

AUGUST 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.



THERE'S NO BUSINESS LIKE SNOW BUSINESS AS MEMBERS PREPARE FOR THE ASSAULT ON RUAPEHU — 12TH -14TH JULY.

COVER PHOTO

JIM PERKINS TWO-WHEELS IT IN HIS RENAULT DURING AN ENERGETIC DRIVE IN THE SLEAM AT THE GYMKHANA ON 14TH JULY.

PHOTO 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.

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

Entries have now closed for this event but if you left it too late to book for this year make a note of this event for next year. This trial is usually held around the same time, i.e. the middle of August.

15TH AUGUST - THURSDAY - CLUB NIGHT AND FILM EVENING

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

18TH AUGUST - SUNDAY - "MEREMERE TWIN-SPRINT"

To be held on the Champion Dragway at Meremere. Open to all Club members. No competition licence necessary. Entries and vehicle scrutineering at the venue between 10.30 a.m. and 11.30 a.m. Drivers will be required to have and wear clean overalls (tight fitting cuffs/sleeves), approved safety helmet, and safety harness (minimum 3 point). Entry fee \$2.00. Vehicles must be registered with current W.O.F. Open cars require approved roll bar. This is an opportunity to match your car and ability against the clock - and a fellow competitor with similar times. Trophy for F.T.D. Officials needed on the day. Please phone Bob White 674-037.

24TH AUGUST - SATURDAY - SPRING INVITATION TRIAL

This is a Mercury Trophy Trial. Full details under 'Open and Invitation' events.

7TH SEPTEMBER - SUNDAY - CLUBMANS' RACE MEETING

To be held on the Pukekohe 1200 metre Club Circuit. Events will be held for Production Saloons, Modified Saloons, Formula Ford, Formula Vee, Mini 7, Sports Cars, etc. Entries closing 30th August will be accepted by phone to Miss C.E. Dewar, 273 Kapa Road, Mission Bay. Telephone 583-497 (Res) or 379-341 (Bus). Entry fee \$2.00. Scrutineering/Documentation at the venue 9.30 a.m. to 11.00 a.m. only. Practice commences 12 noon. Racing 1.00 p.m. Don't forget the necessary - Current Club Membership Card, Driver's Licence, M.A.N.Z. National Competition Licence, Medical Certificate, approved safety helmet, fire extinguisher (service checked), overalls, etc. Light food, drinks, etc., will be available at the Circuit. Flag, Grid Marshals, etc., required. Please phone Eric Mallard, 677-519 (Res).

11TH SEPTEMBER - WEDNESDAY - MID-WEEK TRIAL

Further details of this event will appear in next month's bulletin.

15TH SEPTEMBER - SUNDAY - HILLCLIMB

To be held at Chamberlain Road, Bombay. Details of this event will be published in the September Bulletin.



**OPEN &
INVITATION**

3RD AUGUST - SATURDAY - CRAIK MOTORS TRIAL

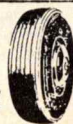
A Mercury Trophy event of approximately 4½ hours duration. Trial starts at Craik Motors at 12.30 p.m. Late entries accepted till 12 noon. Organised by the Te Awamutu Car Club.

4TH AUGUST - SUNDAY - 'GLENVALE 200' MOTOR RACE MEETING

Bay Park Raceway, Mt Maunganui. Programme includes races for Formula Vee Championship (Round 1), Formula Ford, Touring Cars (0 - 1300 c.c.) and the feature event, the Glenvale 200 Production Saloon Car Race of 150 laps. Meeting organised by the Tauranga Car Club.

ENTHUSIASTS FIT

DUNLOP SP RADIALS



24TH AUGUST - SATURDAY - SPRING INVITATION TRIAL

This is a Mercury Trophy event organised by the Auckland Car Club. Starts at New Zealand Motor Corporation, Papakura at 10.00 a.m. and finishes at the Auckland Car Club Clubrooms. Duration approximately 6 hours. Entry Fee is \$2.00 per person with a maximum per car of \$6.00. Late entries attract a levy of \$2.00 per car. Entry forms available from the Clubrooms now and will close at 5.00 p.m. on 17th August. All entries should be forwarded to 6 Bass Road, Mt Wellington, Auckland 6, which is the address of all officials. Maps required - NZMS 1 Sheet N52 Te Kauwhata 3rd Edition September 1967 and NZMS 1 Sheet N56 Ngaruawahia 3rd Edition, January 1965. The trial incorporates the Light Car Trial with special awards for cars under 1200 c.c. Sealed clock is definitely required. Prize money totalling \$50 will be paid.

7TH SEPTEMBER - SATURDAY - WAIKATO GOLD STAR TRIAL

An eight hour event to be held in the Waikato Thames Valley region. Further enquiries should be directed to the Trial Secretary, P.W. Crabb, Burkbush Road, R.D. 8, Frankton.

14TH SEPTEMBER - SATURDAY - INVITATION RALLY

To be held in the confines of the New Zealand Forest Products property at Tokoroa. Event organised by the Tokoroa Car Club and Northern Sports Car Club.

21ST SEPTEMBER - SATURDAY - "THE BENSON & HEDGES 500" MOTOR RACE MEETING - Pukekohe Circuit. Feature event : the


"B & H 500" is for New Zealand assembled Standard Production Saloons. Duration 7½ hours. Supporting event is the "Mayfair Filter" Production Saloon Race of 10 laps, first round of the Castrol GTX Saloon Championship. Entries have closed for the "B & H 500" but late entries may be accepted for the GTX. Further enquiries should be directed to Mr E. Mallard, N.Z.I.G.P. P.O. Box 11-129, Ellerslie, Phone 593-108.

22ND SEPTEMBER - SUNDAY INVITATION HILLCLIMB

Venue - Ridge Road, Pukekohe. Organised by the Pukekohe Car Club. Further details in September Bulletin.

28TH SEPTEMBER - SATURDAY - NORTHERN REGION RALLY CONSORTIUM

RALLY - All enquiries and entries to the Event Secretary, P.O. Box 1366, Hamilton.

 **DUNLOP**
AQUAJET

SHOUTS & murmurs



. . . Congratulations to John Crombie and crew who won the Thames Valley Mercury Trophy Trial on Saturday, 13th July. It seems they cleared out by some 200 points from the rest of the field. Not having had enough trialling for one weekend, they then entered the Hamilton Car Club night trial that night, finishing in second place.

. . . Some fifty members went to Ruapehu on the Club's Ski Trip in mid-July. From all reports the Skid Kids enjoyed themselves but no doubt all the stories will never be told.

. . . A letter to the Editor this month comes from Dick Messenger, first President of this Club (then the New Zealand Motor Racing Drivers' Association) and father of what is now the New Zealand International Grand Prix. Dick was an active racing driver of note between the wars and is an authority on New Zealand motor racing history.

. . . Club members Mike Marshall and Arthur McWatt were recently back to their old habit of winning rallies. This time it was the 250 mile Hire Services Cantarally held in July in the South Island. They were chased home by Aucklanders Paul Adams (2nd) Rod Millen (3rd) and Robbie Francevic (4th).

. . . The McLaren M6 road car arrived in Auckland recently from England. It will go on display at the Museum of Transport and Technology, Western Springs. Through the generosity of Patricia McLaren, Phil Kerr, Denny Hulme and the McLaren family, it will be on permanent loan to the Museum. Barry Webber and Les Rankin represented the Club at a function on Wednesday, 10th July, when Les McLaren officially handed the car over to Museum Director, Ron Richardson. We hope to have this magnificent vehicle on show at our Clubrooms on the 15th August at the film evening.

. . . Congratulations go to Bruce Sergent and Wendy Matthews who were recently engaged.

. . . If you still haven't renewed your Club subscription then this will be the last Bulletin you receive.

. . . Rob Wylie has bought Wayne Jones' GTX Datsun 1600.

. . . A trophy in the form of an attractive shield has been donated to the Club by long standing member and ex-Club Captain Jim Boyd. Jim expressed the wish that the trophy should be given to this Club's most successful sports car driver. The award has been made to Frank Bray. The trophy was presented to Frank at the Club's July film evening.

. . . Fred Roach and Mike Harold are now rallying their Escorts



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QUESTION

Dear Mr WILDCAT,

I'm nuts and bolts about cars, but my machine just doesn't perform. What I want is more economy, without letting the herbs suffer, as I haven't too much cash to spare.

*Any suggestions will be appreciated.
Mr Y. Valve-lash.*



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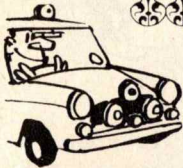
Authorised dealers
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under "Falcon Concrete" colours.

. . . We have been advised that the name of the Kinleith Car Club has been officially changed and will now be known as the Tokoroa Car Club, P.O. Box 121, Tokoroa.



MID-WEEK TRIAL

10th JULY



Plotter Peter Levett certainly had his devious mind working overtime on this one. A great two hour trial which started from Otara and meandered through South Auckland and Ardmore finally to finish at the Car Club Clubrooms.

