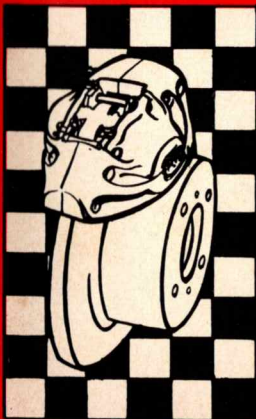


NOVEMBER 1974



# BULLETIN



# *Repco*

COMPETITION  
Disc Pads



## **No. 1 in Racing.**

It's true on land, sea and in the air. More of the world's major races are won with Champion spark plugs than with any other brand. Why? Champion has a plug exactly right for every engine. And for every operating condition. Two reasons why Champion is also the world's No. 1 selling spark plug. No. 1 by far.



**We've got your plug.**

— 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:

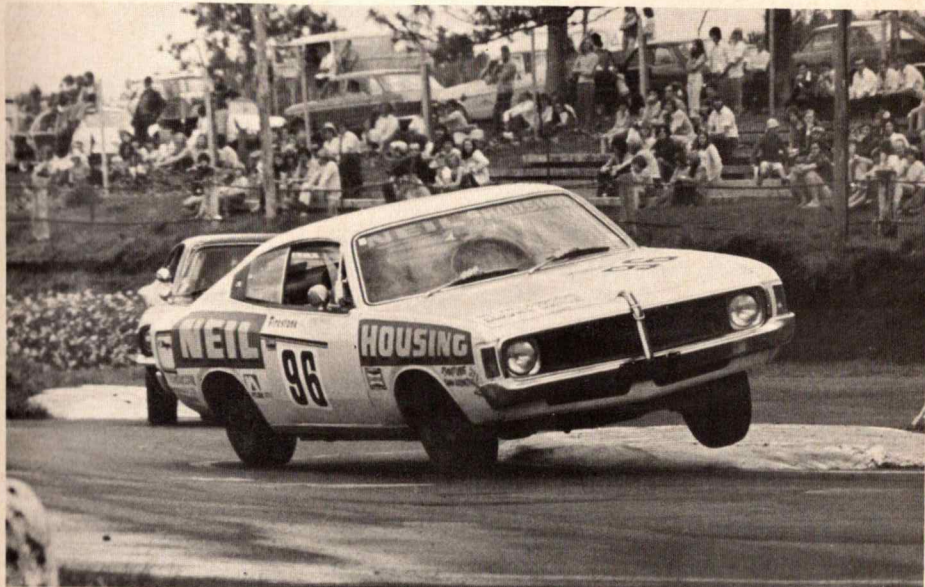
J. T. Molloy, Phone 654-048 (Evgs).

### Security Officer:

H. G. Southee, Phone 607-652.

### Custodian:

W. Ferris, Phone 674-071.



MERV NEIL IN ACTION AT ROTHMANS MEETING PUKEKOHE 13TH OCTOBER

## COVER PHOTO

GAVIN TAYLOR IN ACTION AT THE CHAMBERLAIN ROAD  
HILLCLIMB, 15TH SEPTEMBER.

Photos - Noel Ronberg  
- Phone 699-300

# 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.

## 3RD NOVEMBER - SUNDAY AFTERNOON TRIAL:

Duration approximately three hours. Starts and finishes at the Clubrooms. Starting time 2.00 p.m. No maps 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.

## 9TH NOVEMBER - SATURDAY EVENING - SOCIAL AND DANCE:

To be held at the Clubrooms. 8.00 p.m. to midnight. Jenkins Circus Band will be providing the music. Admission is \$1.50 single and tickets are now on sale at the Clubrooms.

## 21ST NOVEMBER - THURSDAY EVENING - CLUB NIGHT & FILM EVENING:

Held at the Clubrooms, 44 Stoddard Road, Mt Roskill. 8.00 p.m. Good motor sport films, supper and general discussion. New car on display.

## 23RD NOVEMBER - SATURDAY - GOLD STAR HILLCLIMB:

Chamberlain Road, Bombay. Further details under "Open and Invitation" events.

## 24TH NOVEMBER - SUNDAY - EXPERTS TRIAL:

This is a four hour trial plotted by Peter Levet and John Crombie. Maps Required - N51 Onewhero 3rd Edition, 1st April 1964, and N47 & PT 46 Pukekohe 2nd Edition 1st February 1964. Bring a sealed clock. First car starts 1.00 p.m. at New Zealand Motor Corporation, Papak-

ura. Finish is at the Clubrooms where the Bistro Bar will be open for meals. The winner of this event receives the Expert's Cup.

1ST DECEMBER - SUNDAY - GYMKHANA:

This gymkhana will be held on the outer car park at Western Springs. Entries on the day from 11.00 a.m. to 12. The event is open to all club members. No competition licence necessary. Points for Exide and Sandringham Tyre Service Shield.

8TH DECEMBER - SUNDAY - PROMOTED CLUB CIRCUIT RACE MEETING  
(FOR TRACK UPGRADING FUND) - PUKEKOHE 1200 METRE CIRCUIT

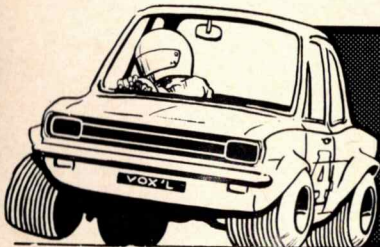
Programme will feature races for Formula Vee Championship and the "AMCO" Northern Mini 7 Series, with supporting events for sports cars, Formula Ford, Standard Saloons, Modified Saloons, etc. Entries which close on Friday, 29th November, should be posted or telephoned to Miss C.E. Dewar, 273 Kapa Road, Auckland 5. Telephone 588-274 (Res) or 379-341 (Bus). Entry Fee \$2.00. Late Entries (\$4.00) can only be accepted to fill under-subscribed races. Scrutineering/Documentation at the venue 9.30 a.m. to 11.00 a.m. only. Practice commences 12 noon. Racing 1.00 p.m. Drivers will be required to produce for inspection Club Membership Card, Civil Driving Licence, M.A.N.Z. National Competition Licence, M.A.N.Z. Medical Certificate, approved safety helmet, overalls, etc., and the entered vehicle conforming to M.A.N.Z. N.C.R.'s Scrutineering Schedule 'A'. Please contact Eric Mallard, Phone 677-519 (Res) 593-108 (Bus) if you can help out as a flag or grid marshal. Our annual end-of-year barbeque will be held after the meeting on the Circuit property. We will provide some fires but you may wish to supplement these. Bring your own steaks, etc. Cold cans will be available.

15TH DECEMBER - SUNDAY AFTERNOON - CHILDREN'S CHRISTMAS PARTY:

Commences 2.00 p.m. Magician, Santa and 'Goodies'.

21ST DECEMBER - SATURDAY EVENING - CHRISTMAS SOCIAL AND DANCE:

To be held at the Clubrooms from 8.00 p.m. to 1.00 a.m. Music provided by "Amber". Admission \$3.00 single which incorporates a Christmas raffle. Limited number of tickets available. Admission by ticket only. Excellent supper.



**OPEN &  
INVITATION**

2ND NOVEMBER - SATURDAY - GOLD STAR HILLCLIMB:

Te Onepu Road, Te Aute, Hastings. 0.95 mile sealed

course. Organised by Hawkes Bay Car Club.

2ND NOVEMBER - SATURDAY - INVITATION HILLCLIMB:

Woodlands Road, Waihi (Metal). Entires on the day up until 10.00 a.m. Enquiries to Paul Huxford, Phone 5882, Waihi. Organised by the Thames Valley Car Club.

3RD NOVEMBER - SUNDAY - INVITATION HILLCLIMB:

Ridge Road Farm, Pokeno. Entries on the day 9.00 a.m. to 10.00 a.m. Organised by the Pukekohe Car Club.

14TH - 17TH NOVEMBER - "8TH SAFARI CALEDONIAN INTERNATIONAL" RALLY - NEW CALEDONIA. Entries close 4th November.

17TH NOVEMBER - SUNDAY - DUNLOP NATIONNAL MOTOR RACES - PUKEKOHE - Post Office Savings Bank 5000 - Motorcraft Formula Ford Championship, Castrol GTX Saloon Championship. Late entries close Friday, 15th November. Enquiries to Mr L. Lack, Phone 69-649 (Manurewa).

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

Entries close Friday 15th November. Entry Forms and Supplementary Regulations available from the Clubrooms or Secretary of the Meeting, Miss C.E. Dewar, Phone 588-274 (Res), 379-341 (Bus). Note that National or higher grade competition licence will be required. Trophies will be awarded to first in each class, certificates to second and third. Members able to help with various duties on the day, please contact Bob White, Phone 674-037 (Res).

24TH NOVEMBER - SUNDAY - GOLD STAR HILLCLIMB:

Bright Road, Waiuku. Supplementary Regulations and Entry Forms available from Pukekohe Car Club, P.O. Box 174, Pukekohe.

30TH NOVEMBER - SATURDAY - DUCKHAMS INVITATION HILLCLIMB:

NOTE: Change of Date. Anderson's Farm, Paremoremo. This is the first of four-round series. Further information available from the organisers, Auckland University Car Club, P.O. Box 22-360, Otahuhu.

1ST DECEMBER - SUNDAY - NATIONAL MOTOR RACES - LEVELS RACEWAY - TIMARU - Post Office Savings Bank 5000 and Formula Ford Championships.

8TH DECEMBER - SUNDAY - GOLD STAR HILLCLIMB:

Tirimoana Road, Eltham, Taranaki. Sealed surface 1.5 kilometres in length. Entries close Tuesday, 3rd December. Application for entry forms etc. should be directed to South Taranaki Car Club, P.O. Box 310, Hawera.

