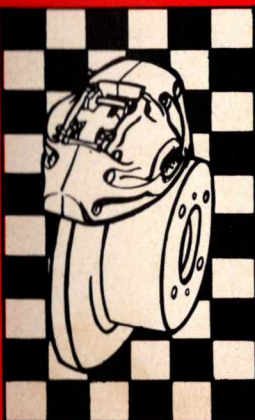
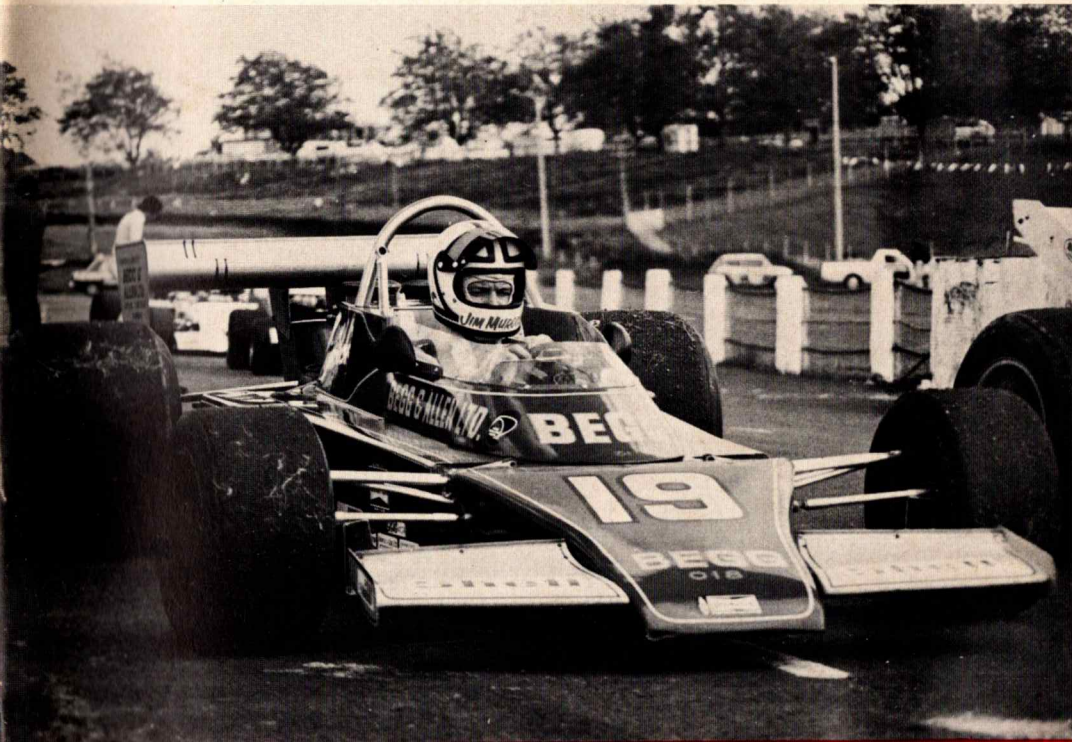


DECEMBER 1974



# BULLETIN



# *Repco*

COMPETITION  
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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. Stedart, A. L. McWatt,  
G. L. Spear, N. H. Harvey.

### Club Captain:

R. E. Brown, Phone 678-739.  
16 Wayne Place, Mt Roskill.

### Deputy Club Captain:

R. R. White, Phone 674-037.  
3 Addison St, Blockhouse Bay.

### Chairmen of Sub-Committees:

Club House: G. L. Spear,  
75-180 (bus.), 888-811 (Pvte).