All things were going well, we had about six or seven checks, then we arrived at a manned check. Ha! I thought, Rob Wylie, he'll give us a hand and tell me what check number he is before I clock in. But alas, no! He grabs the card and clock, has a quiet laugh to himself, then puts a long line right across the card, then he has the nerve to say "you can't rub that out very easy". Oh well, can't win them all. In fact I don't seem to win very many at all. What did I do wrong? We got check BOND then went right, then right again and arrived at the check. BOND Bond has a D in it - that means delete an instruction - How dumb can we get?

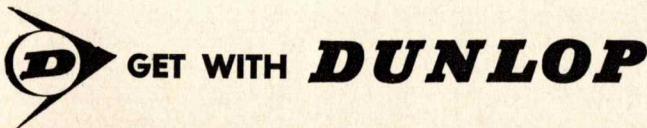
So on we travelled. Had a few problems but at least we went right twice after check PORTER. Finally managed to find the final control within the clubrooms and had a good feed, a few (?) beers, then prominently announced that it was a tremendous trial.

Thank you Peter for a good event but next time please find more helpful checks.

BORN LOSER

RESULTS =

1st	B. Sergeant	38.0	12th	G. Bennett	907.0
2nd	B. Kirk	56.5	13th	R. Wilson	910.0
3rd	B. Kirk-Burnand	70.0	14th	B. Clark	962.0
4th	P. Jukes	225.0	15th	K. Fell	965.5
5th	B. Dunlop	238.5	16th	A. Collier	1014.0
6th	D. Bone	371.0	17th	C. Reade	1138.0
7th	B. Viskovich	593.5	18th	K. Burnitt	1180.0
8th	A. Hart	720.0	19th	G. Woodman	1365.0
9th	K. Snook	759.0	20th	F. Grice	1464.5
10th	M. Finch	765.0	21st	R. Baggarley	1531.5
11th	C. Greaves	803.0	22nd	M. Douglas	1620.0



RUAPEHU TRIP

12-14 JULY



On Friday, 12th July, we departed from the Clubrooms at exactly 6.00 p.m. after Doug Johnson had set a new record for a taxi ride from Mangere Airport to Stoddard Road. Turning left into May Road we left the rest of the driving up to Paul, who proved to be very competent and competitive. Rumour has it that he's itching to try his forty-five seater out on the club circuit.

After a relatively quiet journey to Hamilton we stopped for an hour for eats and as much lo-octane as one could consume in the time allowed. On the bus again we headed south and found that people from Otorohanga who smoke shile driving PA Vauxhalls can't tell the difference between their own garage and a big blue and white bus. With this unscheduled stop behind us we motored on and with the help of Ken, one of our couriers, a sing-song started ranging from rugby songs to rugby songs and more rugby songs.

Arriving at our destination we quickly found our rooms then performed the exacting task of selecting our ballerina shoes and skis for the following two days assault on the mountain which was the main purpose of our visit.

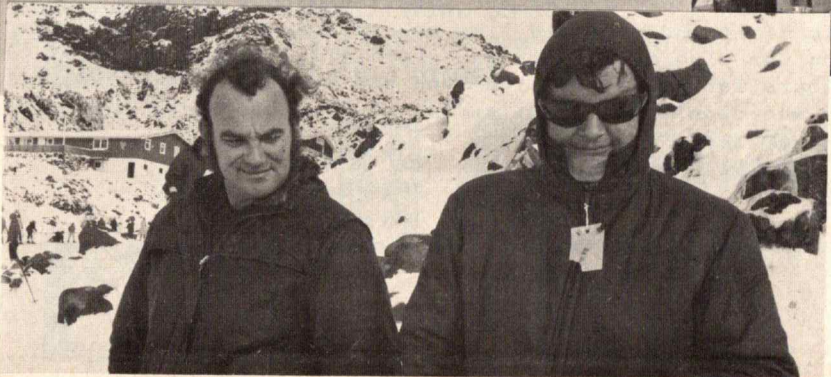
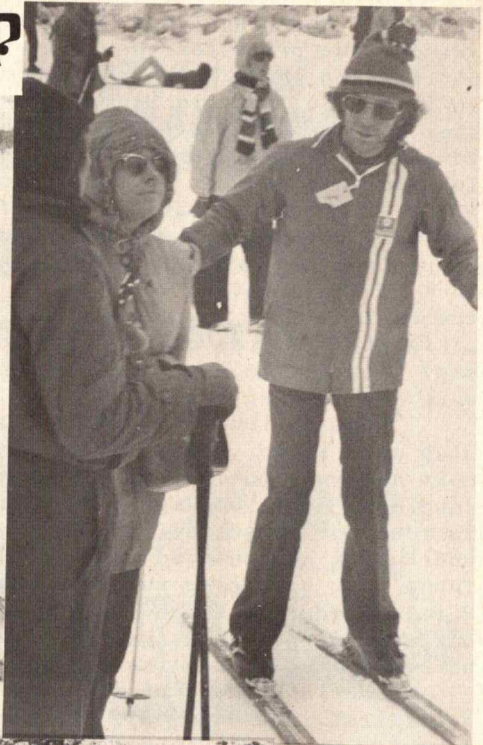
It is rumoured that some people then went to bed and it wasn't even daylight. We soon learnt that the A.C.C. had their own "Certified S.. Instructor" besides those provided by the courtesy of Slalom Ski Tours.

Daylight arrived all too soon with breakfast being served at eight. For those who didn't get much sleep you weren't eating custard on toast as some thought. Boarding the bus armed with sunglasses, hats, gloves and cameras we headed for the mountain. At the Chateau we changed to the mountain goats and we soon found that Paul our driver wasn't quite as good on the special stages as he was on the touring stages. To our disappointment we found on arrival at the "top of the Bruce" that no-one would be doing any skiing in the blizzard and we headed back down the mountain to go swimming at the hot pools wherever they may be.

Adjourning to the "clubrooms" we discussed the art of skiing over a few glasses of coke, etc. Back at the Lodge early afternoon the Car Club instructor was conspicuous by his absence. We presume he had a special afternoon class but who saw any snow at the Lodge. We hear that Merle has quite a bit of commission to collect. Fancy Murray Cox climbing on the roof to eliminate the snow on the T.V. aerial just to watch a car rally.

Ross Senne and Ross Stewart invited their old friend Joe for dinner but we hear he didn't eat very much anyway. Those who did eat dinner thoroughly enjoyed it. The band started at

RUAPEHU TRIP



eight and the place soon began to swing. Kerry Brown was awarded the prize for the best dressed male and we hear he's not telling where he bought his suit. Mary arrived and took an immediate fancy to Maurice Cargill. Glad to see she could stay for the party afterwards. Kevin Pickard is still trying to remember Mary. Don't worry Kevin, she'll be there next year. Tell us have you got your brick yet.

The number that turned up for breakfast on Sunday morning was well down on the previous morning. It's amazing how well people can get organised with the bus leaving in five minutes. Back up the mountain we found we were in luck and assembled at the chair lift. How many people counted more than twenty ways of falling off the chair lift and where you would land if you did? At the top everyone discovered how many wrong ways there were for fitting skis.

Now instruction. First, learn to stand and walk again, step up a slope, wedge, glide, then try to stop. Turning comes next and onto the ski tow for some, off for others. After a couple of hours of expert and informative tuition we were left to fend for ourselves. This is when we saw more examples of unorthodox skiing than you would think possible. Thomas Scott found that handbrake turns on skis is not on. How's the ankle mate? Fred Silk showed us the daring leap and turn technique but what happened to the turn Fred? Noel Ronberg tried skiing backwards but couldn't see where he was going.

Kevin Pickard proved that its easy to ski over rocks, head first. We hear he's thinking of entering the Winter Olympics next year. Gayle Elmbranch had trouble mastering the stand and walk technique, not to mention the ski tow. By the way Gayle they don't make the skis any smaller. Cathy Marson discovered that laughing on skis always lets you down. Don't worry Cathy when you're down all you have to do is stop laughing then stand up again. It's good to see Ken, our instructor, can stop the same way most of us do. Next year, Ken, we'll start lesson two. After a very humorous and enjoyable day on the slopes, all that remained was the bus trip home.

Stopping at Te Kuiti for an enjoyable meal, with compliments, we headed further north. It's good to hear some new jokes being told on the bus. Just as well the lights were off, otherwise we would have seen who was telling them. Arrived back at the club approximately 10.30 p.m.

Those who did make the trip thoroughly enjoyed every minute of it and we would like to express our sincere thanks to the Car Club organisers and especially all the staff of Slalom Ski Tours for making this weekend one we will always remember. Those who didn't go, start saving now because we're going back next year. See you then.