15TH DECEMBER - SUNDAY - RALTA INTERNATIONAL MOTOR RACES - MANFIELD - Post Office Savings Bank 5000, GTX Saloon Championship, Sports Car Championship, Formula Vee Championship. Enquiries should be directed to Manfield Autocourse Promotions, Box 1959, Palmerston North.

# AUCKLAND CAR CLUB V HENDERSON M.M.R.C.

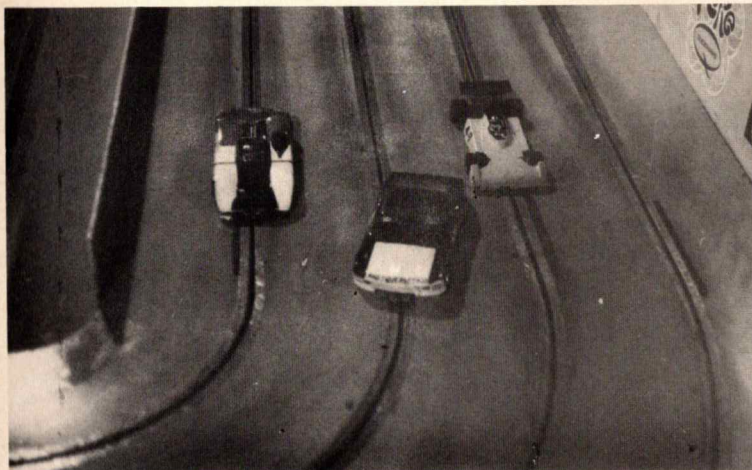
## 8th September

Well the Auckland Car Club didn't win it's teams race against the Henderson Miniature Motor Racing Club. To put it another way, the H.M.M.R.C. won the teams race from the A.C.C., but it certainly wasn't for lack of trying on 'our' team's behalf.

With top drivers in the Auckland Car Club team like John Crombie (ex North Island Slot Car Association Secretary), Colin Webster (life member of the H.M.M.R.C.), Jim Trappini (model car enthusiast), Don McKay (ex President of N.I.S.C.A.), John Riddell (Slot Car Specialist Editor for Motoraction and Secretary of the H.M.M.R.C.), Ian Palmer (Slot Car enthusiast), Don Burn (ex President N.I.S.C.A.) and Perry Barr, which team could lose, apart from ours?

In opposition to our team were Kevin Caughey, John Crobers (twice North Island Slot Car Champion), Kevin Scrimengour, Wayne Ennis, Wally Galloway, Lance Johnston, Doug Hirst and Bob Gick.

Racing got away around 8.15 p.m. and right from the start Crombie felt certain our team had been 'done'. The cars we used lacked the speed of the other team's cars. Despite a half



way swap of cars, our team never really got competitive although we did start winning a few races. Ian Palmer excelled himself as the top dog of the team, winning our few races. The racing was run

along similar lines to Speedway teams races, with each team being paired off and running against a different pair in the opposition team after two ten lap races against one pair.

After the event refreshments were provided by the H.M.M.R.C. and the racing was spoken of highly as being extremely good fun. A return bout was talked of by the Auckland Car Club - next time it'll be us the winners.

Many thanks must go to Russell Philpott, President of the Henderson Miniature Motor Racing Club and his Deputy, Neil Hubrich for a wonderful evening.



TYRES

**DUNLOP**

RETREADS

# SHOUTS & murmurs



. . . The following international telegrams were sent to England on Tuesday, 8th October, 1974.

"Phil Kerr, Bruce McLaren Motor Racing Limited - Congratulations McLaren Racing on Constructors Championship and your part in World Championship - Auckland Car Club".

"Denny Hulme - Congratulations on your retirement from a wonderful racing career - Auckland Car Club".

. . . We record with regret the death of Stuart Baigent Gibbs, who died on 9th October 1974. Older members will remember that Stuart was a keen triallist and motorist despite his physical handicap of being badly crippled. He and Colin Cameron won an early Mobilgas Economy Run driving a Sunbeam.

. . . After several years of indifferent performances we have at last been successful in winning the interclub Mercury Trophy trials series. Congratulations to all members who took part representing our Club. A special thanks to John Crombie who has done so much to encourage members to go trialling and enter the Mercury Trophy events for the Club.

. . . We notice that Eric Mallard's faithful Vauxhall Velox has recently been replaced by a near new golden Holden.

. . . What are our children coming to? What will the rising generation be able to do for motor racing? The answer is Nothing - if the six young fellows assembled on the start/finish line at Pukekohe at our October Rothmans meeting are anything to judge by. The lads whose lucky numbers put them in the running to win the P.O.S.B. chopper bike were required to answer a few simple questions so that a winner could be found. A perplexed Don Hadfield asked the questions and got some unbelievable answers - e.g. Who is the 1974 World Motor Racing Champion? None knew. Name two drivers driving here at Pukekohe today. None knew. Where was Bruce McLaren born? Japan (Yep! One of them said Japan!) Where was Denny Hulme born? Germany (Yep again! That's what one of them said). Who is the Prime Minister of New Zealand? Correct answer given by one contestant only! (He got the bike. Perhaps they should all have got the "chopper"). Clerk of Course Les Rankin made the statement to Member of Parliament for Franklin, Bill Birch who was present, that the country's education system appeared to need an overhaul. Anyone who lip-read President Barry Webber during the Don Hadfield question time will know how he felt about it all.

. . . We offer our sincere sympathy to Garry Pederson and his family. Garry's father, Harold, died suddenly on the 17th October.





# HILLCLIMB

15th SEPTEMBER

0 - 1000 C.C.

Geoffrey Bawden	A. Cooper	998	42.91	
Robert Carlsen	M. Cooper	998	40.43	1st
Ray Willis	M. Minor	972	47.51	
Steve Hamilton	A. Mini	998	42.28	2nd
D. Cooke	Mini	998	42.77	3rd

1001 - 1300 C.C.

Leslie May	Escort	1300	44.08	
Des Gulland	Wolesley	1098	46.48	
Mike Sexton	Viva	1057	44.74	
John Riddell	Viva	1159	45.12	
Graham Crawford	Escort	1300	39.19	2nd
Garry Sutton	A. Cooper	1293	40.01	3rd
Rod Bickerton	Datsun 1200	1171	42.07	
John Hudson	A. Mini	1275	38.99	1st
Bill Powell	Triumph Coupe	1300	40.97	
Ted Thompson	Escort	1298	40.52	

1301 - 1600 C.C.

Ray Doherty	Escort	1598	38.99	1st
Gavin Taylor	Anglia	1475	43.66	
Dick Baggarley	Escort	1598	41.81	
Bob Conch	Anglia	1340	41.69	3rd
Donald McWhirter	Cortina	1558	46.85	
Greg Stewart	Escort	1600	42.61	
Veen Smith	Escort	1594	39.42	2nd

1601 - 2500 C.C.

John Wilson	Viva	2000	43.69	3rd
Trevor Benson	Viva	2498	41.60	2nd
Doug Bone	Cortina	1618	41.37	1st

2501 C.C. & OVER:

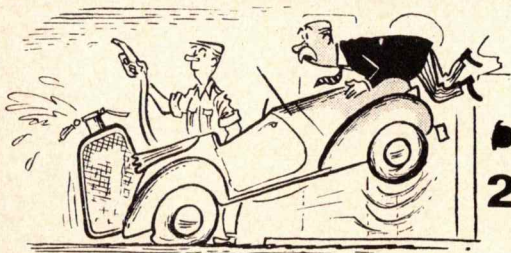
Ann Collier	Monaro	6000	47.93	3rd
Gavin Taylor	Monaro	6000	41.60	2nd
Dave Clements	Victor	5000	40.84	1st

SPORTS/RACING:

Havard Daniels	Buggy	2994	39.74	2nd
Andy Lowe	M.G.B.	1798	40.56	3rd
Wayne Painter	Alpine	1592	40.95	
Doug Cross	MER Special	1380	37.76	1st

The above times are the fastest recorded by each competitor.  
 FASTEST TIME OF THE DAY - DOUG CROSS - MER SPECIAL 37.76

 **DUNLOP**  
**AQUAJET**



## Economy Run

### 22nd September

Economy - that was the name of the game as we assembled at Panmure Motors to prepare for the journey ahead.

A little different from the normal car trial the Economy Run depends on two factors which bear no relationship to the normal car trial type event -

1. The weight of the car plus people plus assorted junk - they tell me that there were some unusually heavy Minis.
2. How much petrol you use - with petrol consumption figures 40 - 60 mpg and some even higher.

Mr Rowling would surely be pleased.

However, to the event. There's not much to say as there were no 'traps' and everybody, well almost everybody, found all the checks. The route meandered from Panmure Motors south to Waiuku, up the Waiuku Peninsula and back again, finally to end back at Panmure Motors where the tanks were refilled and a careful note kept of the amount of petrol used. Oops - nearly forgot to mention that all the cars were weighed at Glenbrook Steel Mills who kindly permitted us the use of their weigh-bridge free of charge - thanks New Zealand Steel.



We hear tell that one prominent member was seen pushing his car to avoid using petrol. I wonder if it helps? Might try it myself next time. 60lbs in the tyres, goodness gracious me, that is very hard. Is this another trick the experts use? I wonder, must be a rough ride.

If John Crombie ever offers you petrol from the can in his boot, beware. It was filled with water during the economy run in an effort to make the Clubman weigh over the ton. J.C. also had F.T.D. Needless to say his consumption was nothing to

rave about.

