

OCTOBER 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 (Pvte).

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

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

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

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

Rallies: A. L. McWatt,
Phone 889-494 (Pvte).

Bulletin: Post to P. O. Box 2018,
Auckland.

Membership Secretary:

B. J. Hamilton, Phone POP 48-520.

Competition Licence Officer:

J. T. Molloy, Phone 654-048 (Evgg).

Security Officer:

H. G. Southee, Phone 607-662.

Custodian:

W. Ferris, Phone 674-071.

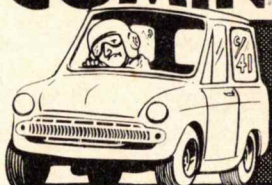
Photo - Noel Ronberg



ROBERT GROVE (MAZDA RX3 COUPE) SPRINTING AT MEREMERE

COVER PHOTO CHRISTINE NEIL (FIAT 128) WHO DROVE SO WELL TO WIN THE MAYFAIR FILTER PRODUCTION SALOON CAR RACE 0 - 1150 CC CLASS AT THE BENSON AND HEDGES MEETING, PUKEKOHE, 21ST SEPTEMBER, 1974. THIS WAS THE FIRST QUALIFYING ROUND OF **ARTHUR BAYNES PHOTO 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.

8TH OCTOBER - TUESDAY EVENING - HENDERSON MINIATURE RACING CLUB V. 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 M.M.R.C. Clubrooms to provide encouragement to "Our 8". Practice will start at 7.00 p.m. Racing 8.00 p.m. - 10.00 p.m. approx. The Clubrooms are situated in Rangeview Road, Henderson, second building on the right. All interested drivers contact the A.C.C. Team Manager, John Crombie, Phone 46-181 (Pop) during business hours.

9TH OCTOBER - WEDNESDAY - OCTOBER MIDWEEK TRIAL

(Celebrate the start of the summer trialling season)
Starts at 6.30 p.m. at the Otara Town Centre (Newbury Street) and finishes at the Clubrooms approximately 2½ hours later. No maps required, no demon tricks but a sealed clock will be necessary.
Explanation at end of trial. Plotters - John Kil-martin and Spencer Pearce.

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 and a good band will be providing the dance music upstairs.

17TH OCTOBER - THURSDAY - CLUB NIGHT AND FILM EVENING:

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

3RD NOVEMBER - SUNDAY AFTERNOON TRIAL:

Duration approximately 3 hours. Starts and finishes at the Clubrooms (starting time 2.00 p.m.). No maps are required but a sealed clock will be necessary.

Entry Fee \$1.00 per car. The Bistro Bar will be open for meals from 6.00 p.m. This event will be plotted by the Steve Hamilton crew.

9TH NOVEMBER - SATURDAY EVENING - SOCIAL AND DANCE:

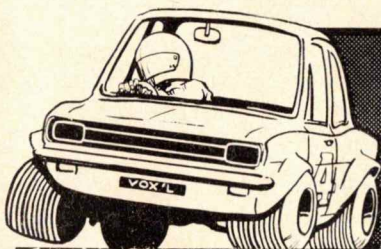
Further particulars on this social will appear in next month's bulletin.

23RD NOVEMBER - SATURDAY - GOLD STAR HILLCLIMB

This event will be a qualifying round of the New Zealand Gold Star Hillclimb Championship. Details listed under "Open and Invitation Events".

8TH DECEMBER - SUNDAY - CLUB CIRCUIT RACE MEETING:

This meeting will be an invitation event with feature races being rounds of the Formula Vee Championship and the "AMCO" Northern Mini Seven Series. Further details will be in the November Bulletin.



**OPEN &
INVITATION**

5TH OCTOBER - SATURDAY - INVITATION HILLCLIMB:

Venue - Bright Road, Waiuku. Entries 9.00 a.m. - 10.00 a.m. Entry fee \$2.00. A sprint will be held on Sunday (6th) using the straight at the bottom of Bright Road Hillclimb. Entries 11.00 - 12 noon. Organised by the Pukekohe Car Club. Further enquiries Phone 362Z Waiuku.

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

P.O.S.B. 5000, Castrol GTX Production Saloons, Formula Vee Championship rounds etc. Further information available from Levin Motor Racing Circuit Ltd, P.O. Box 989, Palmerston North. Telephone 82-348.

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. Late entries close October 7th. Enquiries should be directed to Eric Mallard - Phone 593-108 (Bus) or 677-519 (Res). Meeting promoted by the Auckland Car Club.

SPECIAL CONCESSION TO MEMBERS --

On production of your Membership Card, members of the Auckland Car Club (and N.S.C.C.) will gain free admission to a reserved section of the magnificent new stand at Pukekohe. Others accompanying members will of course be required to pay the usual new stand Admission Fee. Members of Auckland Car Club will also have access to



WILDCAT

A LEAF FROM OUR MOTORIST COOK BOOK

RECIPE

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

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.
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- 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.

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adjacent lounge bar facilities. An after race Social will also be held at the Clubrooms in Mt Roskill. Everyone welcome.

19TH OCTOBER - SATURDAY - INVITATION HILLCLIMB:

Barber's Road, Otewa; approximately six miles east of Otorohanga. Sealed road. Venue will be signposted from Otewa turnoff on S.H. 3., just south of Otorohanga township. Further information available from Waitomo Car Club, P.O. Box 111, Otorohanga.

20TH OCTOBER - SUNDAY - "ROTHMANS INTERNATIONAL MOTOR RACES - MANFIELD CIRCUIT

- Programme will include races for the P.O.S.B. 5000 Championship, Castrol GTX Saloon Car Championship and Formula Vee Championship. Further details available from Manfield Promotions, P.O. Box 1959, Palmerston North.

20TH OCTOBER - SUNDAY - ANNUAL INTER-CLUB GYMKHANA:

This event will be held at the Mangere Town Centre Car Park. Entries between 10.15 a.m. and 11.30 a.m. Entry will be by driver. (Two or more drivers may share one car). Entry Fee \$1.00. Two runs will be allowed on each of the four tests and there is no restriction on tyres used. Classes : 0- 1000 cc; 1301- 1600 cc; 1601- 2500 cc; 2501 cc and over. Tests will be laid out using a large six or eight cylinder car. Organised by the M.G. Car Club.

26TH OCTOBER - SATURDAY - GRASS TRACK RACING:

The Taupo Car Club are running a three round series on their 0.9 mile Centennial Park Course. Other dates will be December 26th and January 25th. Prize money will be paid. Further information from the Taupo Car Club, P.O. Box 27, Taupo.

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

The venue is Kaipikari Road, Urenui. Sealed surface 0.7 mile in length. Entries close October 21st. Supplementary Regulations and Entry Forms from Taranaki Car Club, P.O. Box 704, New Plymouth.

27TH OCTOBER - SUNDAY - NATIONAL MOTOR RACES - BAYPARK

Programme includes qualifying rounds for Castrol GTX, Formula Vee, and opening round of the Bank of New South Wales Saloon Car Championships. Supplementary Regs etc., available from Baypark Promotions, P.O. Box 2197, Tauranga.

2ND NOVEMBER - SATURDAY - GOLD STAR HILLCLIMB:

For further details contact the Hawkes Bay Car Club, P.O. Box 323, Hastings.

9TH NOVEMBER - SATURDAY - GOLD STAR HILLCLIMB:

Further details from the Wairarapa Car Club, P.O. Box 19, Masterton.

9TH NOVEMBER - SATURDAY - INVITATION HILLCLIMB - PAREMOREMO:

First of the "Duckhams" Series. Promoted by the Auckland University Car Club, P.O. Box 22-360, Auckland.

17TH NOVEMBER - SUNDAY - NATIONAL MOTOR RACES - PUKEKOHE:


Post Office Savings Bank 5000, Formula Ford Championship, GTX Saloon Car Championship. Promoted by the Northern Sports Car Club, P.O. Box 22-362, Auckland.