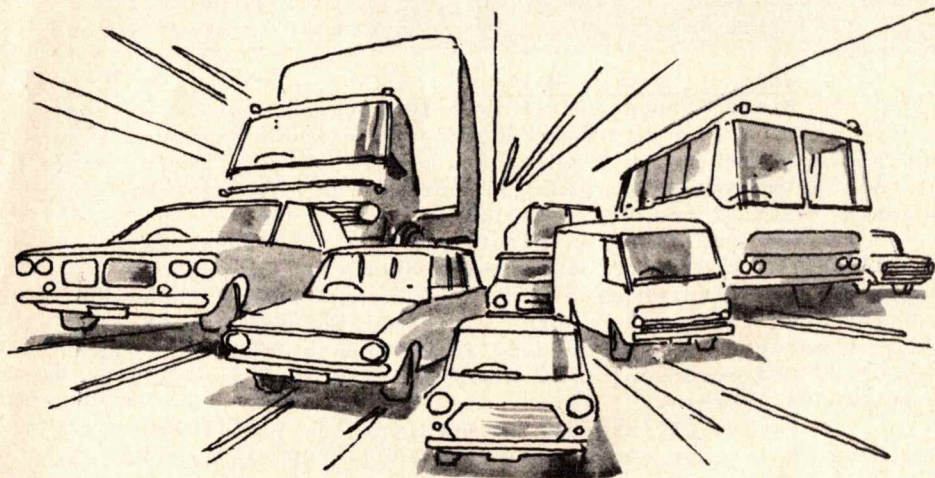
JEAN-CLAUDE

(The Abominable Snowman)



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This is the first of a series of monthly articles on rallying throughout New Zealand. The article will not go into details of various rallies but more of a "who's who" in rallying. I will not be expressing my personal views but merely giving the information I have with particular interest in our own members.

Waiuku (Maioro) Rally

Blair Robson and John Rolfe returned to the winner's circle after a good win over about sixty cars. A surprise second placing went to Paul Adams and Don Fenwick in their Escort RS1600. A mighty third placing went to the "Hickory" M.G. of Quentin Phillips and M. Michael.

The rally was extremely rough with several cars withdrawing through mechanical failure, etc. Unfortunately Mike Marshall and Arthur McWatt scratched as the rear axle assembly was still on the straightening jig after Maramarua. Other notable absentees were Ray Jordan, Freddy Roach, Peter Levet, the Hanburys, Ole Sorenson, etc. - maybe these lads were all at the Hamilton Rallycross.

Points of interest from this rally : Paul Adams and Don Fenwick are now running a "full house" BDA engine built and prepared by the Halliday Bros. + Dave Simpson and Evan Mackay had the misfortune to hit a bank causing suspension troubles which dropped them to sixth place + Jim Donald had a change of co-driver, this time taking Kevin Prior for a ride. Unfortunately the boys found themselves stuck in third gear for the last stage, dropping to eighth place + Andy Walker and N. Hinton were going very well to finish 7th in the quick Escort 1600 + Graeme Morley and Peter Burton finished 13th after punching the rear shocks up through the turrets on the 5th stage! + Alan Carter was his usual impressive self finishing 12th. Alan had Derek Etherington navigating + Don Halliday and Geoffrey Campbell must be favourites for the "yump of the year" award. The Escort found itself 4 to 5 feet above the ground during the second stage. "Touchdown" saw two bent front struts, a badly bent back panel and a hole in the sump. Somehow they finished, being 10th equal with Rex Rattenbury; however, at the end of the rally - Geoff's door fell off!!!

1974 Thermal Rally - Rotorua:

Once again Blair Robson and John Rolfe dominated proceedings with a fine win in the Masport Escort RS1600. A well deserved second place went to the Superford Escort of Mike Marshall and Arthur McWatt with the Giltrap Mazda of Rodney Millen and Robin Irving in the third place slot. Fourth place went to Ralph Emson and Wayne Jones on a first time out in the

ex Shekar Mehta Datsun
180B SSS.

Only 40 cars out of 94 starters finished the gruelling rally which must have been the roughest held yet. Several shunts and assorted rolls; mechanical failures, etc. put paid to several people's chances of finishing. I will not go into much detail of the rally as various motoring publications will do so.



Very sad to see Ken Cleghorn and Don Elliot roll their rapid 1400 OHE Corolla. Good news though, these lads will definitely start at Maramarua + Jim Donald had a new co-driver, Chris Porter, for Rotorua. Unfortunately Jim dropped from 4th to 13th overall after a fearful spin + Laurie Evans and Colin Waite were unfortunate to "toss a rod" in their quick Skoda + Doug McRae, who had Graeme Morley navigating, drove to a well deserved 11th place in his new Datsun 1200 SSS Coupe + Morrie Chandler and Ian McMenigall had a good run to finish 9th + Mike Marshall's driving was "electrifying" towards the latter stages of the rally - it must have been, as Arthur McWatt was reported to have said nothing during the stages!!! + The same timing system as Woodhill and Waiuku was used at Rotorua and again proved unpopular with several competitors.

General Stir-up:

It looks as if Maramarua on the 28th July is going to be a boomer! Most of the top names have entered so who takes it is anybody's guess. By the time you read this the rally will probably be over - who was it - Marshall, Robson, Millen or Simpson?

Entries will soon be closing for the Clubmans Ngaumu Forest Rally to be held just out of Masterton on the 24th August. The rally is being promoted by the Wellington Rally Panel and has about 120 kilometres of Special Stages, promising to be quite a good rally. Entry forms are available from The Secretary, 80 Wyndham Road, Pinehaven, Upper Hutt, and must be in by the 12th August.

Interesting to note in the Cibie lights film on the 1972 R.A.C. Rally that the start and finish procedure is identical to that used at Maramarua. Even in such a big Rally (R.A.C.) one's start time was allotted just before each special stage and each competitor was shown the clock - on the start line. This system is by far more successful than having your time allotted about 15 minutes before the start and not seeing the clock when you are about to start!

The Rally Pilots Association (referred to in the future as the R.P.A.) Championship is going to be fairly close. Unofficially, after the Cantarally the positions were:-

1st	Marshall	-	19
2nd	Millen	-	16
3rd	Francevic	-	15

At the time of writing I was unable to give further placings. Main interest lies in who will eventually win as each driver's best four out of six rounds will count. Robson did not compete at Canterbury and rumour has it that Mike Marshall's car will be in Australia for the Southern Cross Rally thus missing the last two rounds. Could Robson hold on or will a Mazda take the championship? - just for a bit of stirring - Paul Adams is going real quick too!



Till next month

'OOROO'

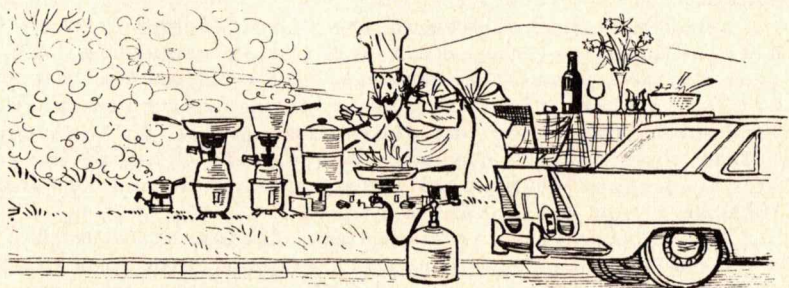


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Children Welcome Sundays





FORD RALLY PROVEN PARTS

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

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

This Rally parts information is now available to all Car Club members only from the Superford Division of John W. Andrew. Write or call Ray Stone, Chris Moon or Murray O'Donnell at John W. Andrew, Box 8520, Auckland or phone 364-280.

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AT SIXES & SEVENS

with chris parkinson

THIS IS THE FIRST IN A SERIES ON THE MINI 7 ASSOCIATION AND WILL DEAL INITIALLY WITH THE BUILDING OF A COMPETITIVE MINI SEVEN WITHIN THE ASSOCIATION'S REGULATIONS. CHRIS HAS RUN HIS OWN MINI SEVEN OVER THE PAST SEASON WITH QUITE A DEGREE OF SUCCESS. THE FORMULA, BASED ON A MODIFIED 850 C.C. MINI, HAS STRONG SUPPORT IN WELLINGTON AND THE MANAWATU, AND IS BECOMING MORE POPULAR HERE IN AUCKLAND. IF YOU WOULD LIKE TO KNOW MORE ABOUT MINI SEVEN THERE WILL BE AN OPPORTUNITY ON WEDNESDAY, AUGUST 14TH AT 7.30 P.M. WHEN A DISCUSSION MEETING WILL BE HELD AT THE AUCKLAND CAR CLUB CLUBROOMS, 44 STODDARD ROAD, MT ROSKILL, CHAIRED BY REG COOK. IT IS OPEN TO ALL INTERESTED.

With the new race season only a few months away many competitors will be thinking seriously about the winter rebuild of last season's racer. Others perhaps thinking seriously about getting a car for club or national meetings. It can be expensive if you want to be competitive - it's even expensive if you don't! The Mini Seven Association realising the high cost often involved in B.N.S.W., Formula Ford, F5000 and G.T.X. championships has drawn up a set of regulations for a race formula which may offer some readers a less expensive way of becoming involved in circuit racing.