Many of you are probably wondering how the results were calculated. I was, so I tried to find out and this is what the experts tell me

$$\text{Ton miles per gallon (TMPG)} = \text{M.P.G.} \times \text{TONS}$$

$$\text{or } \text{M.P.G.} \times \text{Weight of car in lbs}$$


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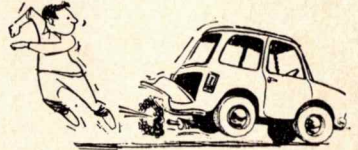
2240

or something like that

Thanks to the plotters, Rob Wylie and Richard Hanley for a great event. Special thanks to New Zealand Steel and Panmure Motors for making their facilities available. See you next year.

THE ECONOMIST

## Results



<u>Place</u>	<u>Competitor</u>	<u>Tonne/Kilometers/ litre</u>
1st	Steve Hamilton	18.99
2nd	Phil Jukes	18.08
3rd	Spencer Pearce	17.99
4th	Barry Kirk-Burnand	16.67
5th	Peter Sergent	16.51
6th	Neil Mallard	16.01
7th	Harvey Lockey	15.88
8th	John Stewart	15.12
9th	Gary Robertson	15.08
10th	Terry Benson	14.89
11th	Bruce Sergent	14.39
12th	Richard Jones	14.16
13th	John Crombie	13.09
14th	Peter Thomson	12.67
15th	Graeme Greaves	12.37
16th	Fred Grice	11.25
17th	Dave Patterson	8.98

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

FARRAND RD.  
BOX 53 KUMEU.

Bus Hrs 8am-6pm  
Mon - - Fri

PH. WEI. 8500  
(AK. Exchange)

Prices	4 cylinder	\$ 26	}	For complete job, comprising crank, flywheel, clutch, rods and pistons.
	6 cylinder	\$ 30		
	V4- V6 & V8	\$ 45		
	Car Type D/Shafts	\$ 15		

Rods are balanced end for end. This means all big ends & all little ends are same weight. This is essential.

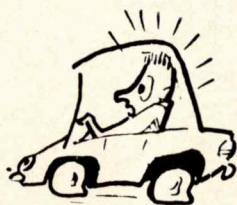
Less 10% to Club Members. Prices of other types on application.

Driveshafts made to customers' requirements. Flywheels lightened \$6-58 All workmanship guaranteed.



# Gymkhana

29th SEPTEMBER



Of all speed events possibly the lowly gymkhana is poo-pooed by a large majority of people who think it is a waste of time and effort, but over the years many top drivers have cut their teeth on these events, for if there was a real test of driving skill devised, the Gymkhana is the one that sorts them out.

Such an event was the last one held at Bader Drive, when we held the second round of the Sandringham Tyre Service Shield series. On this occasion we had opposition from our sister club, N.S.C.C., who asked if they could join in the 'fun' for the day and welcoming some new blood we agreed.

Now with about 50 entries from both clubs we had to have a very well run programme, and as we also decided to try out the inter-club tests, it needed some organising, but as usual our Gymkhana consultant on the Speed Committee, J. Crombie Esquire, fitted the post admirably as the smoothness and continuity showed.

One of the interesting results so far this season show a gradual increase in female entrants, one which I personally am very pleased about, and we could certainly do with more ladies entering.

The day itself was just right, not too hot and not too cold and enough wind from the competitors to keep everyone on their toes. As the results show, John Crombie's Clubman GT is still out in front; this meeting being run with a full floating handbrake, which made his turns just that much harder, with Steve Hamilton doing his thing in the same car.

Last year's winner, Bryce Platt, seems to be having a hard time and at present is pushed by Robert Duncan in his lovely Mazda RX3.

In the small c.c. class Graham Hill is doing his best to either give our sponsors some tyre business or finish at least one test on the roof, which would be novel to say the least. It is impossible to comment on all competition as the Editor would pull his hair out over the length of the monologue, so brevity is the word.

In summing up I would like to thank the Manukau City Council for letting us try to remove the tarseal from their car park, but alas it beats us every time, and to the competitors, thanks for having a go.

A date to remember is the 1ST DECEMBER which is the next round for the S.T.S. Trophy and this will be held at Western Springs car park. Multi-grip tyres are not on at this venue as we wish to remain on good terms with the Auckland City Council. Full details are in Closed Club Coming Events.

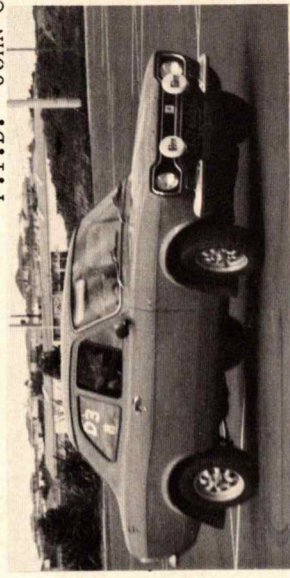
BOBLYN

# RESULTS

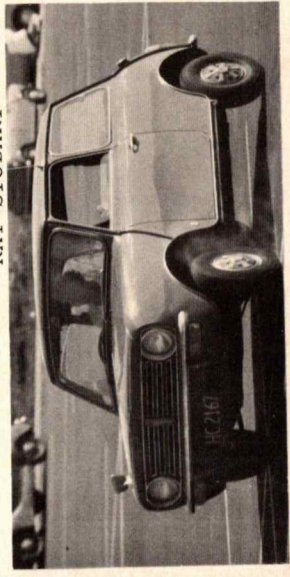
A	1	GARRY GREAVES	M. Cooper	998	32.0	33.5	27.0	41.9	25.8	160.2	
A	2	JACK RHODENS	M. Cooper	998	31.8	30.7	27.1	40.5	25.8	155.9	3rd
A	3	RAY WILSON	A. Mini	848	33.0	37.2	31.1	42.8	29.9	174.0	
A	4	MARIAN VOGEL	A. Mini	998	30.8	33.2	29.0	42.5	26.4	161.9	
A	6	DAVE HUGHES	Hillman Imp	875	35.5	36.7	30.5	48.8	31.8	183.3	1st
A	8	GRAHAM HILL	A. Mini	998	27.0	30.8	26.5	41.0	24.5	149.8	
A	9	DES GULLAND	Wolseley	1098	38.0	38.3					
A	10	NEIL MALLARD	A. Mini	1098	28.9	32.2	27.0	42.6	23.7	154.4	2nd
B	1	BRUCE SERGENT	Escort	1098	32.3	34.0	29.8	47.0	28.3	171.4	1st
C	1	GARY ROBERTSON	Cooper S	1275	27.0	29.5	26.3	39.5	24.5	146.8	3rd
C	2	JOHN CROMBIE	Clubman GT	1275	26.9	30.9	26.5	39.0	22.7	146.0	1st
C	4	STEVE HAMILTON	Clubman GT	1275	28.1	29.2	25.0	40.4	23.8	146.5	2nd
C	5	JAMES PERKINS	Renault	1108	33.2	35.8	32.3	43.9	32.4	177.6	
D	1	KERRY BENNETT	Escort	1298	32.0	32.8	28.5	43.7	27.3	164.3	3rd
D	2	J. STEWARD	Austin	1298	31.8	35.0	27.6	42.2	28.9	165.5	
D	3	RAY STODART	Escort	1298	33.7	35.4	30.9	48.5	29.1	177.6	
D	4	PENNY WILSON	Midget	1275	32.0	32.6	30.5	54.0	26.8	175.9	
D	5	BARRY KIRK-BURNAND	Midget	1275	29.2	31.8	27.5	40.3	24.9	153.7	1st
D	6	BRUCE COX	Datsun	1171	30.5	32.6	29.0	44.4	25.3	161.8	2nd
D	7	JOHN RIDDELL	V. Viva	1150	33.0	34.8	30.1	47.8	29.7	175.4	
E	1	DICK BAGGARLEY	Escort	1598	32.3	33.3	30.4	41.5	26.1	163.6	1st

F 1	JOHN NIXON	Triumph	1998	32.2	35.2	28.1	44.3	28.3	168.1	3rd
F 2	LES HILL	H. Hunter	1724	33.8	34.2	29.8	48.2	29.0	175.0	
F 3	BRUCE CORK	Mazda RX3	2200	30.0	32.0	27.2	46.7	28.8	164.7	2nd
F 4	RON CLARK	Hunter	1725	38.0	39.5	30.5	54.4	32.2	194.6	
F 5	ROBERT DUNCAN	Mazda RX3	2200	28.0	31.8	28.5	41.1	25.9	155.3	1st
G 2	IAN CARROLL	Torana	3310	31.0	32.9	34.9	41.5	27.0	167.3	2nd
G 3	BRYCE PLATT	Torana	3310	29.3	32.3	28.5	44.3	25.0	159.4	1st

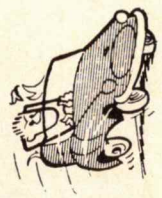
F.T.D. JOHN CROMBIE - LEYLAND CLUBMAN G.T.



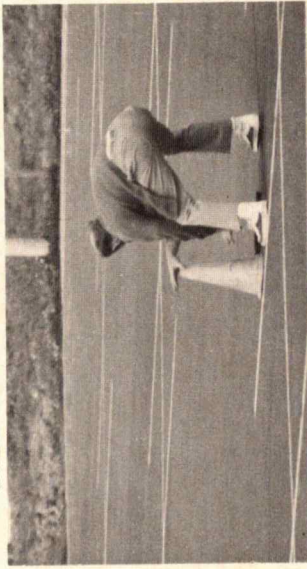
RAY STODART



MARIAN VOGEL



ROBERT DUNCAN



GRAHAM HILL GETS THE FEEL OF THE MARKERS



## DENNIS MARWOOD COMMENTS

. . . The recent Rothmans Meeting at Pukekohe was, I think, a tremendous success. The Social Committee did a great job with the 'refreshments' operation in the new stand.