23RD NOVEMBER - SATURDAY - AUCKLAND CAR CLUB GOLD STAR HILLCLIMB - CHAMBERLAIN ROAD, BOMBAY:

Supplementary Regulations and Entry Forms will be available shortly from the Clubrooms. Entries will close on Friday, 15th November. Trophies will be presented for F.T.D. and first in each class.

24TH NOVEMBER - SUNDAY - PUKEKOHE CAR CLUB GOLD STAR HILLCLIMB:

Venue - Bright Road. Sealed Surface. Further enquiries should be directed to the Pukekohe Car Club.

 **DUNLOP**
AQUAJET



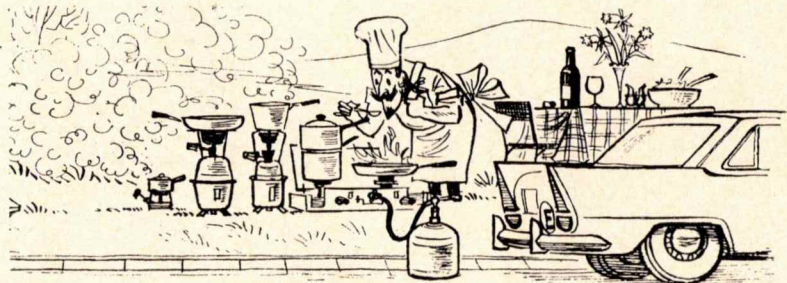
AUCKLAND CAR CLUB

Pit Stop Bistro Bar

Sundays 6 — 9-30 p.m.

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

Children Welcome Sundays





CHAMPION DRAGWAY

Meremere

PIX = Ross Cammick Ph. 558-913 18th AUGUST

"Tell him it's Bob White and I'll be there in three quarters of an hour". Thank heavens for small mercies.

The mind boggles how such a beautiful morning could be born out of such a horrid night. Going to bed with the thought of sleeping in? Damn the meeting at Meremere.

We were off and around the turnoff (well used by trialists) on the Southern Motorway when it started to rain. I said to Bob, "Well it looks as if the meeting's off", (hopefully). "No way, it's only a wee sun shower". Any one could see those clouds stretched all the way to Wellington.

We arrived and except for the occasional shower it was starting to clear. "I think I owe you a milkshake Bob"!

After much hustling of spectator money, entrance fees, and the timing equipment set up, all was ready.

The reader I think can imagine the scene. The Christmas tree lights flashing down - the sucking of air and petrol down ever demanding carburettor throats - the scream of protesting rubber - the finish fourteen seconds away - the time almost immediately announced and the blue haze of oil and rubber only just beginning to clear.

The official first placings are as follows although it is rumoured that there were far better times run in the grudge matches in the latter part of the day.

0 - 1000 c.c. Lloyd Abbott - Hillman Imp - Time 16.346

1001 - 1300 c.c. - Fred Roach - Escort - Time 16.087

1301 - 1600 c.c. - Ross Stone - Cuda Formula Ford - Time 13.920

1601 - 2500 c.c. - Mike Moore - A40 Farina - Time 14.739

2501 c.c. & Over - Trevor McLean - Valiant Ute - Time 14.583

I hear that Donald McWhirter, one of our older members, did a 17.409 in his Lotus Cortina. Also heard was that Ross Tebbs dropped a clutch after clocking 16.223 in his 7 litre Mustang.

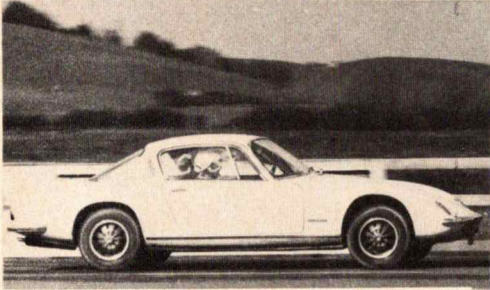
The only grievance of the day that's been heard is that Dr Ken Orr, our medic, after establishing his surgery on wheels, had only one emergency. A common dog bite.

OCKER

CHAMPION DRAGWAY

Meremere

18th AUGUST



D. SHALFOON



RON ROBINSON



GRANT RANKIN



KERRY BROWN



LLOYD ABBOT LEADS FRED BAILEY



FRED ROACH LEADS OLE SORENSON



TREVOR PARSONS



DAVE O'CARROLL LEADS BRYCE PLATT



IAN MACDONALD



DAVE O'CARROLL LEADS KEITH TURNER

0 - 1000 C.C.

1st	Lloyd Abbot
2nd	Murray Cox
3rd	Mark Hendry
4th	Trevor Parsons
5th	Geoffrey Bawden

RESULTS =

Imp	998 cc	16.346
Mini 7	850	18.100
A. Cooper	998	18.745
Mini	850	19.694
A. Cooper	998	21.300

1001 - 1300 C.C.

1st	Fred Roach
2nd	Bryce Platt
3rd	Chris Brown
4th	John Brewerton
5th	Garry Sutton

Escort	1298 cc	16.087
Farina	1298	17.544
Clubman GT	1275	18.879
Mini Sprint	1098	18.965
A. Cooper 'S'	1293	19.177

1301 - 1600 C.C.

1st	Ross Stone
2nd	Ron Robinson
3rd	D. Shalfoon
4th	Donald McWhirter
5th	Dick Baggerley

Cuda F.F.	1600	13.920
Cuda F.F.	1600	14.068
Lotus 2 + 2	1558	16.756
Lotus Cortina	1558	17.409
Escort	1598	18.456

1601 - 2500 C.C.

1st	Mike Moore
2nd	Ann Barr
3rd	Robert Gregory
4th	Robert Hutchins
5th	Ole Sorenson

Farina	1760	14.739
Mazda RX 3	2200 (R)	15.914
Mazda RX 3	2200 (R)	16.153
Mazda RX 3	2200 (R)	16.352
Anglia	1860	16.754

2501 C.C. & OVER:

1st	Trevor McLean
2nd	Ian MacDonald
3rd	Ray Hong
4th	Fred Bailey
5th	Gavin Taylor

Valiant	4400	14.583
Falcon GTHO	5752	15.322
Torana XUI	3310	15.895
Ford Ute	5750	16.121
Monaro	6000	16.330

FASTEST TIME OF THE DAY - ROSS STONE - CUDA FORMULA
 - FORD - 13.920

FASTEST SALOON - TREVOR McLEAN - VALIANT
 - UTE - 14.583

CHAMPION DRAGWAY

Meremere

PIX - NOEL RONBERG



CHRIS BROWN



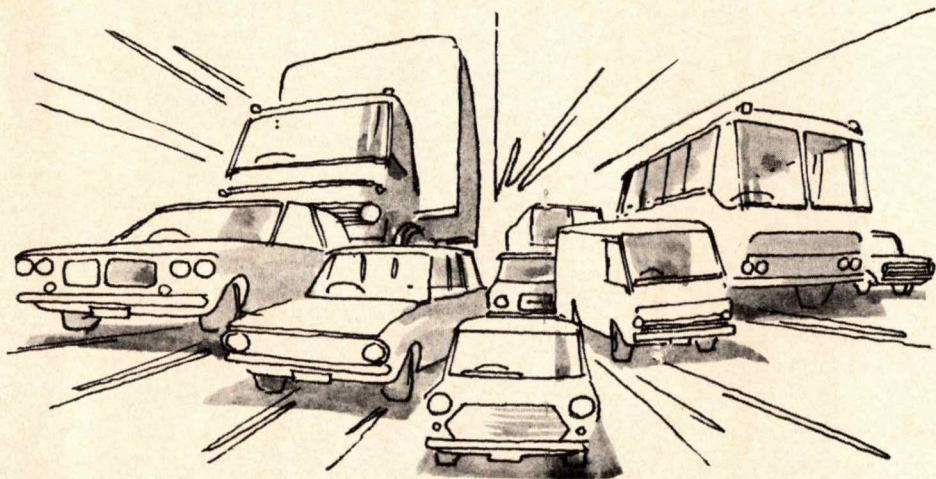
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OLE SORENSON

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Haere Tonu mai
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SHOUTS & murmurs



. . . Auckland's largest Autosport Show took place early last month at Epsom Showgrounds. The Show was sponsored by New Zealand Hot Rod Magazine with Rob Campbell, Editor of H.R.M., as Chairman of the Organising Committee.