Of prime importance throughout the draughting of the rules was the need to reduce expenditure on parts and modifications to a practical minimum. Like Formula Vee, strict limits have been placed on engine modifications, tyres, wheels, etc. Obviously, as the name implies, the formula is based on the Leyland Mini and variants, except vans and mokes. The regulations are set out fully in the MANZ Yearbook and except for the odd misprint and minor change should clarify most questions.

But the practical application of regulations can leave many a little perplexed.

Let's start at the beginning and, without getting too complex, build a competitive Mini Seven.

Body:

For reliability and strength start with a good shell - not too much rust - not too many dents. Strip it (have it straightened if necessary) and get it sandblasted with a fine grit. A good rustproof coating before the paint job is worth the expense as the blasting process does make the metal more susceptible to corrosion. As lowering the suspension will cause the tyres to foul the wheel arches it is necessary to modify these. The rear arches should be cut so that the inner guards can be beaten upwards from the point at which they meet

the body (which is cut by an inch or so). The front wheel arches will need to be enlarged about 2" all round tapering off at the lower door hinge and front skirt. Find a panel-beater that has had experience with this, they give a much neater finish.

A set of fibreglass regulation flares, painted separately and fitted with self tappers, finish off the bodywork nicely.



Suspension:

If you purchased a hydrolastic Mini and the sub-frames, arms and displacers are sound, keep the trailing arms and sell the rest for what you can get - otherwise scrap the lot. Don't take chances with suspension components on a Mini - crack testing is not expensive.

Rear-Sub-Frame:

Use only the rubber cone type. It is not the same as a hydrolastic frame nor can the hydrolastic type be easily modified. Competition hydrolastic displacers are expensive, hard to get and are not adjustable.

Fit new rubber bushes to all the sub-frame mounting points and make sure that all threads for the outer pivot brackets are sound. A great deal of stress is placed on these bolts when cornering and they have been known to strip. Elongate the hole upwards in this bracket to facilitate camber setting later. Shims between the bracket and the sub-frame adjust the toe-in. A groove on the upper side of the trailing arm will aid the use of a socket when adjusting.

If you have hydrolastic type arms the stub axles will need to be changed to take shock absorbers. These arms have the advantage that the brake line runs underneath and saves the trouble of re-routing it when lowering the suspension. Replace needle rollers, bushes and shafts if necessary, fit to sub-frame and paint the lot (except stub axle).

Use old rubber cones if possible as these harden with age and will stiffen the suspension up well. Lowering comes later. Fit new ball and socket kits to both arms.

Front Sub-Frame:

Again use rubber type only. Make sure the frame is not distorted. Studs on the towers instead of bolts make fitting

to the body a lot easier also.

The upper arms need no modification but make sure the shaft and needle rollers are sound and again fit new knuckle kits. The lower suspension arm and tie rod will both need modification. The inner swivel eye should be cut off and the hollow at the rear side of the arm welded up sufficiently to allow a tapped hole for an adjustable $\frac{1}{2}$ " tie rod end (or "rose" joint) to be fitted. Care should be taken to set the ball joint at the same angle as the original eye otherwise it will rapidly wear. Crack test the welding carefully. Spacers of $\frac{1}{2}$ " I.D. tube will need to be made up to locate the joint centrally on the swivel pin.

The tie bars on Minis are normally set to give 3° caster, however BLMC competitions department make a special adjustable tie rod end which is easily fitted and relatively cheap. Or a suitable bracket to take a balljoint can be made from a "U" shaped piece of steel plate and a bolt, and fitted on the sub-frame in place of the rubber bushes. These two items will allow full adjustment of camber and caster angles.

NEXT MONTH - BRAKES, WHEEL BEARINGS, WHEELS AND TYRES, STEERING, AND THE ALL IMPORTANT SUSPENSION SETTINGS.

CHRIS WILL BE ATTENDING THE MEETING ON AUGUST 14 AND WILL BE HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE REGARDING THIS ARTICLE.

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

Sandringham Tyre Service

Gymkhana Shield Points



As we are into the Gymkhana season once again the Sandringham Tyre Service Shield Series commences, the first event for this trophy being held on the 14th July at the Mangere Town Centre. Printed below are the points awarded. Competitors should note that a bonus point is given for each appearance.

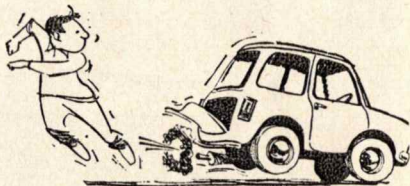
We hope to run six gymkhanas during the season and if this proves to be the case, competitors will be allowed to drop their slowest time, but if less than six events are run, all events will count. On tar seal NO racing rubber tyres will be allowed. On grass NO multi or extra grip tyres will be allowed.

Points to date are as follows:-

J. CROMBIE	6	R. WILSON	4
G. HILL	6	J. PERKINS	4
B. KIRK-BURNAND	6	P. WILSON	4
B. WYLIE	6	B. KIRK	4
B. PLATT	6	J. WILSON	4
R. DUNCAN	6	R. McLEOD	4
J. RHODENS	5	M. VOGEL	3
N. MALLARD	5	J. RIDDELL	3
R. STODART	5	R. CLARK	3
D. BAGGARLEY	5	C. CROUL	3
J. NIXON	5	K. TURNER	2
D. O'CARROLL	5		

GYMKHANA

14th JULY



According to the Reader's Digest, owning a beautiful car is a sign of a man's virility. If this is true, there were a lot of virile males out at Mangere Town Centre on Sunday.

Anyway, there were a lot of beautiful cars, superbly driven by male and female. I was very jealous of the way the girls swung their vehicles in and out and round the obstacles. It was a sharp, cold, but sunny day and the rain came just as we were drawing the meeting to a close, so we were lucky in that respect.

Fastest time of the day was taken by the Honourable John Crombie and Marianne Vogel was the fastest of the ladies league.

Some spectacular driving by Bryce Platt in a Torana GTR XUI and Robert Duncan in a Mazda RX3. David O'Carroll and Christine Croul drove just as hard and fast as they did last season.

Many thanks to the Manukau City Council for the use of the area.

