

SEPTEMBER 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. Stadart, 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 (Pvt).

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

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 (Pvt).

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.



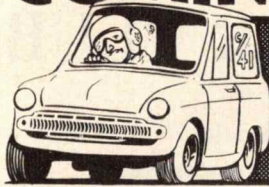
CLUB MEMBER BRYAN WASHER IN ACTION IN THE GLENVALE 200.

COVER PHOTO

THE McLAREN M6B.GT. ON SHOW AT THE CLUBROOMS ON THURSDAY, 15TH AUGUST 1974. FOR DETAILS OF THE CAR SEE SHOUTS AND MURMURS.

ARTHUR BAYNES PHOTOS
BOX 9323 AUCKLAND

COMING EVENTS



**CLOSED
CLUB**

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

CLUBROOM HOURS:

Thursday Evenings	8.00 - 11.00 p.m.
Sunday Evenings	4.00 - 10.00 p.m.

Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of the Club Lounge. Two Pool Tables, Table Tennis and Darts facilities are available. Pit Stop Bistro Bar also open for meals. Films are shown on the third Thursday of each month preceded by a semi formal Club meeting.

N.B. Please make sure you park clear of driveways and the local dairy and no noise when leaving.

8TH SEPTEMBER - SUNDAY - CLUBMAN'S RACE MEETING

Venue : Pukekohe 1200 metre Club Circuit. Events will be held for Production Saloons, Modified Saloons, Formula Ford, Formula Vee, Mini 7, Sports Cars, etc. Entries closed 30th August but late entries may be accepted to fill races. Telephone Miss Dewar, 583-497 (Res) or 379-341 (Bus). Scrutineering/documentation 9.30 a.m. to 11.00 a.m. only. Practice commences 12 noon. Racing 1 p.m. Necessary requirements include Current Club Membership Card, Driver's Licence, MANZ National Competition Licence, Medical Certificate, Approved Safety Helmet, Fire Extinguisher (service checked), Overalls, etc. Light food, soft drinks, etc., will be available at the Circuit. Please contact Eric Mallard Phone 677-519 (Res) if you can help out as a Flag or Grid Marshal.

N.B. Drivers please ensure that your Medical Certificate is on the buff coloured MANZ card.

15TH SEPTEMBER - SUNDAY - HILLCLIMB

Chamberlain Road, Bombay. Classes : Saloons 0 - 1300 cc, 1001 - 1300 cc, 1301 - 1600 cc, 1601 - 2500 cc, 2501 cc and over, plus sports cars and single seaters. Entries on the day between 9.00 a.m. and 10.00 a.m. Entry Fee \$1.00. Current Membership card and competition licence required, also approved safety helmet, fire extinguisher, overalls, etc. Under 20 year olds to have entry form (available from Clubrooms) signed by a parent or guardian. Club miniatures will be awarded to class winners, with

certificates for 2nd and 3rd. Refreshments etc. will be available at the venue. Assistance with flag marshalling etc. will be required. Please phone Bob White, 674-037 (Res).

19TH SEPTEMBER - THURSDAY - CLUB NIGHT & FILM EVENING

Held at the Clubrooms at 8.00 p.m. Good motorsport films, sugger and general discussion. New car on display.

22ND SEPTEMBER - SUNDAY - ECONOMY RUN

Counts for Exide Trophy and Trials Trophy Points. Starts 10.00 a.m. at Panmure Motors and finishes approximately 4 hours later at the Clubrooms. No maps required but sealed clock essential. Results worked on ton miles per gallon, i.e. a car weighing 1 ton that does 40 mpg would feature in the results as doing 40 ton mile per gallon (TmPg). However, a car weighing $1\frac{1}{2}$ tons and doing 40 mpg would have a TmPg of 60. No obvious excess weight (e.g. cement bags in boot) is permitted. Petrol caps will be sealed by special labels.

22ND SEPTEMBER - SUNDAY - BISTRO DINNER AND LIVE ENTERTAINMENT

This evening will be free of charge and will follow on after the Economy Run held earlier. The Bistro Bar will be in operation with a very extensive Menu and there will be an organist playing downstairs in the Members Lounge.

29TH SEPTEMBER - SUNDAY - GYMKHANA

Venue : Mangere Town Centre Carpark, Bader Drive, Mangere. Entries on the day 11.00 a.m. to 12 noon. Open to all Club members. No competition licence required. Second qualifying round for the Sandringham Tyre Service Gymkhana Shield series. Enquiries to Bob White - phone 674-037.

29TH SEPTEMBER - SUNDAY - DINE & DANCE EVENING

The Bistro Bar, with a good menu, will be open from 6.00 p.m. for meals and a good band has been engaged for your enjoyment. 50 cents cover charge. A feature of the evening will be the awarding of trophies for the 1974 Bardahl Interclub Hillclimb Series.

8TH OCTOBER - TUESDAY EVENING - HENDERSON MINIATURE MOTOR RACING CLUB VERSUS AUCKLAND CAR CLUB TEAMS RACE

An official team of eight drivers will represent the Auckland Car Club. However, all members are invited to attend the Henderson Clubrooms to provide encouragement to 'Our 8'. Practice will start at 7.00 p.m. Racing 8.00 p.m. Racing will be for approximately two hours. The Clubrooms are situated in Rangeview Road, Henderson, second building on the right. All interested drivers contact the Auckland Car Club Team Manager, John Crombie, Phone 46-181 (Pop) during business hours.

13TH OCTOBER - SUNDAY - AFTER RACE BISTRO DINNER & DANCE

This evening will be held in the Clubrooms following our national race meeting at Pukekohe. Come as you are from the track and enjoy a Bistro meal and social. There will be no admission charge for this evening which should be extremely popular. A good band will be providing the dance music upstairs.

9TH NOVEMBER - SATURDAY - SOCIAL AND DANCE

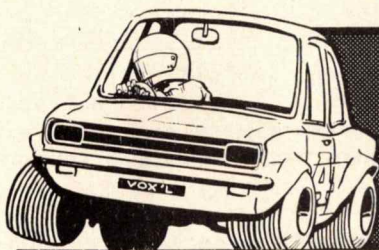
This will be held in the clubrooms with an admission charge of only \$1.50. Further particulars next month.

15TH DECEMBER - SUNDAY - CHILDREN'S CHRISTMAS PARTY

This is just an advance notice to keep this date free.

21ST DECEMBER - SATURDAY - CHRISTMAS SOCIAL NIGHT

This social is always one of the most enjoyable held and full details of this event will be available later.



**OPEN &
INVITATION**

7TH SEPTEMBER - SATURDAY - "WAIKATO GOLD STAR TRIAL"

An eight hour event to be held in the Waikato-Thames Valley region. Jointly organised by the Hamilton C.C. Thames Valley C.C. and Te Awamutu C.C.

14TH SEPTEMBER - SATURDAY - "REIDRUBBER GT RALLY"

This event, jointly promoted by N.S.C.C. and Tokoroa Car Club, will be held within the confines of the New Zealand Forest Products Limited property. The rally will start in Tokoroa at 1.00 p.m. Entries, restricted to 120 competitors, close on 1st September. Enquiries should be directed to Miss S. Hansen, 19 Churchill Road, Howick.

14TH SEPTEMBER - SATURDAY - "1974 LION RALLY"

The Manawatu Car Club have advised that this event has been cancelled. (Road closure problems.)

14TH SEPTEMBER - SATURDAY V.W.O.C. MERCURY TROPHY TRIAL

Enquiries should be directed to Box 1229, Auckland.



GET WITH **DUNLOP**

21ST SEPTEMBER - SATURDAY - "THE BENSON & HEDGES 500"

New Zealand's premier Standard Production Saloon Car Race. A full field of forty cars will contest this 7½ hour event (approximately 500 miles) held on the 2.2 mile Pukekohe Circuit. Supporting events will be the qualifying rounds of the 1974/75 Castrol GTX Production Saloon Car Championship.

22ND SEPTEMBER - SUNDAY - INVITATION HILLCLIMB

Ridge Road farm venue. Enquiries should be directed to Pukekohe Car Club, P.O. Box 194, Pukekohe. Telephone 362Z Waiuku.

28TH SEPTEMBER - SATURDAY - NORTHERN REGION INVITATION RALLY

The rally will be a 12 hour event starting at the Kaipaki Rallycross Circuit, Hamilton, at 12 noon. The event comprises 120 miles of special stages (closed roads and Maramarua Forest) and 150 miles of touring stages. The finish will be at the Auckland Car Club Clubrooms. Entries close on 6th September with the Rally Secretary, P.O. Box 1366, Hamilton. This event is jointly promoted by a consortium comprising the Auckland Car Club, Auckland Rallies & Trials, Hamilton Car Club, Te Awamutu Car Club and Thames Valley Car Club.

28TH SEPTEMBER - SATURDAY - "1974 BLOSSOM TRIAL"

An eight hour open trial beginning in Hastings at 9.00 a.m. A.S.R.'s and Entry Forms available from the Trial Secretary, Mrs C. Lloyd, P.O. Box 1235, Hastings.

29TH SEPTEMBER - SUNDAY - NATIONAL MOTOR RACES - RUAPUNA

To be held at Ruapuna Park, Christchurch. This will be the first round of the Post Office Savings Bank Gold Star Motor Racing Championship.

6TH OCTOBER - SUNDAY - NATIONAL MOTOR RACES - LEVIN CIRCUIT

Programme includes races for the Post Office Savings Bank Gold Star Championship, Castrol GTX and Formula Vee Championships.

13TH OCTOBER - SUNDAY - "ROTHMANS NATIONAL MOTOR RACES"
PUKEKOHE

Events include The P.O.S.B. 5000 Championship, Castrol GTX Championship, also races for Clubman's modified saloons and Formula Ford. Supplementary Regulations and entry forms available from the Clubrooms or Eric Mallard, C/- Box 11129, Ellerslie. Entries close on Friday, 27th September. For further details phone 593-108 (Bus) or 677-519 (Res). This event is promoted by the Auckland Car Club (Inc.) An after race social will be held in the Clubrooms, 44 Stoddard Road, Mt Roskill. Everyone welcome.

 TYRES **DUNLOP** RETREADS

27TH OCTOBER - SUNDAY - "DUCKHAMS GOLD STAR HILLCLIMB"

Kaipikari Road Venue, Urenui. Opening round of the 1974/75 New Zealand Gold Star Hillclimb Championship. Accommodation available on written request. The secretary of the meeting is Mr A. Coates, 65 Wallath Rd, New Plymouth. Organised by the Taranaki Car Club.



Auckland Car Club MARAMARUA RALLY



BLAIR ROBSON

MIKE MARSHALL



ANDY WALKER

PHOTOS BY N.B. JONES - 561 MANUKAU ROAD, EP

Auckland Car Club

MARAMARUA RALLY

28th July



LEAD CAR - GRAHAM HILL

PIX = Ross Cammick Ph. 558-913

On his third attempt Blair Robson, with co-driver, John Rolfe, took the honours in the Maramarua Forest Rally in the Masport Escort RS 1600. A close 19 seconds behind Blair came Mike Marshall and David Hodges in another RS 1600, now sporting "Chandris Lines" colours. Once again, third place went to the incredible Giltrap Mazda of Rod Millen and Robin Irving, 25 seconds behind Marshall. A surprising 4th place went to the rapid Torana XU1 of Jim Richards and Richard Halls, 62 seconds behind Rod. An excellent 5th placing went to the RS 1600 of Ray Jordan and Glen McLean 16 seconds behind "J.R." and a comfortable 31 seconds ahead of Jim Donald's "Dinky Toy" Escort RS 1600. Most interest was stolen on the withdrawal of the RS 1600 Escort of Dave Simpson and Evan McKay and the retirements of Don Halliday, Robbie Francevic and Glen Stowell.

