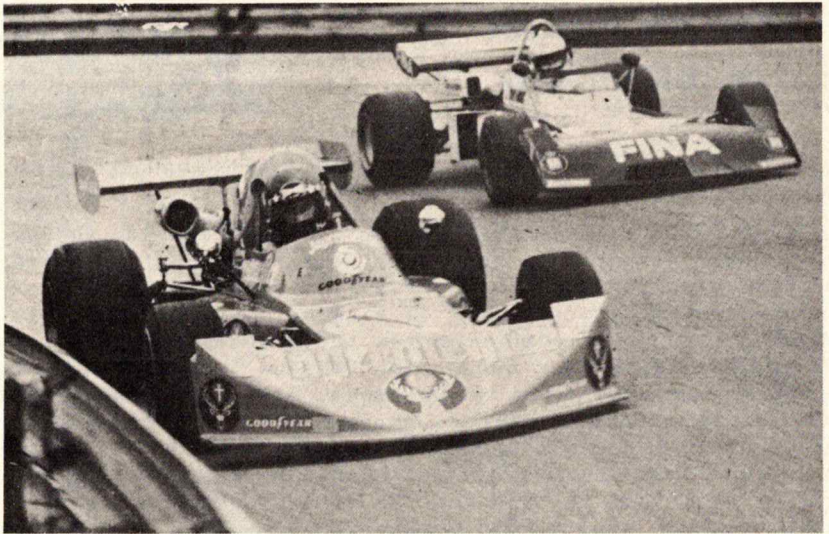
CLUB MEMBER RON McMILLAN, TEAM SURTEES MECHANIC, SENDS THIS REPORT:

I arrived back this morning from Hockenheim. Our entries at both Salzburgring and Hockenheim in the F2 championship were both pleasing. Unfortunately I am unable to report on the F1 scene from a Surtees point of view as our cars and drivers are going through a rough scene at the moment. I have met up with several Kiwis over here - Don Henshaw is up at Windsor, John Nicholson whom I met at Goodwood, etc., etc. An article on Kevin Stone (Jim's brother) appeared in a racing newsheet over here but I haven't seen him yet. On testing our F1 reserve car (which I was involved in) at Goodwood, I was hoping to meet Chris Amon but his car was not ready. He was at another session but was too busy for me to speak to him.

Our trip, myself and my number two mechanic who had just joined the team, began two days after the truck with the cars had left for Salzburg. We joined the other two mechanics at Salzburg for a private test day but were unable to test as another team had exclusive use. Practise day was fine and hot and my car, driven by a Frenchman, Jose Dolhem managed a 1:12.45 to put it third on the grid. The car is a TS 15/15, similar to Graeme Lawrence's with a new Hart-Ford BDA lump. The car was on last year's Firestone tyres which seemed to be a big advantage as no other Ford car was to be seen on the front half of the grid. Fords are not popular at present, BMW's being at least 95% of the grid both in Schnitzer and BMW modified forms. Stuck was the favourite and the front runner in the race. Our second car required an engine change that night (in pouring rain as the sky really opened up) due to an overheating problem. Next day was wet so we only did a few laps to test the new wets.

Race day dawned at about 4.00 a.m. for us to try and determine what we would run but the weather got better so Firestone put on some new tyres for us as our practice tyres were shot. Depailler failed to qualify as he demolished both his car and the armco when a rear suspension member broke. Tom Pryce was on pole with 1:11.48. The tyre war is renewed in F2 now as Firestone had six in the first ten on the grid. Lafitte was second with 1:11.58 and Schenken in an Ecuador/Marlboro Surtees BMW on 1:12.30. Stuck had engine problems and recorded, I think, a 1:13.8 which put him in eighth spot.

The race started one hour late - the organisation was ridiculous - our New Zealand Car Club events look like an international meeting in comparison. The flag dropped and off they went. Schenken touched Dolhem and Serblin which spun our car to the back of the field. Jose wasn't outdone though and after two laps was eighth. In front it was Pryce, Lafitte, Paoli, Jabouille, Quester and Stuck. They were out on their own about 6" from each other's gearboxes down the straight. John Watson,



HANS STUCK'S works March slices through on the inside of Jose Dolhem's Surtees at the top corner. Stuck retired and the Hart-Ford engined TS15 went on to take third place. — Salzburgring

driving our second car (BMW powered) was in trouble with a sick engine and things weren't too happy in our pit. On the 25th lap Stuck's engine went boof and that was it for him. He had a bad accident at Monaco the week before in F1 where he broke his hand so he wasn't very happy anyway. Jose was now third and looking for second and as we put the board out for him on the 40th lap he was through. We showed him 6 seconds down on Laffitte - now leading and off he went setting fastest lap in the process. Then disaster - one lap to go the fuel crisis - Purley passed into second with half a lap to go and Jose finished third, 40 seconds behind. Still it was the first Surtees finish for seven races so I was quite rapt (especially with the bonus). After the race we went up to BMW in Munich to have our engines overhauled for Hockenheim. We were allowed to look around the race shop which is something to be seen. They have a computerised dyno room for two engines and security is really tight. We went to a beer garden one night and flogged some 1 litre beer mugs - good stuff. Then on up to Hockenheim and we completely checked the cars over and after being at BMW found the trouble with the new car. Derek Bell was driving it this time as John Watson was in Sweden for the G.P. Readers may remember Derek as No. 2 to Chris Amon on the Tasman series some years ago in Ferraris. He's a mighty guy and will be at Le Mans this weekend. Jose was driving the Ford this time again.

We qualified 17th this time as Hockenheim is a real power circuit and the old Hart lump was getting tired. We were expecting a new, new, donk to the flown out but it never arrived so the old engine was re-used. Derek was quicker and was 12th on the grid. The race started in fine weather and immediately Coulon was penalised one minute for jumping the rolling start???. Rain clouds came over on the 18th lap but we stayed on slicks for the remaining two laps and Derek was 11th with Jose 12th. The second heat started fine but rain ended it as we were sett-

ing up for a tyre change with 3 laps to go. Derek was out with a broken wheel but Jose was 9th overall from both heats. Jabouille walked away in both heats to win overall with Laffite second and Stuck third, and Pryce fourth. After a great party and yahoo in the pits afterwards we came back to the factory readying the cars for Rouen (non championship) in three weeks.

I am building a new Ford car for Dolhem while my other mechanic is building up the old car for the son of the sponsor to drive.



MANZ CHAMPIONSHIPS

FINAL CHAMPIONSHIP POINTS SCHEDULE

CASTROL GTX CHAMPIONSHIP

The Executive Committee prior to the Final Round at Ruapuna on 25th May, 1974 ruled that in the interests of the Championship as a whole, the final positions would be computed on the results of the two final races plus an average pre-final points score in the two separate Island series. This average was arrived at by taking the pre-final total points for each competitor and dividing this by 6 in the case of the North Island and 5 in the case of the South Island. These factors being the minimum number of appearances each Competitor should have made in his Island of residence.

Class 1

W. Murdoch	24
J. Richards	23½
D. Scott	8½
R. Rutherford	8
J. Tulloch	8
N. Neilson	8
R. Francevic	5
N. Crighton	3½
B. Vuyk	3

Class 3**

R. Williams	19
K. Flashman	18
W. Jones	14
B. Cork	7½
D. Robb	7
G. Aitken	6½
S. Emson	5
J. Campbell	5
R. Emson	4½

Sports Car Championship (Final):

J. Bisman	45½
F. Bray	37
R. Noble	31
R. Hislop	19
M. Baker	16

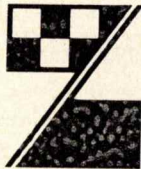
Class 2**

K. McNamara	25
A. Farr	17
P. Adams	15½
J. Armstrong	13
A. Woolf	8
J. Mahon	4½
D. Owen	4
G. Richardt	4
W. Pottinger	4

Overall**

K. McNamara	25
W. Murdoch	24
J. Richards	23½
R. Williams	19
K. Flashman	18
P. Adams	15½

** Subject to Protest Hearings



MANZ

MOTORSPORT ASSOCIATION NEW ZEALAND INCORPORATED

CIRCULAR MEMORANDUM TO : AFFILIATED CLUBS

31st May, 1974

SCHEDULE OF APPROVED CARS FOR
COMPETITION IN THE CASTROL GTX
CHAMPIONSHIP 1974/75

NOTE: This Schedule is classified as provisional only, and is subject to ratification by 30th June, 1974

CLASS 1 : 0 - 1150 c.c.