Vehicles on display ranged from Karts, through to Stock Cars, Dragsters, Rally and Circuit Saloons to Formula 5000, representing twenty different categories in all.

Several of our members took the opportunity to present themselves to the public and in so doing gave their various sponsors some extra exposure. Trophies, based on presentation, public appeal and other factors were awarded to first, second and third in each class. Among those to receive these were:-

Alan Boyle	Viva GT	Best Circuit Saloon
Rex Findlay	Torana XUI	Second Circuit Saloon
Rod Millen	Mazda RX	Best Rally Car
Frank Bray	Begg FM 5	Best Sports/Racing Class
Noel Fava	MG Midget	Second Sports/Racing Class
Brett Riley	Formula Ford	Third Sports/Racing

Others on the Club Stand included Doug Cross, (MER Special), Ralph Emson (Datsun 180B Rallye) and Garry Pedersen's Bartz V8 Motor.

With the success of this Show the promoters hope it will become an annual event on the Motorsport Calendar.

. . . Robert Wyllie and Dave O'Carroll had a nasty roll during the second stage of the Reidrubber Rally. The car was pretty well totalled. However, with many hours of work from Robert and Bill Bloore the car was rebuilt in two weeks and will be driven in the Northern Region Rally Consortium event.

. . . Greg Lancaster is rumoured to have a very quick car after having spent over \$10,000 on parts, etc., and will be going by the end of October.

. . . John W. Andrew and Sons have donated \$200 worth of parts to the highest placed Ford in the Rally Pilots Novice Championship. Official winner of this award, as well as the overall Novice Champion was Jim Donald in the Dinky Toy Escort.

. . . Robert Wyllie's team mate, Richard Hanley, also had the misfortune to fall over on the first stage of the Reidrubber Rally. The Tokoroa event just was not Unit Welding Team's day.

. . . Red Dawson will be seen this year racing his Camaro under Marlboro colours.

. . . We have read in several other Car Club magazines that Trevor Crowe of OSCA sold his car to our very own Auckland mid-get car driver, Warwick McKenzie. This is baloney, we all know

Warwick bought the Corolla, and we categorically and without fear of contradiction state here and now, that he is NOT a midget. He never has, or ever will be a midget. It is true that he is a car driver though. We trust that this statement will dispel any further rumours.

. . . Congratulations to Reg Cook and Pauline Sanderson on their recent engagement.

. . . In reply to a query from the Grand Prix Office to New Zealand Broadcasting Corporation on the non-showing of this year's British Grand Prix on television the following explanation was given by Mr Lance Cross, Head of Sports Broadcasts -

"Unfortunately, after negotiations had been completed for the supply of the programme, and we had advertised it intensively a hitch occurred in respect of overseas television rights, and in spite of further representations we were unable to purchase the rights to show the event on New Zealand television.

I can understand the disappointment of motor racing enthusiasts at not being able to see this programme after expecting it, and I only hope the same situation will not prevail next season".

. . . Congratulations to Club Custodian, Bill Ferris and wife Marg on their recently celebrated forty-sixth wedding anniversary.

. . . We record with regret the death of Kenneth Laurence Simich of Rothmans. Ken was the founder of Rothmans Sports Foundation and a great friend to this Club in the relationship between that Company and ourselves in the motor racing field. We offer our sincere sympathy to Mrs Simich and family.

. . . A further death which saddened all members of this Club who knew him was that of Alfred Norton Jowitt. Alf assisted with our Clubrooms in the absence of Custodian, Bill Ferris. We extend our sincere sympathy to Mrs Jowitt and members of the family. Alf's son, Geoff, is a long standing member of the Club at present resident in Fiji.

**FOR THAT PERSONAL ATTENTION
SEE A.C.C. MEMBER TED THOMPSON FOR
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	6 cylinder	\$ 30
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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.



BRUCE SERGENT

Auckland Car Club

SPRING INVITATION TRIAL

PIX = Ross Cammick Ph. 558-913

The Auckland Car Club's round in the Mercury Trophy Series was held on Saturday, 24th August. The first car left the start - N.Z.M.C. Papakura - at 10.30 a.m. after a delay of half an hour due to unforeseen circumstances. The first trap was at the Odo distance where you came across a check with the letter D in it's code, which in this trial did not mean delete your instruction. The following check was found by realising that RAILWAY CROSSING was not as per the sign.

After coming across a helpful Graeme Morley, we headed on to Section Two which included an intricate overrider of going left and right after each crossroad except in a 30 mph area. This section was held in the crossroad country of Pukekohe and quite easy if approached without haste. However, several top triallists missed a check at Pokeno by forgetting that they were in a 40 mph area, not 30 mph area.

The next stage was mapreading where the only problems encountered were caused by misplaced checks. John Crombie placed one check on the wrong side of the road while talking to the ex-Lifesaver crew. This check was an interesting talking point at lunch as several crews said they found a way of getting it (the check code was GOFFY).

The last crew didn't leave the lunch stop at Huntly until 4.45 p.m. (lunch?!). In the first section after lunch a few crews dropped their EGG by missing a check in the touring section.

The next section also involved map reading and included several demon traps, but was marred by the plotters incorrectly measuring a loop. During this section we had the misfortune to break a fuel line. Even though we were stopped by the side of the road for over ten minutes, no trials cars passed us -



BADEN KIRK-BURNAND

by this stage the field was well spread out.

There were several good traps in the following section - the first being "Cross three wooden bridges" but the second bridge was metalled - although you had to travel about 10km before you got to the check. Another good trap was "Stay on metal for 3km". After



STEVE HAMILTON

travelling for just over 1km you encountered a wooden bridge. Thus to stay on metal you did a U turn but before finishing your 3km you reached another wooden bridge so entailing another U turn to get check BACON a second time (we were lucky here because we had missed check BACON the first time).

By this stage we were trialling in the dark as we had no driving lights - the trial had already been going for six hours.

Crombie's Mileage Madness Section followed which entailed turns made on mileages and times. This proved difficult for us as we did not have a Halda, Larry Read's Navigation Tables nor kilometers on the speedo. Consequently our timekeeper had to use a slide rule. For all these difficulties, the section merely involved a quiet run up State Highway Two and One from Maramarua to Papakura.

At last the last section and the only trap was the straight ahead at Takanini where, after travelling five miles you found a "stately" check - A Rolls Royce (surely a first in trialling). From here it was an easy run back to the Car Club where claims were heard most reasonably.

The trial was won by Robert Williams from Graeme Fenn, and Ross Montgomery was third. The Auckland Car Club was the winning club in the Mercury Trophy followed by A.R.T.C. and A.U.C.C. However, these results are provisional only.

The trial was very enjoyable though a little long but

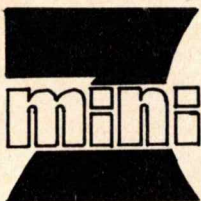


ROB WYLIE

thanks must go to the plotters, John Crombie and Peter Batten, as well as all those who did checks, especially those from the Hamilton Car Club.

Thanks also to the chefs for the wonderful selection of meals available at the conclusion of this event.