. . . The idea of publicising the Post Office Savings Bank Championship has worked wonders with literally thousands of happy kids turning up at the races, with equally as many parents and teachers as well.

. . . Graeme Lawrence, although not completely happy with his car's handling, drove a typical race to win handsomely, and I also noticed a Mr S. McHugh who drove an Escort very well to head off much better machinery in the 1151 c.c. to 2000 c.c. race. Jim Richards and Dave McMillan also drove typically professional races.

. . . Graeme Lawrence organised a small gathering of drivers and club officials, the Monday morning after Pukekohe, at the graveside of the late Bruce McLaren. George Begg laid a wreath in commemoration of McLaren Racing's most memorable year with the Indiannapolis win and then the World Championship of Fittapaldi, two of Bruce's most cherished aims.

. . . Had occasion to be in Christchurch when the Ruapuna Post Office Savings Bank meeting was on in September. Their Super Car races are quite spectacular. They had four late Camaros, one Chev Stingray, two Monaros and three Toranas, all fitted up with racing rubber and battling out to very close finishes.

. . . Friend Peter Knight is prepared well for the coming season's boat races. He is fitting up a Thames Van with a 327 Chev engine and a large side door for slipping in and out quickly his spare engines. His "Road Runner" hydroplane is fitted with a 302 Ford-Weslake engine with a spare, and his venerable "Bell Air" hydro still has a Ford V6 with a spare also. As well, he still runs a smaller hydro for the 1650 class fitted with an Alfa Romeo mill, but without a spare.

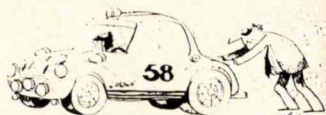
. . . It will be interesting to see what Denny Hulme ends up running in off-shore racing next year when he returns home. He will, no doubt, have access to the very best Chev engines in the world.



GET WITH **DUNLOP**

# MID-WEEK TRIAL

## 10th October



Trial time again and we thought we might have a fairly quiet, easy time for a change. However, as the evening progressed it proved to be rather the opposite. Having started at the Otara Shopping Centre Carpark, it took very little time to reach the back areas of Takanini, Clevedon and Manurewa, for our trialling.

We were told at the beginning of the trial to be on the lookout for the letters 'KFQ' in that order, in which case we had to reverse our instructions, i.e. Go Right, mean't Go Left.

After passing over some terrible roads, more like hill-climb roads than trial roads, and getting check "HOT" at the top of the hill, we came upon a check, a short distance later, being check "FXQ". At this stage the plotter had sent us down some roads several times so that it became confusing as to which was the right direction to proceed as cars were coming in different directions. However, upon encountering this sign it left even more confusion.

This check, FXQ, meant that we had to reverse directions as in the original instructions. This decision was arrived at as a result of taking the 'K' out of CHECK and the other two letters on the board - F and Q. Who would have thought of that?

After quite a few other tricky traps we eventually made it back to the Car Club.

Thanks go to John Kilmartin and Spencer Pearce (who we were unfortunate enough not to see during the trial in the 'sting in the tail') for plotting such an interesting and enjoyable trial.

### A NAVIGATOR

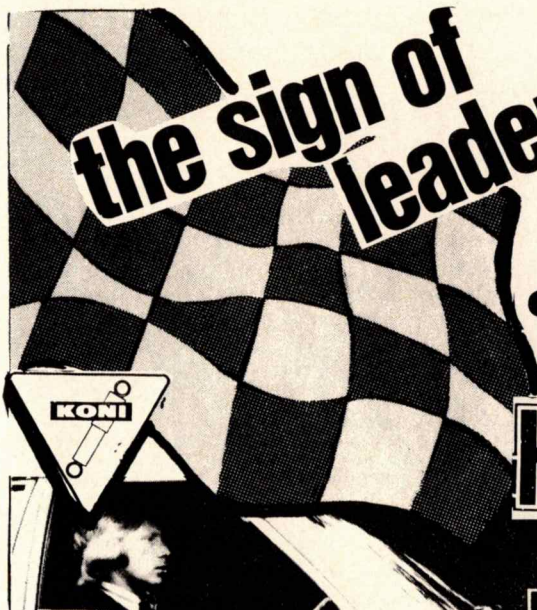
#### RESULTS:

1st	Steve Hamilton	180.0	points	loss
2nd	D. Bone	360.0	"	"
3rd	P. Sergeant	540.0	"	"
4th	L. Shanks	546.0	"	"
5th	B. Sergeant	582.0	"	"
6th	R. Wilson	738.0	"	"
7th	R. Viskovich	810.0	"	"
8th	G. Hunter	900.0	"	"
9th	P. Jukes	918.0	"	"
10th	R. Clark	1098.0	"	"

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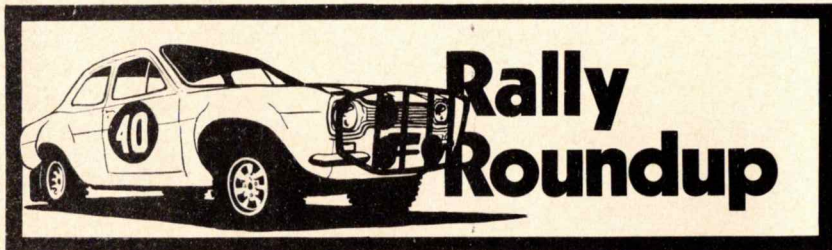
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#### REIDRUBBER G.T. RALLY - TOKOROA:

Overall the rally was very well organised and congratulations must go to Ross Montgomery and the boys for all the time they put into the event. Many thanks must go to Reidrubber for the sponsorship of and their wish to continue sponsoring the event. One certainly appreciates a company such as Reidrubber supporting motorsport, thus making the promoter's job a little less strenuous.

Unfortunately "old familiar" timing system was used and yet again proved to be a major mass of confusion, causing great headaches for competitors receiving their start times about 10 minutes before they were due to start and not seeing the clock before they start. I'm afraid it's about time somebody faced fact - the system stinks!



The photo of Blair Robson's nasty shunt shows how poorly set out the finish control of this particular "ultra-fast" special stage was, with Blair's car almost on the public road. The control tent can be seen in the bottom left hand corner of

the photo. We only hope all organisers learn a lesson from this incident.

#### NORTHERN CONSORTIUM RALLY:

Haven't really heard much from this event except that it was fairly disappointing, especially with the lousy weather conditions and relatively poor organisation. As you all know Blair Robson and John Rolfe clinched the R.P.A. series, one point ahead of Mike Marshall and Arthur McWatt after the "Superford" Escort blew a head gasket early in the rally - most disappointing. Mike's problems didn't just start at Kaipaki,

but also "back home" when the car jammed in reverse, thus requiring the gearbox to be taken out and re-assembled - at 7.30 in the morning!!!

Dave Simpson and Evan McKay retired their RS 1600 Escort with critical damage to the front suspension. Pity, as David was quickly adapting to the new 2 litre OHC engine and ZF gearbox and was starting to put up some threatening times + Don Halliday and Geoff Campbell broke a selector in the gearbox while lying 5th overall + Most rallyists have commented on how wide some of the roads at Maramarua are, however, after driving the Statesman De Ville, Rod Millen has decided to reserve his comments + Howard Collier and Graeme Nicolls share the driving of their well turned out Datsun 1600 (complete with 180B motor) and must be the men to watch next year after an excellent fourth placing.

#### R.P.A. NEWS:

Well, she's all over, New Zealand's first rally championship. Just for the record, the final points went -

#### Overall:

Blair Robson	39	Ken Cleghorn	18
Mike Marshall	38	Robbie Francevic	13
Rod Millen	34	Jim Donald	12=
Paul Adams	28	Ralph Emson	12=
Leo Leonard	20	Angus Hyslop	10

#### Novices:

Jim Donald	32	Graeme Nicolls/	
Alan Mitchell	29	Howard Collier	19
Alan Carter	27	Andy Walker	14

So, congratulations to Blair Robson and Jim Donald on their respective titles - certainly a fine achievement for all the PANMURE MOTORS team.

The R.P.A. sent a circular/questionnaire out to various people involved with rallying, containing various questions regarding championships, eligibility, classes, etc.. By the time you read this, most would have replied and thus we await to see if any of the R.P.A.'s suggestions are carried out by the respective promoters and organising bodies.

I haven't given any of my personal opinions in this series of articles, however with New Zealand's first full season of rallying over, I would like to make the following suggestions regarding next year's R.P.A. Championship.

#### STATUS:

To begin with, clubs promoting rallies may nominate to M.A.N.Z. the status of their event(s), i.e. Open, Invitation, Closed Club, etc. However, if they wish their rally to be a round of the R.P.A. championship then the event must be run under Open status, in order to prevent the ghastly situation of a competitor having to join about four clubs in order to contest the series.

#### ELEGIBILITY:

Secondly, the championship should be for Novices only, i.e. a driver who has not completed any international rally.

The overall New Zealand champion should come from the Marlboro Series. If two overall championships are held, then the problem of conflicting dates will arise and would cause a similar farce (points wise) as this year's Ngaumu Rally.

DURATION:

Finally, the R.P.A. Championship (for Novices) must be based on rallies no longer than 12-15 hours duration in order to maintain the Novice level of competition. The rounds certainly do not want to be the same length as any of the Marlboro rounds.