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

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

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

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

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

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

### Membership Secretary:

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

### Competition Licence Officer:

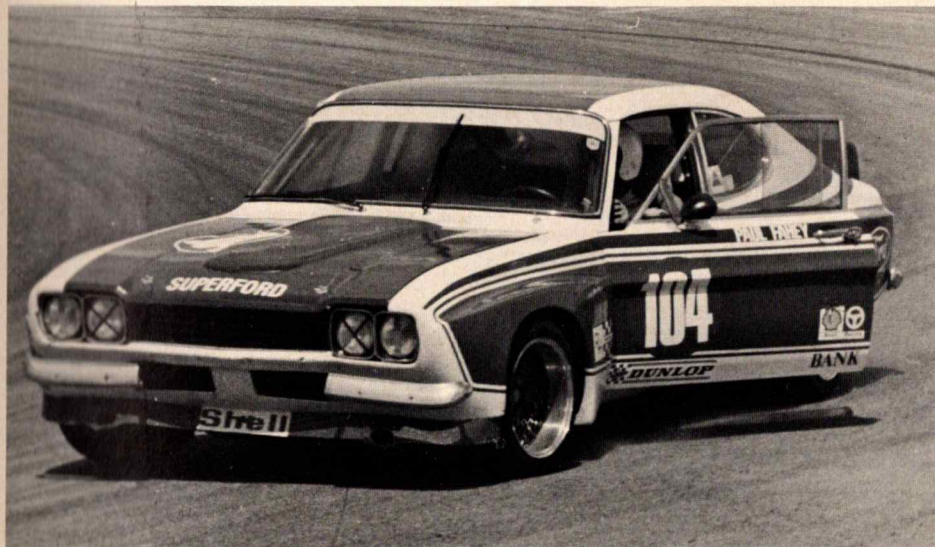
J. T. Molloy, Phone 654-048 (Evgs).

### Security Officer:

H. G. Southee, Phone 607-662.

### Custodian:

W. Ferris, Phone 674-071.



THEY SAY ONE DOOR CLOSSES AND ANOTHER OPENS BUT THE DOOR OF SUCCESS WAS OPEN TO CLUB MEMBER PAUL FAHEY AT THE RECENT BAY PARK MEETING.

Photo - Noel Ronberg - Phone 699-300

COVER PHOTO JIM MURDOCH (BEGG 018) RECENTLY WON THE P.O.S.B. 5000 CHAMPIONSHIP 5TH QUALIFYING ROUND AT THE DUNLOP MOTOR RACE MEETING, PUKEKOHE, 17TH NOVEMBER 1974.

PHOTO - TED JARVIS - PH. HCK 48-901



# 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.

## 1ST DECEMBER - SUNDAY - GYNKHANA



It is regretted that this event has had to be cancelled due to circumstances beyond the Club's control.

## 8TH DECEMBER - SUNDAY - PROMOTED CLUB CIRCUIT RACE MEETING (FOR TRACK UP-GRADING FUND) - PUKEKOHE - 1200M 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 closed 29th November but late entries may be accepted to fill under-subscribed races. Enquiries should be directed to Miss C.E. Dewar, 273 Kapa Road, Auckland 5, Telephone 588-274 (Res) or 379-341 (Bus) regarding late entries (\$4.00). Scrutineering/Documentation at the venue 9.30 a.m. to 11.00 a.m. only. Practice commences 12 noon. Racing 1.00 p.m. Please contact Eric Mallard 677-519 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.



 **DUNLOP  
AQUAJET**





11TH DECEMBER - WEDNESDAY EVENING - MID WEEK TRIAL:



Starts 6.30 p.m. at the New World Supermarket Car Park at the round-about in Avondale. Approximate duration 2 hours. No maps required but bring a sealed clock. An ideal trial for learners plotted by Bruce Sergent. The Bistro Bar will be open for meals.

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

To be held at the Clubrooms commencing at 2.00 p.m. Prior registration of kiddies attending has been previously called for (November Bulletin). Santa will be there with all the goodies.

21ST DECEMBER - SATURDAY EVENING - CHRISTMAS SOCIAL/DANCE

To be held at the Clubrooms from 8.00 p.m. to 1.00 a.m. Music will be provided by "Amber". Good supper. Admission \$3.00 single which incorporates a Christmas Raffle. Remember that this is always a popular event and the limited number of tickets available are dwindling. Enquiries at Clubrooms or contact Graham Spear for the purchase of your tickets - Phone 888-811 (Pvte)



16TH JANUARY - THURSDAY - CLUBNIGHT AND FILM EVENING:

To be held at the clubrooms commencing at 8.00 p.m. Good motorsport films, supper, etc.