It was very close from the very start with Marshall 4 seconds quicker than Robson who was 13 seconds quicker than Millen. Paul Adams had the misfortune to break a spark plug, however, at the end of the stage, Jim Donald lent Paul a new set.

Stage 1 Times:

Mike Marshall	9:25	Jim Richards	9:59 =
Blair Robson	9:29	George Kuttel	9:59 =
Rod Millen	9:42	Robbie Francevic	9:59 =
Ray Jordan	9:48	Ken Cleghorn	10:09
Paul Adams	9:55	Ralph Emson	10:11

The only incident in this stage was the Bruce White/David Puddephatt Mini Cooper flopping onto its side about half way through the stage.

Stage 2 saw the end of Marshall's chances of outright victory when a throttle cable broke on the Escort about half way through. Being a short stage the times were close with the most dramatic being the fourth fastest time of Paddy Davidson and Eugene Redgate in the John Lysaght Mazda (now repaired after its Rotorua roll). The Don Halliday/Geoff Campbell RS 2000 Escort made a jump to 6th fastest while Paul Adams dropped out of the top ten after tangling with a fence towards the end of the stage.

Stage 2 Times:

Blair Robson	5:31	Ray Jordan	5:43 =
Rod Millen	5:35 =	Don Halliday	5:43 =
Jim Richards	5:35 =	Ken Cleghorn	5:45
Paddy Davidson	5:36	Steve Millen	5:46 =
Robbie Francevic	5:40	George Kuttel	5:46 =

Marshall's time for the stage was 7:24 dropping him 1m 49 seconds behind Robson. One obstacle encountered during this stage was a massive log lying lengthways on the road as one came over a fast brow. The organisers placed a red flag on the log thus most navigators had to let their drivers make their own decision as to which side of the log to go. Robson decided to go right and had a drama with a large block and tackle while others bounded to the left. I feel the two arrow system, where one drives the car in between two arrows in order to remain on the road, would have been superior.

At this stage of the event the retirements were:-
John Woolf /Grant Whittaker - Triumph Vitesse - Broken Halfshaft
Barry Nicholl/Patricia Greenop - Mitsubishi - Overheating
Ross Haldane/Jim Kidd - Cooper 'S' - Engine problems.
Dennis Morton/Richard Johnson - Clubman GT - Engine problems
Oliver Comer/Don Campbell - Skoda 1105 - Bearings
Gary McKenna/John Jenkins - Hillman Humber - Bearings
Max Broad/Co-driver unknown - Hillman Hunter.

After a short delay we were on to Stage 3 with Robson taking it away from Marshall by one second with Jim Richards and Rod Millen equal third 14 seconds behind Marshall. A further 8 second back to Jim Donald featuring in the top ten for the first time for the day. Retirements in this stage saw the end of Peter List and Murray Johnson in their Mini with Des Driver and Robert Couch withdrawing their Fiat 125 after a fast argument with a bank and a tree.

Stage 3 Times:

Blair Robson	8:08	Jim Richards	8:23=
Mike Marshall	8:09	Rod Millen	8:23=
		Jim Donald	8:31
		Steve Millen	8:34
		Ken Cleghorn	8:35=
		Robbie Francevic	8:35=
		Don Halliday	8:37
		Paul Adams	8:42



ROBBIE FRANCEVIC/DEREK ETHERINGTON

Stage 4 proved interesting as it ran right past the forest headquarters. Spectators, crews and drivers who had completed the stage saw some good driving on a fast 'S' bend just



PADDY DAVIDSON/EUGENE REDGATE

by the headquarters. Paddy Davidson was lucky not to hit a large gatepost while John Power and Anthony Phipps weren't so lucky as they arrived at the fast right hander too fast and too sideways to give the bank a hell of a clout! The Mazda came to rest sideways across the road with severe damage to the rear. However, they kept going to finish the rally.

Marshall was back on top, taking the stage 13 seconds from Robson and Rod Millen with Steve Millen putting up a mighty 3 seconds behind Blair and Rod. Ray Jordan was next, 3 seconds behind Steve.

Trevor Benson spun and became stuck sideways across a narrow section of road. The resulting confusion saw five cars held up, some for over 2 minutes including Graeme Morley and Peter Burton, who were lying in the top 20 at that stage, and the famous racing driver Reg Cook with navigator John Provo in the "ex-Wales" Mini.

Stage 4 Times:

Mike Marshall	6:52	Jim Richards	7:12
Blair Robson	7:05=	Paul Adams	7:15=
Rod Millen	7:05=	Robbie Francevic	7:15=
Steve Millen	7:05=	Jim Donald	7:16
Ray Jordan	7:11	Paddy Davidson	7:18

The half way point saw several retirements with the first two proving extremely disappointing.

Don Halliday/Geoff Campbell - Escort RS 2000 - Blown Head Gasket

Glen Stowell/Susan Eastwood - Torana XUI - Broken Rocker

Peter Haugh/Peter Hill - Triumph Herald - Diff Failure

Robert Carlson/Richard Jones - Morris Cooper

Wayne Condon/Paul Rees-Thomas - Cooper 'S'

Mike Mack/Mike Chandler - Austin 1800

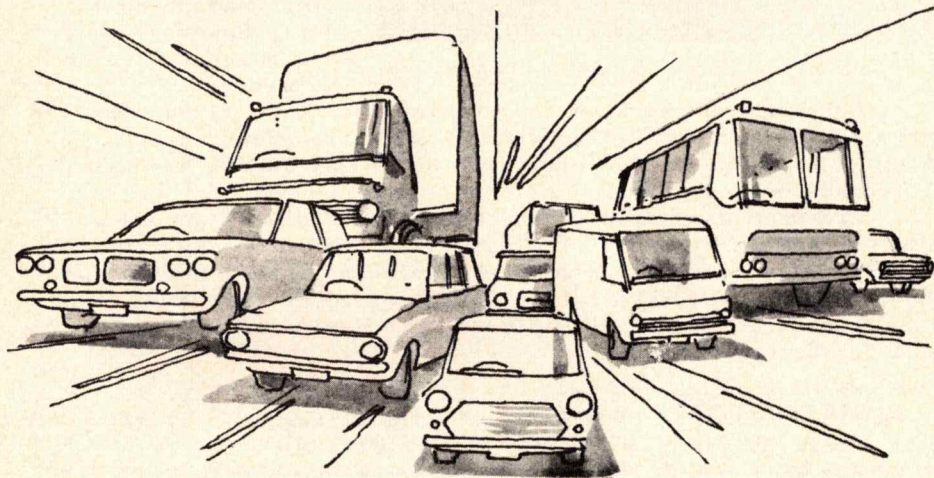
John Hudson/Russell Blampied - Austin Mini

Well, there was much chatter at lunch with everyone quite happy with the organisation. Stage 4 started 36 minutes behind schedule. All agreed that she was a bit on the greasy side however the real slippery sections were being approached with caution. So at lunch the position was interesting with the major placings as follows:-

1st	Robson/Rolfe	- Escort RS 1600	30.13
2nd	Millen/Irving	- Mazda RX 3	30.45
3rd	Richards/Halls	- Torana XUI	31.09
4th	Jordan/McLean	- Escort RS 1600	40.17

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

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

TAURANGA: 140 Cameron Road, Phone 89-083

TAUPO: 117-125 Tongariro Street, Phone 991

WELLINGTON: Waterloo Quay, Phone 44-133

BLenheim: Main Street, Phone 89-156

CHRISTCHURCH: 250 Durham Street, Phone 60-072

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



Haere Tonu mai
DOMINION
Rental cars

Dominion Rental Cars
P.O. Box 23-242, Auckland
Branches throughout New Zealand

5th	Francevic/Etherington	- Mazda RX 3	31:29
6th	Millen/Schollum	- Torana XUI	31:44
7th	Marshall/Hodges	- Escort RS 1600	31:50
8th	Halliday/Campbell	- Escort RS 2000	31:56
9th	Donald/Lancaster	- Escort RS 1600	31:58
10th	Adams/Fenwick	- Escort RS 1600	32:01
11th	Cleghorn/Cleghorn	- Toyota Corolla	32:13
12th	Emsen/Jones	- Datsun 180B SSS	32:31
13th	Phillips/Michael	- M.G. Midget	32:45
14th	Davidson/Redgate	- Mazda RX 2	32:47
15th=	Baldwin	- Torana GTR	32:52
15th=	Civil/Ronayne	- Escort RS 2000	32:52
17th	Carter/Griffin	- Datsun 1200SSS	32:54
18th	Stowell/Eastwood	- Torana XUI	32:55
19th	Kuttel/Kuttel	- Escort RS 1600	33:03
20th	Walker/Hinton	- Escort Mexico	33:06
21st	Biddick/Cole	- Escort RS 2000	33:11
22nd	Baker/Baker	- Clubman GT	33:13

Biggest surprises at this stage were Doug Baldwin who was driving exceptionally well, as was Jim Biddick who was running a dead standard 2 litre motor in the Ian Bloxham Motors Escort.

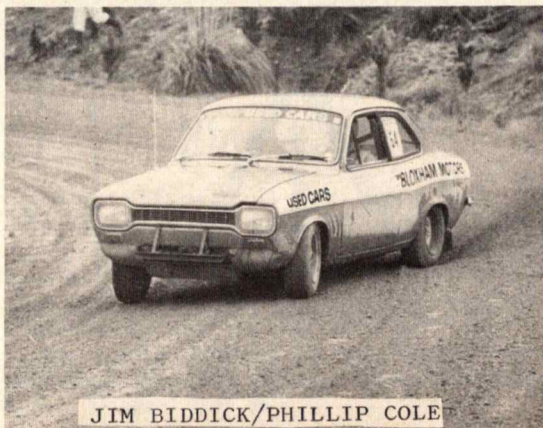
After lunch we were into it again. Stage 5 was the longest of the day and wasn't as slippery as the previous stages as there wasn't any rain all day thus the roads were a lot drier than previously. Fastest man was the flying Marshall 23 seconds ahead of Jim Donald who really got A into G finishing seven seconds up on Blair Robson who lost time after a fast spin.

Stage 5 Times:

Mike Marshall	12:51	Paul Adams	13:35
Jim Donald	13:14	Robbie Francevic	13:37
Blair Robson	13:21	Ray Jordan	13:48
Jim Richards	13:25	Steve Millen	13:49
Rod Millen	13:31	Ken Cleghorn	13:49

This stage saw the retirement of Alan Brough and Mike Gall in the Toyota Corolla Levin with a serious clutch failure. The Taskers were also forced to retire their red Mini.

Stage 6 was another of Graham Hill's famous "yump" stages. With a light drizzle beginning to fall things got rather slippery, especially the first intersection where one had to bear left onto a "yump" section. To make matters worse the intersection wasn't too well marked (the before mentioned two arrow



JIM BIDDICK/PHILLIP COLE

system would have served it's intended purpose here), thus several cars, including Robson and Donald slid straight past the corner with everything locked up! However, it's intersections such as these where navigators come in, so there really isn't much excuse for overshooting such intersections.

Stage 6 Times:

Mike Marshall	3:33	Ken Cleghorn	4:05
Rod Millen	3:55	Blair Robson	4:06
Robbie Francevic	4:00	George Kuttel	4:09
Paul Adams	4:02	Steve Millen	4:10=
Howard Collier	4:04	Dave Civil	4:10=

The biggest surprise here would have been the well tweaked Datsun 1600 of Howard Collier and Graeme Nicolls being 5th fastest overall. David Civil and Jocelyn Ronayne made a jump to 9th= fastest time in the Tingey's RS 2000. Then came one of the real disappointments of the rally. After driving a mighty rally, Robbie Francevic and Derek Etherington were forced to retire their green Mazda RX3 with a serious diff failure. This stage also saw the end of Harvard Danies and Blair Pilcher in their V6 Buggy.