NOTE:

When I mention the R.P.A. Championship should be for Novices only, anyone else (e.g. Rod Millen) may enter but will not be eligible for R.P.A. points.

GENERAL NEWS:

Doug Benefield, Morrie Chandler and Murray Thompson have been appointed the directors of the Rally Organisers Association of New Zealand (R.O.A.N.Z.). As most of you know, Alan Sansom has been appointed manager of the company.

Next year's Waitangi will probably be run as an Open Event using two forests and covering two days in Easter with a bit of night stuff and a large break after the first day.

Rumour has it that Ken Cleghorn and Tim Gibbs are looking for competitive Escorts for next year.

This article will be my last for 1974. I hope to recommence writing about March next year. Any news, etc., will be found in "SHOUTS AND MURMURS" in the meantime. However, there is much motor racing to be seen, so we'll see you at the next National Meet .....

KEVIN LANCASTER

## ***Trials Trophy Points***

S. HAMILTON	154	W. PARKIN	8
R. WYLIE	126	A. COLLIER	8
J. CROMBIE	124	B. DUNLOP	6
B. SERGENT	105	D. BELL	6
L. SHANKS	86	G. GREIVES	6
S. PEARCE	77	I. STEPHENSON	6
R. WILSON	62	B. VISKOVICH	6
D. NICHOLL	44	P. SERGENT	4
D. BONE	42	M. FINNEGAN	3
P. LEVET	39	A. HART	2
P. JUKES	31	K. SNOOK	2
B. KIRK-BURNAND	27	T. BELL	2
R. MONTGOMERY	24	N. LOCKIE	2
P. SHANKS	22	MACKIE	2
R. WILLIAMS	20	G. FERAN	2
G. STRATFORD	18	M. FINCH	1
K. BURNITT	10	D. O'CARROLL	1
J. COKER	10	R. CLARK	1
L. VAN DER ZEE	10	J. LAWTON	1
B. KIRK	9	J. KILLMARTIN	1

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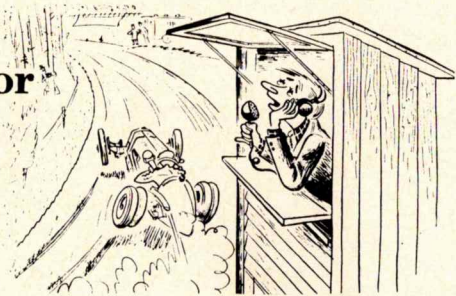
Ford

John W. Andrew

**SUPERFORD**

# ROTHMANS National Motor Race Meeting

by *Don Hadfield*



October promised to be a very busy month, with Motor Racing every weekend, the first one being the Rothman's Meeting at Pukekohe on Sunday, October 13th, run by the Auckland Car Club.

Practice was held in rather damp conditions, and certainly some of the drivers looked very very impressive, one coming to mind would be Frank Bray who tried tremendously hard in very wet conditions. The second session when it was a little drier, Lawrence went out on dry tyres to try out the situation, but it was not dry enough and he had one or two spins before he went back to the Pits to fit wet tyres and went out to record much better times and make pole position. In practice two, we saw the end of Dave Wallace's attempt with his very quick Mazda when he rolled it and damaged it very considerably just out of the Shell chicane - a similar thing happening to another Mazda, during the racing itself, this one being Jim Thorpe.

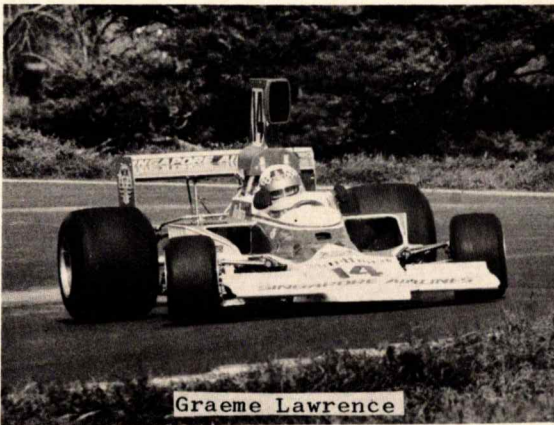
Racing opened with Castrol GTX Championship events, some of these groupings being very poorly supported; I sincerely hope they pick up as the season grows, but going by the two meetings since the Auckland Car Club, one was at least better supported than the others. The 0-1150 group was won by Stephen Emson from Brian Todd with Christine Neil third. In the frantic Fiat battle up above, the 1151-2000 cc group Class II was won by Phil Henley from Mike Draper with Stephen McHugh in the Escort breaking up the Fiat domination. There were quite a number of incidents during the event, at this point too numerous to mention, but the Castrol Group Production racing certainly will have to look to better classes if it is to be anywhere as good as last year.

The second event was Castrol GTX Groups II and III and wasn't such a bad race, but once again poorly supported. Rod Coppins in the Charger was first in his grouping from Hal Colthard and Trevor McLean. In the big class 4501cc, Jim Richards was first from Don Scott. Kevin McNamara was originally entered in that class with a Falcon GT but chose to drive his Chrysler Charger and he was 3rd overall, but of course first in the class. From the outset it didn't promise too good a day when there was a shunt on the start line and Hughes made contact with Coppins trying to go inside him on Champion Curve.

The next event of the day was a 10 lap race for Formula Ford with no particular championship at stake. Dave McMillan more or less disappeared into the distance in his Titan, making no race of it whatsoever. Brett Riley ran second in his nice new Freighters Begg, and Peter Haskett 3rd in the ANZ Van Dieman. He was followed by Grant Walker, Allan Crocker and a very much improving Ken Flashman.

The first Clubman's Saloon Car race was the fourth race of the day and this was for 0 - 1300 cc cars with also a special division for Mini 7 who were having the first round of their own Amco Championship. Mark Reddish in the Mini Cooper led all the way from Bill Leckie in his Hillman Imp who was right with him worrying away, but these were the only two in this 1300 class that were anywhere within the hunt. Third was Graeme Morris in a Mini and he finished nearly  $\frac{3}{4}$  minute back. In the Mini 7 division Chris Parkinson in his almost brand new car ran away to win this one from Murray Cox who was hanging on fairly well behind him. Well down in 3rd place was John Pearson, the rest being well out of contention, but they must improve as the season gets going.

Race 5 was another Clubman's event, this one for 1301cc and over and was the sort of racing that kept the crowd very, very happy all day, and a big crowd there was too. Jim Richards won this magnificently in the Falcon GT with Mike Moore in a Ford engined A40 Farina chasing him hard all the way, Wayne Wilkinson in the Falcon GT getting in 3rd spot from Don Scott, Rod Coppins and Kevin McNamara. Murray Soames led at the outset in his usually smoking Escort, it seems that poor Murray never has much luck with his engines, both his Cortina and Escort seemed to smoke quite badly every time they arrived.



Graeme Lawrence

The 6th race of the day was the 3rd round of the N.Z. Championship of the P.O.S.B. Formula 5000 and very welcome was this sponsorship to this event. Unfortunately the sponsorship perhaps came a bit late and the quality is there, but the quantity lacking at the moment. Graeme Lawrence bolted away to hide and lap almost everyone in the race except Neil Doyle. Jim Murdoch was

3rd. Graeme Baker 4th, Frank Bray 5th and Ross Calgar in an 1800 cc McLaren was in 6th place. There are certainly more cars required for this field to make it much better, but time will tell as we believe the Post Office will stay with us for a good number of years.

There was a competition for the Chopper Bicycle for the lucky child holding the right numbered ticket, as the P.O.S.B. handed out a number of free tickets for school children to attend the meeting. This was eventually worked out when one of



JIM MURDOCH



FRANK BRAY



NEIL DOYLE



GRAHAM BAKER



PETER HUGHES LEADS KEN STRAHAN



STUART HOOPER



RAY HONG



CHRIS PARKINSON LEADS MURRAY COX



MIKE MOORE



the contestants was able to tell us who the Prime Minister of New Zealand is, but they certainly didn't know much about motor sport, which means we should perhaps teach motor sport in schools - what a beautiful thought.

The 7th race of the day, the first of the Production Saloon Car Handicap events and this one a mighty event which had the crowd standing on their feet as Jim Richards just managed to sneak over the line and win from Rod Bickerton in his Datsun 1200, Neville Langley in the Avenger was 3rd followed by Allan Cameron in the Fiat 124, Allan having a mighty spin earlier in the day. Wayne Wilkinson was 5th with McGregor 6th in his Datsun 1600.

Then came a Formula Ford handicap event of 5 laps, this one well and truly nothing like the event we would have liked to see. The winner was Phil Dickens in his Crossle, 2nd was Howard Wood in his Palliser, 3rd Ken Flashman (Palliser), Grant Walker in his Elfin was 4th and Brett Riley who was 2nd in the earlier event was 5th with Peter Haskett 6th, Dave McMillan not electing to run in that event.



ROD BICKERTON

The last race of the day, another one of the Clubman's Saloon Handicap events, and Jim Richards elected to enter this one to put some more life into it, though he previously hadn't entered. It was good to see the big names staying in handicap events which they have often given a miss, Richards of course being the exception who always stars and drives magnificently under these conditions. This time the handicapping wasn't with him and Graeme Morley in an Escort won this one from John Pearson in his Mini 7, Graeme Wilks in his Mini 7 was 3rd and Graeme O'Connor 4th in yet another Mini 7.