CAR OL



AT SIXES & SEVENS

with chris parkinson

THIS IS THE THIRD AND FINAL OF THE SERIES ON THE MINI 7 ASSOCIATION AND 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.

GEARBOX:

A number of choices is available here - depending primarily on finance. The ultimate, and in the long run, the most reliable, is a straight-cut close ratio, three or four synchro competition gearbox. Sadly the New Zealand Motor Corporation does not seem inclined to import the conversion kits (Part No. C-AJJ 3371 which are the most economical way to go 'straight cut') and will only sell individual parts. Even these are in desperately short supply and expensive. I can offer no easy solution save a concerted request to the National Parts Manager (whoever he is) to hold better stocks of Mini competition parts. Without doubt there is an eager market for all stocks. All other close ratio helical gears have superceded to the Cooper 'S' or Clubman G.T. type.

If you wish to build up a gearbox, steer well clear of early 'A' type Baulk ring units. The later 'B' type has a stronger mainshaft and is able to convert to straight-cut (or spur gears). Two types of remote can be used - the 1100 - 1300 being the most readily available from wreckers. The Cooper type as used on all Clubmans and 998 Minis is hard to get but probably the strongest. The rear mounting bracket and rubber mount are both as scarce as hen's teeth, but if you pester your local B.M.C. agent enough, they can be found (probably gathering dust in some forgotten corner of Wellington's Gracefield stores).

Points to remember when building up the gearbox are; baulk-rings, bearings, synchro hubs, selector forks and detent springs. Replace if worn - it's cheaper in the long run. Assemble by the book if you want long life - there is no reason why a competition gearbox shouldn't last over a season's racing. A competition oil pick-up pipe is a must to stop oil surge. Slip it loosely in place before fitting the lay-gear - it won't go in otherwise.

DIFFERENTIAL:

Use either a 4.1 or 4.26 ratio - there isn't a great deal of difference except with a standard gearbox (which should be replaced as soon as finance and availability allows). These are adequate for all national circuits except perhaps

Levin where a low ratio would allow more use of top gear. If you can afford to convert to Hardy-Spicer universals, go to it, otherwise resign yourself to having to fit a replacement set of standard ones later in the season.

MOTOR:

Time and space won't allow full details, however the following should be fitted to any Mini Seven - regardless of stage of tune. Competition crankshaft or Nitrided standard crankshaft, balanced with lightened flywheel and 1100 damper, 1300 diaphragm and competition clutch plate. Balanced con-rods (clamp type are quite adequate, but check pinch-bolts for wear and stretch). Double row timing gears lightened and balanced. Line bored block for camshaft bearings. 648 camshaft. Competition cam followers. Lightened forged rockers. Modified rocker shaft (now standard on all new Minis). Steel pedestals and tubular spacers. Copper-lead big-end and main bearings.



REX SWINBURNE

CYLINDER HEAD:

Only two types are allowed. 2A629 and 12A1456. Take one or the other to Reg Cook, Murray Spear or John Dale (Autospeed) and have them breathe on it, fit 1300 valves (or Cooper 'S' cut down to 1300 size) and plane not more than '1000 thou' off the face. The combustion chamber should not be larger than 19 cc if a decent compression ratio is wanted. With flat-top pistons this should be around 11:1.

PISTONS:

Because these are the one item that can bring about the most startling power increase, I will deal with them in some detail. It is possible to use standard pistons, machined flat at the top (with an appropriate amount off the block) however, raised crown pistons turned from blanks can offer the ultimate in performance. A template of the combustion chamber shape should be transferred to the crown of the piston which is milled to that profile to give a crown height above the block of 100 thou'. The sides of the raised portion should then be tapered by careful grinding and polishing so that the squish is not obstructed. That part nearest the squish area should have a gradual taper, while the area near the spark plug only needs rounding off to a smooth radius. It will aid gas flow and reduce piston temperatures if a shallow channel is made between these two points. There is still more develop-

ment to be done in this area of raised pistons but these modifications will put you on a level footing with the rest.

STABILIZER BARS:

Because Mini Sevens lack the power of their bigger brother the Cooper 'S' it is argued by some that rear roll bars are not necessary. This may be true for an inexperienced driver, but those who learn to push their cars hard find that body roll limits cornering speeds, and alters suspension angles to the extent that the inside front wheel loses traction. With a limited slip diff this poses no problem, but as our regs don't allow them, the only solution is a rear anti-roll bar, which has the effect of maintaining a flatter cornering attitude and keeps both front wheels in touch with earth. Even though the lifting inside rear wheel makes the car oversteer there is traction up front to correct this under power.



competition

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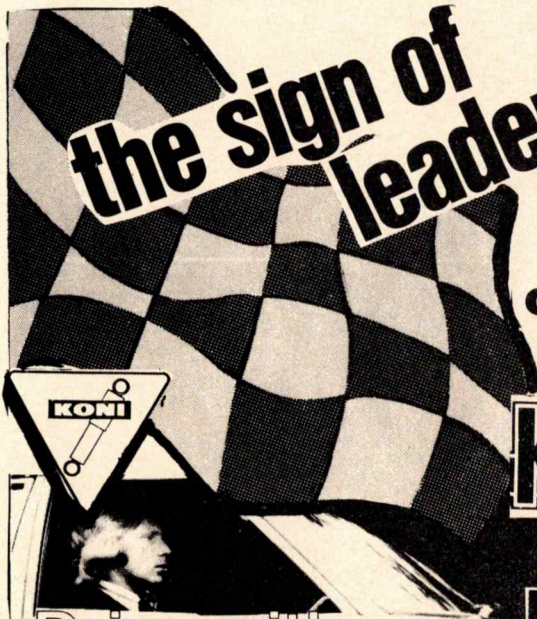
The most popular choice is the DCOE twin choke side draught Weber. Choke and jet sizes vary from motor to motor but a good starting point is 34 or 36 chokes, F11 emulsion tube, 150 main, 180 air correction and 50F8 idle. A good dyno is the only way to adjust final settings.

Other motor modifications that I have not dealt with are well covered in many tuning manuals by various people such as Clive Trickey, Marshall and Fraser and others. Supply of parts, regulations and finance, makes our type of Mini Seven racing quite unique and it is with these factors in mind that these articles were written. Further modifications and techniques are common to all cars - Minis or otherwise. If you don't know - ask another competitor. Most are quite willing to help with advice and assistance.

If space and our Editor allows, I'd like to continue with shorter articles from now on and report on race activities. Let's hope you've got your cars together and we'll see you all at Levin.

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PAUL FAHEY IN MALAYSIA

It's refreshing to be back in New Zealand after stewing in 100° temperatures in Malaysia. It was quite a surprise to be asked on August 16th to take the Capri up to Kuala Lumpur for the Selengor G.P. and at first thoughts I didn't think we would have any chance of making the last available flight to K.L. on September 3rd.

At the last Manfield meeting in April my car dropped the centre out of a spark plug and I carried on to finish fourth. As the engine had done 2,500 racing miles, we decided a complete dismantle and crack test was warranted after such good service. Despite uninformed comments that the engine had blown at Manfield, we in fact found that a new plug would have had the car racing for another event. It was in the middle of all this dismantling of engine, gearbox, diff and suspension and crack testing we were asked to have the car ready in two weeks for Malaysia. Grant Walker, who is doing all my preparation looked like he had been K.O'd when I put it to him, but with a great effort by Grant, his Dad and Murray Bunn we presented the car to Air N.Z. at 6.30 am on the 3rd September for the 9.00 am flight, after having run the car in my basement at 3.30 am for the first time since Manfield. I must have a great bunch of neighbours, because not one of them complained!

The trip to K.L. was via Singapore where Grant and I saw the Concorde doing some testing. What a fabulous aircraft. It looks as if its doing 500 mph standing still.