Daihatsu	*Max	2 Door	360 c.c.
Fiat	127	2 Door	907 c.c.
	128		1116 c.c.
Ford	*Escort	2 Door	1090 c.c.
Simca	1000 GL		1118 c.c.
	1000 SL		1118 c.c.
Skoda	*S110R Coupe	2 Door	1107 c.c.
	S110L		1107 c.c.
	*S100		998 c.c.
N.Z.M.C.	Austin/Morris Mini 850	2 Door	848 c.c.
	" " " 1000	" "	998 c.c.
	" " " Clubman	" "	998 c.c.
	" " " 1100		1098 c.c.
	Austin/Morris Mini Clubman	2 Door	1098 c.c.

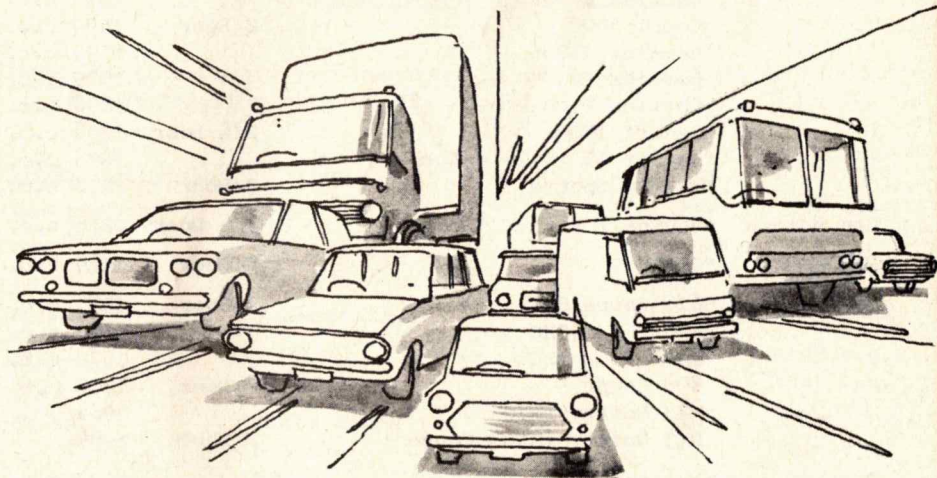
CLASS 2 : 1151 - 2000c.c.

Chrysler	Hunter GL		1725 c.c.
	Hunter		1725 c.c.
	*Mitsubishi GTO 2000	2 Door	1998 c.c.
	*Mitsubishi Galant GS		1597 c.c.
	Mitsubishi Colt Galant GL	2 Door	1597 c.c.
	*Avenger GLS		1600 c.c.
	*Avenger Super		1600 c.c.
	*Avenger Alpine		1600 c.c.
	Avenger		1500 c.c.
	Avenger Alpine		1500 c.c.
	Avenger TC		1500 c.c.
Datsun	*180B SSS Coupe 4 or 5 Speed	2 Door	1770 c.c.
	180B		1770 c.c.
	*Violet 160J Coupe 4 or 5 Speed	2 Door	1595 c.c.
	1600 SSS		1595 c.c.
	1600		1595 c.c.

	*Violet 140J Deluxe		1428	C.c.
	*Violet 140J GL		1428	C.c.
	*120Y Coupe	2 Door	1171	C.c.
	1200 SSS		1171	C.c.
	1200 Coupe	2 Door	1171	C.c.
	1200		1171	C.c.
Fiat	*124 Coupe 1800	2 Door	1792	C.c.
	124 Coupe 1600	2 Door	1608	C.c.
	125		1608	C.c.
	132		1592	C.c.
	128 SL	2 Door	1290	C.c.
Ford	*Cortina 2000E		1996	C.c.
	Cortina 2000GT		1996	C.c.
	Cortina 2000L		1996	C.c.
	Capri 1600	2 Door	1599	C.c.
	Cortina 1600L		1599	C.c.
	Cortina 1600		1599	C.c.
	Cortina 1300		1298	C.c.
	Escort 1300L	2/4 Door	1298	C.c.
	*Escort GT (1974 4 Door)		1298	C.c.
	*Escort Sports	2 Door	1298	C.c.
Gen.Motors	Vauxhall Viva	2/4 Door	1256	C.c.
Honda	*Civic	2 Door	1169	C.c.
Mazda	*616 Coupe OHC	2 Door	1573	C.c.
	*616 OHC		1573	C.c.
	*808 OHC		1272	C.c.
	*808 Coupe	2 Door	1272	C.c.
	RX3 Rotary (M10)		1964r	
	RX3 Rotary (M10) Coupe	2 Door	1964r	
N.Z.M.C.	*Leyland 150		1500	C.c.
	*Leyland 175		1750	C.c.
	*Leyland 175TC		1750	C.c.
	*Austin/Morris Maxi Hi-Line		1750	C.c.
	Austin/Morris Maxi		1750	C.c.
	Morris Marina TC	2 Door	1750	C.c.
	Morris Marina		1750	C.c.
	Morris Marina		1500	C.c.
	Austin/Morris Mini Clubman GT	2 Door	1275	C.c.
	Austin/Morris 1300GT		1275	C.c.
	Austin/Morris 1300		1275	C.c.
Peugot	504		1971	C.c.
Renault	*16TS		1565	C.c.
	R12		1289	C.c.
Rover	2000		1978	C.c.
Sabaru	*DL		1361	C.c.
	*GL Coupe	2 Door	1361	C.c.
	*GSR Coupe	2 Door	1361	C.c.
Toyota	*Corona 1800		1808	C.c.
	*Corona Hardtop	2 Door	1808	C.c.
	Corona 1700		1707	C.c.

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	*Corolla SL		1166 c.c.
	*Corolla SR Coupe	2 Door	1166 c.c.
	Corolla		1166 c.c.
Triumph	2000		1998 c.c.
	Toledo		1500 c.c.
<u>CLASS 3 : 2001 - 4500c.c.</u>			
Chrysler	Regal 770 VH & VJ		4342 c.c.
	Charger 770 VH & VJ		4342 c.c.
	Ranger XL		4342 c.c.
Datsun	260C		2595 c.c.
	240 C		2394 c.c.
Ford	Falcon Hardtop 250 2VXA 2 Door	(250 CID)	4097 c.c.
	*XB Falcon 250 XA & XB	(250 CID)	4097 c.c.
	Falcon 200 XA	(200 CID)	3278 c.c.
	Capri 3000 GT	2 Door	2994 c.c.
Gen.Motors	Holden Kingswood V8	(253 CID)	4146 c.c.
	Holden Belmont V8	(253 CID)	4146 c.c.
	Holden Kingswood	(202 CID)	3310 c.c.
	Holden Belmont	(202 CID)	3310 c.c.
	Holden Torana GTR	2 Door (161 CID)	2639 c.c.
		(202 CID)	3310 c.c.
	Holden Torana S & SL	2/4 Door (173 CID)	2835 c.c.
Jaguar	XJ6		4235 c.c.
	XJ6		2792 c.c.
Mazda	RX2 Rotary		2294r
	*RX2 Rotary Coupe	2 Door	2294r
	*RX3 M12		2294r
	*RX4		2294r
N.Z.M.C.	*Leyland P76		4416 c.c.
	*Leyland P76		2623 c.c.
	*Austin/Morris 2200		2227 c.c.
Rover	3500 V8		3532 c.c.
Toyota	Crown		2563 c.c.
Triumph	2.5 PI		2498 c.c.
	*T.C.		2498 c.c.
Volvo	*164E		2980 c.c.

CLASS 4 : 4501 - 6000c.c.

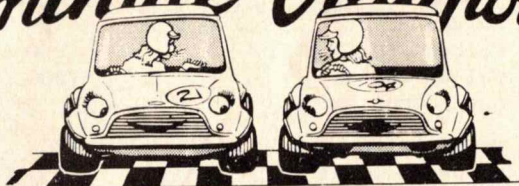
Chrysler	Regal V8 VH & VJ		5211 c.c.
Ford	Falcon GT 351 V8 XA	(351 CID)	5743 c.c.
	Falcon 302 V8 XA	(302 CID)	4950 c.c.
	*Fairlane 500 V8 ZF	(351 CID)	5743 c.c.
	*Fairlane 500 V8 ZF	(302 CID)	4950 c.c.
Gen.Motors	Holden Monaro 350 GTS	(350 CID)	5736 c.c.
	Holden Monaro 308 LS	(308 CID)	5048 c.c.