So wound up another good day's racing at Pukekohe - amazingly enough the ingredients when looking at a programme of those who have entered often point to what could be a dull day's racing, and often turn out to be exactly the opposite. The classic example being Manfield recently where looking at it on paper it looked bad news, but turned out to be a very very good day's racing, so obviously you cannot have any forgone conclusions on entries, but let us hope the entries improve as the season goes on, particularly in the Castrol GTX Championship races which are as of nature, due to the Championship rules, rather long, and if they have poor entries, then these will become boring processions, but the Regulations this year allow all four classes to be run together, if necessary, and believe you me I don't think this is very far away, which is a bit of a shame as a lot of the good racing goes on within the classes and if they are all lumped in together and race together then the only thing the public see is the men in front, and the good racing for class points further down is lost.

DON HADFIELD



# STRAIGHT AHEAD



The shouting and the tumult dies and having received the final results for the Spring Invitation Trial and Te Awamutu's Craik Motors trial gives one of the closest ever Mercury Trophy results. In fact, it was nearly a three-way tie, but the good news is that Auckland Car Club have finally won the Mercury Trophy, narrowly heading off Auckland University Car Club and A.R.T.C., in that order.

This is the first time in it's history that the trophy has been won by a club other than N.S.C.C. or A.R.T.C.

We have also had a couple of enjoyable Club events over the past month, with the Economy Run being organised by Rob Wylie and Richard Hanley, going to Steve Hamilton and his four "heavies" in an Austin Maxi. The writer thought he had this event in the bag, despite starting last car and and being first home, when the refuelling attendant, who shall be nameless, except to say that his name was Kevin Lancaster, filled the tank in the Mini. The Panmure Motors attendant is not on my list of friends for pointing out that some Minis have two tanks.

We have also had the Spencer Pearce and John Kilmartin event which covered the Ardmore area and involved a novel over-rider for the whole trial that "upon encountering a sign including the letters KFQ in that order you were to reverse all remaining instructions". Well this sucker blindly drove past "CHECK FXQ" dis-believing that it was a sign. Fuller reports on both these events by more experienced triallists should be elsewhere in this Bulletin.

Although we are now in the summer season we have still got quite a number of interesting trials coming up to enable you to keep your hand in so that we can win the Mercury Trophy again next season (and who knows, even the Gold Star). Some of the plotters for these summer events are John Wentworth, Bruce Sergeant, Neil Mallard, to name a few.

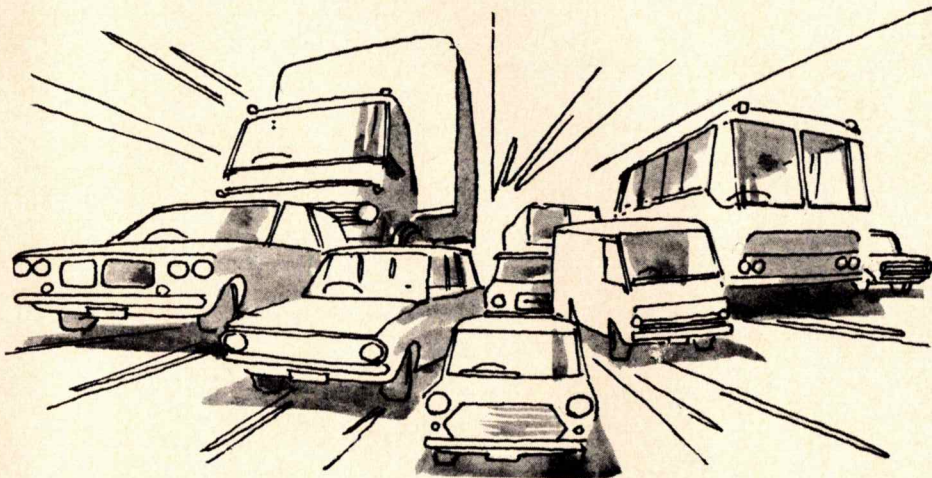
Work has already commenced on next year's TISCO and any enquiries or offers of assistance or other enquiries regarding donations of prizes, etc., should be sent to Bob Williams, 6 Bass Place, Mount Wellington, or phone 30-484 (Bus), 576-937 (Res).

G.R. 014

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# POINT OF VIEW



To all followers of motor sport, motoring magazines to a greater or lesser extent form an important source of information.

Over recent years the development of locally published motoring magazines has seen it's high points and low points, how one could define the present position I am not sure.

Motorman has been with us for some years, having suffered from various difficulties associated with publishers. Ever since its establishment the name Motorman has been linked with the name of Donn Anderson. To many readers Donn's departure from New Zealand marked the end of what was rather more than a mere reader/editor relationship.

The familiar figures of Donn and 'Mr Pix', Jack Inwood, were well known around the race circuit from Pukekohe to Tere-tonga and their absence must certainly have affected the readership of the monthly magazine initially.

It is pleasing to see that from time to time Donn Anderson's articles from Britain still appear in Motorman.

The emergence of the fortnightly motoring newspaper 'Motor Action' was a welcome arrival on the scene. Having basically double the frequency of a monthly such as 'Motorman' must affect the latter in relation to the editorial content. The more often a magazine is produced the more current the content.

Despite the size of New Zealand a small number of quality publications catering for motor sport can be supported, for both the monthly and the fortnightly have their place.

Though local motoring journals are welcome and essential the bulk of sales of this type of publication still tend to involve overseas magazines.

Our country being geographically placed on the underside of the world means long delays between motoring magazines being printed in Britain and their arrival in New Zealand. The result is news that to all intents is out of date. The saving grace, however, is that the contents are still far better than one is likely to find in the average newspaper.

Depending on which facet of motoring one is interested in, it is quite simple to have the magazine of your choice sent by airmail. Certainly it is more expensive, yet if keeping up with day to day or week to week moves is the aim then the investment is worthwhile.

Of the motoring publications available from Britain few have a greater following than titles such as Motor, Autocar, Autosport, Motor Racing and Motoring News. All in their own way cater for a particular sector of motoring or motor sport. It is this ability to specialise, plus the vast market which makes them successful.

Whilst the racing enthusiast is well catered for the rally follower has until recently not had a vast choice. Motoring

News has provided a full page on rallying, but a magazine which treated rallying as its major subject did not exist.

The now popular Cars and Car Conversions "CCC" now provides a great wealth of information and makes use of the talents of many of the top rally drivers and co-driver in the U.K.

During 1973 "CCC" carried an excellent series of articles on how to construct a Ford Mexico rally car, for the current year the undertaking revolves around the construction of a 1300 cc powered Marina, with the assistance of Special Tuning Div BLMC naturally.

A small magazine which has been added to the book shelves during the last year is one titled "Rally Sport". Published by the Association of Welsh Motoring Clubs RS is intended for the club rally competitor and follower. Whilst not all the contents are of interest to a New Zealand reader a great deal of valuable information can be obtained.

Motor sport is an expensive pastime regardless of the extent of one's involvement, just purchasing the magazines and books required to keep up with the changing scene cost a small fortune in itself.

NHH

## Sandringham Tyre Service Gymkhana Shield Points



J. CROMBIE	14	B. CORK	5
B. PLATT	12	R. WILSON	5
B. KIRK-BURNAND	12	P. WILSON	5
R. DUNCAN	12	M. VOGEL	5
G. HILL	12	J. RIDDELL	5
D. BAGGARLEY	11	R. CLARK	5
N. MALLARD	10	B. KIRK	4
J. NIXON	9	J. WILSON	4
J. PERKINS	7	R. McLEOD	4
R. STODART	6	G. ROBERTSON	4
B. SERGENT	6	K. BENNETT	4
B. WYLIE	6	C. CROUL	3
I. CARROLL	5	G. GREAVES	3
D. O'CARROLL	5	L. HILL	3
S. HAMILTON	5	K. TURNER	2
B. COX	5	D. HUGHES	1

NOTE: F.T.D. Gets one extra point  
To enter also gives you one point



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15th NOVEMBER!**





## EUROPEAN RALLY SCENE

A Lancia Stratos was driven to its first major rally victory when Sandro Munari and Mario Mannucci were outright winners of the Sanremo Rally which finished at the Riviera dei Fiori town of that name just across the Italian border from Monaco.

In the past year Italian road builders must have been working overtime for there was far more tarmac than there had been in the past. Of the 39 special stages, 16 were entirely on tarmac and 19 were on mixed surfaces of which tarmac was the most prominent. Only four stages were entirely on gravel surfaces. The event was divided into two legs and was similar to the Common Run and Mountain Circuit of the Monte Carlo Rally.

The rally looked to be a battle between the big Italian teams of Lancia and Fiat, with Alfa Romeo holding no more than a watching brief through the two cars entered by Autodelta.

The first stage was over Monte Ceppo and it was the biggest single one stage disaster that the Fiat team has ever known. Verini, suffering from rather severe brake fade came to a "fast right tightens over bridge", lost it, demolished the low parapet of the bridge and came to rest with the 124 Abarth see-sawing over the edge. Next on was Baccheli who was also experiencing brake fade. On one corner he had to swing wide in order to slow the car down with sideways scrubbing. The car hit a large rock which instantly demolished a rear suspension unit.

The next two cars to go went out together in what must be an unprecedented incident. Pinto had stopped to change a wheel after a puncture and just as he finished, Paganelli went past. Fading brakes again made their presence felt and when he came to one hairpin rather too fast, Paganelli spun. Very close behind was Pinto and the two Fiats collided very hard and causing so much damage that neither could continue.

With only one stage having been run, four out of seven works Fiat 124's were retired. After three stages in which the Stratos pair had made best times, suddenly there was only one Stratos. Ballestrieri had spun, hit a wall backwards, wrecked a rear suspension unit and wrote off the entire all enveloping rear part of the body work. A suspension bolt was found to be missing afterwards, and this may have been the cause.