LYDON

GYMKHANA

PIX = Ross Cammick Ph. 558-913



OUTRIGHT WINNER - JOHN CROMBIE



JOHN RIDDELL



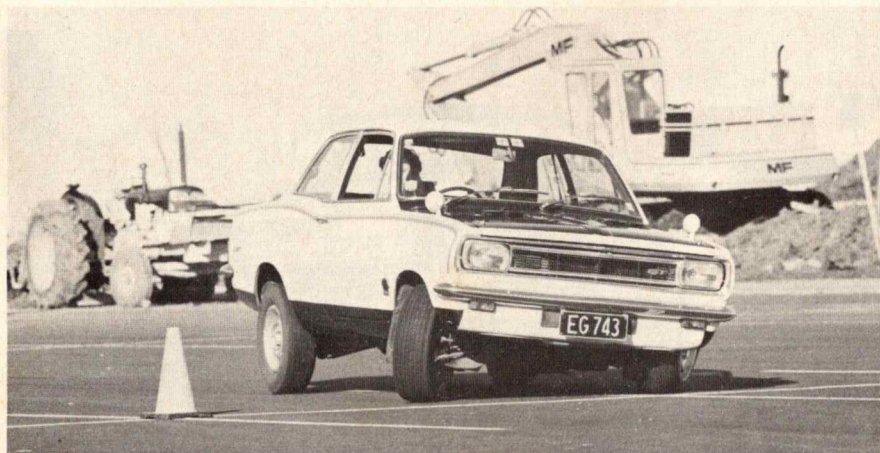
DAVE O'CARROLL



ROBERT WYLIE

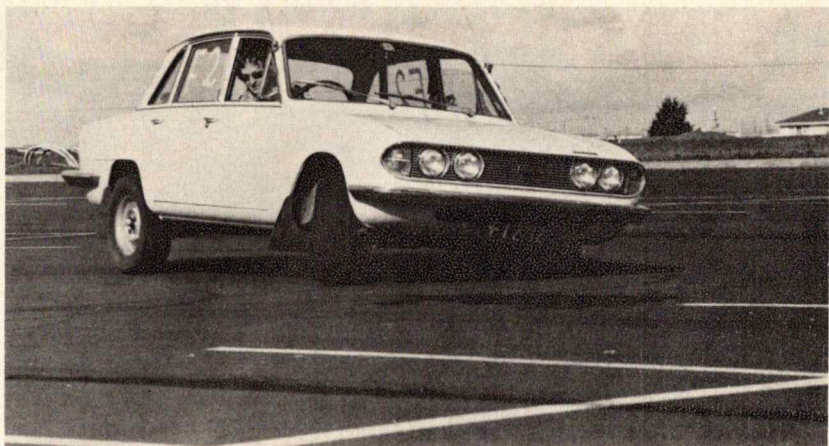


ROBERT DUNCAN



JOHN WALKER

PIX = Ross Cammick Ph. 558-913



JOHN DIXON



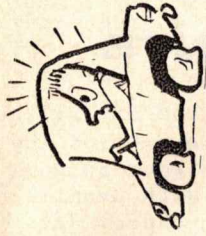
JACK RHODENS



ROBIN McLEOD

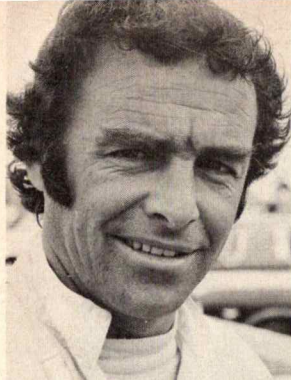
Gymkhana

14th JULY



A1	Ray Wilson	A. Mini	19.5	35.5	19.8	27.0	34.0	31.75	19.7	187.25	3rd
A2	Jack Rhodens	M.Cooper	18.6	34.0	16.5	27.0	36.1	29.5	24.4	186.1	2nd
A3	Marian Vogel	Mini	21.8	37.5	17.5	30.0	42.6	31.0	22.0	202.4	4th
A4	Graham Hill	Mini	18.6	36.0	17.4	25.5	32.3	30.75	18.0	178.55	1st
C1	James Perkins	Renault R10	19.3	37.5	17.5	32.25	35.9	30.75	19.4	192.6	3rd
C2	John Crombie	A.Clubman GT	18.5	32.0	18.1	23.0	35.3	28.75	17.1	172.75	1st
C3	Neil Mallard	A.Clubman GT	17.9	34.0	17.5	25.75	32.2	28.5	17.5	173.35	2nd
D1	Ray Stodart	Escort GT	19.8	39.75	18.9	32.0	42.2	31.5	26.4	210.55	2nd
D2	John Riddell	V.Viva	18.5	39.0	19.5	30.0	43.0	32.0	W i t h d r e w		
D3	Penny Wilson	F.Escort	21.8	41.5	19.5	29.0	47.8	30.0	28.2	217.8	3rd
D4	Barry Kirk-Burnand	F.Escort	19.5	34.5	16.5	25.5	35.0	30.75	18.6	180.35	1st
E1	Dick Baggarley	F.Escort	21.5	36.75	18.0	23.0	32.6	29.5	19.8	181.15	2nd
E2	Baden Kirk	F.Escort	18.5	37.0	17.8	26.5	36.0	30.5	19.8	186.1	3rd
E3	Bob Wylie	Datsun	19.5	33.75	16.4	24.0	34.9	30.0	21.6	180.15	1st
F1	John Wilson	V.Viva GT	21.5	38.5	19.0	31.5	43.5	31.0	25.9	210.9	3rd
F2	John Nixon	Triumph 2000	19.0	33.5	19.8	26.0	42.8	32.0	20.8	193.9	2nd
F3	Robert Duncan	Mazda RX3	18.5	34.5	17.0	24.5	35.2	30.0	19.0	178.7	1st
F4	Ron Clark	H.Hunter	23.2	39.5	19.0	37.5	48.4	31.75	26.8	226.5	4th
G1	Christine Croul	H.Torana XUI	21.8	58.0	22.0	30.75	50.0	31.0	32.1	242.65	4th
G2	David O'Carroll	H.Torana XUI	21.5	38.0	17.4	28.25	38.4	31.0	24.3	198.85	2nd
G3	Robin McLeod	F.Capri	21.6	46.0	18.3	28.75	38.4	29.5	24.2	206.75	3rd
G4	Keith Turner	Holden HQ	24.8	50.3	22.0	33.75	53.8	32.5	31.6	258.75	5th
G5	Bryce Platt	H.Torana XUI	18.8	34.0	15.9	26.5	30.0	28.5	19.3	173.0	1st

FIRST OVERALL : JOHN CROMBIE - MARION VOGEL (LADIES)



DENNIS MARWOOD COMMENTS

Rallies are the order of the day at the moment although as usual at this time of the year the Benson & Hedges 500 is looming up. I have a 1200 SSS Datsun again with Grant Walker to help with the driving chore. At time of writing we don't know whether the chicanes are to be removed or not. We would like to see them stay, as a little car like ours would have a good chance of making the top five finishers overall, rather than the tenth place that Ken Flashman and Neville Bailey made last year. I have never managed to figure in the top placings yet although I well remember the 1965 race when Brian Innes and I made fifth overall and the price index prize in his 1275 Cooper 'S', and again in 1968 4th overall in our Datsun 1600. I would like to see the price index formula re-introduced, it is a manufacturer's race and it may encourage more variety of entries.

Many racing drivers are overseas at the moment, Graeme Lawrence has won the Singapore Grand Prix and has competed in Australia; Ken Smith has been in Australia, Rod Coppins has also competed in Australia; Grant Walker is doing six or seven weeks racing his Formula Ford in Australia and Dave McMillan has shot over to the U.K. Paul Fahey is also overseas - this time he has zoomed over to Germany.

I went to the official opening of the rebuilt Wix factory last month where the President of Wix International, Chairman of Wix America and representatives of Wix Malaya were guests, as well as Graeme Lawrence's Tasman Lola which was displayed in a very prominent corner of the factory with Wix stickers all over it. Seems Graeme has been talking very seriously to these gentlemen from Wix International about motor racing sponsorship.

Our Auckland region of the New Zealand Racing Drivers Club decided some time ago to run a mid year social with the idea of raising a few bucks to help with the Club's finances, as well as promoting the Club's social life. As a novel fund raising idea, we auctioned off some retired drivers' relics and trophies and such, with a staggering result of \$1,000 being raised. Jimmy Sloggett provided the music at a discount rate and Northern Sports Car Club provided their rooms and bar staff, for which we thank them very much. We also have to thank Les McLaren for his donation of some of Bruce's trophies and Ross Jensen for his help in the auctioning.

Inflation is catching up with us at Performance Developments lately as I have been toying with the idea of adding



TYRES **DUNLOP** RETREADS

another Repco camgrinder to our existing machine, but was staggered to learn that the same machine that we installed 2½ years ago at a cost of \$12,500 is now priced at \$29,650 for delivery in February 1975. The factory will only quote for 28 days then another price is determined; their monthly rate of inflation in this line of machinery is 6% per month!! I am now toying with the idea of working our present machine a little harder in the meantime.

I was talking to Merv Waggott the other day on the telephone and he is thinking of coming over to New Zealand for a holiday - in his own private aeroplane!

DENNIS MARWOOD



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.

Yvonne Westren	Blockhouse Bay	
David Wright	Birkenhead	
Leslie May	Papakura	Escort
Brian Tasker	Whenuapai	Mini 1275
Jacquelin Tasker	Whenuapai	Mini 1275
John Mason	Glenfield	Escort 1300 GT
Benjamin Watene	New Lynn	Triumph
Terrance Tallentire	Mt Albert	Holden
Francis May	Papakura	Falcon GT
Charles Wallace	Pakuranga	Fiat 850
Glenn Andrews	Blockhouse Bay	Escort 1600
Criss Olsen	Henderson	Fiat 1500
Paul Martin	Panmure	Singer Chamois
Stephen Cornwall	Auckland	Plymouth Avenger
Bruce Ingram	Massey	Escort 1600
Dale Maxwell	Pakuranga	Cortina 2000L
Michael Limbrick	Henderson	Cortina MK II
Bruce Anderson	Mt Roskill	Austin 1100
Wallace Cole	Paremoremo	Escort 1300 XL
Kevin Smith	Wellington	Clubman
William Hewson	Auckland	Hillman Hunter
Oliver Comer	Hamilton	Skoda 110L
Russell Bennett	Papatoetoe	Humber
David Patterson	New Lynn	Peugeot 504
Gary Ferran	Panmure	Falcon 250
Clifford Everson	Glen Eden	Falcon
Penelope Wilson	Mission Bay	Escort
Robert Couch	Bayswater	Capri

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Koni shock absorbers do a lot for your driving. They give you a firmer and greater control of the road, and a more precise and more confident driving technique at the wheel that is the admiration of other motorists. In fact, most experts motor with Koni. The grand prix drivers do—Koni success is non-stop and they were fitted to the world champion cars in 1971, 1972 and 1973.

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KEN ELDER IN AUSTRALIA

It all started when I decided to return to Australia in January 1970 after my short stay in 1967-68.

My first job was with the New South Wales Honda Agent, Bennett-Honda.

After dabbling unsuccessfully with a Mini in motorsport whilst I started my own business, Ken E. Automotive, specialising in Tuning, O.H.C. Engines and general repairs. After 2½ years a sound business has emerged, and as my first love is racing and racing preparations I formed another company, E.T. (Elder Tuned) Racing Engines.