* Additional cars to 1973/74 Schedule.

Definition of 'Identical Units' (Schedule G 1974/75, Part 1(2)
(b)(i) & (ii))

'Identical Units' means one of the same production series identified by the manufacturers production type or model number and shall permit variations in the transmission (i.e. automatic, 3 or 4 speed manual gear-boxes and/or differential ratios), interior upholstery and exterior colour schemes where these are or have been available 'off the floor' direct to the buying public, but in all cases, these shall be stated on the vehicles official specification sheet as issued by M.A.N.Z.

Feminine Viewpoint



The immaculate Marina in the photograph belongs to Judy Hanbury. Judy will be competing in all one day rallies this season with Mary Carney as her co-driver. The girls will be sponsored by Wella Hair Products and it is rather appropriate that a manufacturer of goods of this nature should support an all ladies crew. Perhaps a generous spray of their popular firm hold lacquer on the tyres might give you that extra traction in the wet Judy.

We wish Judy and Mary every success in the forthcoming rallies and we know all Feminine Viewpoint readers will be watching their progress with interest.





Auckland Car Club MARAMARUA RALLY



Thanks to Graham Hill and Arthur McWatt on a tremendous event with a well layed out course and fairly accurate instructions. Thanks must also go to the rest of the Rally Committee, not to mention the Control and Gate Marshals, together with the stage chiefs and radio cars - you all did a mighty job.

Previous Rallies:

Two previous rallies had been run within the Northern Region, the Waitangi Rally and the Woodhill Rally. Blair Robson is definitely the man of the moment, winning both rallies in fine style.

Waitangi Rally:

Blair Robson, with co-driver John Rolfe, took the lead from the Rod Millen/Robin Irving Buggy on Rod's retirement during Stage 7 of the eight stage rally. Very close behind Blair was the Ray Jordan/Rod McClean Escort RS1600, with another small gap back to George Kuttel and Mike Marshall (Mike navigating for a change) in another RS1600 Escort. Fourth on a first time out was the RS1600 Escort of Jim Donald, with Rex Rattenbury/Ross Wilson in an Escort Twin Cam coming in fifth.

Woodhill Rally:

Once again Blair Robson, this time with Doug Benefield, outstripped the field to win by a complete six minutes from two newcomers to rallying - Ken Cleghorn and Don Elliot in their potent OHC Corolla 1400. A creditable third placing went to the Escort RS of Jim Donald with Laurie Evans and Colin Waite fourth in the new (and quick) Skoda 120S. Peter and Annette Levet came in 5th in the Clubman GT. Notable absentees from this rally were Ray Jordan and George Kuttel.

Maramarua Rally:

For the second time running Mike Marshall took the 2 litre RS1600 Escort to victory in our Club's forest rally. Mike, with David Hodges in the "suicide" seat finished 30 seconds ahead of Dave Simpson and Evan McKay in their School Supplies 1800 c.c. Escort RS1600. Third, after an incredible drive, was Rod Millen and John Garner in the absolutely standard Giltrap Mazda RX 3, 20 seconds behind Dave Simpson. Jim Donald's RS1600 Escort was eight seconds behind in a well secured 4th placing, only two seconds ahead of the Ray Jordan/Rod McClean RS1600.

Right from the start of the first special stage it was all action! The first car away, the RS1600 Escort of Robson and Rolfe found itself over a bank with only minor damage but all chances of winning dashed - Marshall roared through this



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MIKE MARSHALL/DAVID HODGES - ESCORT RS 1600 - 1ST OVERALL



DAVE SIMPSON/EVAN McKAY - ESCORT RS 1600 - 2ND OVERALL



RAY JORDAN/ROD McCLEAN - ESCORT RS 1600 - 5TH OVERALL

"super-slippery" stage four seconds quicker than Simpson.

Rod Millen was a further 19 seconds behind with a six second gap back to Ray Jordan and the V6 Buggy of Phil (Shorty) James and Grant Moffit. The Paddy Davidson/E. Rodgate Mazda was a surprising fifth, 2 seconds further back.

Oula Sorenson and Paul Ingram rolled the potent little Anglia in a rather spectacular manner while Fred Roach found out just how well bred those Maramarua trees really are. Both cars were out for the day.

The second stage saw the return of Robson who was 12 seconds quicker than Marshall. Quite a good effort considering he is 200 c.c. down on Marshall's works engine. Third fastest, four seconds behind Marshall was Dave Simpson's 1800 c.c. Escort with the Dinky Toy Meccano Escort of Jim Donald, running a standard 1600 c.c. BDA unit, 13 seconds behind Simpson. Five seconds further down saw the Millen Mazda.

An unfortunate incident saw the Thomas/Barr Torana XUI in what must have been a spectacular roll with all panels on the car well bent.

Stage 3 found Marshall back on top, 10 seconds quicker than Robson who was 13 seconds quicker than Simpson. Fourth fastest was Millen, 22 seconds down on Simpson. The next six places were as close as you'll ever get with Paddy Davidson, John Power/Brian Phipps (Mazda), Ray Jordan, Jim Donald and Ken Cleghorn all within a four second gap - which was 3 seconds behind Millen's Mazda.

This stage saw popular Formula A driver, Garry Pedersen, with co-driver Bob Fill, on their roof after an unfortunate roll. The Twin Cam Escort of Ross Wilson and John Chivenall found itself wrapped around a pile of logs while the Roy Hanbury/Alan Everitt Mini swiped a bank and retired.

The fourth stage must have been the most controversial with a quick start for a couple of kilometers which lead into a series of blind brows and yumps followed by a dangerous slippery downhill section and finishing with a fast patch to the finish. The yumps proved good value for the drivers - not to mention the 700 odd spectators who saw about $\frac{1}{2}$ mile of winding road and yumps from the top of a hill! The results for this section proved interesting with the fastest times as follows:-

5.06	Robson/Rolfe	Escort RS 1600
5.16	Simpson/McKay	Escort RS 1600
5.22	Jordan/McClean	Escort RS 1600
5.26	Millen/Garner	Mazda RX 3
5.27	Marshall/Hodges	Escort RS 1600
5.32	Halliday/Campbell	Escort Mexico
5.34	Emson/Colebrook	Datsun 1600
5.34	Millen/Otley	Torana XUI
5.35	Cleghorn/Elliot	Corolla 1400
5.35	Walker/Hinton	Escort Mexico
5.38	Chandler/Weber	Datsun 1200 SSS
5.40	Donald/Lancaster	Escort RS 1600
5.40	Isbey/Grant	1500 Clubman

The most drama from this stage came when Mike Marshall slipped the tail of the Escort into a hole, twisting the back



PHOTOS BY NEIL SILCOCK

axle assembly causing the car to "crab" severely to the right. Trevor Tapper's diff "packed a sad" and thus saw his retirement. George Kuttel, who had his wife co-driving, completed this stage then retired the AVO Escort RS1600 which was blowing large amounts of smoke. Another retirement saw the end of Graeme Morley and Peter Burton who were also losing oil. Bad luck for these lads as they finished building the car on the Saturday morning after completely building it up in three weeks.

So, at lunch the major placings stood -

1st	Marshall/Hodges	29.49
2nd	Simpson/McKay	29.59
3rd	Millen/Garner	31.06
4th	Jordan/McClean	31.14
5th	Cleghorn/Elliot	31.34
6th	Davidson/Redgate	31.35
7th	Donald/Lancaster	31.39
8th	Isbey/Grant	32.03
9th =	Evans/Waite	32.10
9th =	Halliday/Campbell	32.10
11th	Emson/Colebrook	32.14
12th =	Walker/Hinton	32.16
12th =	Carter/Griffin	32.16
14th =	Millen/Otley	32.18
14th =	Stowell/Eastwood	32.18
15th	Chandler/MacMenigall	32.26

The main surprise at this stage had to be young Paddy Davidson in the Mazda - definitely a driver to watch. Another man to watch would have to be Alec Isbey in the 1500 c.c. Mini Clubman who was driving exceptionally well on his first time out in the new car. Steve Emson was going very quick in the standard Datsun 1600 as well as Andy Walker in the rapid Escort. Alan Carter's Datsun 1200 SSS was really motoring and a good showing was being put up by Glen Stowell (second in this year's TISCO Trial) who was managing to keep a more experienced Steve Millen in sight. Robson's running time at this stage was 34.34. It was to be interesting to see how much he could catch up.