With a short break at the start of Stage 7 the tension began to mount as competitors slopped their way around in the boggy clay! Rod Millen was driving his damndest to hold out the charging Marshall and Robson had to stay all out as well as every second counted on the short stages.

Stage 7 would have been the boggiest with some cars getting really crossed up in the thickish mud on the outside of corners. Robson and Marshall had all the stops out as



they both clocked a quick time 9 seconds ahead of Rod Millen who was another 6 seconds quicker than Ray Jordan with Paddy Davidson bursting in 5th fastest.

Stage 7 Times:

Mike Marshall	9:19=
Blair Robson	9:19=
Rod Millen	9:28
Ray Jordan	9:34

Paddy Davidson	9:46	Ken Cleghorn	9:50
Jim Donald	9:47	Jim Richards	9:52
Steve Millen	9:49	Paul Adams	9:53

Stage 8 was the final stage, and what a boomer, as a large delay saw one hell of a cloudburst causing much panic as drivers prepared for some fast, greasy motoring. Judging from a few comments afterwards, most seemed to have more than just a hand full of opposite lock to cope with throughout the stage. However it was another bottle of bubbly up for Mike as he swept in 15 seconds up on Robson who was another 6 seconds ahead of Jim Richards and Rod Millen.

Stage 8 Times:

Mike Marshall	10:49	Jim Donald	11:27
Blair Robson	11:04	Ray Jordan	11:28
Rod Millen	11:10=	George Kuttel	11:45
Jim Richards	11:10=	Ralph Emson	11:53=
Steve Millen	11:18	Quentin Phillips	11:53=

So there it was, the third Maramarua to Blair Robson and John Rolfe, together with a cup, four bottles of bubbles and 10 R.P.A. points! Various other drivers featured favourably; including Ray Jordan who's Heatway and Shell experience showed up in the wet. George and Jenny Kuttel drove well to recover to 10th place after losing a gearlever on Stage 4! A highly under-rated Quentin Phillips with Malcolm Michael drove a terrific rally to come in 11th while Doug Baldwin went well to bring his GTR Torana through to 13th. Roy Hanbury and Alan Everitt did all right to finish the little Mini in 23rd while Robert Wylie and Richard Hanley put up a mighty showing to come home 24th in the ex-Wayne Jones GTX Datsun 1600. Alan Boyle had a thrash at rallying in a Fiat 127 and came home a credible 37th.

Jim Biddick drove really well, lying in the top twenty on Stage 8 when he unfortunately caught fire and lost about six minutes dropping him to 42nd place. Jim's navigator, Philip Cole, felt crook on the morning of the rally and thus "chundered" all day!

One of the most notable performances would have to be the fairly standard Cooper 'S' of Bob Kidd and Tony Steiner which put up a fine show to finish up a terrific 17th. Two competitors which come to mind and who were having their first thrash at rallying, having been officials at Maramarua previously, were Mark Reynolds and Alan Grout in a Mini and Alan Johnson and his wife Sue in a MK II Cortina G.T. Mark finished 43rd and Alan 50th - well done chaps!!!

The organisation was similar to last time only more polished. The only major difference being the use of new caution signs, which are the best I've ever seen, comprising a large yellow board with a bright orange triangle surrounding a similar coloured exclamation mark. Now you could see this sign for bloody miles in the day so one can imagine just how bright they'll be at night when the triangle is done in reflective tape!

To all the organisers and forest officials a vote of thanks, not to mention all the stage chiefs, radio cars etc., who struggled on with their jobs in sometimes atrocious conditions - THANKS.



 **DUNLOP** 

FINAL RESULTS:

1st	Blair Robson/John Rolfe	Escort RS 1600	68:03
2nd	Mike Marshall/David Hodges	Escort RS 1600	68:22
3rd	Rod Millen/Robin Irving	Mazda RX 3	68:49
4th	Jim Richards/Richard Halls	Torana XUI	69:51
5th	Ray Jordan/Glen McLean	Escort RS 1600	70:07
6th	Jim Donald/Kevin Lancaster	Escort RS 1600	70:38
7th	Steve Millen/Dave Schollum	Torana XUI	70:50
8th	Ken Cleghorn/Pat Cleghorn	Toyota Corolla	71:59
9th	Ralph Emson/Wayne Jones	Datsun 180B SSS	72:54
10th	George Kuttel/Jenny Kuttel	Escort RS 1600	73:10

KEVIN LANCASTER



RAY STODART'S MARAMARUA
RECOVERY CREW -

PHIL PACEY - 'WRIGHTCARS
TOYOTA
WARWICK ROSS - TOYOTA
(NOTE ROLL BAR)
GRANT HIRST - 'PETER
JONES' AUSTIN



Trials Trophy Points

J. CROMBIE	86	B. KIRK	9
S. HAMILTON	84	B. DUNLOP	6
R. WYLIE	76	R. MONTGOMERY	6
L. SHANKS	54	B. VISKOVICH	4
S. PEARCE	44	M. FINNEGAN	3
R. WILSON	40	A. HART	2
P. LEVET	39	K. SNOOK	2
B. SERGENT	36	T. BELL	2
D. NICHOLL	36	N. LOCKIE	2
P. JUKES	24	M. MACKIE	2
B. KIRK-BURNAND	24	L. VAN DER ZEE	2
D. BONE	20	M. FINCH	1
G. STRATFORD	18	D. O'CARROLL	1
P. SHANKS	14	R. CLARK	1
		J. LAWTON	1



Auckland Car Club MARAMARUA RALLY



PIX = Ross Cammick Ph. 558-913



ANDY WALKER/NORM HINTON



GEORGE AND JENNY KUTTEL



BRUCE PULLMAN/ROY SCOTT



ROD MILLEN/ROBIN IRVING



JOHN WOOLF/GRANT WHITTAKER



JIM DONALD/KEVIN LANCASTER



Bardahl Interclub Hillclimb Series



The second series of the Bardahl Hillclimbs has come to a very successful finish. In December and January things didn't look very bright owing to the fuel crisis. However, when the restrictions were lifted all the promoting clubs were very keen to continue and at short notice dates were re-arranged and the full calendar of Bardahl Hillclimb events was run.

There were seven hillclimbs in the series and each had a different venue, the number of competitors at each event being round about double what would have been expected a year or two ago. The name Bardahl has been synonymous with hillclimbs over these past two years and much interest has been shown in the progress of the clubs competing for the "Bardahl Trophy".

The Triumph Sports Car Club eventually won the trophy but this wasn't decided until the final meeting and the individual champion was Quentin Phillips, who thoroughly deserved his victory with six firsts and a second.

This series will be continued again next season with a new club contributing an extra event, making a total of eight hillclimbs.

The following are the final results:-

EVENT	AUCC	ACC	PCC	TSCC	MGCC	NSCC
AUCC 2.3.74 Paremoremo	3	9	0	4	6	2
ACC 3.3.74 Chamberlain Rd	1	9	4	6	3	2
PCC 24.3.74 Ridge Road	2	3	9	4	6	1
NSCC 31.3.74 Cossey's Farm	1	9	3	2	6	4
MGCC 21.4.74 Bald Hill Road	1	4	2	9	6	3
TSCC 18.5.74 West Road	6	1	4	9	3	2
PCC 19.5.74 Ridge Road	2	3	6	9	4	1
TOTAL	16	38	28	43	34	15

CLASS WINNERS:

Saloons 0 - 1000 cc	P. Benfell	AUCC
Saloons 1001 - 1300 cc	P. Haugh	TSCC
Saloons 1301 - 1600 cc	A. Walker	MGCC
Saloons 1601 - 2500 cc	J. Woolf	TSCC
Saloons 2500 cc & Over	B. Watkin	PCC
Production Sports	Q. Phillips	MGCC

BARDAHL OVERALL CHAMPION:

Q. PHILLIPS	20 Points	1st
A. WALKER	13 Points	2nd
P. BENFELL	11 Points	3rd
V. SMITH	10 Points	4th
J. WOOLF	9 Points	5th=
P. HAUGH	9 Points	5th=



POINT OF VIEW



For some time there has been speculation on the choice of engine capacity for Formula One. It is agreed by those involved in F1 racing that the present formula has probably been the most successful of all time and as such should not be changed.

As followers of international motor racing will know, a number of meetings have been held over the last 12 to 18 months in an attempt to formulate new rules for the top formula of single seater motor racing. At the same time there have been talks going on in the USA between USAC, promoters of Indianapolis style racing, and the SCCA, who run road racing, aimed at establishing a common formula.

Just after the start of the US F5000 series, agreement was reached between the two bodies on allowing USAC drivers and cars to compete in the F5000 races. At first sight this may have seemed like a one sided arrangement, however after two or three races a number of points have been cleared.

The F5000 cars are not only more reliable, they are far more competitive than current USAC cars, on road circuits. To prove the reliability point Mario Andretti plans to run his F5000 Lola T332 for 400 kms on the Indianapolis raceway.

The aim of the USAC/SCCA talks is to establish a common formula for all road and oval events in the USA from 1976.

Shortly after the rather historic agreement was made in the US, discussion in Europe concerning the Manufacturers Sports Car series were revealed. It now appears as if a formula based on 3 litre racing engines and 5 litre stock block engines is a possibility as this ruling would be compatible with the new rules announced for the CanAm series from next year.

Whilst nothing has been said about the F1 regulation it is known that similar moves have been proposed, i.e. allowing 3 litre racing and 5 litre stock block engined cars to compete together.

At present there is a great deal of speculation on the latter subject and nobody seems to know when the rumours will be confirmed or otherwise. What is said, is that in all probability the F1 Constructors may already know what lies ahead.

One thing is certain, any moves to reduce the number of international formulae in single seater racing must be welcome, one need only look through the FIA Yearbook to see how many variations there are on a very basic theme.

NHH



ROTORUA TRIAL

10th - 11th August

We arrived at the Car Club on Saturday morning to find a few familiar faces, and quite a few more that we hadn't seen since last year's Rotorua Trial. After clocking in and casting a quick eye over the instructions, we headed off down Highway 1 going left at ISLAND BLOCK RD, just before Meremere, to pick up the first check ACC.

Very soon after this we encountered our first trap: "Go right at ALTON LODGE"; the sign of course having a few too many words than were quoted, so we proceeded ahead to get a check. The only other instructions causing any concern was when told to "Go right" then "Go right". It appears that we were not the only ones to have difficulties at this, as it seemed that most cars used their second "Go right" to put them up a wrong road (if it could be called a road) which, if you went as far as we did, lead to Gordonton (just out of Hamilton). Therefore we had an extremely quick journey back to get on course again and find the last check before Morrinsville lunch break. (We managed to get a maximum late out of that).

After recharging ourselves, we set off for Rotorua. On the way down some good traps were pulled: e.g. to proceed ahead at crossroads, which weren't crossroads, (one road being a no exit road); turning into a sign (not possible); and a very good trap telling us to cross railway lines, which was easily done without realising that you had. We reached Rotorua without further ado and prepared ourselves for the evening's events.

Whilst watching the remaining cars come in we noticed quite a few with modifications to what they had started with. After a quick dip in the hot pools, we went in for the cocktail hour, where we were given a running down of the day's farings. The evening meal itself proved to be one of hilarity rather than seriousness, as one had to be constantly on the lookout for low-flying-butter-nosed menus. A short while later on came the dancing girls and a good time was had by all.

A few green faces staggered in for a very enjoyable breakfast early next morning in anticipation of a rough trip back. Clocks were then resealed and cars began lining up in the opposite order to the previous day, ready to go. On leaving the Travel Lodge and Rotorua's 'stinktive atmosphere, we drove for many a kilometre until the first piece of excitement at HORAHORA DOMAIN. (It seemed that many were keen to head back for Rotorua instead of going back home). We enjoyed a slide in the mud to pick up check MEHTA just prior to the WAINGARO SPRINGS sign, where we unfortunately dropped our first check by missing a hard right at WAINGARO SPRINGS 23 KM. On to the control, at the springs, where we noticed a few long faces, as it seemed that the night before had done an injustice to them.