There was now only on Stratos and three Fiats left as challengers for the lead. Munari had a puncture and stopped to change a wheel. But he found that he could not remove one

of the wheel nuts and had to carry on to the end of the stage with a flat tyre, where mechanics had to drill out the offending stud. Barbasio was next to retire, after nine stages a rod went through the side of the block of his Fiat.

Alen had the gear lever break on his Fiat and he was left with a short stub to work with his finger tips for several stages. An odd problem encountered by Mehta was an engine which was running too cold. The Lancia Beta never seemed to get into its stride properly, until part of the radiator was blanked off.

In the second leg, Alen retired when the left front wish-bone broke and the wheel almost folded under the car. The break was clean and straight, which suggested some kind of material failure. Very slowly, Alen picked his way carefully through the rest of the stage and descended noisily through the final hairpins.

Thus the sixth of the seven works Fiats retired from the event, leaving one to take second place behind the Stratos. The win puts Lancia within striking distance of the World Championship, behind Fiat, and will now send cars to the Canadian and American qualifying rounds.

- 1st S. Munari/M. Mannucci (Lancia Stratos)
- 2nd G. Bisulli/R. Rossetti (Fiat 124 Abarth)
- 3rd A. Fagnola/E. Novarese (Opel Ascona)
- 4th S. Mehta/M. Holmes (Lancia Beta Coupe)

TULIPEN

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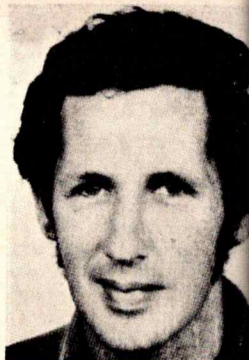
Ph. Oh 67-202

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# Graham Spear

## reports



. . . The Benson & Hedges 500 on September 21st is the big saloon car event that heralds the start of the 1974-75 Circuit racing season. We at Spear's are proud to be associated with the Wilkin/Innes Chrysler entry as it heralds the start of our own race programme. We completely blue printed the motor for the Wilkins/Innes Charger and although it is very tempting to build the motor for maximum power or to alter it for more high rev range power by sacrificing some of the bottom end power by various alterations, we spent the extra time and trouble preparing this motor strictly to the rules.

As most people interested in motor sport realise, the first car home was disallowed, subject to an inquiry, because of certain motor modifications made and this left the Wilkins/Innes Charger entry in first place. It was very pleasing to see the organisers become more critical of the 'goings on' in the past and they gave many of the cars a thorough check this year. I feel this is very important as many of the public that attend this meeting or read the after-event advertising of various franchise dealers form opinions of supposedly standard cars and this can relate to their choice of car when they decide to purchase a new vehicle.

. . . Most members who attended the Auckland Car Club's race meeting at Pukekohe on the 13th October 1974 will realise that we at Spear's are fully sponsoring a 1300 c.c. Mini in the Bank of Wales series. This car is owned and driven by Mark Reddish and we were very pleased to see this car win it's race at this meeting. There is further engine development planned for this car and we hope it will be a threat to other competitors in this class.

. . . The Speedway season should be under way shortly and although planned to start on the first Saturday in November, the annual bitching session should, as normal, delay this for at least two weeks. We are once again sponsoring Warwick McKenzie A Grade Speedcar and have developed the Escort pushrod motor to a higher stage of tune than previously. This car won more feature races than any other competitor last season and we hope with a planned gain of 30 horsepower, to do the same this season. If this car lacks the power required to win, we intend to finish the development of a 1887 c.c. twin cam and fit this to the car. The twin cam motor was fitted four seasons ago, but in fact had too much power for the car to handle and proved, because of its excessive power, to be a hinderance. The car is now developed to the stage where it could handle this sort of power and if the



extra 30 horsepower in the pushrod motor proves insufficient it will be fitted to the car. We are in the process of developing a 327 Chev Motor for Warwick McKenzie's Corolla car and this should prove more powerful than when the car was owned and driven by Trevor Crowe. This Corolla has a very short wheel base and should be a handful for Warwick when it is fully developed, as it should be quite twitchy when the power is applied. This car should be a real crowd pleaser in the 6000 cc class. The Big Banger Class should be something to see this year, as there is a lot of competitive machinery appearing for the first time.

. . . I would remind members that there is a Dance on November 9th. The band planned for this is the superb 'Jenkins Circus Band'. This is a five piece band with a female lead singer. Tickets for this social event are available from the Clubrooms.

. . . The Christmas Social is to be held on December 21st and admission for this will be by ticket only as we have to limit the crowd to reasonable numbers. It would be wise to purchase tickets for this well in advance.

GRAHAM SPEAR

FOUND in the Presidential Guests area of the new stand at our Rothmans Meeting on the 13th October at Pukekohe, one pair of binoculars.

PHONE BARRY WEBBER - 74-760 Extn. 839

**DANCE**



**DANCE**

TO BE HELD AT THE CLUBROOMS,  
44 STODDARD ROAD, MT ROSKILL

**9th NOVEMBER**

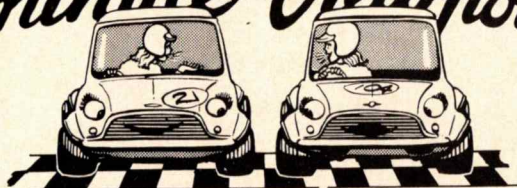
**JENKINS CIRCUS**

**BAND 8~12pm**

**Tickets**

**\$1.50 Single**

# Feminine Viewpoint



AND SO THE SAGA  
BEGINS .....

We decided to take Mini 7 North to show the family and interested parties, this caused our first drama as Don also decided to change the cam and do the remote at the same time that week, so Friday saw me sitting at work, the boss asking what time I was getting away, and wondering if Don would turn up driving Mini 7 or if I would get an urgent call to go back to Papakura to A-frame it. We did finally get away at 5-0 p.m. through the Friday traffic, Don driving Mini 7, while I tried not to lose him in the rush. Once clear

into the country - I was actually allowed my first drive! I soon got the hang of keeping it revved up - the noise being quite terrific in comparison to the 1800, sounded as though one was really moving - the speedo not being too definite and the rev counter not connected, it was probably just an illusion! After a few miles run we put her onto the A-frame for the rest of the journey. We were quite amused when stopped in traffic in Whangarei, some tourists rushed out of their van to photograph Mini 7 at first we wondered why and then realised that Sheba, the black Labrador, was sitting behind the wheel, regarding everyone with her usual aloof manner. Somewhere, someone has a photograph of a Black & Decker Mini 7 being driven by a black labrador! I wonder what they will make of that.

Our day set aside for practising at Pukekohe turned out to be a bit of a fiasco. All sorts of hold ups, and we finally got out to the track about 11-0 a.m. We had a few trial runs around the circuit, Don driving to show "how it is done". When



ARTHUR BAYNES PHOTO

we stopped he asked me if I was nervous - I had to laugh at that as I pointed out it was a way lot quieter than his road driving! After a few laps we started to get heating problems and drop in oil pressure, so I was only able to have a few experimental laps with stops in between to cool her down. Finally things looked really bad, so we had to give the idea away. I tried a few laps in Cooper S - infinitely easier and faster, but then the exhaust dropped off that, so we decided all in all to call it a rather wasteful day. This being Tuesday, and we were scheduled to leave for Levin on Thursday afternoon, Wednesday morning saw the boys at it early dismantling Mini 7 to find out the worst, which was the worst - a broken crankshaft, bearings and all that expensive sounding stuff. The necessary crankshaft was finally located in Wellington and flown up Thursday morning. We still hoped to get under way Thursday night, and in fact the boys got her together in time, but we were so tired with the effort of the last few days, we decided to forgo our day of practice on Friday at Levin, wait and take our crew with us on Friday night.

Don decided I should drive Mini 7 down as she needed running in - and so did I - so finally 6-0 p.m. - we got under way. I had a lovely time revving along, changing gears according to the Rev counter, which worked just fine till it got dark - then I couldn't see a thing and had to go by guesswork, fortunately I had realised that would happen, and had watched the speedo for a guide, also getting myself atuned to the right tone and feel of it. Driving the Cooper S certainly blunts your awareness of the need to use gears to get the best out of a Mini. I was just thinking how well Mini 7 was going, when she suddenly snuffed, and that was that, refused to go again. It was cold and pitch black, so onto the A-frame she went to be looked at in the morning. I was getting sleepy at that point anyway, and Don said he was just wondering how I was going to bear following the Crown through the Mangawekas at a sensible pace, so it was probably all for the best. Rick soon discovered the problem in the light of day, which was only a minor one, so that was a relief and we were underway again.

Through scrutineering with no problems, and we were off down to the track. I kept expecting to feel nervous, but somehow it just didn't happen. The boys rushed around getting the car ready for practice, and then off I went out on official timed practice, my first look at the circuit, and virtually my first try at driving round one. I still didn't feel nervous! (must be something wrong with me) but was somewhat anxious that I would get in the way of those who were seriously trying to turn in good times, and who seemed to be overwhelming me from all directions. I motored gently around for that practice session, mostly concentrating on getting out of the way, and at the end of it was still rather confused at to what it was all about.

We had a second timed practice later in the afternoon, and I decided that this time I would forget about everyone else, and all the advice I had on how to do what, and just drive in my normal fashion. This I found to be absolutely terrific, and I so thoroughly enjoyed myself it was over all too soon. Don very shortly arrived panting on the scene to let me know that I



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



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had scared the wits out of him by three wheeling around the hairpin every time, but had however greatly improved my lap times. I then decided in future to drive entirely to suit myself, I will no doubt soon find out the faults and then I will be ready with some experience for some constructive advice. Mini 7 behaved herself quite well and didn't give us any more mechanical problems. Dunlop did their bit, and got us onto a set of nice little slicks, something new just coming in, but look as though they could be the thing for Mini 7 -- so much so for the budget - now more wheels and all that!