After lunch it was all on again. Major controversy was the effect the back suspension in Marshall's car was going to have in his future times.

The fifth stage was the longest of the rally being about 18 kilometres long. Fastest man through was Robson, 9 seconds faster than the "crabbing" Marshall Escort while Dave Simpson was next, 11 seconds behind. Jim Donald finished 11 seconds behind Simpson. Steve Millen brought the XUI Torana in 8 seconds behind Donald with little brother Rod 7 seconds further back. A gap of 2 seconds back to Don Halliday with a one second gap to Ken Cleghorn who was 10 seconds quicker than Ray Jordan. Phil James was unfortunate to knock a wheel off the V6 Buggy after a fast argument with a bank and thus retired. Hari Nath and John Chandler found themselves upside down towards the end of the stage - not to be beaten, the lads uprighted themselves and continued to finish the rally.



DON HALLIDAY/GEOFF CAMPBELL - ESCORT MEXICO - 9TH OVERALL



ROD MILLEN/JOHN GARNER - MAZDA RX 3 - 3RD OVERALL



MORRIE CHANDLER/IAN MacMEINGALL - SKODA 1203 - 16TH OVERALL



KEN CLEGHORN/DON ELLIOTT - TOYOTA COROLLA 1400 - 6TH OVERALL



STEVE MILLEN/L. OTLEY - TORANA XU1 - 7TH OVERALL



LAURIE EVANS/COLIN WAITE - SKODA 1205 - 12TH OVERALL

Stage 6 was fairly uneventful with Marshall finishing 7 seconds ahead of Simpson who was one second ahead of Robson. Ray Jordan was 8 seconds behind Robson with Donald's Escort a further three seconds behind, one second ahead of Millen. This stage saw Steve Emson's retirement which was unfortunate as Steve was really motoring the little Datsun around. Word has it that Steve's distributor was the culprit. Phil Meyer had the misfortune to "hole" the Triumph's radiator in this stage also.

With two stages to go the tension was really beginning to mount. Stage 7 was a "boomer" with Robson scooping the pool, 11 seconds quicker than Marshall. Simpson was only 4 seconds behind with a surprising Steve Millen only 5 seconds further back. Three cars clocked fifth equal fastest time - Ray Jordan, Jim Donald, Don Halliday. It was all on especially with Marshall's "crabbing" tactics - real quick through the right hand corners and all sideways through the left hand ones - mighty value!!!

Finally the last stage, a short 4.6 kilometre road taking competitors back to the rally headquarters. Robson was a clear winner finishing five seconds faster than Simpson. Marshall was two seconds slower than Dave with Jim Donald two seconds further back. The Bloor/Snook Escort was two seconds further down with Ray Jordan one second behind. Unaware to most, Robson had picked up a tremendous amount of time to finish in tenth place - a great effort.

The only incident on this stage was to the "flying" Alec Isbey. Towards the end of the stage the bright yellow Clubman rolled several times - completely writing off the body shell. The roll was caused by a rear suspension collapse.

Thus the end of a terrific rally with congratulations to Mike Marshall and David Hodges on a well deserved win. The rally was well organised. Extremely accurate (and expensive). Omega time clocks were used for the special stage timing. The clock stop was signalled by the dropping of a red flag as each car crossed the finish line. This system has come under some criticism, owing to the possibility of a few seconds error. Whilst there is a possibility of a SMALL error, the system is still the best around. Timing lights are not as good as they have a tendency to "play up", thus making them rather unsuitable for this sort of event. As for the starting procedure, each competitor was shown the clock as he came up to the start line and given a five second countdown, thus making time gains impossible. The people who have criticised this timing system were unable to suggest to me a better one which must qualify my earlier statement - it is the best around today.

The caution signs were disappointing, comprising a day glo orange exclamation mark (!) on a white 12" x 12" board. In my opinion the caution signs are to be used with discretion. Thus, if a corner, or obstacle requires a caution warning, it must be seen by ALL competitors, otherwise it might as well not be used at all. I would suggest a 30" x 20" background board, containing some simple insignia - the colours of this sign must be totally different from any other signs used in



PHOTOS BY NEIL SILCOCK

the rally (arrows, No roads, etc.). The arrowing system was good with revised arrows from last year being used again.

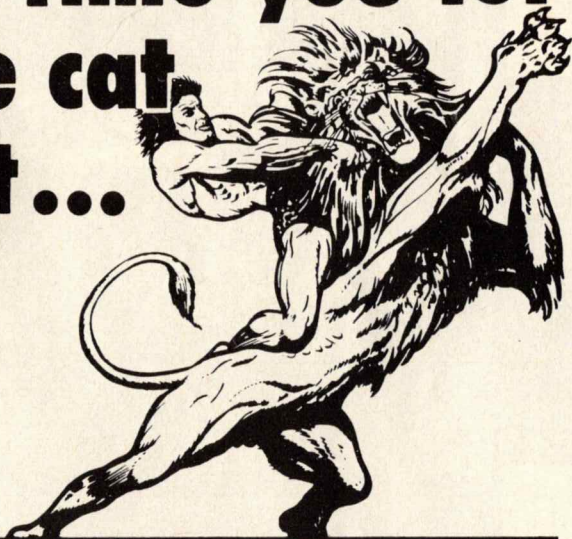
The organisers also printed maps for spectators to follow the rally with and get the best vantage points. Once again, thanks to the boys and especially ALEX HARVEY INDUSTRIES who printed up the maps.

Final placings are as follows:-

1st	Mike Marshall/David Hodges	Escort RS1600	63.04
2nd	Dave Simpson/Evan McKay	Escort RS1600	63.34
3rd	Rod Millen/John Garner	Mazda RX3	65.54
4th	Jim Donald/Kevin Lancaster	Escort RS1600	66.02
5th	Ray Jordan/Rod McClean	Escort RS1600	66.04
6th	Ken Cleghorn/Don Elliot	Toyota Corolla	66.30
7th	Steve Millen/L. Otley	Torana XUI	66.45
8th	Paddy Davidson/E. Redgate	Mazda RX2	66.57
9th	Don Halliday/Geoffrey Campbell	Escort Mexico	67.02
10th	Blair Robson/John Rolfe	Escort RS1600	67.31

Article by - KEVIN LANCASTER

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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BRIAN YATES

IN THE STATES

Is there anyone around who can remember a year or so back when we ran a short track club meeting at Puke and a chap turned up with a Ford V8 roadster. He was noted for his hanging the tail out cornering and everyone waited for him to come unstuck. It was not pointed out at the time that it was Brian Yates a Midget racing car driver and it was the only way he knew of going around corners. Well anyway Brian went to America to have a go at Midget car racing and with him went Mike Ryan also a Midget race car driver. They have set themselves up in San Francisco and in a recent letter, this is how Brian wrote, in part, to Cliff Morrin.

"Arrived in time for the U.S.A.C. race at San Diego. He (Mike Ryan) qualified the car O.K., but hit the wall while attempting to overtake one of the U.S.A.C. (Hot Shoes Bobby Olivers) drivers and tore the front off the car. Fortunately he was not hurt. However, that incident left us without a race ready Midget, as I was still repairing the new Benson race car after Mike hit the wall at San Jose. Oh well --- So we came back to San Francisco and got down to work. We got the Benson ready again and went North to Klamath Falls in Oregon. Mike qualified 7th fastest (it was a B.C.R.A. race this time) and finished 7th in the 50 lap Main.

Then the action shifted to Los Angeles and Corona Raceway, a half mile dirt track (Klamath Falls was a quarter mile asphalt track). Mike qualified second fastest and we were in our first trophy dash with the new Benson! After Corona, we got the car ready for "Indianapolis Raceway Park" and the annual "Night Before Indy" championship Midget race with U.S.A.C.

Indy Raceway Park is a beautiful half mile high banked sealed track. Mike qualified 9th fastest (Remember that all the U.S.A.C. 'Hot Shoes' were there). We got 5th in the heat race and had to run in the Semi to qualify for the Main, as only the first four from each heat race and the first four from the Semi can race in the main event. Well Mike finished 4th in the Semi and we were in the Main! I heaved a sigh of relief as we had come 2,500 miles and it looked like we were going to miss out on some of the \$5,000 purse. Anyway, we were in the 30 lap main event, and finished 4th. The race was won by Tommy Astone, Mel Kenyon was second, Sammy Sessions was third and Mike was fourth. I couldn't wait to go and collect our pile of bikkies. We spent over \$700 to go to the Indy raceway so it was good to get it back again.