On arrival we found a lot of advertising regarding the invasion of K.L. by the Japanese works teams and my Capri, so it all looked pretty interesting. The trip out to the circuit was a real nightmare with pushbikes, motor bikes and cars all doing their best to rub one another out and myself in the middle of it fighting to control a trailer that took over if I exceeded 30 mph. After scrutineering, which was of a fairly high standard, I saw the circuit for the first time and it certainly was interesting, being 2 miles around and having one very fast straight of 155-160 mph and a lot of tricky bends. After practise I was second fastest which delighted everyone as I had split the turbo charged works Datsuns on the front row, but my engine was running hot and I was careful not to ask too much of it.

Quoting local reports and newspapers it appeared that the Datsuns had arrived one month before the race to acclimatise their crews and set their cars up. They flew in three cars and eight tons of spares, including six spare



engines, five of which were no longer functioning after the Meeting. These cars are beautifully prepared sparing no expense. The extensive body modifications reduce their weight to around 1500 lbs and they have a turbo charged engine giving around 290 bhp. (These engines are not for sale and are reputed to cost \$12,000 NZ each). My car, weighing 2200 lbs and having 320 bhp, was obviously going to have competition. I remember when the Capri arrived in New Zealand there were some raised eyebrows over the wheel arches. Grant commented that Trevor Birch would fall over if ever one of the works Datsuns came to New Zealand. The rest of the competition, Toyotas and Mazdas looked weak by the Datsun Team and even Ford looked a little worried with only an Escort to support me, or rather me it.

Race day was uncomfortably hot with 90° at 9.00 am accompanied by 95° and 100° humidity by the time my race came around which obviously wasn't going to help my overheating. At the drop of the flag I made a great start and lead the field away easily, but after a few laps my temperature gauge was on it's way up and rather than risk my rebuilt engine I eased up, which allowed Takahashi to pass in the No. 1 Datsun. Half way through the race the No. 2 Datsun was on my tail and he slipped by on the back straight, but I felt he wouldn't last long as his car was trailing the dreaded "turbo haze" and sure enough, a few laps later there were yellow flags everywhere and No. 2 had scattered his engine all over the track, causing many an anxious moment on the oil. I was delighted to finish second, especially after the other car in my team, a works Escort, was out early in the race with overheating which left me rather lonely amongst a swarm of kama-kaze pilots.

 **DUNLOP**

The prizegiving after reminded me of our impromptu ones we had a few years ago under the Grandstand, with everyone consuming plenty of everything and each prizewinner greeted with comments both funny and rude. Bill Sanctionne of Ford Australia took Grant and I home at about 9.00 pm and it was still around 90°. There was a large bang under the bonnet of his car when we were about half way in to Kuala Lumpur but he ignored it and pressed on. Grant pointed out that his temperature gauge was on it's way around the clock for the second time and Bill's reply was that the needle melts before anything serious happens. Imagine our embarrassment when it locked the rear wheels. We had a few anxious moments missing cars and roadside trees before he finally parked it. Luckily a taxi arrived in the pouring rain and delivered us safe and sound. Next morning Grant and I were amused to hear Bill telling an apprentice mechanic to go and collect his car and to take a radiator hose and 4 gallons of water. We figured another engine would have been a safer bet.

Our return was through Singapore and we stayed in a magnificent Hotel with a revolving restaurant on top which served great food. We did the usual Duty-free shopping with much haggling over radios, watches, etc., followed by a very comfortable trip home on Air New Zealand.

As I said earlier, it's nice to be back in 14° celcius.

PAUL FAHEY



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Promoted by Auckland Car Club (Inc.)

Pukekohe 13th October



N.B. Social evening at the Clubrooms after the meeting. Live music — Refreshments and Dinner available.



STRAIGHT AHEAD



First off, I must start with an apology to Alan Cheak, whom I chastised last month for calling for greater loyalty from A.R.T.C. members, for I see they have now been joined by no less a person than Graham Fenn. With Graham who comes from Waihi, Tim Beale from Hamilton and Ray Spence from Te Awamutu the crews from this club are putting up more mileage getting to and from events than the rest of us do in the events. According to my unofficial points score, following the cancellation of Gold Star points to the Oamaru Trial, the Graham Fenn/Roger Croft crew appear to have narrowly won this year's championship. Congratulations and thanks for bringing the trophy back to New Zealand.

In the Mercury Trophy Series Auckland Car Club members again made their late run except this year they left it even later than last. The Spring Invitation appears provisionally as another A.C.C. benefit with the Williams/Nicholl/Mallard crew narrowly easing out Graham Fenn's crew who were followed in third place by Ross Montgomery (Deputy Club Captain of N.S.C.C. and known to readers as MARK FWEE), Richard Halls who returned many favours by crewing with Peter Levet for A.C.C. was next with Steve Hamilton also being handily placed. This then left the VW Owners Autoland Trial as the decider, and whilst many regulars took off for the Tokoroa Rally, the Hamilton, Crombie and Sargent crews managed to "do an A.R.T.C." and fill 1st, 2nd and 3rd spots. It now only remains for three sets of final results to be issued and to add the Mercury Points up but certainly this Club has never done better in the Mercury Series and all A.C.C. participants deserve a vote of thanks for their efforts.

Two final points this month and that is to thank all the many people who helped doing checks etcetera in the Spring Invitation Trial, and also to thank the very small but keen group of members from V.W.O.C. for putting on their trial. They are probably the smallest Club in Auckland but certainly make up for this with keenness.

Stop. Don't read any further. This last paragraph has absolutely no literary value whatsoever, mainly because it doesn't say anything. If you are still reading this you may possibly have realised that there is absolutely no message contained in this paragraph because it doesn't say anything. Go no further, because further on there will not be anything more of interest - there hasn't been anything of interest up to now - mainly because I haven't said anything. What still with us? How silly can you get, reading something which told you not to read it because it had no message

G.R. 014



W.M.S.A. (NGAUMU FOREST) RALLY:

Congratulations to Peter Cameron and the Wellington Motor Sport Association on an extremely well plotted and organised event. The overall organisation was even better than Maramarua which would make it the best so far this season. The rally was run within the Ngaumu Forest Region and consisted of fast loose metal roads to winding clay roads, in fact, only a few times did one realise he was in a forest as most of the roads were through areas surrounded by paddocks, hills and big cliffs! Unfortunately heavy rain fell the week before the rally, an inch alone falling the day before, thus making some roads fairly boggy and very slippery.

With the slippery conditions proving suitable and after a brilliant drive Rod Millen finally took the "well-tweaked" Giltrap Mazda to the most deserved win of the season. Rod was right on the limit all the way putting up some really incredible times. As Rod's usual navigator, Robin Irving, was unavailable, Brian Franklin went for the ride and was reported to be "wrapped"! Blair Robson and John Rolfe brought the "Masport" Escort into second place, 4.06 minutes behind Rod with Leo Leonard and Neil Cruickshank in a hard earned third place in their Datsun 1200 SSS. The fourth place slot saw the very consistent (their third fourth placing this season) "Dinky Toy Meccano" Escort RS 1600 of Jim Donald and Kevin Lancaster. Another RS 1600 came in fifth, being that of Dave Simpson and Evan McKay.

The rally was pretty "hair-raising" throughout with an unfortunate roll by Mike Marshall and Arthur McWatt in the first stage. The roll occurred on a fast and tricky corner toward the end of the stage, where one arrived around the corner to find the road narrowed down, thus causing Mike and Arthur a nasty tumble. Mike's misfortune so early in the event put a damper on proceedings for the rest of the front runners, however everyone had to accept the fact that this is what rallying is all about.