Weather was beautiful at Levin and the atmosphere most relaxed - being used to the flurry of the Commentator's box on race day, I found it a real holiday, sat around in the sun and enjoyed the peacefulness. Don had of course left Rick a list of instructions, so we worked our way through those, and next thing we knew it was time for my race. I was not the last on the Grid ... there were actually a couple slower than me, but one didn't show up, so I was left with only one contestant. I was quite calm sitting on the Grid, probably having watched so many starts over the last few years does help, but I did wish I had had time to try some practice starts to get the feel of it. However I got underway alright without stalling or getting left behind - all of those in front sort of disappeared into the distance - and I settled down to enjoying my own little drive. Once back into the straight I was bothered by someone rapidly catching up to me, I kept my foot hard down and hoped for enough power to hold on to the end of the straight - just made it in time, and was happy to see the pursuer disappear from my mirror. Back into the straight and there he was again, gradually catching up on me while I nearly pushed my foot through the floor - once again made it to the corner and lost him again - and so the procedure repeated. Another couple of cars overwhelmed me at one point and I vaguely wondered if I was being lapped - later discovered they had been out driving in the country and were only just catching up again, as proceeding down the straight once more - there was Robbie Lester out with the chequered flag, someone whizzed past me, and there was the flag waving as I crossed the finish line. I had a grin to myself - at least I finished with the winner - even if it was a lap behind!

All in all we were quite happy with my introduction to motor racing, Mini 7 behaved herself well, though is obviously in need of a boost, but she at least finished the race, and didn't go for any excursions onto the grass - I didn't receive any criticism or advice, so I assume my performance passed approval too. And so back onto the A-frame for the long, late night haul home, my only objection to Sunday racing and the effort of appearing for work on Monday morning.

BARBARA HADFIELD

**ENTHUSIASTS FIT**

**DUNLOP SP RADIALS**





# NEW MEMBERS

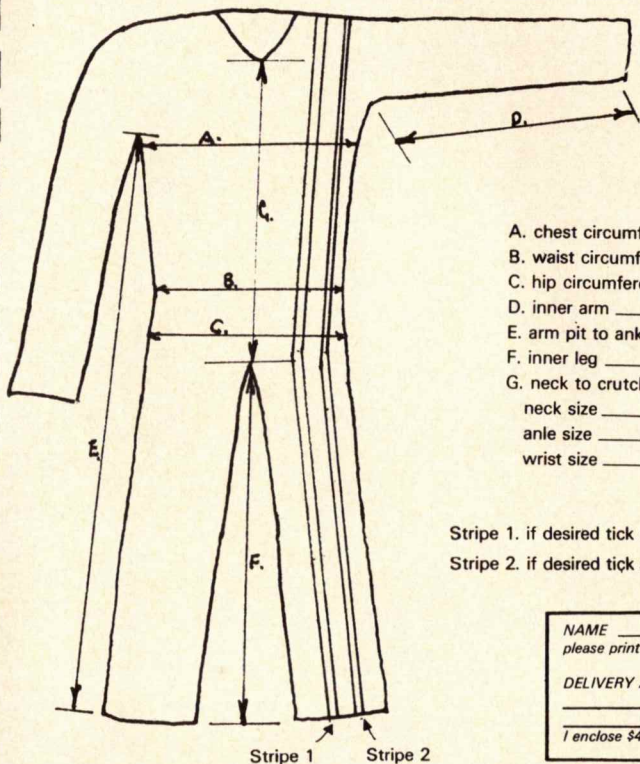
We sincerely welcome the following new members and hope to see them taking an active part in Club events. New members are cordially invited to seek the assistance and advice of any Club Official (see Page 1) to help them settle in.

Bryan Dale	Blockhouse Bay	
Nigel Bonne	Henderson	Cortina Mk III
Kenneth Sholson	Manurewa	
Edward Jarvis	Howick	Vauxhall Cresta
Terence Buck	New Lynn	Morris Minor
Philip Cameron	Titirangi	Vauxhall Victor
Mrs Frances Cameron	Titirangi	
Philip Atkinson	Torbay	Cortina 1600
Bruce Reid	Christchurch	Triumph 2000
Arthur Warren-Smith	Cockle Bay	Regal
Jill Graham	Glendowie	
Murray McKendry	Papakura	Fiat 1500
Neville Langley	Te Atatu South	Hillman Avenger
Alistair King	Ashburton	Cortina
Rex Ferrall	Mt Albert	Cortina
Alan Bartlett	Mangere	Vauxhall
Allan Cameron	Northcote	Fiat 124
Andrew Lowe	Onehunga	M6B Roadster
Brent Holden	Epsom	Austin Mini
Wayne Boberg	Mt Roskill	Cortina
Philip Pacey	Manurewa	Toyota Corolla
Karl Gorissen	Bombay	Cortina
Graeme Morton	Milford	Fiat 850 Coupe
Stephen Dowe	Kelston	Anglia
Stephen Hooton	Te Atatu	
Robert Lothian	Te Atatu	
Louise Fry	Northcote	Mini Clubman
Lance Johnston	Henderson	Hillman
Lester Haycock	Bucklands Beach	Isuzu Bellett
Jean Ferrall	Mt Albert	Cortina
Noel McGeachie	Pakuranga	Chrysler Imp
Robert Blake	Hillsborough	Hillman Avenger
Jans Nijland	Birkenhead	Austin Mini
Remko Pootjes	Northcote	Escort
Jennifer Hamlyn	Waikato	MGTF Sports
Malcolm Michael	Birkenhead	Honda Civic
James Thorp	Paeroa	Escort RS 1600
William Milnes	Auckland	
Alec Newald	Manurewa	Ford Valour Titan
Kevin Grainger	Northcote	Capri 3000
G. Malkin	College Hill	
Mark Scott	Mt Roskill	Morris Mini
Warren Priest	Takapuna	Cortina MK III
David Fielder	Mt Eden	VW
John Wintour	Waimauku	Falcon XA
Brian Watson	Henderson	Escort

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C. hip circumference	
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E. arm pit to ankle	
F. inner leg	
G. neck to crutch	
neck size	
ankle size	
wrist size	

Stripe 1. if desired tick colour  
Stripe 2. if desired tick colour

red	black	gold	blue
red	black	gold	blue

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PHONE WAYNE CONDON - 589-555

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PHONE ROGER DOWE - GLEN EDEN 6108

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PHONE BOB WHITE - 674-037

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PHONE ANDY BAGNALL - 446-472 (Res) or 74-650 (Bus)

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# EXIDE TROPHY

These points are up to and including the Gymkhana held on 29th September 1974. However, Club Circuit results still have to be taken into account.

S. HAMILTON	48	N. MALLARD	13	P. LEVET	9
B. SERGENT	47	L. SHANKS	13	W. PARKIN	8
B. KIRK-BURNAND	44	B. KIRK	12	R. VISKOVICH	8
P. JUKES	42	J. RICHARDS	10	G. CRAWFORD	8
D. BONE	34	B. CORK	10	T. McLEAN	8
S. PEARCE	25	B. PATRICK	10	J. RHODENS	8
R. WILSON	20	P. SHANKS	10	W. PAINTER	7
P. SERGENT	18	R. DUNCAN	10	J. NIXON	7
G. BAGGARLEY	17	G. HILL	10	G. SUTTON	7
R. WYLIE	15	D. CLEMENTS	9	H. LOCKIE	7
B. PLATT	14	M. MOORE	9	R. MONTGOMERY	6
				D. BELL	6

## 5 POINTS:

G. CAMPBELL, J. PROVO, M. SOAMES, R. WHITING, F. BRAY, R. DOHERTY, D. O'CARROLL, L. EVANS, K. CLEGHORN, M. MARHSL, S. MILNE, A. BAGNELL, L. HUDSON, R. STONE, D. CROSS, G. KUTTELL, G. TAYLOR, S. BAGNELL, D. BREMNER, L. ABBOTT, B. COX, J. PERKINS, G. ROBERTSON, J. STEWART, R. CLARK.

## 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. TENSON, R. STODART, A. BARR, H. DANIELS, I. CARROLL.

## 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, P. WILSON, C. BROWN, R. McLEOD, W.J. MARTIN, D. SHALFOON, A. TAYLOR, A. LOWE, S. McHUGH, K. BENNETT, J. RIDDELL, M. VOGEL, G. HUNTER.

## 2 POINTS:

B. WASHER, S. SCHENDERLING, T. PARSONS, J. PEARSON, T. BANKS, R. JOHNSON, R. HUTCHINS, M. JONES, K. CANTWELL, T. THOMPSON, K. SNOOK, F. BAILEY, G. FERAN, I. MACDONALD, C. CROUL, D. McWHIRTER, T. BELL, L. HILL, G. GREAVES.

## 1 POINT:

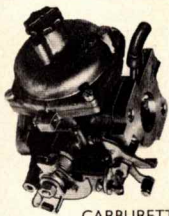
T. GLADSTONE, K. FLASHMAN, R. BENNETT, J. DEMPSEY, K. STRAHAN, P. ROBINSON, K. TURNER, M. FINCH, J. LAWTON, J. KILMARTIN, R. WILLIS, W. POWELL, G. STEWART, O. SORENSON, T. BENNETT.

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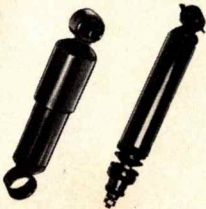
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