We went to the Indy 500 of course, and it was a really fabulous event, the tremendous atmosphere at the track and with all of Indianapolis, has to be experienced to be believed. Over 300,000 people at one race is unbelievable. The build up to the race is an event on its own. All Saturday there were parades through Indianapolis and at the track. Sunday there was the great parade of marching girls and then the

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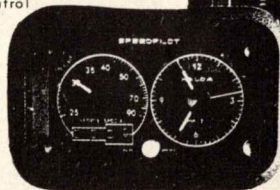
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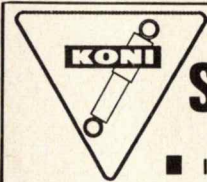
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introduction of all the celebrities that were there. Then the fantastic release of thousands of balloons and Tony Hulman's famous words, "Gentlemen, start your engines". If you can possibly see this event you would be as excited as I was and still am. Indianapolis during the month of May is a racer's paradise. Two days before Indy 500 we went to a sprint car race at the Indiana State Fair. A.J. Foyt was incredible on the one mile dirt track, winning both 50 lap main events. That man is really a race car driver. The only other driver to impress me was Jan Opperman. He was good. All the Indy 500 drivers were at the sprint car race, either watching or racing.

Well, we finally said farewell to Indianapolis and headed back towards San Francisco. We pulled in to Albuquerque (pronounced Albokerky), the home of the racing Unsters, and heard that there was a sprint car race on. So we went to watch. As soon as the officials saw us arrive with the race car, we were ushered in free, given the best seats in the stand, and interviewed over the P.A. system. It was the first time (as is usually the case wherever we go) a foreign Midget car driver had been at their track. We were given a real welcome.

After the racing we headed off again, and took in another sprint car race at Ascot Raceway in Los Angeles, again being let in for free and again a good race meeting. Finally we made it back to San Francisco 5,600 miles after setting out two weeks earlier. We are now recovering. It really was an experience I'll never forget. The sights and sounds of Indy are fantastic.

Mike is really beginning to impress over here, and if he can just keep out of the wall he will continue to impress - Myself, I have been doing some racing but mainly just keeping the cars together. Last year we were involved in (Mike was that is) 22 separate accidents. For a while I considered quitting, but figured that the law of averages must finally apply, which it did. Mike hasn't crashed in three race meetings now."

Now Brian always turns his cars out impeccably and they wear a New Zealand emblem so there is yet another Club member abroad showing the flat. - Cliff Morrin.

AUCKLAND CAR CLUB	Steaks & Grills, Roast Dinners, Hamburgers, Fish, Chips, Chicken, Toasted Sandwiches.
<i>Pit Stop Bistro Bar</i>	Children Welcome Sundays

Graham Spear reports



Club members will realise that the Auckland Car Club is providing many varied activities over the winter months in the form of trials, rallies, hillclimbs and social activities, etc. During June we held our annual ball at the Mandalay and this was tremendous. I am sure all those members and friends who attended really enjoyed themselves. Also in June there was a wine and cheese evening which was enjoyed by all who attended although there would have been some sorry sights the next day.

I will give a run down of activities planned by the social committee for July in this article. Starting with our Disco Night, this will be held on the 6th July at the Club-rooms. Admission will be by ticket only as attendance will be limited to approximately 200 people and only unsold tickets, if any, will be available at the door. Members who attend will be getting good value for their money as the cost of the lighting effects and entertainment is more than double the normal expenditure. There will be free punch and ale provided on the night and I am sure this will be quite a night.

On Friday evening, the 12th July, our Ruapehu trip gets under way. This is a special price to members and costs only \$25 each which covers bus fares, excellent accommodation, a Saturday night dance with a good band, free ski instruction, all travel to the mountain and up and down the mountain in the mountain goats, all meals except meals en route to and from Ruapehu and lunches on the mountain. There are pool tables and T.V. at the Lodge and ski hire is also arranged at \$6.00 for the whole weekend (normally \$6.00 a day). The trip returns to Auckland on Sunday evening and should be of interest to most members. If you wish to attend, please contact me urgently as we must have some idea of the number wishing to attend.

On Sunday, 21st July, we have our free night planned and excellent entertainment is planned for this - and hopefully, will arrive. The usual Bistro Bar facilities will also be provided.

This then covers the social activities for July and I hope members take advantage of these as to be successful we naturally rely on good attendances. This is my first year as Social Committee Chairman and I have planned a larger than normal range of social activities so that I may form an impression of what will be popular in the future.

Some of our socials have been plagued by staff shortages and I take this opportunity to ask members willing to assist on the social committee to contact me as I certainly could do with some assistance in the future.

GRAHAM SPEAR

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.

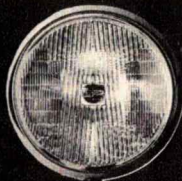
H4 7" & 7" Biode headlight replacement

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.

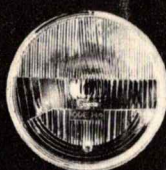
(Remember to bring your membership cards or these discounts do not apply.)

SUPER OSCAR



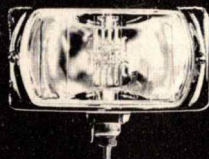
Dimensions: 8" high x 4½" deep.
Availability: Driving, Fog and Long Range.
12 volt 100 watt bulbs available for Rally use.
Rated World's best Rally light.

TYPE H4



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

TYPE 95.



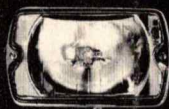
Dimensions: 7¼" wide x 4" high x 2½" deep.
Availability: Fog and Driving.
Rated overseas best value for money.

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.

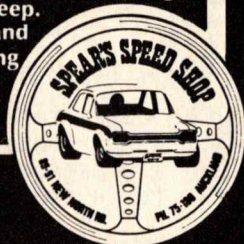
TYPE 40



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

SPEAR'S SPEED SHOP

89-91 New North Rd. Ph. 75-180 Auckland.





RALLY NEWS

The Northern Region Rally Consortium was formed quite some months ago to plot the Marlboro Series Rally in the northern half of the North Island. However, with the cancellation of this series by M.A.N.Z. this year, the Consortium decided to still promote an invitation event and applied to promote this event in 1975 for which we have been given a date.

The Consortium consists of five clubs, with one member from each club being on the steering committee. They are as follows:-

Auckland Rallies & Trials Club	- Allan Cheak (Rally Director)
Te Awamutu Car Club	- Cliff Boyt (Secretary)
Auckland Car Club	- Des Bell
Thames Valley Car Club	- Noel McGechie
Hamilton Car Club	- Don Ford

This year's event, to be run on September 28th will be of approximately 10½ hours duration. It consists of about 150 miles of touring stages with about 120 miles of special stages, starting at the Kaipaki Autocross at Hamilton, running up the western side of the Waikato River to a meal break at Mercer, on to use the Maramarua Forest twice and then on to the Auckland Car Club for solid and liquid refreshments.

At the moment the route is being finalised and more definite details will be available later. We are starting to organise such things as personnel, radios, timing crews, etc. Auckland Car Club is, of course, the largest Club in the Consortium.

We would like as much support from our members as possible, so anyone being able to assist with the rally, please contact me at home 568-881 or business 592-139.

DES BELL

A.C.C. Representative on the Consortium
Help me. I need your support.



GIANT DISCO NIGHT

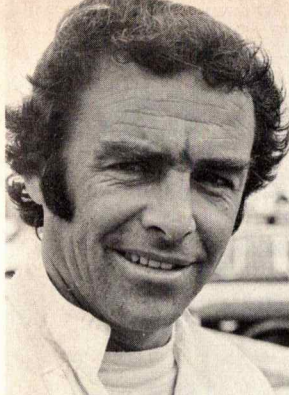
6th JULY

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



DENNIS MARWOOD COMMENTS

This month I hope our Editor will not mind us advertising a fund raising do that the Auckland Region of the New Zealand Racing Drivers Club are holding on Sunday, 7th July at the Clubrooms of that other car club in Auckland, namely the Northern Sports Car Club.