19TH JANUARY - SUNDAY - GYNKHANA

Details of this event will be published in the January Newsletter.

26TH JANUARY - SUNDAY - INVITATION HILLCLIMB:

To be held at Chamberlain Road, Bombay. Opening round of the 1975 Bardhal Inter-club Series.

PLEASE NOTE THAT THE CLUBROOMS WILL BE CLOSED ON SUNDAY 29TH DECEMBER THROUGH TO SUNDAY, 5TH JANUARY. THE CLUBROOMS WILL RE-OPEN ON 9TH JANUARY.



**OPEN &  
INVITATION**

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

8TH DECEMBER - SUNDAY - GOLD STAR HILLCLIMB:

Tirimoana Road, Eltham, Taranaki. Organised by South Taranaki Car Club. All enquiries should be directed to the Secretary - Telephone 5422 Eltham.



14TH DECEMBER - SATURDAY - DUCKHAMS INVITATION HILLCLIMB:

Andersons Farm, Paremoremo. Entries on the day 9.00 a.m. to 11.00 a.m. Organised by the Auckland University Car Club. Secretary R. Drummond Phone OH 65-009 (Bus).

15TH DECEMBER - SUNDAY - RALTA INTERNATIONAL MOTOR RACES - MANFIELD - P.O.S.B. 5000, Castrol GTX Saloons, Sports Cars and Formula Vee Championships plus local Mini 7 Series. Entries close Tuesday 10th December, Manfield Promotions, P.O. Box 1959, Palmerston North.

22ND DECEMBER - SUNDAY - INVITATION GRASS TRACK RACE MEETING:



This is the first of a three round series for the Dunlop sponsored Grass Track series. Organised by the Pukekohe Car Club. Other dates are 19th January and 2nd March 1975. 0.7 mile circuit on Ridge Road Farm, Pokeno. Entries close 12th December. Supplementary Regulations available from Mrs N. Pilkington, Phone 362Z Waiuku.

26TH DECEMBER - THURSDAY - GRASS TRACK RACING:

Centennial Park, Taupo. Entry forms etc. from Taupo Car Club, P.O. Box 27, Taupo.

29TH DECEMBER - SUNDAY - INTERNATIONAL MOTOR RACES BAY PARK:

P.O.S.B. 5000 Championship. Also Formula Ford, Formula Vee and Castrol GTX Championships.

2ND/4TH JANUARY - THURSDAY/SATURDAY - N.Z. BEACH RACING

CHAMPIONSHIP - Further details available from the Nelson Car Club, P.O. Box 231, Nelson.

5TH JANUARY - SUNDAY - INTERNATIONAL MOTOR RACES - LEVIN:

Peter Stuyvesant Formula 5000 Tasman Cup Series. Also Motorcraft Formula Ford and Formula Vee Championships.



12TH JANUARY - SUNDAY - NEW ZEALAND INTERNATIONAL GRAND PRIX -

PUKEKOHE - Round 2, Peter Stuyvesant Formula 5000 Series. Supporting events include Bank New South Wales Saloon Car Championships, Motorcraft Formula Ford Championship, Castrol GTX Saloon Championships. Enquiries should be directed to the N.Z.I.G.P. (Inc.) Office, Findlay Street, Ellerslie. Telephone 593-108.

18TH JANUARY - SATURDAY - INTERNATIONAL MOTOR RACES - WIGRAM:

Peter Stuyvesant Formula 5000 Series, Motorcraft Formula Ford, Bank New South Wales Saloons.

26TH JANUARY - SUNDAY - INVITATION HILLCLIMB:



Chamberlain Road, Bombay. Opening round of 1975 Bardhal Interclub Hillclimb Series. Full details will be given in the January Newsletter. This event will be organised by the Auckland Car Club.