A quick bite to eat and the homeward journey to Auckland began. After stopping at every signpost for about 45 minutes, we finally came to Brewsters Road, which was no exit, therefore did not exist, so we didn't have to stay on the road for 4 km as told to thus finding a check on a least deviation off the road. Later, as we drove up the motorway, we saw that there was still five blanks on our card (after having been told there would be a full card on the way back), and began to worry as to where we had gone wrong, as did many others, but to our surprise on reaching the final control Bob placed the time on the next space. (Sucked in again!)

Thanks go to the helpers in the trial and especially to Bob Williams for a very successful trial and weekend which we know was enjoyed by all.

The Mighty White Escort

RESULTS:

<u>CAR NO.</u>	<u>COMPETITOR</u>	<u>POINTS LOSS</u>	<u>PLACING</u>
1	A. Mowatt-Wilson	1296.9	14th
2	W. Parkin	609.2	3rd
4	B. Viskovich	1153.5	11th
5	D. Morton	1293.7	13th
7	R. Senne	1466.4	16th
8	B. Sergeant	378.0	2nd
9	C. Croul	1271.2	12th
10	B. Kirk-Burnand	734.2	8th
11	L. Shanks	356.7	1st
12	D. Snell	3150.0	36th
13	B. Douglas	2974.7	35th
14	B. Watene	1322.7	15th
15	A. Hart	2568.7	31st
16	G. Hill	2067.2	26th
17	J. Hobdens	3254.3	37th
18	B. Hamilton	1835.5	22nd
19	D. Gulland	2867.7	33rd
20	G. Elmbranch	2277.7	30th
21	A. Collier	1932.0	25th
22	W. Painter	1751.6	20th
23	J. Kilmartin	874.7	10th
25	P. Jukes	621.2	4th
26	P. List	Retired	
27	M. Johnston	1905.7	23rd
28	A. Johnston	2172.7	28th
29	P. Sergeant	680.8	7th
30	G. Thorpe	2973.7	34th
31	J. Partridge	2594.3	32nd
32	J. Nixon	4227.7	42nd
33	P. Shanks	769.4	9th
34	R. Jones	3656.3	38th
35		3675.7	39th
36	K. Turner	2264.3	29th
37	J. Steward	4218.0	41st
38	K. Kay	3726.7	40th
41	K. Snook	1909.3	24th
42	G. Robertson	1692.7	17th

43	R. Wallace	4398.7	43rd
44	S. Algie	1818.7	21st
45	M. Harvey	2107.7	27th
46	G. Greaves	1720.5	19th
47	J. Bernard	1710.8	18th
48	S. Pearce	679.2	6th
49	D. Bell	673.2	5th



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.

Mark Hendry	Kelston	Austin Cooper
Tony Anderton	Papakura	Chrysler Valiant
Garry Brizzell	Mt Roskill	Austin Mini
Geoffrey Bawden	Rothsay Bay	Austin Cooper
Robert Cribb	Glenfield	Mercedes
Wendy Cribb	Glenfield	Mercedes
Mr & Mrs William Powell	Manurewa	Toyota Corolla
David Miller	Glendowie	Datsun 1200
John Trapp	Lower Hutt	Mini
Thomas Trapp	Lower Hutt	Escort
Philip Kelly	Beachhaven	Monaro GT S
Marlene Baker	Rotorua	Clubman GT
Geoffrey Sibun	Manurewa	Cortina
Trevor Pedersen	Rothsay Bay	Holden
Peter Hannaford	Otahuhu	Morris 1100
Sandra Hannaford	Otahuhu	Morris 1100
Euan McBride	Glen Innes	Fiat 850
Clinton Johnson	Milford	Escort
Oliver Midgley	Christchurch	Morris Mini
John Midgley	Christchurch	Model 'A' Ford
Brian Walsh	Titirangi	Porsche
Geoffrey Read	Glenfield	Falcon
Brian Green	Palmerston North	Torana
Alan Brough	Wellington	Toyota Levin
Lorraine Cartwright	Westmere	Ford
Donald Crawford	Remuera	Austin A50
Struan Gallagher	Ashburton	Capri
Ross Hart	Lower Hutt	Escort
Croydon Hall	Petone	Humber 90
Reginald Wright	Henderson	Humber
Perry Brewer	Mt Albert	Fiat
Henry Sanders	Manurewa	
John Sergel	Christchurch	Escort RS 1600
Wendy Gasson	Mt Eden	Hillman Imp
Robert McDougall	Mt Eden	Morris
Allen Stoddard	Papatoetoe	Hillman
Alan Hart	Avondale	Hillman Hunter
Ross Latham	Oratia	Super Minx

Rob Watkins
 Carolyn McGregor
 Desmond Driver
 Grahame Watts
 Ian Litten
 Peter Sergent
 Ian Lowe
 Brian Franklin
 Beverley Wood
 Michael Smith
 Russell Comer
 Garry McKenna
 John Jenkins
 Mr & Mrs Graham Peddie
 Wayne Rodgers
 Peter Rattenbury
 Christine Gemmell
 Leslie Hill
 Vic Hart
 Roger Dowe
 Anthony Long
 Allan Broad
 Christopher McCormack
 Kevin Harnett
 Brian Gleeson
 Neil France
 Bronwyn France
 Susan Johnson
 Ralph Emson
 Ross Cammick

Papatoetoe
 Manurewa
 Glenfield
 Blockhouse Bay
 Sandringham
 Te Atatu South
 Penrose
 Birkenhead
 Mt Albert
 One Tree Hill
 Albany
 Palmerston North
 Palmerston North
 Devonport
 Pokeno
 Milford
 Sandringham
 Mt Albert
 Glenfield
 Kelston
 Rotorua
 Rotorua
 Epsom
 Mt Albert
 Sandringham
 Mangere
 Mangere
 Papatoetoe
 Manurewa
 St Heliers

Holden
 Mazda RX 3
 Fiat 125
 Torana XUI GTR
 Hillman
 Zephyr MK III
 Mazda
 Morris Cooper S
 Jaguar
 Escort 1600 GT
 Hillman Hunter
 Hillman Hunter
 Mazda RX 2
 Falcon
 Holden
 Hillman Hunter
 Triumph 2000
 Fiat 125
 Toyota Corolla
 Hillman Hunter
 Morris Mini
 MGB
 MGB
 Cortina MK II
 Datsun 180 B
 Austin Healey



ROBBIE FRANCEVIC/KEVIN McNAMARA

GLENVALE 200

PHOTOS
ARTHUR BAYNES



JIM RICHARDS AND MR IVAN PEARCE



NEVILLE CRIGHTON/ROGER ANDERSON



ROD MILLEN (MAZDA)



STEVE EMSON

RON McMILLAN IN ENGLAND



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

Following is my report on the two Formula two races at Rouen and Mugello. I must apologise for the delay but as you can appreciate we are quite busy now being the middle of the season and I don't get much spare time.

Team Surtees, equipped with its new transporter with the two works cars and two Belgium cars arrived at Rouen, late as usual. With four cars running we worked fairly late especially on the new car powered by a brand new Hart BDA. My old car was transferred to the Belgium team - two cars run by the works for the sponsor's son and friend to drive and Jose was to drive whichever of the two works cars John Watson didn't drive. Rouen is a great circuit, very windy but very fast with uphill and downhill sections. After Gerry Birrell was killed there last year some modifications were carried out. Practice was a real shambles for us especially with the rain. Stuck, as he usually does, chased pole finally seizing it with a 1:48.4 during a dry spell. Depailler hating the circuit anyway "only" did a 1:50.3. James "Shunt" (sorry) Hunt was there but engine trouble clipped his chances. With the Saturday being free, all the teams had a chance to ready themselves and Hunt's Chevron got yet another engine change. A lot of controversy surrounded our team with the Belgians electing not to run, Jose therefore tried both their cars while two unhappy boys went home. John tried the BMW on the first day while I fixed the clutch on the Ford overnight having been given a wrong clutch unit and this played havoc with us both at Rouen and a couple of weeks later at Mugello. John did a 1:52.4 in the BM but elected to use the Ford after a half hour stint on race morning. In the Friday test session a faulty battery left him immobile out on the circuit just as the heavens opened so John sort of looked daggers at me for a while. Jose dropped in with at 1:55.6 with failing fuel pressure so there were some long faces in our team. Jose incidentally qualified in ole faithful TS 15/15.

Race morning and the half hour practice showed the Ford car being the better and Jose followed Stuck in a monumental spin downhill in top gear. After much clowning around in the pits the race got away half an hour late with everyone on slicks except for Cudini who crashed after 3 laps anyway. Stuck took off into the lead with John getting a great start from the back to claim 12th after 1 lap. Two laps gone and down came the rain. Purley was first in and it was this manoeuvre that put him into 1st as everyone tried to get into their pit for wets. John was one of the last in and with a 60 second change he went out in second place, or that's what numerous people thought as the lap charts went for a burton. Jose never got a chance to come in, wrecking the old beast



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RECIPE

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WILDCAT has come up with a recipe for the more discriminating car owner, who requires something different.



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You will need:-

1 Standard car

1 Griffiths Freeflow - available for most vehicles.

1 Griffiths Manifold..

1 or 2 Performance Carburettors - a wide selection is available from WILDCAT.

1 or 2 LYNX 'Ram-Flo' air filters.

1 Set wings mirrors.

Take the standard car, add the new manifold, freeflow, carburettors and air filters. This will give you improved top end performance.

From our range of carburettors we would recommend that a progressive two stage model be considered. This would give a good economy over a wide operating range, with the second stage coming in only when extra power is needed.

Top the carburettor off with a LYNX 'Ram-Flo' air filter, which is 55.6 per cent more efficient than its nearest rival.

Next add four dashing WILDCAT Alloy Wheels to reduce unsprung weight and improve handling.

Complete the job with a set of racing mirrors to spice the exterior and make for safer motoring.

Available from WILDCAT is a complete range of automotive accessories, including mufflers, freeflows, manifolds, carburettors, camshafts, floor change units and alloy wheels.

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finally (however, its now rebuilt). Hunt was black flagged and disqualified on four rule infringements. After the track started drying out Stuck was in again as were all the Goodyear runners but the Firestones stayed out. Stuck was third behind John but moved through to second on his slicks and on Lap 27 went into the lead (Purley also on Firestone wets). John dropped to sixth still on wets although he came in and was ordered straight out again. I feel we should have put him on slicks as the wets were his downfall but a damaged nose put paid to all our chances. Although actually leaving the pits on the final lap John was classified as DNF but on laps was 12th.

Off back to the factory with the remains and preparation to start for us for Mugello. Results of Rouen were Stuck, Purley, Leclere, Coulon, Tambay, Lafitte.

Preparation started on the new Ford for John with some cleaning up and a revised water system and an all nighter saw the car on the transporter in plenty of time or so we thought. Jose got TS 15/02, just an ordinary old F2 but with a strange handling peculiarity. Anyway off we went and our nice new transporter decided it wanted to break down in France so we were two days late at Mugello missing the first practice altogether. John Surtees himself oversaw the meeting and a fair bit of suspension tweaking went on. Mugello is a new circuit built to latest safety standards and is a real boomer of a track with quite a few second gear corners and safety fencing. Fire prevention was top-notch and this circuit may be next year's G.P. circuit if discussion continues as it is. The whole F2 circus was there after the non championship event at Rouen although Stuck was not present. However, Brian Henton drove his car at about the same pace. Stuck had a sports car race commitment but this has not dropped his points standing by much. Having missed the first sessions and living up to our reputation (late again) we wheeled the cars out on Saturday to try and qualify. Last minute drama and three clutch changes saw Jose staying in the paddock until the last session on Saturday night (at 6.30 p.m.) when he went out in John's car just to qualify (being a Ford powered/same model car, this is allowed). The engine having backfired in the pits caused the timing belt to jump one tooth on the crank pulley so Jose did well to qualify at all. An all-nighter where I was supposed to do an engine change showed on pulling back the engine frame I was able to retime the beast without pulling the engine out. On pole was Lafitte gaining a 1:46.5 in his BP March. Next to him was Masami Kuwashima in his immaculate March which had come to grief at Rouen being badly bent. Depailler after dominating practice, also being first under 2 minutes on Friday, was on 3rd position with a 1:48.7 and John was 11th with a 1:51.8 and Jose in John's car also qualified on the back row of the grid. Ortego in one of the Ecquadarian/Marlboro Surtees cars finally qualified - this team ran 3 cars and only one has ever qualified before (Tim Schenken at Salzburg).