My current motorsport interest started with the purchase of a very much standard Honda S800 sports car of 792 c.c. Twin Cam. My first modification being the motor, I fitted the car with -

Reworked Cylinder Head

2 x 45mm Webers

11.5-1 Pistons Block bored to 818cc

55°-70°-75°-50° twin cams

Modified exhaust

and to help it go around corners, the car was lowered four inches and fitted with 6.5 rims to take 4 x 475-950-13 Bridgestone





Racing tyres.

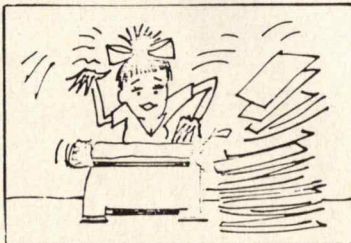
On testing the motor initially, horsepower figures were 110hp at 9000 rpm. Since then a considerable power increase has been achieved by overboring to 900cc and 12.5-1 Com. Ratio.

Before the latest capacity increase the car was run at Castlereagh Dragstrip and took out the Australian G. Stock record at 16.04 seconds E.T. and 83.17 mph.

Other recent success was my participation in a six hour relay race when the team in which I was a member took out first place under 2000 c.c. Club sport activities are too numerous to mention and if one belongs to more than one club, every weekend can be busy.

KEN ELDER

(Ken's address in Sydney is 28 John Street, Mascot, or telephone 669-2958 Sydney in business hours. He would welcome any Club members visiting Sydney. Ed)



**BULLETIN CLOSING
DATE
15th AUGUST**

Graham Spear reports




The Disco night held on the 6th July ran very well, the lighting effects and Mark Williams with the Face really created quite a fantastic effect and at one stage all the outside walls were vibrating and it almost seemed they would blow the roof off the Clubrooms. I am sure everybody who came to this evening had a great time and I would like to say that I was very pleased with the way members left at the end of the evening. There was very little noise and most people left almost as soon as the band stopped playing at 12.00 a.m. and by 12.30 a.m. the Clubrooms were almost deserted. This helps the Club's relationship with its neighbours and although the noise was definitely extremely penetrating while the band was playing, the fact that it stopped abruptly at 12.00 a.m. can surely create no problems.

This coming competition year sees an increase in cars in Spears colours and advertising. We will have Mark Reddish in the Bank of Wales Class, Warwick McKenzie in the Osca Series and possibly the Bank of Wales, Frank Bray in the 2000 c.c. Sports Car Class and Warwick McKenzie at Western Springs in the Speedway A Grade Class.

I feel that this is the best way for a firm of our nature to advertise as we have had very little results from magazine advertising and also by sponsoring cars we feel we are also helping motor sport in general as well as gaining advertising. The Rally scene is under way and I must say that apart from the misleading article published in Motor Action on 17th May, most of the competitors still chose the best lighting and all the front runners in recent rallies have used Cibie lighting not just because they are the best, but also because they come in so many sizes and types of lighting and there is a lighting type to suit a driver's personal performance. It is a shame that a magazine such as Motor Action should publish such misleading information. Cibie lights have always featured well in any fair test in this country.

At this stage the only real opposition Cibie is facing is from the Marchal range of lighting probably because they have a similar range to Cibie and are backed with much overseas success. Next year should really see the rally scene with the bigger events starting and with a bit of luck rallying should be back to its previous popularity.

GRAHAM SPEAR

 **DUNLOP**
AQUAJET

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

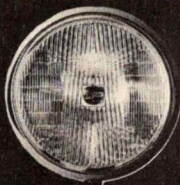
These superb headlights are reduced by 25% to Club members until July the 25th.

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.

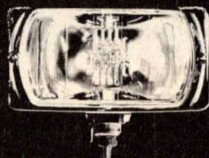
TYPE H4



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.

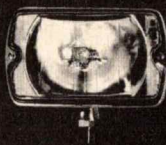
TYPE 45



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

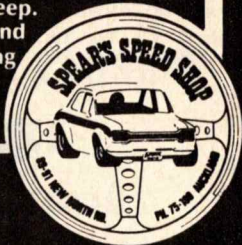


Dimensions: 4⅝" high 2" deep.

Fog and Driving

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POINT OF VIEW



If many of our club members were asked the question, "who was the driver who finished fifth in the 1958 German Grand Prix?" they would be unable to answer.

This would not be surprising nor would it be a reflection on those who may not know the answer, for many things can be forgotten in sixteen years.

This rather unusual introduction caps what could only be described as a week of unusual coincidences. On a recent Saturday I was looking through a selection of what might be described as old Autosport magazines, dated 1959. On the front cover of the issue - January 9, 1959 - is a photo of a Formula Two Cooper carrying the number 48. The caption reads - "A redoubtable combination of Formula 2 Cooper and the young New Zealand driver Bruce McLaren " To John Cooper, builder of the car, went the Constructor's Championship, while McLaren performed magnificently.

Four days after looking through that magazine I was at a reception at which Mr Les McLaren handed over to the Museum of Transport and Technology the McLaren M6 GT, a car which for many months was Bruce's personal transport.

On reflection that cover picture back in 1958 was rather prophetic, for exactly one day later Bruce McLaren drove his 1960 c.c. Cooper into third position in the New Zealand Grand Prix.

Writing in that issue of Autosport, Christchurch journalist, Peter Greenslade, wrote, "The New Zealand Grand Prix is the richest Formula Libre race in the Southern Hemisphere, the purse being one thousand pounds," quite a sum in those days.

What is more, the distance of the race was 150 miles, over the 2 mile Ardmore circuit. A circuit which today would be described as flat and featureless and where the crowd could not see all the racing.

How times have changed, today motor racing is said to be no good unless the spectators can see all the action all of the time.

It was said that the field which lined up for the 1959 GP was the best up till that time. One could not help but be excited at the sight of Stirling Moss, Jack Brabham and Bruce McLaren in their small Coopers. I would venture to say that the huge crowd went to see McLaren just as much as they went to see the brilliant Moss. And whilst the Coopers may not have made the loudest of exhaust notes the seven 250F Maseratis entered that year certainly did.

Gracing the front row of the grid along with Flockhart BRM, Brabham's Cooper and McLaren's Cooper was the red 250F

Maserati of Swede Jo Bonnier. What was so special about this car? It was the ex-works car driven by five times World Champion Fangio, if it was not possible to have the great master driving then the next best thing was to have his car.

Just to prove that the 'Maser' was no slug despite the design of the car being seven years old, the marque dominated the second row of the grid, the order being Harry Schell, Carrol Shelby, Ross Jensen and Australian Bib Stilwell. The cars of Schell and Shelby were the latest Piccolo models entered by American millionaire Temple Buell, whilst the Jensen machine was a rebuilt car said to be using the chassis from the car driven by Prince 'Bira' to win the 1955 Grand Prix and sporting Piccolo bodywork similar to the car of Harry Schell.

Looking back one discovers many stories associated with many of the cars that lined up on the Ardmore grid on that occasion. For example the pole position winning BRM of Ron Flockhart owed more than a little to the Maserati on the fifth row of the grid driven by Gavin Quirk, but that is a story in it's self.

There is no doubt in my mind that in spite of the fact that we cannot relive the past, there are many lessons to be learned from those good old days, lessons which if we were to give them full consideration may well be to our advantage.

The fifth place in the 1958 German Grand Prix run on the Nurburgring was Bruce McLaren driving a F2 Cooper. McLaren won the F2 section of the race.

N.H.H.



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ALL ENGINE MACHINING

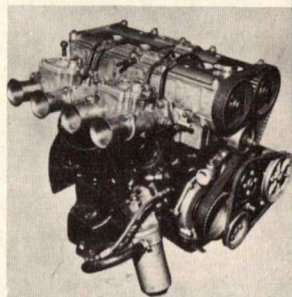
FULL HEAD MODIFICATIONS

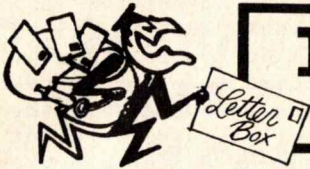
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LETTER BOX

The Editor,
Auckland Car Club Bulletin.

Dear Sir,

I am interested in the reference to the incredible 16 cylinder BRM in your current issue in "Point of View" page. May I tell the tale of how this car came to be at Ardmore in 1954?

In 1953 I was in the midst of designing the first Grand Prix at Ardmore when I read in a Daily of another failure of the BRM in an overseas race. The press, as usual, gave it the treatment. (I often think that no newspaper will ever publish the good things of life, only the bad. If they can't say something ill-natured or derogatory they won't mention it at all). In a moment of inspiration I wrote to Alfred Owen, commiserating with him over the crude treatment the British Press had always given him and the BRM, of which he had become main supporter - he never did receive full credit for all he did. I said in the last paragraph, "What a great thing it would be for New Zealand motor racing if the BRM was to appear at our first International Grand Prix". (Incidentally it was not to be "International", the RAC refused to sanction foreign drivers - it was to be British or nothing). Enclosed with the letter was one of the brochures I had prepared to attract likely entrants. In due course I received a reply, over the great man's signature: "Thanking me for support" etc., and ending with "The next time I see Mr Raymond Mays I will discuss your suggestion with him". I made a quick calculation - that letter had been on his table for ten or fourteen days. I said instantly, "This car will be coming. If he had not intended to send it Owen would have tossed my letter the day it arrived to the seventh deputy assistant secretary or some even lower hireling and told her to 'Thank that twerp and tell him No.'" I was right - it came - but what is not generally known is that Motor Specs, through our Vice-President, Jack Johnston, put up £1,000 to get it here.