GET WITH **DUNLOP**





# FROM CRISIS TO CRISIS



(or Organising the Northern Region Invitation Rally)

This literary gem is for the purpose of telling you (those on the outside) a little of the trials and tribulations of the consortium committee in organising the recent rally. While there have been many crises in the past months I must emphasise that to the committee the rally has represented a lot of interest and fun.

To start at the basics the consortium was formed as a rush job when MANZ asked for applications from car clubs for the right to run the 1974 Marlboro' Rally in our area. Hamilton Car Club organised a meeting between Te Awamutu, Thames Valley and Auckland Car Club and themselves and the consortium was born and an application sent to MANZ. Soon after this Auckland Rallies and Trials Club was invited to join and did so. Each of the five clubs then put up one representative to the committee and these five people - Allen Cheak, Des Bell, Don Ford, Noel McGeachie and myself - with the help of a very few others - particularly Ken Coleman - were responsible for the recent rally. The committee didn't actually get off the ground for a long period for the fuel crisis hit before any planning was done and the Marlboro Series was cancelled - crisis number 1 had hit us.

In late February the fuel crisis - if in fact there ever was one - was over and MANZ agreed to allow closed club and invitation rallies of limited duration using only private roads. The committee met on 28th February and decided to apply to run an invitation rally on 28th September. This permission was granted. The next few weeks saw all five scouting round looking for possible venues for special stages. Many were tried but very few were available or suitable. We had opted on using the Hamilton-Auckland area with an Auckland finish because that was where the Marlboro rally would have to finish. An approach from Kinleith Car Club re using N.Z.F.P. forest roads (later to become the Reidrubber Rally) was greeted with a mixed reception because we still wanted to finish in Auckland. However, as things were looking grim as far as available stages went we were very tempted to accept the offer.

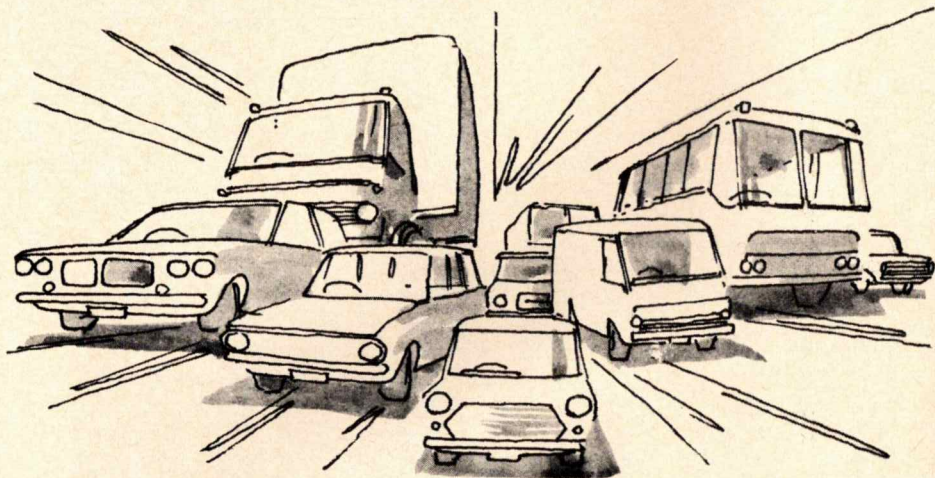
About that time (May) we were jubilant to hear that MANZ had lifted their ban on the use of public roads. Kinleith Car Club's offer was turned down as we now believed we could run what we always wanted - a rally in the Hamilton-Auckland area with about 50% of the total distance being special stages! We knew there would be snags and a hell of a lot of work but we were ready to try anything.