Heat 1 was started at 4.45 in the afternoon and the big problem was cooling with the temperature at a good 100° but John finished 6th after a deflating tyre showed at half distance. At the end of the 25 lap heat it was Depailler from Paoli (Lafitte's team-mate) and Kawashima. Half an hour between heats doesn't give much time for any drastic work so after a refuel and a tyre change we were set for big things for the second heat.

At 7.00 p.m. the race started and immediately Depailler was off into the distance, Paoli jumping the start was with him as well and led John now in third around the first time. Jose was missing but soon coasted in with a very moth-eaten engine. Second lap around and John was still in third but next time around had disappeared also with a blown engine, in fact, Hart lumps suffered somewhat over this weekend. Temperatures were very high and may have been a cause but now we're down to two for Sweden and Enna in a fortnight's time. Second heat placings were Paoli, Depailler, Jabouille and the overall win went to Depailler, Paoli being second and Tom Pryce being third having finished 4th and 6th in each heat. Paoli's jumped start was the subject of much protesting but no-one seems to pay any attention to protests.

Now we're getting ready for Karlskoga, Enna and Imola so the cars are back to bare tubs again. The BMW and my Ford are going with possibly a new BM on the way ready for Enna.

I didn't get a chance to go to THE GP but watched it on colour T.V. - not a bad race either. We were brake testing on the Monday so I had to work. According to one of the Aussies on our team there were two top Australasian Saloon drivers also there, both being dedicated Ford men and both have raced Mustangs of the same model - both also on their way to Cologne (as in Capri) to collect something. Thoughts here at present are that the 24 valve engine in the Capri will unfortunately put the car into the sports car class. Can't think who those two men were though.

RON McMILLAN.

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

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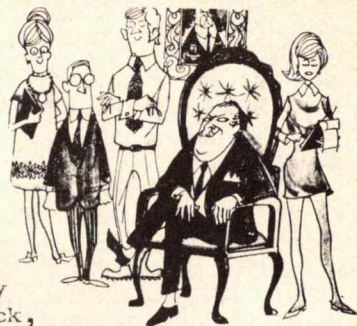
Prices	4 cylinder	\$ 26
	6 cylinder	\$ 30
	V4- V6 & V8	\$ 45
	Car Type D Shafts	\$ 15

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 **\$6-58** All workmanship guaranteed.

SHOUTS & murmurs



. . . Congratulations to David Hodges and Molly Girvan on their recent engagement.

The pair made the announcement recently and plan to get married early next year in their home town of Berwick, Scotland. David has signed up as co-driver for Judy Hanbury in the Ngaumu Rally on the 24th August. This will be the last event for David in New Zealand before he and Molly fly home next month. Rallying in New Zealand has benefited much from David's experience as both a competitor and an organiser and we hope to see him return to New Zealand for his honeymoon around Heatway time next year.

. . . What must surely be one of the most interesting cars in the world was on display in the clubrooms at our last film evening on Thursday 15th August. The McLaren M6B.GT, thoroughly aroused the enthusiasm of the large attendance. Les McLaren was there to talk about the car and answered questions from the audience on specifications. We sincerely thank Les



LES McLAREN DISCUSSES COCKPIT LAYOUT WITH CLUB PRESIDENT BARRY WEBBER.

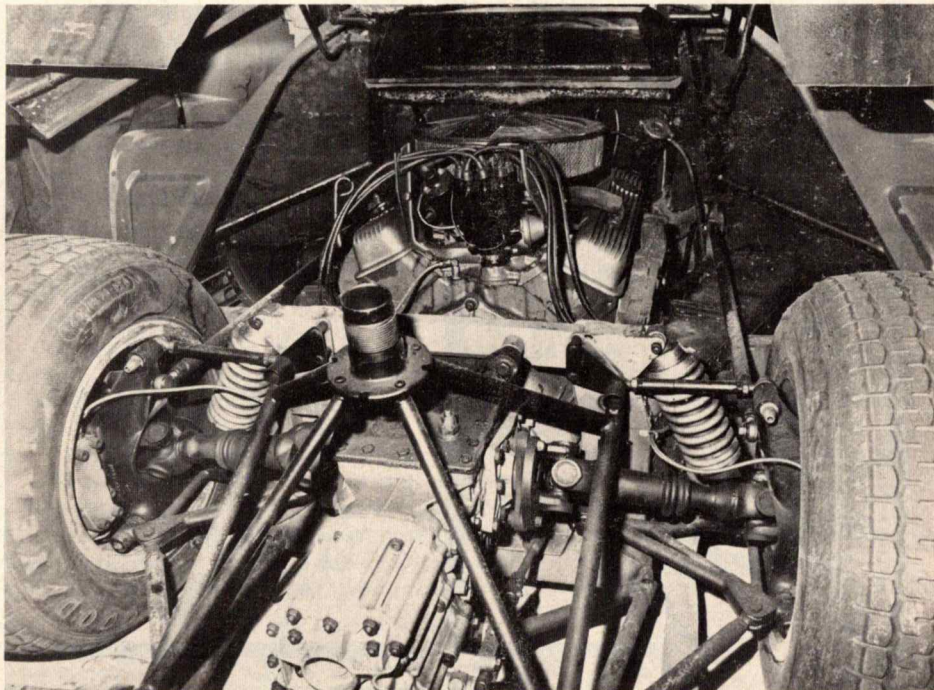
for his assistance in making the car available.

Bruce McLaren used it as his own personal road car for some months and Les has driven it on the road in Auckland. As set up at present it has an estimated top speed of 175 mph but we hasten to assure you that Les has not given this a practical test. He says that on the cam at 3000 r.p.m. the car really takes off. With the magnificent body design and general appearance, few people would guess that it was completed in 1969. Destined for the Museum of Transport and Technology in Auckland it will give future generations of New Zealanders tangible proof of the ingenuity and technical brilliance of it's designer, Bruce McLaren.

Here are a few brief details:-

WHEELBASE: 93½ in. TRACK: FRONT: 53½ in. REAR: 53½ in.
HEIGHT TO TOP OF WINDSCREEN: 31 in. APPROX. WEIGHT LESS FUEL:
1400 lbs. FUEL CAPACITY (IMP GALS): 52

CHASSIS: Basically M6 CanAm. BODY: Reinforced polyester resin moulded. BRAKES: Girling ventilated discs 12 in. front and rear 16 - 3 - LA calipers. WEIGHT DISTRIBUTION: 40 - 60 front to rear. STEERING: Rack and pinion. Helical cut in magnesium housing. ENGINE: Chevrolet iron block V8 5.3 litres. BORE & STROKE: 4.18 x 3.75 in. BHP: 500 at 6000 rpm. CARBURATION: 4 double throated Weber. TRANSMISSION: Limited slip differential. Pressure lubricated fitted with cooler. GEARS: 5 forward and one reverse.



Graham Spear reports



I wish to thank 'Motor Action' for its fairness in printing my letter to them re a Hella light test they performed and published.

The main point in my letter to 'Motor Action' was that published articles can create various different impressions depending on how they are laid out and how various facts, if any, are used.

Their light test could quite easily have been written to show Hella lights no good for side lighting or cornering and shown or stressed the sidelight and vertical light advantages of a Cibie Super Oscar Drive Light. If their article had been written this way it would have been unfair to the Hella light tested, and although we would be pleased, (at Spears that is), somebody else obviously would not be pleased to say the least.

Most people advertising products try to impress upon readers that they have the best product and this is normal advertising. I would point out that we have never compared Cibie lights to other brands as we felt it unfair to do so. If brand names in any way, in any type of publication are compared it is only fair to do a full and comprehensive test of such products. I think this would apply to any type of product that has opposition lines.

I realise that 'Motor Action' were not asked by myself or any party to publish my letter to them and that due to their fairness in publishing this letter, I find the matter resolved and take much pleasure in retracting all previous statements I have made in the Auckland Car Club Bulletin.

Social activity planned for the coming months starts on September 22nd when we will have an organist playing downstairs. On September 29th we will have another Sunday night band and this will have a 50 cent cover charge. On 13th October a free night with a good band will be held. This is after our National Race Meeting and should be a good one. On 9th November there will be a Saturday Dance, this is a \$1.50 charge for admission and should be popular. Our children's Christmas Party will be held on 15th December and our Christmas Social on the 21st.

The Social Committee is planning a picnic barbeque outdoor function for early in the New Year and I will inform members of this a little nearer the date as to where it will be held, etc. This should be popular for members with families.

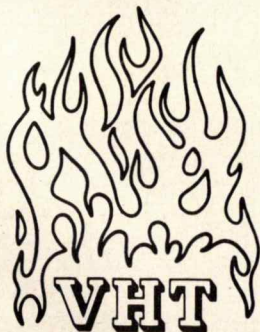
nomex

FLAME RESISTANT CLOTHING

Deal direct with the Nomex importer at Spear's Speed Shop. This material is worn by Grand Prix and Indianapolis drivers, and also by astronauts and U.S. Navy pilots. It enables the wearer to withstand a petrol fire of 2,500 degrees F. without skin temperature reaching more than 300°F. We have one and two piece overalls in S.M., M., and O.S. sizes in stock now, and as we import the Nomex material, we can make overalls to any size or shape.



This paint was developed for the white hot skins of space bound re-entry vehicles and is ideal for exhaust extractors, pipes and mufflers. This paint stands at least 1200°F. of heat or direct flame and is available in 16 different colours.



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The choice of the top rally teams and drivers as proven in the 1973 Heatway rally. The complete range of auxillary fog driving and long range lamps as well as the full range of halogen headlamps are now available. No matter whether your requirement is for large, small, round or square lamps, Cibié will have it in their range and all are available from Spear's in 6 volt, 12 volt, and 24 volt.



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AT SIXES & SEVENS

with chris parkinson

THIS IS THE SECOND 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.

Our public meeting held at the Auckland Car Club Clubrooms drew a good crowd of about forty people and a quick count showed that we should be able to field a strong grid of around 15 to 20 Mini Sevens in the Auckland area this season. Reg Cook unfortunately had to check in to hospital for a head job and tune-up and wasn't able to chair our meeting - however our Association President, John Bedford, flew up from Wellington and together with local committee members John Pearson, Adrian Landon-Lane and myself, we managed to answer questions and discuss many aspects of Mini Sevens. The presence of A.C.C. President, Barry Webber, did much to raise the tenor of our meeting and his support of our endeavours on behalf of the Auckland Car Club is greatly appreciated, as was the kind gesture in allowing us the free use of the clubrooms and facilities for the meeting. The assistance and encouragement we are now receiving from many quarters is indicative of the faith that clubs and promoters have in our Association's aims, and it places an obligation on us all to justify that support by honouring our commitments in regard to race meetings, and maintaining a well organised group of competitors and exciting racing for spectators.

Now back to building the Mini Seven.