We are calling it a "Bid Up and Buy" do starting at 6.30 with a small admission fee with Jimmy Sloggett's music and hi and lo octane refreshments available.

The idea is that we auction off famous or infamous drivers' (past and present) articles, with the idea of adding a little fun and humour to our motor racing scene which seems to have been getting far too serious lately.

Graeme Lawrence has offered an old Ferrari piston for instance, and we are trying to get hold of a pair of Pete Geogehan's Nomex overalls and a Gulf jacket ex Denny Hulme, to offer, so if you can think of any famous motor racing souvenir worth auctioning, please contact me or any of the following - Rodger Anderson, Robbie Booth, Garry Pedersen, Red Dawson, Barry Phillips or Graeme Lawrence. Tickets are available from any of the above also, so make up a party and join us in a fun evening. Auctioneer will be Ross Jensen.

. . . After the Swedish Grand Prix, Emerson Fittipaldi (McLaren) is leading the Drivers' Championship and McLaren the Constructors' Championship with 27 and 40 points respectively. The drivers points are Fittipaldi 27, Regazzoni (Ferrari) 22, Lauda (Ferrari) 21 and Jody Scheckter (Tyrell) also 21 points. Denny Hulme, who now finds himself well behind the youngsters on the grid, is in fifth place with 11 points.

Scheckter's win in the Swedish Grand Prix makes him the sixth different driver to have won a Grand Prix this year out of seven races, Fittipaldi having won two. On a nationality basis we have had a New Zealander, a Brazilian, an Argentinian, a Swede, an Austrian and now a South African. ●

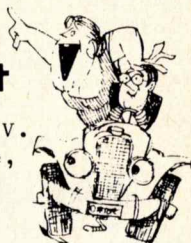


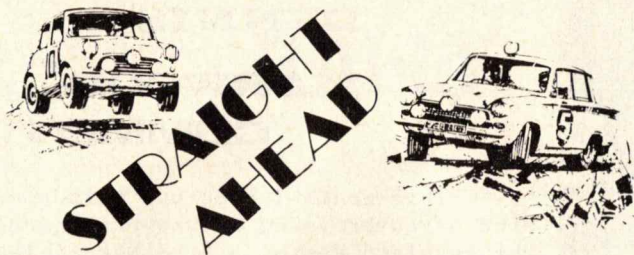
ROTORUA TRIAL

10th - 11th August

Entry Forms and enquiries to Mrs V. Martin, 6 Melissa Place, Farm Cove, Pakuranga. Phone 566-437.

N.B. Entries close 20th July.
Further information in 'Coming Events'





Last month I promised to review the changes to Appendix T made at conference (MANZ A.G.C.M.) but unfortunately the printed copies are rather very scarce and I haven't been able to sight a copy yet. All I know is that the trials sub-council have apparently done their homework exceedingly well as their re-written appendix was accepted without amendment.

For all those of you who are doing Mercury or Gold Star Trials, don't forget to renew your licences. As a Mercury Event is sometimes an Open Trial, it is well worth while spending a mere \$2.00 more and getting a National Licence instead of a restricted licence which later can be embarrassing if you front for an open event.

Last month's midweek trial was another success for Robert Wyllie and crew who managed to lose a whole 2.4 points on timekeeping. While this was a relatively simple trial after some of the other recent ones, it is pleasing to see a good turn out of members and another chance to practice that lost art of trialling, to wit timekeeping. In this latter respect I have heard recent rumblings, emanating, I believe, from one David Woods of Greymouth. (Greymouth being situated on that large land mass generally south south-west of New Zealand). The suggestion is that unmanned or untimed passage cheques should not count for 180 points if missed but say 45 or 50 points. The idea is that in many trials the ratio of passage checks to timed checks is so great that timekeeping is thrown out the window in favour of saturation trialling, i.e. try every road, find all the checks, put them in order, and by getting one or two more checks that one would normally miss, one is better off than trying to be on time. Certainly, the ratio appears greater in the South Island than the North, but the idea is worthy of consideration.

Finally, if you are going to try saturation plus timekeeping, I would draw your attention to an A.S.R. in a recent Gold Star Trial where competitors were told that if they "do or try to seal or carry in their car more than ONE sealed time piece, they will be excluded from the results".

G.R. 006

(We understand that G.R. 006 went straight ahead at Wellington and will be reporting on his Crafty South Island Capers next month - Ed.)

 TYRES **DUNLOP** RETREADS



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.

EX STOCK

1. Limited slip diff. units.
2. Selection of rear axle ratios.
3. Bullit gear boxes and ratios.
4. Special twin cam and BDA engine mountings.
5. Special gearbox mountings.
6. Special drive shafts.
7. Genuine twin cam rear axle control links.
8. Complete twin cam front suspension units with a full range of strut settings and spring rates.
9. BDA engines.
10. 130 bhp or 160 bhp clutch assemblies.
11. Special exhaust manifolds made to

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

ALSO AVAILABLE

1. Body shells.
2. Rocket gear boxes and ratios.
3. Atlas rear axles.
4. Internal roll cages to FIA specs.
5. Twin plate sintered clutches.
6. Alloy blocks.
7. Special Pistons
8. Steel crankshafts and rods.
9. Pedal boxes for adjustable dual-line brakes.
10. Dry sump pumps.

Only John W. Andrew offer Superford Service

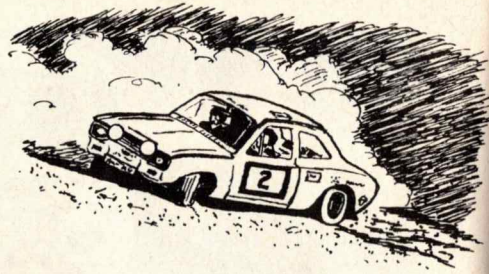


John W. Andrew

SUPERFORD

John W. Andrew & Sons Ltd. LMVD. P.O. Box 8520 Auckland, Phone 364-280

AFRICAN RALLY SCENE



Having just returned from a major sortie to the East African Safari, Alpine Renault then commenced an equally scaled effort to win the Morocco Rally, and this time they succeeded with two Alpines and two Renault R17's and a handful of practice cars refettled and put in the hands of privateers, they represented the strongest force in the event and came away filling the first five places.

Jean-Pierre Nicolas and Christian Delferrier ran out easy winners in the Alpine ahead of team mates Jean-Luc Therier and Michel Vial in a Renault R17.

Alpine was the only works team this year, Citroen and Peugeot did not appear. Citroen has called a halt to its sporting activities and has disposed of its competition cars. The company now concentrates on such things as the East Afrique, a mass trip from France down into North and West Africa by a cavalcade of 2 CVs driven by young French crews. Peugeot put such an effort into the Safari that the lack of success must have had a demoralising effect.

As it was, Alpine Renault had little opposition and the cars could be driven rather more carefully than they would otherwise have been. Many stage times were greater than those over the same stages in previous years.

The rally was divided into four legs, the first from Rabat to Fez, the second to Marrakesh, the third looping back to Marrakesh with the finish at Casablanca. Scrutineering took place at Casablanca after which crews drove up the coast road to Rabat to be ready for the early morning start.

Without the usual tussel between opposing works teams at the head of the field, the pace of the rally was slower and the retirement rate lower. This was not entirely to the satisfaction of the organisers, for they make no secret of the fact that they aim for a maximum of ten finishers in order to preserve the event's reputation for toughness.

Bernard Darniche went straight in with a determination to build up an early lead in the Alpine in the smoother northern stages. On the first 95 km stage he made best time even after stopping to change a punctured tyre. He also won the second stage but very suddenly it came to an end. Before reaching the third stage, the gearbox leaked oil before it finally wrecked itself.

From Fez, the smooth stages of the north gave way to rocks, boulders, dry river beds and sudden car consuming drifts across the track. These were all things which could put an end

to any car's progress, but most crews were careful and putting car sympathy before speed.

Piot had moved up ahead of Nicolas by a small margin and there seemed a chance of a needle match developing between the two works crews, one in an Alpine and the other in an R17. This was not to the liking of Jacques Cheinisse who told his drivers that he wanted neither of them to break his car by fighting against the other.