Having only about 4 weeks in which to reconnoitre possible special stages and make applications to County Councils for road closures we set to with a vengeance. Many miles were covered trying as many roads in Raglan County and other areas



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

*CARS VANS MINI BUSES TRUCKS*



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**TAUPO:** 117-125 Tongariro Street, Phone 991

**WELLINGTON:** Waterloo Quay, Phone 44-133

**BLenheim:** Main Street, Phone 89-156

**CHRISTCHURCH:** 250 Durham Street, Phone 60-072

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



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

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



as we could. Wives and babies etc. were piled into cars for Sunday drives (?) to strange places. Mileages were noted. The number of residences on each stretch of road was recorded. Start and finish points were chosen. In four weeks the route was planned and we were ready to apply to the Counties - 4 in all - for the closures. As the rally was now going to have publicity value we started looking for a sponsor. Many firms were approached but no-one was willing to come to the party.

While waiting for Councils to consider our applications we went on the first official plotting run and made contacts with radio people and others who would be needed in the running of the event. At about this stage we were appalled to read a report in the New Zealand Herald giving the exact route of the rally and stating that permission had already been granted by the Counties. We took swift action notifying the Counties that the report was not of our making and also contacted the Herald and chastised the writer. How he got the information we will never know.

Don and I attended the Raglan County meeting when our application was heard. The initial reaction was that the application should be turned down flat but with some high pressure work by us they agreed to advertise for objections. Now, we thought, was the time for public relations. We had a number of contacts in the County area and they agreed to help us to prevent objections through discussion at sports clubs and farmers meetings but alas objections came - not from residents on the roads involved, but from pressure groups.

The two Counties involved in Matohuru Gorge Road both played ball and we had no trouble getting that road closed. Waiti Road was planned for re-construction so our application for that one was turned down.

On 27th August a letter from Raglan County stating that in view of the fact that objections had been received we could not use any of their roads. Phone lines were hot and an emergency meeting was called for the next night. We had four weeks left and either we called the whole deal off or in two weeks we plotted and finalised an alternative route ready for permit application etc. The latter course was adopted and the route as finally used was dreamed up.

The rest is history now but in that critical four week period there were 8 meetings of the committee, the course was covered four times, Allen, Don and Ken took a week off work (to be honest I should have handed back one week's pay). My wife spent many hours typing and generally it was a hell of a rush.

Looking back now a few weeks after the rally I can honestly say I enjoyed the whole deal immensely and especially the lead car job on the day. All the committee members put in a lot of time and clocked up high mileages in their cars. However only reimbursements for petrol for plotting runs were claimed so plotting expenses appear as one of the minor items in the balance sheet.

If we had taken up Kinleith's offer the organisation would have been very much simplified but I feel we made the right decision at the time.



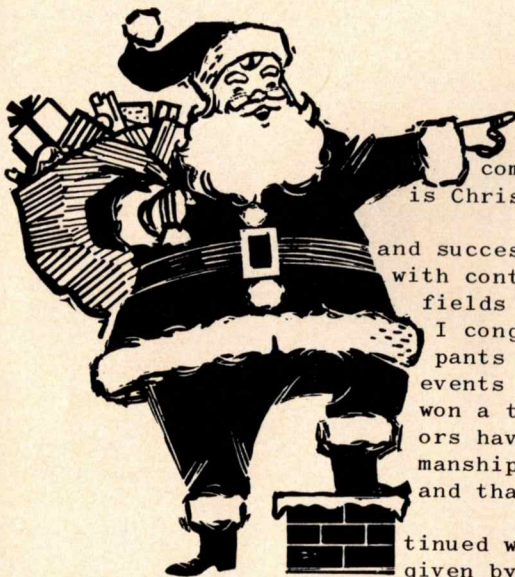


A lot of lessons have been learnt and we hope they won't be forgotten. I don't think Raglan County is worth looking at again but they have some mighty roads. Incidentally an application for a hillclimb was turned down just before the petrol crisis and another similar application - supported by affected residents - was turned down this month. I think the problem lies with one particularly anti councillor.

Well that's the guts of the story - to tell the lot would be impossible. Next year's event will be bigger, brighter and much better - and we are not looking at Raglan County.

CLIFF BOYT

## President's Message



Another year has come and gone and here it is Christmas again.

It has been a busy and successful year for the Club with continually increasing fields and successful events. I congratulate all participants who competed in our events whether or not they won a trophy. Our competitors have shown good sportsmanship towards each other and that is the main thing.