Brakes:

The front backing plates can be drilled for cooling and the spotwelded outer rings removed. Don't overdo the drilling or the stresses may distort the plate. Twin leading shoes prove most efficient and fitting one medium and one hard lining to each set of shoes will give adequate braking whether the brakes are hot or cold. Although wear will be uneven one set of linings should last at least a season. Little gains can be achieved by modifying the rear brakes and these should be fitted with standard linings. The power of a Mini Seven is not sufficient to warrant hard linings at the rear and rear wheel lock-up will be avoided by retaining the standard regulator valve along with its matching wheel cylinders. Some reduction of pedal pressure can be effected by

fitting a small servo unit to the front brake circuit - about a 1.5 to 1 ratio. A Girling 5156 unit is ideal. Overhaul all wheel cylinders if not new and if possible replace all brake lines with copper tube. MANZ regulations require a dual circuit system and a lot of trouble can be saved if the latest Australian G.T. pedal bracket and top plate is fitted in conjunction with the Lockheed dual master cylinder and push rod. Early body shells will need to have the hole in the crossmember enlarged to take this unit. Use the new top plate as a pattern.

Although a bit heavier than standard, Cooper 'S' drums have the advantage of a built in spacer and less likelihood of broken wheel studs. Otherwise standard drums with 1" solid alloy spacers should suffice. The only safe wheel stud is the high tensile BLMC type.

Wheel Bearings:

Difficult to get but well worth fitting are Timken taper roller bearings designed for the Coopers. No modification is necessary except for a light rub with fine emery on the rear stub axles and front flange shaft to allow the spacer collars to slip on easily. Regular maintenance and cleanliness in assembly should give long life - certainly two seasons or more.

Wheels and Tyres:

At present the most popular wheel in use is the Dunlop 918 reversed rim Cooper 'S' widened 1". These should be fitt-



ed with Dunlop slicks for dry or a suitable wet weather tyre such as the CR 65 for rainy days. Some combination wet/dry tyres are used by Mini Seveners but tend to wear more quickly in the dry - however this way is cheaper than two sets. Slicks in the dry are undoubtedly quickest.

Steering:

If you have to get a new steering rack get the latest Australian unit. It is the cheapest (except from a wrecker) and has fewer turns from lock to lock.

Lower the steering column with a kit available from most accessory shops and remember to slacken the rack 'U' bolts in the process and retighten after. A small leather bound wheel helps reduce arm movement.

Setting Up:

After fitting subframes and wheels to the body, temporarily drop the engine roughly in place and set the ride height. The front should be lowered, so that the driveshafts are parallel with the ground, by cutting the trumpet ends by the appropriate amount. If you overdo it just fit shim washers to raise it back. The rear is lowered in the same way, except that because the leverage is greater, less metal will need to be removed. Leave about $2\frac{1}{2}$ inches between tyre and wheel arch. The most reliable shock absorbers to fit are Konis. These are readily available, and I personally have found them superior to any other type in New Zealand. Settings will depend on individual tastes but the range of adjustment should satisfy all driving styles and requirements. Although it is necessary to remove these from the vehicle in order to change settings, the specifications remain identical between all units.

There are many old wives' tales about fitting rear wheels on Minis. Contrary to popular belief this does not affect handling adversely and is mostly caused by the shortened travel of the shock absorbers. This is a built-in safety precaution to prevent the trumpet, rubber cone



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and trailing arm from parting company - with dire results!
Caster, camber, toe-out and toe-in should all be carried out with specialised equipment by a competent suspension technician. Wheelbase must be the same on both sides of the car and should be checked only after the front alignment has been set.

Front camber	$1^{\circ} - 1\frac{1}{2}^{\circ}$	negative maximum
Front caster	$4^{\circ} - 6^{\circ}$	depending on oversteer requirements
Toe-out (front)	$1/16\text{th}'' - \frac{1}{8}''$	as per manufacturers specs.
Rear camber	$\frac{1}{2}^{\circ} - 1^{\circ}$	negative maximum
Toe-in (rear)	$0 - 1/16\text{th}''$	depending on oversteer requirements

NEXT MONTH : MOTOR AND GEARBOX - AND A FEW THEORIES. ●

DUNLOP **AQUAJET**



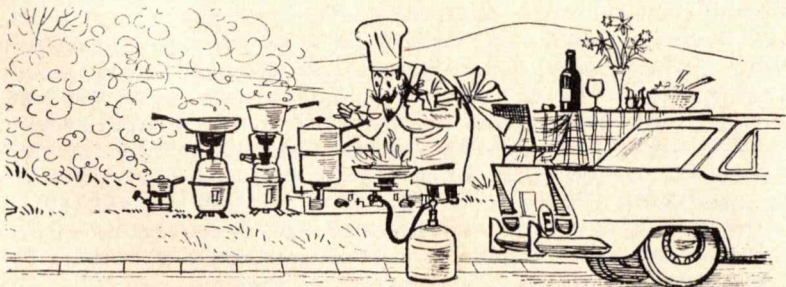
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"Hire Services" Canterally

Mike Marshall and Arthur McWatt had an extremely convincing win over Paul Adams and Don Fenwick in this event run by the Canterbury Rally Panel. The Marshall Escort RS 1600 finished eleven minutes ahead of the similar Adams' car. Third place went to Rod Millen and Robin Irving in an RX3 Mazda, a further 40 seconds behind Adams with a 20 second gap to the similar car of Robbie Francevic and Derek Etherington. A creditable fifth went to Leo Leonard and Neil Cruickshank in their Datsun 1200 SSS. Most competitors enjoyed the rally which comprised the Ruapuna Park Circuit, the Waimak Stopbanks, the Ashley Forest and a local stock car track with the Ashley Forest proving popular with most competitors.

Comment was brought about after the announcement of final results with Marshall being declared the overall winner. As several people are unaware of who protested about what in regard to the "incorrect" lap count at Ruapuna Park I will give the actual account of what happened.

- (i) Marshall HAD DONE sufficient laps at Ruapuna Park, although officials did not agree
- (ii) A protest was lodged against the officials' decision
- (iii) At the protest hearing Rod Millen FULLY SUPPORTED Marshall's protest
- (iv) Paul Adams also SUPPORTED Marshall but was not required to attend the hearing.

Furthermore, Rod Millen was allotted an incorrect (and rather slow) time for the Stopbank Stage, therefore placing him behind Robbie Francevic in results. However, Robbie fully supported Rod at his protest hearing and so the third and fourth positions were altered, putting Rod ahead of Robbie. Nobody can deny the fine sportsmanship shown by our members in this event.

Unfortunately, Ken Cleghorn had to protest for the same reason as Marshall only this time over the Stock Car Track times. However, when Ken noticed this error, most had gone home and Ken had no one to support his claim. One must note that those who protested did so against their will but the organisers would not amend the results unless competitors took their facts to a protest. This sort of action by organisers is most inadvisable as rallying could easily go the same way as trialling - protest wise.

Excluding the above incidents, all competitors enjoyed the rally which was extremely well organised and timed.

More news from the Canterally : Bad luck for Judy Hanbury to have an unfortunate roll at Ruapuna Park - the

first special stage + John George and Murray O'Donnell finished higher than usual in 10th position + Several competitors were penalised for exceeding the speed limit on a touring stage, some as much as 30 minutes + Real bad luck for Dave Simpson and Evan McKay, as if a broken crank at Rotorua wasn't enough, they blew a head gasket on the second stage. As a standard BDA block was in use, the top as well as the head were severely burnt, calling for a new motor + Ace OSCA driver, Trevor Crowe, drove well in his Datsun 1200 SSS to finish 11th, Mike Marshall's sometimes navigator, David Hodges was co-driving with Trevor + Jim Donald and Chris Porter stripped the main drive gear in the RS Escort while lying about 5th overall. The car was retired and had to be driven home in top gear!

Maramarua Rally:

I will not go into much detail on this event as there is usually a separate article in this bulletin. The rally did not seem as "hair-raising" as the last one with the only reported roll being a Mini falling over early in the event. Full credit must go to the organisers in the manner in which



ALAN BOYLE/ALAN DONALDSON

they managed to run the event with such a big entry before darkness fell. Spectator wise it was a mighty rally except of course for the rain. Pity Dave Simpson wasn't running, however, Dave with mechanic Kevin Pickard looked after a couple of control points on the day thus getting a good insight into the organisation of a rally and the importance of accurate timing.

Arthur Baynes who supplies most of the photographs appearing on the cover of our monthly bulletin has some mighty colour shots of every car that took part. All enquiries regarding these photographs can be made through the Editor, Phone 364-658.

Ngaumu Clubmans Rally:

The Wellington Rally Panel's rally should prove interesting. By the time you read this she'll be all over. Nobody seems to know much about the forest, however it can't be as rough as Waiuku or Rotorua! The rally probably won't be part of the R.P.A. Championship as many of the leading cars; Marshall, Robson, Millen, etc., are only on the reserve list with some definitely declined! The only probable starters from up here are Dave Simpson, John Power and Jim Donald. Whether something changes between this bulletin going to print and then, we just don't know.

Tokoroa Forest Rally:

This rally should be a mighty event. Now an open event promoted by the Northern Sports Car Club and the Tokoroa Car Club, special stage distance will total 250 kilometres with rumours of one special stage being 55 kilometers long. The surfaces have been described as reasonably smooth shingle, a bit similar to Maramarua.

Apparently no mud or sand will be encountered, however I couldn't comment on fords and yumps. An experienced and competent organising committee will run the event including old Woodhill hands - Graeme Knight, Ross Montgomery, Peter Levet, Paul Coleman and Mr Woodhill himself - Tom Grace. Full thanks must go to New Zealand Forest Products for the use of the forest.

Entries for the event will close on 1st September with the Secretary, Miss Hansen, 19 Churchill Road, Howick, Auckland.

Northern Region Consortium Rally:

This rally will prove extremely interesting being the final rally of the year and the final round of the R.P.A. Championship. The rally contains about 200 kilos of special stages with the first being five laps of the Kaipaki Rally-cross circuit. Navigators will have to keep on their toes as lengthy touring stages will be employed with maximum times being set and if you exceed your maximum you will be in trouble. This move has been made as closed public roads have a time limit of use on them. Entries for the event close with the Secretary, P.O. Box 1366, Hamilton on 6th September.

R.P.A. News:

The Rally Pilots Association constitution is to be altered in September to open the following memberships:
Full Membership - R.P.A. membership eligibility is under review and suggestions have been made that drivers and/or co-drivers who have completed at least one National and/or International rally should be eligible for full membership of the Association.

Associate Membership - Drivers and co-drivers competing in rallies regardless of status

Trade Membership - Open to actively involved sponsors, entrants, etc.

Press Membership - Open to Publicity Officers, photographers, etc.

The top ten scores for the R.P.A. Championship after the Maramarua Rally is as follows:-



GRAEME MORLEY/PETER BURTON



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	Rotorua	Canterally	Maramarua	Total
Mike Marshll	9	10	9	28
Rod Millen	8	8	8	24
Blair Robson	10	-	10	20
Robbie Francevic	6	7	-	13
Paul Adams	1	9	-	10
Ralph Emson	7	-	2	9
Jim Richards	-	-	7	7
Ray Jordan	-	-	5	5
Alan Carter	5	-	-	5

Unfortunately the R.P.A. Committee is having trouble sorting out just who is a novice and who isn't! However, we have confirmation that Jim Donald and Alan Carter are leading the novices section.

General Gossip:

. . . Ray Jordan's Escort RS 1600 is up for sale. The car has a good rally record and is indeed a good car for rallying.

. . . Dave Simpson is importing a Brian Hart 2 litre O.H.C. motor from England and should fly in the Tokoroa and Northern Consortium events. Dave was intending to run Murray Soames' motor at Wellington.

. . . Graham Hill will be co-driving for Roy Hanbury in the remaining rallies this year. Graham will be known to most rally enthusiasts for his plotting of the three Maramarua Rallies.