They were agents for Owen's firm. But it was worth the trouble just to hear the ear-shattering shriek of the motor. Nothing like it has ever been heard, before or since. A 1500 c.c. motor supercharged to 65 p.s.i. and producing some 550 bhp. Wharton garaged it at Papakura and used to drive it on the road to Ardmore - we could hear him all the way!

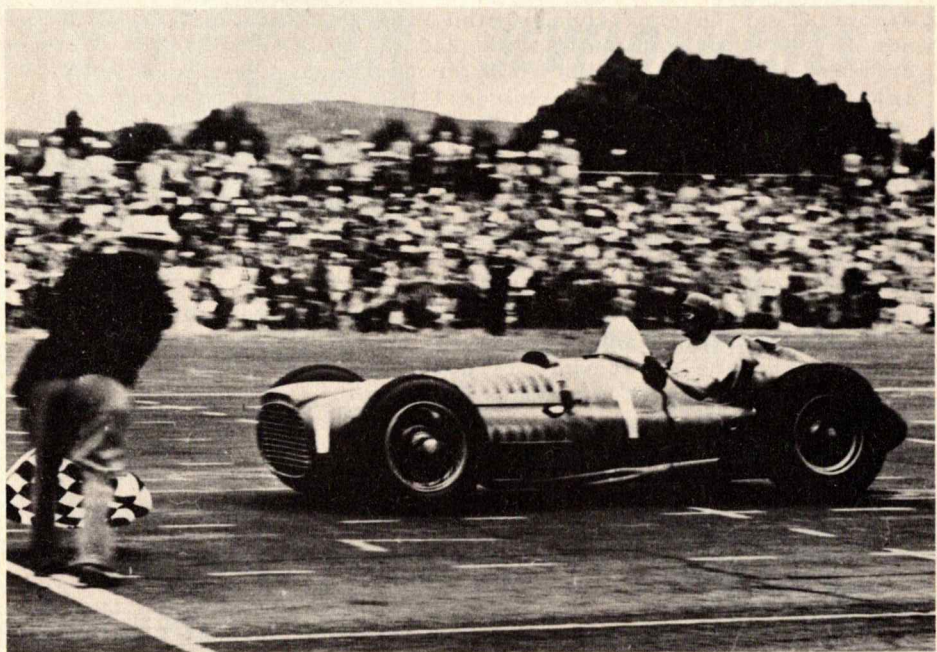
But even in New Zealand, a hoodoo still dogged it - the brakes failed at Auckland and the scavenge pump at Christchurch.

Incidentally, the account of the car's adventures in New Zealand, given by Raymond Mays in his book "BRM" is a load of codswallop. I told him so. The so-called complaints about the track layout were purely personal and came from the overseas drivers who saw their chances of winning prejudiced by the twists I had planned. The track was not re-laid overnight as he says - how could it be? Nor did the BRM suffer a broken hydraulic union through it being hit by a flying stone - there were no stones big enough. What actually happened was this. I was standing inside the circuit at College Corner when the BRM came around, a long way in the lead. Wharton unleashed the tricky monster a split second too soon - the tail swung round, the car darted left and came to rest with an oil drum, used to mark the extreme edge of the track, firmly wedged between the right front wheel and the nose. A marshal helped him clear it and gave him a push off. Next time around, Wharton pulled into the pits with smoke pouring off the right front wheel - the hydraulic union had broken. Verb Sap.

There were many incidents that have made me regret ever having anything to do with the Grand Prix, but the fluke of getting the BRM is not one of them. It gave a fillip to motor racing in New Zealand that lasted for years - it is only now dying away.

Yours faithfully,
DICK MESSENGER

(Latin scholars will know that verb sap or verbum sapienti means "A word is enough to the wise". - Ed)



EUROPEAN RALLY SCENE



Jamtlands Motor Club became the first Swedish club outside the national motor club KAK to organise an international championship rally when the Jemt Rally, counting for the European Championship, was held in the forests near Ostersund in Northern Sweden. The Saab crews, Per Eklund with Bjorn Cederberg and Stig Blomqvist with Hans-Erik Sylwan took an outstanding victory after the main opponents had been forced to retire.

The KAK has organised international rallies in Sweden since the early fifties when the classic Rally to the Midnight Sun was first held. For various reasons the KAK decided to turn their rally into a winter rally in 1965 and name it the KAK Rally. This year's rally was cancelled because of the petrol shortage, but Swedish drivers have always won. This and Scandinavian victories outside Scandinavia has created the impression that Scandinavians are unbeatable, an impression which Roger Clark proved untrue by winning the RAC Rally. As a consequence of this, few drivers outside Scandinavia ever think of trying the internationals inside Scandinavia and as a result few international rallies are held. Jamtlands M.C. became members of this exclusive group when they turned their traditional national Jamtrally into the International Jemt Rally for 1974.

The rally was centred at Ostersund and was divided into two legs with a rest halt in Ostersund. 25 special stages accounted for over a third of the 750 mile route, most of them with very good gravel surfaces and some quite fast. The latitude of Ostersund is such that the sun sets for a few hours at this time of year and if it is not very cloudy, headlamps are not needed.

A nine mile stage on military training ground opened the rally and Blomqvist was one second faster than Eklund with the BMW's of Ingvar Carlsson and Leif Asterhag close behind. The second stage twisted around the bottom of a gravel pit and was mainly a spectator attraction. The fourth stage was the first in the forest and the three BMW's recorded fastest time. The margins between the top drivers was very close, 10 seconds separating the first eight.

Stage seven was the longest of 40 miles and visibility was bad with a combination of dusk and dust. Allansson retired the BMW after clutch problems, broken fan belts and finally the gearbox gave out. Asterhag also retired with transmission problems and several crews lost time due to punctures. Walfridsson lost four minutes after a rear puncture on the Volvo and Eklund drove the last 12 miles with a flat rear tyre.

Carlsson's BMW overheated due to water leakage and finally seized, and the battle was suddenly over. Blomqvist's

rallycross engine proved not to be well suited for this kind of work and he successively lost time to Eklund. On the run back to Ostersund to meet the rising sun, Eklund increased his lead by winning four of the six stages, leaving the other two to Blomqvist. Walfridsson worked his way back up the field after his puncture and was fourth.

On the second leg, the Saabs maintained their position at the head of the field with Bengt Nilsson consolidating third place in the Opel Ascona. A three way battle developed for fourth place, which ended in favour of another Opel Ascona, that of Erik Johansson with Per-Inge Walfridsson in fifth with the Volvo 142.

TULIPEN



Now is the time for all good men to come to the aid of the party No, I'm not practising typewriting, I am reflecting on the Mercury Points.

With a very poor turnout for the M.G. Octagon Trial we were fortunate in having Rob Wylie's crew and Steve Hamilton's crew on hand struggling through for another minor place (any place other than first is minor), but archrivals A.U.C.C. consolidated their lead again. However, things were back to normal with the excellent Thames Valley Mercury round which was plotted by Graham Fenn and Roger Croft with John Crombie, Steve Hamilton, Barry Nicholl and Bob Wylie taking 1st, 3rd, 4th and 7th places. Well done team!

If memory serves me correctly, at this time last year (i.e. before the Craik) we were running fourth on the list for the Mercury Trophy before beginning a hithertofore unheard of string of victories in the Craik Motors, Spring Invitation and V.W. Club trials. As all these trials are still to be held, we still have an outside chance of carrying off this coveted trophy this season. So much for hoping.

It would be pleasant to see all Auckland Car Club members (trials members that is) entering the Spring Invitation Trial run by our own Club on the 24th August as most of our top crews will be away for the Wellington Rally. Even if you have not trialled before, why not give this event a go?