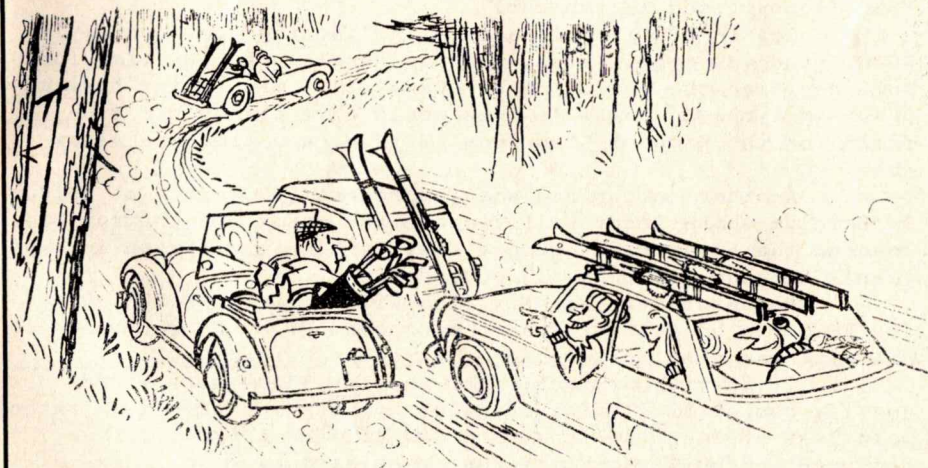
The duel between Piot and Nicolas came to an end when first the Renault's shock absorber broke and then a complete spring, causing such damage that Piot could not continue.

- | | | |
|-----|----------------------------|------------------|
| 1st | J-P. Nicolas/C. Delferrier | (Alpine Renault) |
| 2nd | J-L. Therier/M. Vial | (Renault R17) |
| 3rd | "Le Tahitien"/de Warren | (Alpine Renault) |

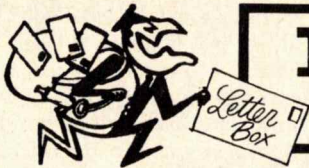
TULIPEN

RUAPEHU TRIP

12~14 JULY



Spend a weekend at Ruapehu for as little as \$25.00. This includes excellent accommodation, bus fares, Saturday night dance with a good band, free ski instruction and all travel to the mountain and up and down the mountain in the mountain goats. Further particulars obtainable from Graham Spear - Phone 75-180 (Bus) or 888-811 (Res). Book now as the number is limited.



LETTER BOX

C/- Racing Team VDS,
Boulevard St Michel 38,
Brussels,
BELGIUM.

21st May 1974.

The Editor,
Auckland Car Club Bulletin,
AUCKLAND.

Dear Sir,

I read with interest Mr J. Carney's letter in the May A.C.C. Bulletin which I have just received.

I must point out an anomaly in Mr Carney's letter however; i.e. Hunt, in the F1 Hesketh, qualified 14 seconds quicker for the Race of Champions than Gethin in the new Chevron B28 F5000. On official practice times this is correct but the F1 and F5000 practises were held in two entirely sets of conditions. The F1 practice was held in the dry but the F5000's practised in the wet!

Gethin's official fastest lap for the previous day's F5000 race was 1:25.9 min., whereas Hunt's practice time for pole position the following day was 1:21.5 min (using "trick" practice tyres). Gethin's time would have placed him mid-field for the Race of Champions if this race time was allowable.

Another comparison was the recent F5000 race at Zolder in Belgium where Teddy Pilette, in the other VDS Chevron B28 lowered the F1 outright record (set by Ronnie Peterson in last year's Belgium G.P.) by 1.2 seconds.

Recent testing at Nivelles with Pilette's B28 showed the F5000 to be quicker than the Brabham BT 42 F1 car which Pilette was also testing for the recent Belgium G.P.

It is without doubt that the top F5000 cars would qualify competitively for F1 races but perhaps this is a rather pointless argument as these are two different types of car designed and built for different regulations.

Yours faithfully,
Steve Horne
Chevron Racing Team VDS.

 **DUNLOP**

The Editor,
Auckland Car Club Bulletin.

Dear Editor,

Despite the fact that I don't like to criticize our President's report that appeared in the last issue of the Bulletin, being a very active member of the Triumph Sports Car Club I cannot allow Barry to get away with claiming a convincing victory for the A.C.C. in the Bardahl Series. The Triumph Sports C.C. won the Bardahl Series as the points table on page thirty three attempted to show. However, the table itself must have been drawn up at the latter end of a good social function as three of the six totals do not add up correctly!

Having had a 'grizzle' I would like to change the tone of this letter and thank all the people from the six clubs in the Bardahl Series who helped at each of the events. This series really does bring out strong club spirit, (even if some of us are caught with a foot in two camps). I hope that every effort will be made to continue the series as an inter-club competition with the possible introduction of a more active sponsor.

The time is probably also right to thank the M.A.N.Z. stewards who give up their time to attend the growing number of hillclimbs in our region. As for the trophy, I am sure that the T.S.C.C. will keep it nice and shiny for at least one year.

Yours sincerely,
Peter Hill

(Peter - You are correct about the points totals. The snake in the grass responsible was certainly no Adder. You are incorrect, however, regarding the Bardahl Inter Club Hillclimb result. If you read our beloved President's Annual Report again you will see that it covers the year ended 28th February 1974. Thus he was referring to the Bardahl Series which ended during that year (and incidentally was the initial series). The trophy was presented to the Club on 18th August 1973 by Mr Jeff Copsey representing the Company. Triumph Sports Car Club certainly won it this year and congratulations to them - sorry, you - no, them - I give up. - Ed.)

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

FARRAND RD.
BOX 53 KUMEU.

Bus Hrs 8am-6pm
Mon - - Fri

PH. WEI. 8500
(AK. Exchange)

Prices
4 cylinder \$ 26
6 cylinder \$ 30
V4- V6 & V8 \$ 45
Car Type D.Shafts \$ 15

} For complete job, comprising crank, flywheel, clutch, rods and pistons.
Rods are balanced end for end. This means all big ends & all little ends are same weight. This is essential.

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

Driveshafts made to customers' requirements. Flywheels lightened **56-58** All workmanship guaranteed.

automart



BNSW RACING HILLMAN IMP 950 C.C.

Fully prepared and ready to race. Motor completely rebuilt three meetings ago. Plenty of room for improvement and very reliable. Complete with spares, on good racing rubber. Must be cheap racing at \$850. Phone Bob Grove - Waitakere 787.

* * * * *

'SIDCHROME' INTERNATIONAL AB110 PANEL VAN 1964:

Would suit any person wanting a reliable roomy tow vehicle for the coming motor racing season. Mechanically sound. \$1,000. Telephone Jim Richards 373-184 (Auckland) or 69-912 (Manurewa)

* * * * *

LOTUS 61M FORMULA FORD

New 1972. Raced three times only. Holbay engine, Mk 8 box, new tyres. Spares include 16 Ratios, Dog Rings, Selector Forks, Front Suspension, Front and Rear Suspension Giggs, Radiator, Rear Uprights, Crankshaft, wheels and trailer. (Spares all new). Contact J. Macey - Phone Browns Bay 86-579.

* * * * *

1971 DATSUN 1600 (See cover of May Bulletin)

36,000 miles - ex Wayne Jones GTX car, placed in first three in nine of thirteen events competed in. Would make ideal clubman race or rally car, also good road car - fitted with big valve 180B head (42 mm inlet valves), 180B camshaft, Nikki Carburettor, gas filled rear shocks, low differential (3.9:1).

Very reliable, finished every race, worst placing during season 5th - Laps Pukekohe 1m 36.6 secs, Manfield 1m 36.9 secs Bay Park 1m 18.5 secs, Ruapuna 59.3 seconds. Priced to sell, panelbeaten and painted at \$2,250 o.n.o.

Contact Wayne Jones - Papakura 88-149 (Home)

* * * * *

RACING MINI 998 C.C.

Ready for racing and hillclimbs. Trailer and some spares. Open to offers. Phone 467-213 (Evenings) for further information.

* * * * *

G.T.X. WINNING DATSUN 1600:

This is one of New Zealand's fastest Datsuns and currently holds the Pukekohe lap record for its class. Slightly battle scarred but good for rallies, hillclimbs, etc. Reasonable

offers considered. Phone Ray Williams 665-576 (Business) or OH. 65-673 (Private).