Several other assorted rolls occurred with the worst being that of Lester Banfield and Leslie Edwards after what was reported to be a five-fold end for end flip down a 150 ft bank. After competitors had seen their previous times at lunch most decided to get into gear, with the result being several spectators getting good value on the 6th Stage. Towards the end of this real fast stage, competitors went off loose metal onto wet tarseal, over a brow at about 90 mph, down a short straight and into a tight left hander. Ken



FORD RALLY PROVEN PARTS

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

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

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QUENTIN PHILLIPS/MALCOLM MICHAEL

Cleghorn and Don Lowe were the first victims as they locked up everything and headed straight off the road, up a 6ft bank and through a fence to land in a paddock. Unfortunately Ken and Don had to retire as some of the fence was still wrapped around the mechanicals of the car! Next to encounter banking problems was Blair Robson who smote the

side of his Escort against the same bank Ken spoofed, causing Eric Woodhead a few night's panelbeating.

After the rally we all toured back to Masterton where a hall had been organised for a good after rally do - \$3.50 for all food and drink (Beer and Top Shelf!), thus ending a good day's motorsport.

REIDRUBBER G.T. RALLY (TOKOROA):

Another win for the flying Marshall driving a rebuilt Escort after the W.M.S.A. roll. Paul Adams came in a well second in his Escort RS 1600 with yet another third to Rod Millen in the red Mazda RX 3 with Mike Franchi in the navigator's seat. Ken Cleghorn and Don Lowe took their Corolla to a mighty fourth with South Islanders Leo Leonard and Neil Cruickshank fifth and Wayne Murdoch in sixth, both in a Datsun 1200 SSS.

I can't go into much detail on the rally as results etc., were not out in time to meet this bulletin's deadline, (this being the day after the rally). However, I can give you these few snippets!

Alan Mitchell drove a good rally to finish in the top twelve + George Kuttel took an official from Reidrubber (his sponsors for the event) for a ride the night before the rally and unfortunately rolled, severely damaging the Escort. However, George and his crew managed to repair the car only to break an axle in the rally + Jim Donald and Kevin Lancaster threw away a certain fourth place after a lengthy stop over a puncture during the fifth stage + No doubt you will all



STEVE MILLEN/LEON OTTLEY

know of Blair Robson and John Rolfe's unfortunate roll. It isn't my job to comment on the cause of the roll and thus I can only look upon it as a regrettable incident + Further comments on this rally plus some photographs in next month's bulletin.

R.P.A. NEWS:

As most of you probably know, controversy surrounded the W.M.S.A. event counting towards the R.P.A. Championship as several competitors missed out on the event. However, the official word was given to me from Secretary Dave Simpson. The event counted for points, however, any competitor who competes in all six rounds of the championship must drop his W.M.S.A. performance as one of the two rounds he drops.

I'm probably wasting my time giving the R.P.A. points as by the time you read this the final score will probably be known. However, after W.M.S.A. the points were:-

ROD MILLEN	34	PAUL ADAMS	10
BLAIR ROBSON	29	RALPH EMSON	9
MIKE MARSHALL	28	JIM RICHARDS	7
LEO LEONARD	14	DAVE SIMPSON	6
ROBBIE FRANCEVIC	13	RAY JORDAN	6
JIM DONALD	12		

A novice is now defined by the R.P.A. as anyone who has not competed and finished in an International Rally. So the novice points were running -

JIM DONALD	28
ALAN CARTER	19
ALAN MITCHELL	10

Just a note before leaving, Dave Simpson is selling his entire rally Equipe complete with the 2000 cc Brian Hart engine. A possible buyer of the car is Colin Taylor. The 1800 cc engine in the car could be sold to Jim Richards.

Until next month

KEVIN LANCASTER

MOTOR SPORT PHOTOS

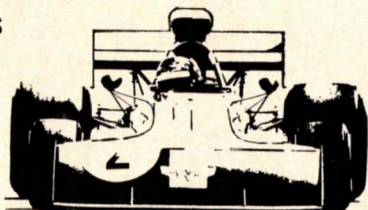
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CLUB CIRCUIT

8th September

PIX = Ross Cammick Ph. 558-913

MARK REDDISH LEADS MIKE MOORE



CHARLES CONWAY



CLINT JOHNSON

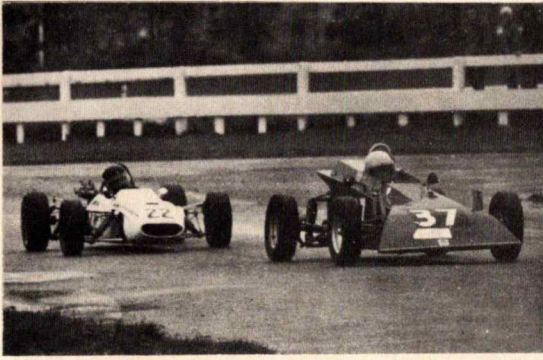


NORRIS MILES LEADS STEPHEN McHUGH



PETER MEADOWS.

DUNLOP **AQUAJET**



MICHAEL FINCH LEADS ROSS STONE



GLENN CLARK



RAY WILLIAMS LEADS MONTY McHUGH



PETER ROSS

Trials Trophy Points

S. HAMILTON	104	R. MONTGOMERY	6
R. WYLIE	94	D. BELL	6
J. CROMBIE	86	G. GREIVES	6
L. SHANKS	64	B. VISKOVICH	4
S. PEARCE	63	P. SERGENT	4
B. SERGENT	61	A. COLLIER	4
R. WILSON	50	M. FINNEGAN	3
P. LEVET	39	A. HART	2
D. NICHOLL	36	K. SNOOK	2
D. BONE	32	T. BELL	2
P. JUKES	31	N. LOCKIE	2
B. KIRK-BURNAND	27	MACKIE	2
G. STRATFORD	18	G. FERAN	2
P. SHANKS	14	M. FINCH	1
C. VAN DER ZEE	10	D. O'CARROLL	1
B. KIRK	9	R. CLARK	1
W. PARKIN	8	J. LAWTON	1
B. DUNLOP	6	J. KILMARTIN	1

PUKEKOHE CLUB CIRCUIT

PIX - M. FISTONIC -- PH. TGN 5295



TRAFFIC JAM IN THE LOOP



MURRAY COX (MINI 7) PASSES TREVOR PARSONS (MINI CLUBMAN) (PARKED)



PETER MEADOWS (IMP) AND ALAN BLOMFIELD (MINI CLUBMAN)
EACH CHOOSE THEIR OWN WAY



DENNIS MARWOOD COMMENTS

The Benson & Hedges 500 has been dramatically won and then lost by disqualification by the Leonard Sprague combination, although they have appealed to MANZ against the decision, so we will have to wait once again for final results. It was a race of failures, and I was amazed at the number of teams who were unprepared for the smallest problem, although I suppose there were a lot of new combinations running for the first time. Wayne Wilkinson and Bryan Innes are to be congratulated on being new provisional winners. I know Bryan has wanted to win this race for a long time.

Grant Walker and myself had a good run, everything going as planned until soon after our first fuel stop we were given a one lap penalty for a fuel bay infringement. We knew we had not infringed but had to carry on assuming we were one lap down on our opposition, which mean't going a little harder than we wanted to. We very nearly made up that one lap on the next 1200SSS of Aitken/Vuyk, but not quite, until ten minutes from the finish when the Stewards gave us back our penalty lap, so we were once again leading our class. It was great fun out-braking Cortinas, Triumphs and Holdens.

There are two requirements in the regulations that I feel need looking at. There seems to be no logical reason for the regulation that requires each driver to do no less than one hour at a time or no more than $2\frac{1}{2}$ hours. Can anyone explain? No team would ever want to put a driver out for less than an hour, and as for a maximum spell, what is wrong with one driver doing three out of four spells if he is the owner of the car or if he is the better driver. It just seems to be a regulation that we have to worry about, but which is of no great importance, and would certainly have no ill effect on the race.