 **DUNLOP**
AQUAJET

Trials Trophy Points

S. HAMILTON	38	B. DUNLOP	6
B. SERGENT	36	R. MONTGOMERY	6
R. WYLIE	30	B. VISKOVICH	4
J. CROMBIE	28	P. SHANKS	4
P. JUKES	24	M. FINNEGAN	3
B. KIRK-BURNAND	24	A. HART	3
R. WILSON	24	K. SNOOK	2
L. SHANKS	22	T. BELL	2
D. BONE	20	N. LOCKIE	2
S. PEARCE	18	L. VAN DER ZEE	2
G. STRATFORD	10	M. FINCH	1
P. LEVET	9	D. O'CARROLL	1
B. KIRK	9	R. CLARK	1
		J. LAWTON	1



SUNDAY AFTERNOON TRIAL — 30th JUNE

1ST S. HAMILTON	186.5	14TH J. POWELL	2193.7
2ND J. CROMBIE	192.5	15TH R. SENNE	2539.1
3RD B. KIRK-BURNAND	625.5	16TH K. BURNITT	2547.3
4TH D. BONE	733.8	17TH F. GRICE	2557.5
5TH R. MONTGOMERY	790.3	18TH R. TUCKEY	2625.0
6TH P. JUKES	1115.5	19TH G. STYLES	2634.7
7TH R. WILSON	1222.0	20TH M. DOUGLAS	2700.0
8TH B. SERGENT	1308.4	21ST G. WOODMAN	2728.7
9TH T. BELL	1315.6	22ND C. READE	2766.3
10TH J. LAWTON	1936.0	23RD R. CLARK	2922.1
11TH A. COLLIER	1953.5	24TH P. LIST	2964.5
12TH B. CLARK	2166.0	25TH E. McLAREN	3094.4
13TH G. GREAVES	2173.2	26TH R. BAGGARLEY	3420.0



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.
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automart



HILLMAN IMP POWERED HILLCLIMB CAR (Single Seater):
Motor extensively modified. Will separate motor. Car could
be converted to Formula Ford. Hagglings starts at \$750.
PHONE R. FIRTH GLE 4412

FORD CAPRI:

Roll cage; set 5½" one piece steel rims; V6 camshaft; 2
heavy duty rear shock absorbers.
DATSUN 180B - 1600 3.9:1 low ratio diff, alos set 4½" std rims
PHONE 606-493

SMITHS GAUGES:

Tachometer, 4 cyl. \$20; fuel gauge \$5; temperature \$5
PHONE ALAN JOHNSON - POP 83-683 (Evngs)

MAZDA COMPETITION PARTS:

The following wheels will fit any Mazda without having to flare
guards. 2 only 13 x 7½ rims (steel) for rear fitted with brand
new Dunlop F/Ford racing covers, cost \$136, will take \$110.
2 only 13 x 6 rims (steel) for front fitted with brand new
Dunlop F/Ford front racing covers, cost \$136, will take \$110.
2 spare 13 x 7½ steel rims \$40 the pair. 4 standard Mazda
rims fitted with Goodyear 175 GR 13 ultra grip rally special
covers. Never used. Cost \$204 will take \$175. 1 pair Koni
Shocks for Mazda rear, cost \$48 will take \$40 the pair. Tuned
length straight pipe with flange etc. \$10.

PHONE DAVE WALLACE 580-872 (Res) or 541-149 (Bus)

FORMULA FORD:

Valour Ford requiring only final assembly. Hewland Mark 8
gearbox and spare ratios. Blueprinted uprated Mark 2 engine
available if required. A chance to buy a brand new competitive
car at a very reasonable price. Owner's only reason for selling
is a lack of finance. Price less engine \$3,200. Some finance
available.

PHONE DAVID TAIT 795-281 (Wellington) evenings or write P.O.
Box 1348, Wellington.

COOPER 'S' HEAD:

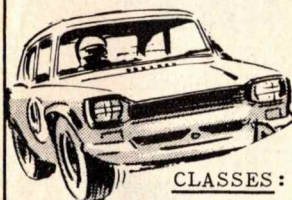
Fully worked, never used. Only suitable for racing. Less
valves. Prepared by Ted Thompson. \$180.00.
PHONE DON HADFIELD 87-274 (Bus) or 86-546 (Res) Papakura.

AUSTRALIAN WAGGOT CAM with timing wheel for Torana or any six cylinder Holden. Nor suitable for road use. \$120.
SET OF STANDARD BORE XUI PISTONS - \$75
SET OF HEAVY DUTY MONROE WYLIE SHOCKS for Torana - \$35
FOUR XUI WHEELS with centres and trims - \$75
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FOUR MK III ZEPHYR WHEELS - \$5 each.
CHEV. V8 ALLOY BELLHOUSING - \$30
WOODEN STEERING WHEEL for Mini - \$10
ALSO a number of 13" and 14" radials suit recapping or trailers \$5.00 each.

PHONE REX FINDLAY 502-318 (Res) or 74-259 (Bus)

4 BARREL CARB & MANIFOLD for Ford 302 or 351 V8 - \$200
 PHONE 695-229

CHAMPION DRAGWAY Meremere



18th AUGUST

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- 1001 - 1300)
- 1301 - 1600)
- 1601 - 2500)
- 2501 - Over)

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ALL YOU NEED IS OVERALLS AND APPROVED HELMET.

SPORTS CARS AND OPEN SINGLE SEATERS MUST HAVE ROLL BAR.

ALL CARS TWO THROTTLE SPRINGS CONNECTED.

ALL ROAD CARS MUST HAVE A WARRANT OF FITNESS.

CIVIL DRIVING LICENCE ONLY REQUIRED.



ENTRIES ON THE DAY

AN AUCKLAND CAR CLUB CLOSED CLUB EVENT.

EXIDE TROPHY

These points are up to and including the Gymkhana held on the 14th July.

B. SARGENT	25	D. BREMNER	5	G. O'CONNOR	3
B. KIRK-BURNAND	21	G. KUTTEL	5	C. REED	3
P. JUKES	19	G. HILL	5	T. McLEAN	3
R. WYLIE	15	P. HENLEY	4	T. HOLT	3
D. BONE	13	D. WALLACE	4	P. BOYER	3
S. PEARCE	12	P. NEIL	4	A. HART	3
B. KIRK	12	C. PARKINSON	4	J. PERKINS	3
R. WILSON	11	J. STONE	4	P. WILSON	3
J. RICHARDS	10	M. MOORE	4	R. McLEOD	3
S. HAMILTON	10	C. EDMOND	4	W. MARTIN	2
B. PATRICK	10	N. FAVA	4	A. TAYLOR	2
J. CROMBIE	10	A. CARTER	4	H. LOCKIE	2
P. LEVET	9	D. HALLIDAY	4	S. McHUGH	2
R. BAGGARLEY	8	D. SIMPSON	4	B. WASHER	2
B. DUNLOP	7	G. STOWELL	4	S. SCHENDERLING	2
J. WILSON	7	R. CARLSEN	4	J. PEARSON	2
B. CORK	6	W. CANN	4	T. BANKS	2
L. SHANKS	6	D. CLEMENTS	4	R. JOHNSON	2
G. CAMPBELL	5	G. CRAWFORD	4	M. JONES	2
J. PROVO	5	R. STODART	4	K. CANTWELL	2
M. SOAMES	5	B. VISKOVICH	4	K. SNOOK	2
R. WHITING	5	J. RHODENS	4	M. VOGEL	2
F. BRAY	5	J. NIXON	4	J. RIDDELL	2
D. O'CARROLL	5	N. MALLARD	4	R. CLARK	2
R. DUNCAN	5	M. FINNEGAN	3	C. CROUL	2
B. PLATT	5	B. TREVOR	3	T. GLADSTONE	1
L. EVANS	5	B. MASSEY	3	K. FLASHMAN	1
K. CLEGHORN	5	A. BAKER	3	R. BENNETT	1
M. MARSHALL	5	A. WALKER	3	J. DEMPSEY	1
S. MILLEN	5	R. MILLEN	3	K. STRAHAN	1
A. BAGNALL	5	P. CURIN	3	P. ROBINSON	1
W. PAINTER	5	R. TANNER	3	K. TURNER	1
S. BAGNALL	5	H. WOOD	3	M. FINCH	1

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6 cylinder \$ 30
V4- V6 & V8 \$ 45
Car Type D/Shafts \$ 15

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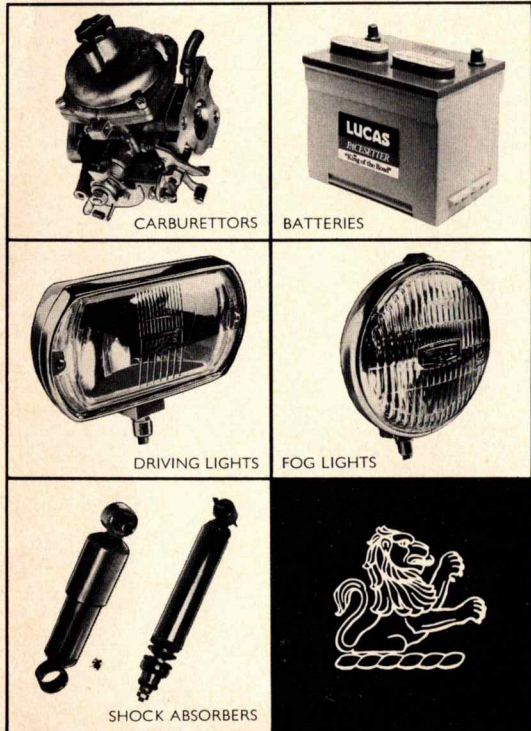
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