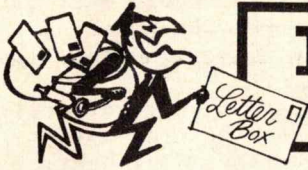
. . . Rallyists competing in this year's Benson and Hedges 500 include : Jim Richards, Leo Leonard, Robbie Francevic, Reg Cook, Paul Adams, Alan Brough, Brian Green, Ralph Emson, Steve Millen, Alec Isbey, Don Halliday, Graham (Mad Dog) Brownlie, Graham Carter, Wayne Jones, Alan Carter, Warwick Chandler, Steve Emson, John Woolf and Alan Woolf . Good luck chaps.

. . . The Manawatu Rally to be run on the same as day as Tokoroa has been cancelled owing to declination of road closures.

'OOROO'



**BULLETIN CLOSING
DATE
15th September**



LETTER BOX

Letter to the Editor,
"Letter Box"
Auckland Car Club Bulletin.

Dear Sir,

A recent issue of 'Motor' magazine (from the U.K. for those who don't know) included a colour feature on a sport known in the U.K. as "Trialling".

This is not trialling as we know it here in New Zealand but is the art of encouraging one's very standard, or very modified car, as far up a grassy, muddy, slippery, steep, winding, tortuous track as possible, aided by a bouncer (active passenger) and skill, experience and patience.

As I read the accompanying article it struck me as strange that this sport has not 'caught on' here, or has it never been given the chance.

I would like to hear from anyone who is interested in investigating the possibility of holding such an event, anyone who has seen one in England or elsewhere, anyone who "knows the rules" of the sport or who has competed in it or helped organise it, and anyone who might be able to offer or assist in finding a suitable steep slope (or slopes) with a view to holding a "Trial" here.

The following quotes from 'Motor' may add a little knowledge and whet the appetite:- the "meadow climbed steeply to a ridge but as one remarked that the air was especially intoxicating on that bright sunlit morning, for most of those present were far too occupied trying to urge a wide variety of cars up the steeper bits of the hillside". "Most forms of 'motor sport' demand special tuning, even a special car, but -- trials require a high degree of skill ... rather than the spending of large sums of money". "Bill Moffat won the R.A.C. and B.T.R.D.A. Championships for three years in succession with an eight year old Imp".

Now, have we any starters?

Robert Spencer
Phone 580-619 (Bus) or
581-964 (Res)

The Editor,
Auckland Car Club Bulletin.

Dear Sir,

I was very surprised to read in the August edition of your bulletin in Graham Spear's column that Motoraction had published a "misleading" article on rally lighting. From memory Robin Curtis carried out a very comprehensive test on three 100 watt lamps. They were the Hella Laser, the

Kent sealed beam and the Cibie Super Oscar. Robin made quite clear the fact that the Laser and the Super Oscar were a different type of lamp, the Laser being a spot and the Oscar being a driving.

For light output (measured in the "Lux" unit) directly in front, the Laser came out a sure winner but for output either side of the lamp the Oscar was better. The Kent, I recall, was the cheapest of the three, disregarding "specials" some firms have been offering recently. I fail to see how this article could ever be "misleading". Perhaps, Graham, you should re-read the article with both eyes open.



Yours faithfully,
Rod Peat

DENNIS MARWOOD COMMENTS

I have not much to comment on this month except that it is noticed that the N.Z.I.G.P. have continued with their upish attitude to competitors and sponsors by selecting their starters at the B. & H. 500 this year without giving any reason or reasons. I would say that this attitude will not be allowed to continue much longer, and we will eventually see a fairer qualifying system worked out.

Most of my column this month is rumours on the Saloon Scene. John Riley is retaining the now old Camaro I used to drive, by lightening where possible and revising the front suspension. Rod Coppins' Firebird is still Aussie side at time of writing and he doesn't know quite what to do with it. Red Dawson is not saying much (he never does) but is obviously retaining his car. Murray Bunn is Stateside at time of writing shopping for his charge as well as gaining ideas on latest developments for his engine building business. By the way, Bunn & Cummings are installing the latest Schenk balancer this month.

The only really new comer that I know of in the 6000 cc class is Jack Nazer whose new Vauxhall mitt Chev is taking shape at the back of our shop. Being built by Jimmy Stone it should be a real racer and it's my bet that at Levin Jack will be untouchable.

In the middle class, Allan Woolf will be hard to beat and as well Rex Hart is reported to be investing in a suitable car. Paul Fahey's \$22,000 Capri is having its blown up endurance engine replaced with a sprint engine with more power.

Dave McMillan is back from U.K. and reports that the British G.P. at Brands Hatch was boring. Grant Walker is also back from Australia without being able to race his Formula Ford because of delays and frustrations in clearing his car through Customs.

DENNIS MARWOOD



Following my plea last month for support for the Auckland Car Club team in the Mercury Trophy series, it was interesting to read a totally different slant in another club's newsletter (a club very much to the fore in Mercury Trophy events) where the President in his Annual Report is moved to say that they may be forced to insist on greater loyalty if their club is to remain a force for good in the future - the mind boggles.

Following Auckland Car Club's success in the Thames Valley round things went rather flat in the Te Awamutu event the best placings I know of being 4th and 11th. By the time this column is read the Spring Invitation should (we hope there are no protests) be over and the last and final round is on 14th September, the VW Owners Club Trial sponsored by Autoland.

Did not see many Auckland crews in A.R. & T.C.'s Champion Spark Plug Gold Star Trial which is a shame because although these trials are considerably longer and frequently more difficult, they are the best place for picking up experience. The Champion had all the cunning twists to be expected of Warren Strand and in this writer's experience, the most difficult trial of the season. Being hit with a gap right at the start as a result of a clever, clever, clever trap in the A.S.R.'s immediately filled our hearts with lead which set the pattern for the day. As is to be expected these days, the Fenn/Croft crew from Thames won.

The next and final Gold Star Trial for this year is a combination effort of Thames Valley, Hamilton and Te Awamutu Car Clubs. Now in case you wonder why I am telling you what events are on, there is a good reason. Earlier this year I entered for a Gold Star Trial in the South Island. I only found out that the event was on because it was listed in the MANZ Year Book and I wrote to their Secretary. Yes, they were holding the event but on a different date. That was O.K. except that when entries closed there were only eight cars entered (including mine) so naturally it was cancelled.

However, it absolutely riles me that despite being in the South Island for three weeks, no one told me that the event wasn't cancelled but merely postponed. Jim Forsyth where are you? Is it a New Zealand Gold Star Trial if you forget to tell the North Island?

JOHN CROMBIE

 GET WITH **DUNLOP**

RALLYING WITH JODY SCHECKTER

~ EION YOUNG



It's rather difficult to evaluate how good a driver is from the sidelines. You have to sit alongside a Grand Prix driver to judge (a) how difficult the job is, and (b) how well he performs compared with a mere mortal like yourself. Mercifully the chances don't come very often.

It wasn't until I was actually harnessed in beside Jody Scheckter, huddled under a hefty roll cage inside a 3000GT Ford Capri and waiting for the portly Lord Hesketh to drop the Union Jack for the start of the 1000-mile Avon Motor Tour of Britain, that I really appreciated the enormity of what I'd let myself in for.

The idea came to me slowly, a sugar-coated pill offered by people I thought were friends. A gentle trip through the English summer countryside with Jody. Nothing to it. Nice hotels each night, all expenses paid. It was only after I'd agreed that I discovered a few other wiser people had hastily declined the offer. Ken Tyrrell offered the considered opinion that I must be out of my mind. I began to think I must be.



Our car was a bog standard Group 1 Capri entered by South London Ford Rallye Sport dealers Adlards of Brixton, and sponsored by Elf Oils, Scheckter's sponsors in Formula 1. The event was backed by Avon tyres and "Motor" magazine and was to include a series of track races and rally special stages. James Hunt and journalist co-driver Robert Fearnell won it the year before in a Camaro. Could a GP/scribe combo do it again? I secretly hoped not. We established between us that our strategy would be survival above success but as Scheckter got his teeth into the art of special staging he tended to forget our survival clause.

Neither of us had ever done a rally before and with an all-nighter the first night we stocked up on glucose and other energy builders, oranges, apples, plums and even peas - I never did establish why Jody thought fresh peas were so important for success.

Racing drivers wear their overalls as a matter of course, journalists wear them in a rather embarrassed fashion. As we walked down the corridor of the Post House Hotel in Birmingham carrying helmet bags, I hoped we looked more confident than I felt. The overalls had been borrowed from Denny Hulme, the helmet a Bell Star cast-off from Brian Redman. I was hand-me-down racer. I felt awful.

We had driven up from London in a Mark III Jensen Interceptor as seemed to befit our style and on a dummy run with the road book we succeeded in getting lost at the first round-about a mere half mile from the start. It could only get



better, but that was slim consolation.

The rally started at 8 a.m. with the 101 starters flagged away at minute intervals. We were number 8 with Peter Hanson driving a sleek yellow Opel Commodore GSE in front of us and Tony Fall behind us in a ditto Opel. There were only two runners in Class A (over 4000cc and £1600) and they didn't last long. We were in Class B (2501-4000cc and over £1600) running against a string of Capris, the Opels, and a pair of 3.0 CSI BMWs. There was also competition from the Triumph Dolomite Sprints down in Class C with the RS2000z driven by Roger Clark and Gerry Marshall. The latter pair finished 1-2 but their victory is incidental to the story.

My immediate impression of the Capri on the road was that it was quieter than I had imagined it would be. It felt taut and long-legged, businesslike sitting low in the special seats sighting over the long bonnet and the bulging cibie spots added at the front.

Scheckter demanded a time check half way down the motorway. Were we behind time or ahead, should he speed up or slow down? I hauled my calculator out and realised two things. I couldn't read it because of the glare, and anyway I didn't know what figures to feed it to work out time and speed. It wasn't a very long argument.

The first race was Mallory Park on the short circuit and this was where Jody discovered the limitations of the Capri wringing every last ounce of energy from it and getting 5th. Despite his lowly placing I found the race exhilarating just as Scheckter had predicted because I was now involved, his partner in competition as it were

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The first special stage was at Scofton airfield with the course marked by hay-bales and signalled by arrows. We rookies arrived on the stage almost by accident and were hastily cramming heads into helmets as they gave us the countdown. It wasn't a very fast stage so I wasn't very frightened although there were times when I found myself braking much earlier than Jody. The mechanics had built-in a special foot-bar for the purpose on my side - they said it would save me denting the floor panels, if nothing else.

Scheckter's insatiable hunger soon became apparent and he started eating everything in sight. We even made one food stop for a pie at the Half Moon Inn pub much to the astonishment of the

locals and the amusement of our more serious competitors.

The drive to the Cadwell Park race track was cosy, a pleasant 68-mile run and we were taking our ease in the service area before checking in at the control when Dave Price, one of our two mechanics suddenly realised that the rear anti-roll bar had broken. Suddenly there was panic where there had been peace seconds before, a welding kit was commandeered and the bar was welded just in time to make control before penalty time began. His race at Cadwell was no better than at Mallory, worse in fact because the roll-bar broke again, at the other end this time, and a lug broke off a pushrod guide plate which let the pushrod fall to one side and make the 3-litre V6 sound as though it was about to swallow a valve. Jody was miserable. He tended to go from delight to despair several times on the trip.

I drove the 96 miles to Norwich while he slept, a feat which I felt showed either complete exhaustion or supreme confidence. That run across to Norwich was made at a fairly rapid clip in fast convoy with our RS2000 Escort service car and privately-entered Opel. We made it without the attention

of the law, but we heard of others who had not been so fortunate.