The other illogical regulation is that which requires the driver to remove the fuel cap. When a team is organised (especially in professional racing overseas) the drivers do the driving, the refuelling personnel do the refuelling, the tyre men change the wheels, etc., etc. At no stage should any one of these people be required to help in the other's job, it only leads to confusion. Can anyone explain?

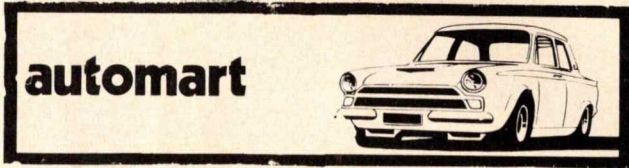
The more one races at these big meetings like the B & H 500 the more one realises the hard work and large number of voluntary personnel that are required to run the meeting and I would like to congratulate Colin Waite and all his chiefs and staff for a well run show.

Grant Walker was fortunate in getting a trip to Kuala Lumpur last month with Paul Fahey's Capri. He was very im-

pressed with the two Works 160J Datsuns which appeared, one of which was driven by Takahashi, won pole position for the heat on Saturday and also the race on the Sunday. Although Paul had to ease off with over-heating, the Datsuns were an even match for the Capri. Grant was not able to get a look under their bonnets, but he suspects they had 2 litre, 4 valve turbocharged engines of unknown horsepower.

It was very sad to learn of the death of Mr Ken Simich recently and I would like to extend my personal sympathy to his wife and family. Motor racing and all other sports have lost a great supporter. Ken was responsible for the Rothmans Sports Foundation, from which I gained a start in motor racing and his personal sport, which he spent a lot of time at was gliding.

DENNIS MARWOOD



"HICKORY MIDGET"

This car is currently one of the fastest 1300 cc Rally Cars in the country. 3rd overall Waiuku Rally, 11th Maramarua Rally, 7th Ngaumu Rally, 9th Waitangi Rally. Overall Bardahl Champion and Duckhams Hillclimb Class Champion. Ready to Rally. \$2,500.

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Tilt Boom Trailer 9' 6" x 5' Ply Deck. New - \$275.

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Five Dunlop 165/70 Aquajets. Fourteen coats of Duco Hairy
Lime lacquer - new black carpets. Used successfully in
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ships 1974 (38.7 seconds). Conservatively priced at \$1,750.
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I have two fully worked short block assemblies, one of
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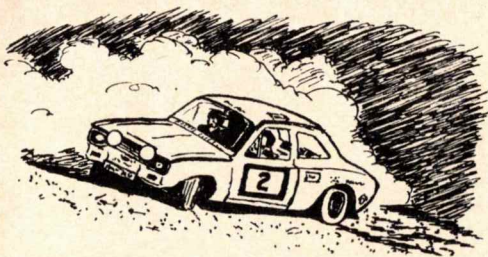
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EUROPEAN RALLY SCENE

Driving a 2.7 Porsche Carrera, Austrians Klaus Russling and Wolfgang Weiss led from start to finish in the 34th Polish Rally, a round of the European Rally Championship. Last year the rally was the only East European event in the World Rally Championship and met strong criticism afterwards because of dangerously high average speeds and needlessly rough roads.

The Polish was back to its previous status of European Rally Championship and the Peace and Friendship Cup which is the East European Rally Championship. The organisers had taken heed of last year's criticisms and together with fuel shortage problems and legislation introduced in Poland last year restricting average speeds to 60 kph on road sections of all rallies resulted in a completely new Polish Rally.

The route was shortened to 1475 km and consisted of a single loop in south-eastern Poland. There were 27 special stages plus two hill climbs and they were mainly on narrow bumpy tarmac roads, loose surface roads being only occasional.

Heading the list of 107 entries was Sobieslaw Zasada with his wife, Ewa. Instead of his usual Porsche, the Pole appeared at the wheel of a works sponsored Alpine Renault 1600S. His most serious opposition was from Russling and Weiss in the Porsche Carrera. Four works teams were represented, all from East European manufacturers. Polski Fiat had a team of 125Ps fitted with newly homologated 1600 cc engines derived from the 132 model, developing about 135 bhp.

From the Soviet Union came a team of GAZ 24 Volgas, big heavy saloons powered by 2445 cc four cylinder engines tuned to 110 bhp. These cars had their international debut last year in Hungary and this was only their second appearance outside Russia. From East Germany there were teams of Wartburgs and the small Trabant 601s.

The event is based at Krakow where the city's biggest football stadium served as the scrutineering area, parc ferme and starting place. Thousands of spectators arrived for the start, to watch the cars as they headed out for the first stage, a hillclimb. Soon after the start, in the small town of Skawina, police set up a radar trap and no less than ten penalty coupons were cut off for speeding.

Russling won the first stage, a tenth of a second in front of Krupa in a Renault. The works Volgas showed rather a disappointing performance, the cars being too heavy and hopelessly underpowered.

After the first five stages were completely dominated by Russling's Carrera, the situation seemed to look clear at the front of the field. The Austrian driver led comfortably from Zasada, who was getting accustomed to his new car.

Behind these two were a group of about ten drivers involved in a very close dice for leading places.

One of the Volgas went off the road and retired in the second stage. Polski Fiat lost a car when one retired with engine failure after four stages. The rally went eastwards towards the Polish Soviet border with Russling leading from Zasada. As the event progressed, Zasada started to improve and when it looked as if a duel would develop, the Pole was pushed off the rally by a stupid accident caused by marshals on the 12th stage. Ignoring the scheduled times of competitors, they sent a car with some documents from the finish to the start of the stage! The result was inevitable, Zasada running first on the road met the car head on at 130 kph in mid stage. Only because Zasada managed to throw the car sideways, he was able to prevent a more tragic end.

The retirement rate was not very high, a new feature of the Polish Rally. Russling had only to nurse his Carrera home, but he believed in the reliability of his car and kept on the pressure, winning almost all the special stages.

- 1st K. Russling/W. Weiss (Porsche Carrera RS)
- 2nd B. Krupa/J. Landsberg (Renault 12 Gordini)
- 3rd I. Tchoubrikov/A. Taskor (Renault 12 Gordini)

TULIPEN

 TYRES **DUNLOP** RETREADS



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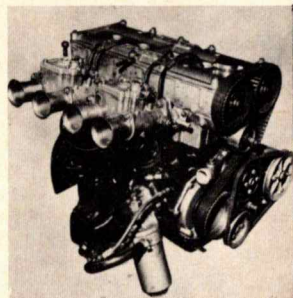
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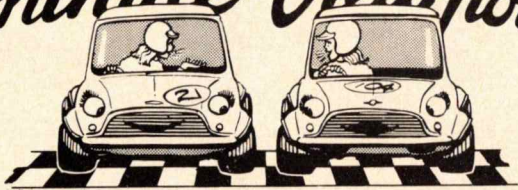
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Feminine Viewpoint



Everyone keeps asking "what made you decide to go motor racing"? - well - one day I walked into the Workshop to be greeted by a very scruffy little blue Mini, and Don with a wide grin from ear to ear, to be told "This is your Mini 7 - you are going motor racing this year". My startled reaction was "how on earth can we afford it" but I smothered the exclamation, expressed interest, and a mild enquiry on how much it would cost. I was promptly assured that it wouldn't really prove that expensive, as anyway the standard Mini parts were wanted for a transplant to another vehicle, which had the engine and various parts that would be needed for Mini 7. Sounded all very simple and in fact even an economical venture. Also at that time we had bought Cooper 'S' in a pulled down state, the previous owner meaning to assemble her for racing - so off came anything she had suitable for Mini 7, and was assembled in her natural road state.