Without the continued willing assistance given by marshals, plotters, checkers and other officials, we could not have promoted events so successfully. I offer my sincere thanks to all those who have assisted the Club.

The festive season of course usually produces a tragic road toll and I implore each and every one of you to do your best to show courtesy and consideration to other road users. I hope you will have happy and safe motoring over the Christmas and New Year period and that you will be with us again next year to enjoy another year of active motor sport.

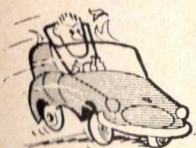
I extend my personal best wishes to you all.

F. B. WEBBER,  
President.



# SUNDAY AFTERNOON TRIAL

3rd November



This Sunday afternoon trial was to prove to be more like a simplified Mercury Trophy trial than a closed club trial as one needed a dictionary of ambiguities and a warped sense of understanding to evaluate the true meaning of the instructions (although we must admit it was a really interesting trial). After completing the odd we were thrown into the midst of an overriding instruction to go alternately left and right where no other instruction applied. This posed problems for some people, especially those who didn't start their over-rider until two instructions too late.

Some fairly straight forward instructions followed until we had to stay on a road for one kilometer, which sure enough came up at the intersection, we had to go right at (or did it)? So straight ahead looking for a check. Around the next corner, and the next, but still no check and we began to wonder how accurate our measurement was. So one more corner, still no check, so we turned back. But also, the usual story, it was around the next corner.

Still on the over-rider, we were then instructed to stay on seal for a distance. On encountering a set of railway lines the plotter wanted competitors to make a U-turn as he considered railway tracks not to be seal. But I maintain that I did not have all four wheels on railway lines at one time, therefore I stayed on seal?? After that small incident it was up the main road to the control, not forgetting you were up to a left, so duck in behind the bus shelter to pick up a check first.


On to Section 2 with another over-rider to go next right on encountering an A.A. sign pointing the way you had come and beginning with a vowel. This was used very effectively at a crossroad where all the roads had signs which met the requirements. So right, a check bringing you back, and right, and once more to come across three happy guys who had run out of refreshments.

Homeward bound, picking up a nice trap (which is still being hotly disputed). On turning into Royal Road, the instruction read "Go right to join motorway". Local knowledge proved to be a dangerous thing as everyone knew the motorway was at the other end of Royal Road. But why not go first right? If you do you'll get a check.

Back to the Car Club, noticing that your mileage wasn't quite up, so a bit further on to get the last check. Very pleased to see that results were out in no time at all.

Thanks go to Steve, John and Peter for a most enjoyable trial.

THE MIGHTY WHITE ESCORT

 GET WITH **DUNLOP**



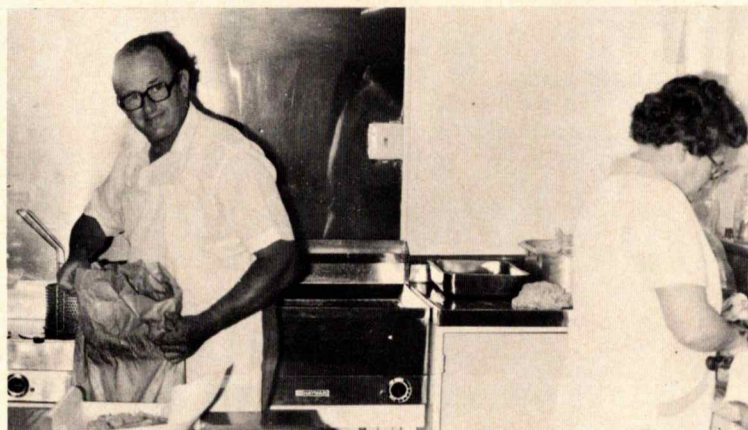
**SUNDAY AFTERNOON TRIAL -- 3rd November**



NEIL SILCOCK AND JOHN CROMBIE.



PERHAPS NOT QUITE THE CORRECT WAY TO PARK AT A CHECK?