A film crew had wired Jody for sound with a sort of Watergate microphone on the Norwich stage around the showgrounds partly tarsealed roads, partly grass, fast bursts between 90-rights and lefts, and hairpins. Plus gateways and brick walls. Not to mention power poles and trees. If the film crew were falling about at the lurid conversations before the run and after it, they were disappointed during one of Jody's finest efforts on the Tour. He never uttered a word. He said later the only sound he remembered was a very quiet "That was close" from me when he had just managed to gather up a slide some yards from the road and some inches from a pole. Our time was fifth equal with Adrian Boyd's Capri, Gerry Marshall's RS2000 and Colin Malkin's Avenger. Jody was in high spirits. At last he considered he had done something up to his standard. The bumps and battering of that stage had broken the roll-bar yet again and when it was welded I drove the 23 miles to Snetterton for the night racing which was to run 30 minutes in darkness where the daylight events had been 15 minutes. New front wheels and tyres (we were running German Dunlops) fitted at the Snetterton service stage proved to have wrong off-sets that threatened to grind away the shock absorbers on the brief run to the parc ferme at the track so we pleaded a wheel change on safety grounds, the only plea possible for work in the parc ferme. Of course this had to be carried out by the driver and co-driver with tools carried in the car without assistance (but plenty of sideline encouragement) from the mechanics.



Scheckter was out-paced again in the race more by the Capri than the other cars but he enjoyed the race. Team manager Peter Watson said he had learned Scheckter's light cluster as the cars came sliding out of the chicane before the pits. It wasn't that the spots were high in the middle - it was because they were always pointing at the far bank as he came through! The mechanics said they were going to re-mount the cibies on the side of the car so that Jody could see where he was going

There was 70 miles on the road now to Knebworth House and I drove again as we left Snetterton at 1.07 am driving through the chilly small hours reaching the Knebworth lineup just before 2.30 a.m. The stage was a joke, laid out in a field with haphazard arrows, and dust clouds that obliterated half the sections. We arrived hell-bent and blind at one corner to follow the direction of an arrow only to find it was a fore-warning arrow and in fact shot us out off course and straight for the public. I have fleeting recollections of people running in all directions, as Scheckter, cursing, flung the Capri into a spin and ploughed straight through the bales back on course again! He spun twice on that stage as he tried to regain impossibly lost time and was only mildly mollified to realise that most of the other quick lads has spun as well.

I drove again through the growing dawn to Birmingham and Jody went straight to our hotel room to sleep for three-quarters of an hour, while I bathed and breakfasted ready for the run to the Ingestre farmyard. This had to be the stage that sticks in my memory. A concrete track wide enough for



one tractor linked paddocks with the barns and the gates were traditional five-bar jobs with the biggest concrete posts you've ever seen to swing them. Jody set off like a man possessed. We had discussed earlier the minimal chances of being hurt on these stages but we both realised if there was a chance of human damage it would be here. But it had no effect on Scheckter. There was a curving run of quarter of a mile to one of these gates and he took it over 90, flat in third, sliding as he went through and orbiting a giant oak as he picked it up in preparation for impossibly late braking that took us at right angles through another gateway. The rest was a blur that may only come back to me in the long reaches of a bad night, but I sincerely hope that fear has forever blacked it out. We sailed past the final control with the brakes locked on and tyres screaming and even the local bobby running. Scheckter was shouting to find out how our time compared. Fastest so far. They shouted the time at me twice and I still couldn't remember it when we reached the service area. We had done the stage in 100 sec flat equal with one of the BMWs. The smaller, nippier Dolomite Sprints of Culcheth and Dron had done 94 sec and 96 sec, Roger Clark had done 98 sec in the works RS2000 Escort, and Handley 99 sec in his Dolomite. Scheckter was delighted again.

His downfall was to be the race at Oulton Park. Only a few minutes into the race his rear wheels locked up going down from the pits to the right-hander at Old Hall, the tail came round and he was away on a long slide that took him on to the grass and into the barriers with a sickening thud. I was standing watching only yards away and my instant reaction was Thank God we don't have to go to Eppynt now. Eppynt was a villainous special stage in the Welsh mountains which all the regular rally men used to haunt us. You might be doing OK now, but wait 'till you get to Eppynt, they kept saying.....


We were in 9th place overall at Oulton Park when Jody slammed the bank, pushing the right rear corner almost in under the rear window, breaking the spring hanger, bending the rear springs (new on that morning) and generally destroying both the motorcar and our chances of countinuing.

After the initial relief at being out of the rally with the threat of more special stages lifted, I felt an qually sudden depression that we were out of it after having come so far and doing far better than either of us had expected.

Dave Price was levering out the wreckage of the folded-in boot when he came on a long narrow mangled box, "Look at this", he said. "Bloody thing's supposed to be a shatterproof emergency windscreen. Let's take it back and tell 'em it was all broke up when we took it out of the box...."

The whole team broke up laughing at that, and the rally debut of Scheckter and Young came to an end. We may never do it again.

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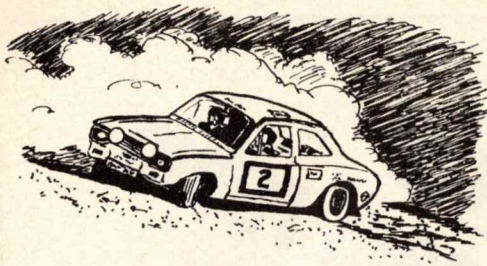


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EUROPEAN RALLY SCENE

As furious, exciting and closely competitive as ever, the Rally of the Thousand Lakes attracted the biggest contingent of F.I.A. seeded drivers to Finland, but once again the local men took most of the honours. Hannu Mikkola with John Davenport took outright victory by 31 seconds from team mates Timo Makinen and Henry Liddon. Both crews were in 233 bhp alloy block Escort BDAs running for the first time on 15 inch wheels. The close result is accentuated by a 50 second penalty picked up by Makinen for inadvertently exceeding a speed limit by 3 kph.

The route covered 1260 km and was divided into two loops, one 14 hours long and the second 17 hours long. Both loops started and finished in Jyraskyla and were during the night, although there wouldn't be many dark hours in a North Scandinavian summer. Scrutineering was a simple affair made up of checks on brakes and lights and marking body shells, engine blocks, gearbox casings and differential casings.

The first stage was a trip around a recreation area and then it was down the road out of town to the second stage. A series of three sharp jumps in quick succession going downhill provided some good spectator value. The Fiat 124's had very hard suspensions and their landings were nothing like as smooth as the Saabs and Escorts. Kinnunen's Fiat jumped the greatest distance but he was not fastest. Alen's Fiat was one second faster than Makinen.

From then on it was Makinen nearly every time with Mikkola, Alen, Blomqvist (Saab), Eklund (Saab) Kinnunen and Lampinen (Saab) close behind. Alen had a puncture on the fourth stage and Eklund had a rear shock absorber replaced after the fifth. This had caused the rear spring to break and the Saab was sagging with the rear wheel being dragged along.

Makinen had some minor exhaust damage seen to, and Liddon's seat had broken away. But Ford's biggest problem was Mikkola's brakes. Nine times out of ten most braking effort was on the front, but on the tenth occasion everything would happen at the back. Various components were changed and it was finally put down to the calipers being slightly out of true at the rear causing pad vibration.

In the second half Mikkola's gearbox jammed in third and a broken selector fork had to be changed. Danielsson in one of the Opel Asconas landed after a big jump squarely on top of a big stone. The result was the sumpguard was dislodged and bent, a great hole ripped in the sump and the oil filter bowl and anti roll bar were completely torn away. ▶

Eklund, rounding a fast left hander in fourth gear, suddenly found his Saab sliding unexpectedly after hitting some water. The car went off the road, glanced off a tree and rolled over, ending up a complete and utter wreck.

Three stages from the end, the fight for third place between Alen and Blomqvist took a change. The front shock absorber failed on the Saab and the violent hammering slowed the car right down. The punishment taken by the car in the closing stages was remarkable, and the whole of the right side of the front seemed to be clinging together by nothing more than good luck.

1st	H. Mikkola/J. Davenport	Ford Escort RS
2nd	T. Makinen/H. Liddon	Ford Escort RS
3rd	M. Alen/I. Kivimak	Fiat 124 Abarth
4th	S. Blomqvist/H. Sylavan	Saab 96 V4

TULIPEN



Auckland Car Club MARAMARUA RALLY



Most members know that this event went off very well with 99 cars actually starting from the 117 entries received.

However, not many may be aware that over 100 officials were present to set up and time stages, control gates, spectators, provide services such as first aid, recovery, catering and provide radio communication.

I would like to thank all those involved, many of whom were soaked in the heavy rain of the afternoon. It is not possible to name them all, but special thanks are due to Val and Willard Martin who devote so much time to the Club in other facets yet found time to keep up with the secretarial side of the event.

Jack Fyfe and Jack Hoffman of the Forest Service must also be thanked as the roads will take a bit of work to bring them back to the high standard they always are. A.H.I. Agencies (Peter Hale) who again provided us with the excellent "CIBIE" maps of the stages must also deserve a word of thanks.

The co-operation from everyone made this Rally the most successful run by this Club and I hope the experience gained can be made available for future events.

Thanks to all.

Arthur McWatt

Chairman Rally Sub-Committee

LOST:

At Maramarua 1 Stuyvesant Marshal's Jacket. If whereabouts known ring Arthur McWatt, Phone 889-494 (Evenings)

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EXIDE TROPHY

These points are up to and including the Rotorua Trial held on the 10th/11th August.

B. Sergeant	37	S. Bagnall	5	C. Reed	3
B. Kirk-Burnand	32	D. Bremner	5	T. McLean	3
P. Jukes	31	G. Kuttel	5	T. Holt	3
D. Bone	20	G. Hill	5	P. Boyer	3
S. Hamilton	20	P. Henley	4	A. Hart	3
J. Crombie	19	D. Wallace	4	J. Perkins	3
S. Pearse	17	P. Neil	4	P. Wilson	3
R. Wylie	15	C. Parkinson	4	R. McLeod	3
R. Wilson	15	J. Stone	4	W. Martin	3
B. Kirk	12	M. Moore	4	A. Taylor	3
J. Richards	10	C. Edmond	4	H. Lockie	3
B. Patrick	10	N. Fava	4	S. McHugh	3
P. Shanks	10	A. Carter	4	B. Washer	2
P. Levet	9	D. Halliday	4	S. Schenderling	2
R. Baggarley	9	D. Simpson	4	J. Pearson	2
W. Parkin	8	G. Stowell	4	T. Banks	2
P. Dunlop	7	R. Carlson	4	R. Johnson	2
J. Wilson	7	W. Cann	4	M. Jones	2
R. Montgomery	6	D. Clements	4	K. Cantwell	2
B. Cork	6	G. Crawford	4	K. Snook	2
L. Shanks	6	R. Stodart	4	M. Vogel	2
D. Bell	6	B. Viskovich	4	G. Feran	2
G. Campbell	5	J. Rhodens	4	J. Riddell	2
J. Provo	5	J. Nixon	4	R. Clark	2
M. Soames	5	N. Mallard	4	C. Croul	2
R. Whiting	5	P. Sergeant	4	T. Bell	2
F. Bray	5	M. Finnigan	3	T. Gladstone	1
D. O'Carroll	5	G. Trevor	3	K. Flashman	1
R. Duncan	5	B. Massey	3	R. Bennett	1
B. Platt	5	A. Baker	3	J. Dempsey	1
L. Evans	5	A. Walker	3	K. Strahan	1
K. Cleghorn	5	R. Millen	3	P. Robinson	1
M. Marshall	5	P. Currin	3	K. Turner	1
S. Milne	5	R. Tanner	3	M. Finch	1
A. Bagnall	5	H. Wood	3	J. Lawton	1
W. Painter	5	G. O'Connor	3	J. Kilmartin	1



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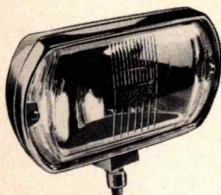
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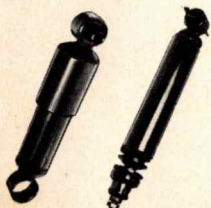
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