Of course as everyone well knows, it isn't just that simple. Fortunately Black & Decker were kind enough to take a gamble on an inexperienced female driver, John Morrison at Drury Panelbeaters smoothed out Mini 7's bumps and added her flares, and then to Lenny Gore at Papakura Auto Repaints, who has done a magnificent paint job. Of course all of this makes one a little worried about ruining all the good work - like in a fence at Levin, but as I am sure I will not be allowed to cruise gently at the back of the field, she is just going to have to take her chances. I trust the boys will be understanding if they have to do it all again.

Actually I get the feeling that I am doing nothing in this - apart from a





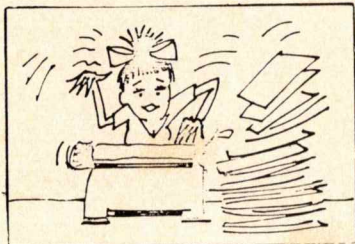
ARTHUR BAYNES PHOTO

brief drive when the engine transplant was done and she was in her natural state - I have not been allowed to touch her. Don has been flat out trying to get it all assembled and organised - conned poor Noel Sparkes into the mechanical work - he's not too impressed with working on Minis, but with persuasion, at this point seems resigned to his fate. Richard Hayes working with an Auto Electrician and looking for something to do in the racing field, has come in for the wiring jobs - so as you can see, to date I have been an interested bystander.

I must admit I am looking forward to having a go - driving the Cooper 'S' to work on the Motorway everyday at 50 mph does absolutely nothing for one's driving instincts - so I am saving my more adventurous driving for Mini 7 - trusting I don't bruise it too much, or frighten too many Mini 7 drivers.

BARBARA HADFIELD

 TYRES **DUNLOP** RETREADS



**BULLETIN CLOSING
DATE
15th OCTOBER!**



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.

Robert Norris	Howick	Morris Oxford
Richard Spedding	Howick	Hillman Minx
Gary Robertson	Papatoetoe	Morris Cooper 'S'
Chris Brown	New Lynn	Mini Clubman
William Harris	Takapuna	Holden
Jeremy Madley	Northcote	Anglia
Stephen Gillard	Mt Roskill	Holden
Christopher Casey	Te Atatu	Cortina
Paul Lambarth	Kelston	Hillman Minx
Keith Sutton	Pakuranga	Zephyr
Stephen Galbraith	Kelston	Cortina 1500
Mr & Mrs Russell Bar	Westmere	Mazda RX 3
Mr & Mrs Brian Whitaker	New Lynn	Escort
Mr & Mrs Donald Burn	Massey	Holden
Dorothy Webster	Glenfield	Alfa Romeo
Christine Ross	Avondale	Morris 1100
Christine Brooks	Pakuranga	Datsun
Geoffrey Fenwick	Epsom	Datsun 1600
Rodney Bickerton	New Lynn	Datsun 1200SSS
Gary McCrystal	Avondale	Lotus Super Seven
Gary Steel	Blockhouse Bay	Austin
Adrian Fansworth	Dargaville	Mercedes Benz
David Hamilton	Pakuranga	VW
Ian MacDonald	Birkdale	Falcon 351 GTO
Michael Gall	Newtown	Toyota Levin
Stefan Lenart	Otara	Zephyr
Robert Gregory	Mt Roskill	Mazda RX 3
Ian Hackett	Beachhaven	Escort
Wayne Henry	Titirangi	Morris 1000
Peter Cleal	Manurewa	Cortina
Kevin Hogan	Auckland	Capri Mk II
Leslie Parkinson	Beachhaven	Mini Seven
Adrian Landon-Lane	Manurewa	Mini 850
Noeline Boyd	Glendowie	Mini
John Learmonth	Te Atatu	Valiant
Dennis McConnell	Kelston	Escort
David Udy	Mairangi Bay	Chevrolet
John Latter	Epsom	Toyota Corolla
Clive Gribble	Manurewa	Valiant
Mark Reddish	Putaruru	M. Cooper 'S'
Colin Waite	New Lynn	Triumph PI
Gordon Scott	Whangarei	Hillman Hunter
Donald Scott	Palmerston North	Monaro 350
Gail Taylor	Pakuranga	

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EXIDE TROPHY

These points are up to and including the Hillclimb held on 15th September 1974 but do not include the Club Circuit Results. This adjustment will be taken into account next month.

B. SERGENT	37	B. KIRK	12	P. LEVET	9
B. KIRK-BURNAND	32	G. BAGGARLEY	12	W. PARKIN	8
P. JUKES	31	J. RICHARDS	10	G. CRAWFORD	8
S. HAMILTON	24	B. PATRICK	10	T. McLEAN	8
D. BONE	20	P. SHANKS	10	W. PAINTER	7
J. CROMBIE	19	R. WILSON	10	G. SUTTON	7
S. PEARCE	17	D. CLEMENTS	9	R. MONTGOMERY	6
P. WYLIE	15	M. MOORE	9	B. CORK	6
R. WILSON	15	B. PLATT	9	L. SHANKS	6
				D. BELL	6

5 POINTS:

G. CAMPBELL, J. PROVO, M. SOAMES, R. WHITING, F. BRAY, R. DOHERTY, D. O'CARROLL, R. DUNCAN, L. EVANS, K. CLEGHORN, M. MARSHALL, S. MILNE, A. BAGNELL, L. HUDSON, R. STONE, D. BONE, D. CROSS, G. TAYLOR, S. BAGNELL, D. BREMNER, L. ABBOTT, G. KUTTEL, G. HILL.

4 POINTS:

P. HENLEY, M. COX, D. WALLACE, P. IEL, V. SMITH, C. PARKINSON, J. STONE, C. EDMONDS, R. ROBINSON, N. FAVA, A. CARTER, D. HALLIDAY, G. CRAWFORD, D. SIMPSON, G. STOWELL, R. CARLSEN, W. CANN, T. BENSOLL, R. STODART, A. BARR, B. VISKOVICH, H. DANIELS, J. RHODENS, G. SUTTON, J. NIXON, N. MALLARD, P. SERGENT

3 POINTS:

M. FINNIGAN, G. TREVOR, R. GREGORY, B. MASSEY, A. BAKER, A. WALKER, R. MILLEN, P. CURRIN, R. TANNER, H. WOOD, G. O'CONNOR, D. COOK, A. COLLIER, R. HONG, B. CONCH, C. REED, T. HOLT, M. HENDRY, P. BOYER, A. HART, G. BAWDEN, J. PERKINS, P. WILSON, C. BROWN, R. McLEOD, W. MARTIN, D. SHALFOON, A. TAYLOR, A. LOWE, H. LOCKIE, S. McHUGH.

2 POINTS:

B. WASHER, S. SCHENDERLING, T. PARSONS, J. PEARSON, T. BANKS, R. JOHNSON, R. HUTCHINS, M. JONES, K. CANTWELL, T. THOMPSON, K. SNOOK, M. VOGEL, F. BAILEY, G. FERAN, J. RIDDELL, I. MACDONALD, R. CLARK, C. CROULL, D. McWHIRTER, T. BELL.

1 POINT:

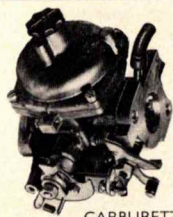
T. GLADSTONE, K. FLASHMAN, R. BENNETT, J. DEMPSEY, K. STRAHAN, P. ROBINSON, K. TURNER, M. FINCH, J. LAWTON, J. KILMARTIN, R. WILLIS, W. POWELL, G. STEWART, O. SORENSEN.

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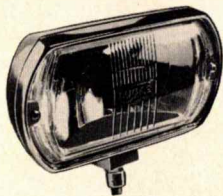
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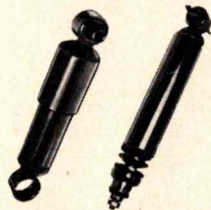
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