* * * * *

WANTED:

E38 Exhaust Manifold. Please phone 447-589

* * * * *

WANTED:

2 Mini Cooper Brake Calipers. Phone Peter Bruin 489-408.

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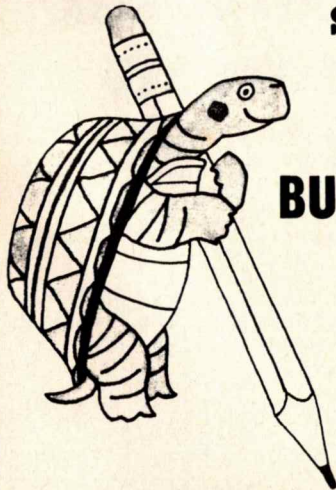


COMPETITION LICENCES 1974-75

Renewal of Competition Licences may be made from mid-July. The renewed licences will be valid for the period 1st August 1974 to 31st December 1975, and renewable for 1976 as from October 1975. The licence fees for 1974/75 will be 150% those presently shown in Schedule 'B' of the National Competition Rules, i.e.

F.I.A. Competitors Licence (Entrants)	\$3.00
M.A.N.Z. National Licence	\$9.00
Upgrading a Restricted Licence to National	\$4.50
F.I.A. Drivers Licence	\$13.50
M.A.N.Z. Restricted Licence	\$6.00
Upgrading a National Licence to F.I.A.	\$6.00
Replacement of lost licences --	
F.I.A. \$7.50, National \$6.00, Restricted \$3.00.	

SCRIBES & PIX MEN



BULLETIN CLOSING DATE

15th JULY

DON'T BE SLOW!



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.

Martin Lankesheer	Takanini	Escort 1600 GT
Gregory Willcocks	One Tree Hill	Escort TC
Michael Tattersall	Glenfield	Escort TC
Peter Turley	Avondale	Anglia
Graham Roper	Waterview	Cortina 1600 GTE
Glen Watson	Epsom	Anglia
Brian Friend	Mangere	Datsun 1200
Mr & Mrs R. Willis	Devonport	Triumph Herald
John Van Boldrik	Mairangi Bay	T.R. 6
John Ward	Swanson	Minor 1000
Herbert Hunte	Penrose	Mini 1100
Mark Reynolds	Howick	Mitsubishi Galant
Peter Millington	New Lynn	V.W.
Jeff Craig	Te Atatu	Cortina
Mike Ellis	Oratia	Land Rover
Robert Braithwaite	Birkenhead	Hillman Super Minx
Murray Booth	New Lynn	Austin Mini
Derek Waddington	Papakura	Capri
Michael Finnegan	Remuera	Austin Mini
Miss Susi Blanshard	Mangere	Ford Pinto
Roger Field	Mt Wellington	Triumph 2000
Kenneth Fell	Glendowie	Holden
Richard Martin	Mission Bay	Renault 12
Donald Webster	Herne Bay	Volkswagen
Michael Finch	Titirangi	Vauxhall Viva
Garry Robinson	Avondale	Anglia
Robert Mackay	Papatoetoe	Cortina GT
Colin Burden	Avondale	Cooper S
Chris Rogers	Mt Wellington	
Neale Wills	Kelston	Farina
John Steward	Howick	Avenger
Allan Paton	Manurewa	Cortina
Marcus Ling	Birkenhead	Morris 1100
Russell Priestley	Mt Albert	Torana XUI
Mr & Mrs Leon Ottley	Murrays Bay	Corolla
Alan Hughes	Manurewa	Triumph 2000
James Scott	Paeroa	Mazda
Allan Davidson	Rotorua	
Mr Redgate	Rotorua	Morris Mini
Douglas Henley	Papakura	Mazda
Anthony Phipps	Waimauku	Holden
Grant Collings	Balmoral	
John Van Boldrick	Mairangi Bay	
Russell Pound	Papatoetoe	Escort 1600

John Chiverrell	Birkdale	Anglia
Lionel Stingers	Northcote	Fiat 125
Donald Johnston	Mangere Bridge	Cortina 1600E
Lex Lundmark	Greenhithe	Datsun
Michael Franchi	Takapuna	Capri
Stuart Carrington-Smith	Mission Bay	
Ray Jones	Otahuhu	Anglia
Garry Croft	Auckland	Torana XUI
Russell Blampied	Epsom	Fiat 124
Warwick Chandler	Mt Albert	Datsun 1200
William Bloor	Avondale	Escort
Brian Woodman	Manurewa	Anglia
Graham Colebrook	Papatoetoe	Anglia
Raymond Williams	Papatoetoe	Cortina 2000L
Peter McRae	Manurewa	Escort
Ronald Kendall	Glenfield	Skoda
Rodney Peat	Kohimarama	Cortina GT
Bernard Cuttance	Whangarei	Datsun 1600
Brent Thomassen	Mt Roskill	Falcon
Allan Everett	New Lynn	Escort
Rob Wilson	Glen Innes	Chev Malibu
Paul Jennings	Glen Innes	Humber 80
Matson Broederlow	Birkdale	Holden GTS
Robert Glover	Castor Bay	Fiat 128
Peter McIndoe	Otahuhu	Vauxhall
Ross Haldane	Birkenhead	Morris Mini
Bob Kidd	Birkdale	Austion Cooper S
Grant Spackman	Mt Roskill	Mazda RX 3
Alistair Hoy	Mt Albert	Hillman Hunter
Graham Brown	Otahuhu	Mazda
Graham O'Connor	Glenfield	Aston Martin
Neil Stuckey	Campbells Bay	Citroen
Derrig Breslin	Balmoral	
John Dobson	Papatoetoe	Avenger



BENSON & HEDGES 500

New Zealand's premier production car race, the Benson & Hedges 500, has received an injection of additional prize money from Champion Spark Plug Limited.

A total of \$1,000 has been offered and will be divided between the overall winner and the class winners.

Mr T.G. Walker, President of the New Zealand International Grand Prix (Auckland) Inc., promoters of the Benson & Hedges 500, expressed his organisation's appreciation of Champion Spark Plug's involvement.

The winner of the race will receive \$400 whilst the winners of the remaining four classes will receive \$150 each.

A feature of the Benson & Hedges 500 in recent years has been the predominance of "Champion"-equipped cars in the winner's circle.

EXIDE TROPHY

THESE POINTS ARE UP TO AND INCLUDING THE MID WEEK TRIAL HELD ON
5TH JUNE.

B. SARGEANT	15	D. BONE	8	L. EVANS	5
S. PEARCE	12	R. WILSON	8	K. CLEGHORN	5
P. JUKES	12	B. CORK	6	M. MARSHALL	5
J. RICHARDS	10	L. SHANKS	6	S. MILLEN	5
S. HAMILTON	10	G. CAMPBELL	5	J. CROMBIE	5
B. PATRICK	10	J. PROVO	5	A. BAGNALL	5
R. WYLIE	10	M. SOAMES	5	W. PAINTER	5
P. LEVET	9	R. WHITING	5	S. BAGNALL	5
B. KIRK-BURNAND	8	F. BRAY	5	G. KUTTEL	5
				D. BREMNER	5

4 POINTS:

P. HENLEY, D. WALLACE, P. NEIL, C. PARKINSON, J. STONE,
M. MOORE, C. EDMOND, N. FAVA, A. CARTER, D. HALLIDAY, D. SIMP-
SON, G. STOWELL, R. CARLSEN, W. CANN, R. BAGGARLEY, J. WILSON,
D. CLEMENTS, G. CRAWFORD.

3 POINTS:

M. FINNEGAN, B. TREVOR, B. MASSEY, A. BAKER, A. WALKER,
R. MILLEN, P. CURIN, R. TANNER, H. WOOD, G. O'CONNOR, C. REED,
T. McLEAN, T. HOLT, P. BOYER.

2 POINTS:

W. MARTIN, A. TAYLOR, H. LOCKIE, S. McHUGH, B. WASHER,
S. SCHLENDERING, J. PEARSON. T. BANKS, R. JOHNSON, M. JONES,
K. CANTWELL.

1 POINT:

T. GLADSTONE, D. O'CARROLL, K. FLASHMAN, R. BENNET, J. DEMPSEY,
B.W. DULOP, K. STRAHAN, P. ROBINSON.



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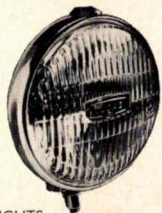
CARBURETTORS



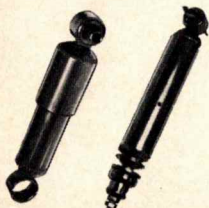
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FOG LIGHTS



SHOCK ABSORBERS



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