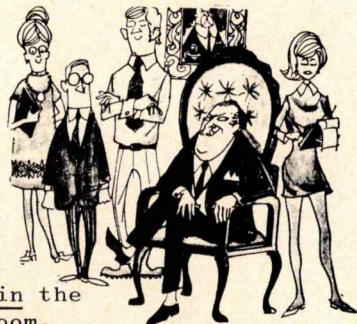


BEHIND THE SCENES IN THE CLUB'S BISTRO FOOD BAR.





# SHOUTS & murmurs



... Visitors to the Members Lounge at the Clubrooms have been many and varied, but most unusual of all called (literally) recently. While the Speed Committee met one evening they were interrupted by loud mi-owing from within the wall structure of the 'ladies' powder room. Investigation resulted in a hole having to be punched in the wall by the Speed Chairman Bob White to release a kitten of a few weeks old. How he got where he got is still a mystery. The wall has been skilfully repaired and the kitten adopted by Noel Ronberg's mother. We understand that feeding by an eye-dropper was necessary initially. Question now is - are there any more around?

... The Clubroom Bistro Food Bar will definitely be open as usual on Sunday, 8th December, for those members and families who will not be at the after-race barbeque at Pukekohe that day.

... There will, of course, be no Bulletin in January. A newsletter instead will keep you up to date with coming events. Next Bulletin will be the February 1975 issue.

... Congratulations to Ian and Sue Hansen on their recent marriage.

... Further congratulations to Noel Goodwin who recently became the proud dad of a baby son.

... We offer our sincere sympathy to Club Vice President Willard Martin on the sudden death of his mother recently.

... Best wishes go to Club Custodian Bill Ferris on the occasion of his 67th birthday recently.

... Well informed sources tell us that the following drivers will be competing in the forthcoming Peter Stuyvesant Series: - AL UNSER - (U.S.A.) - Lola T332; CHRIS AMON - (U.K.) - Talon MR 1; GRAHAM McRAE - (N.Z.) - McRae G.M.2; EVAN NOYES (U.S.A.) Lola T332; BILL SIMPSON - (U.S.A.) - Lola T332; WARWICK BROWN (Australia) - Lola T332; KEVIN BARTLETT - (Australia) - Lola T332;

MAX STEWART - (Australia) - Lola T332; JOHN McCORMACK - (Australia) - Elfin ML; JOHN WALKER - (Australia) - Lola T332. The resident

New Zealand drivers in the 1975 Peter Stuyvesant Series are expected to be Graeme Lawrence (Lola T332), Graham Baker (Begg FM 5), Ken Smith (Lola T332), Jim Murdoch (Begg O18), Frank Bray (Begg FM 5), Neil Doyle (Surtees TS9B) and Robbie Booth (Begg FM 4).



 **DUNLOP**

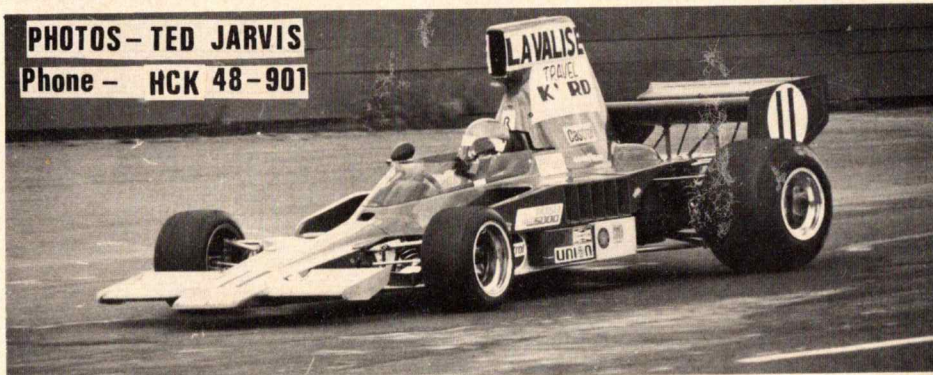




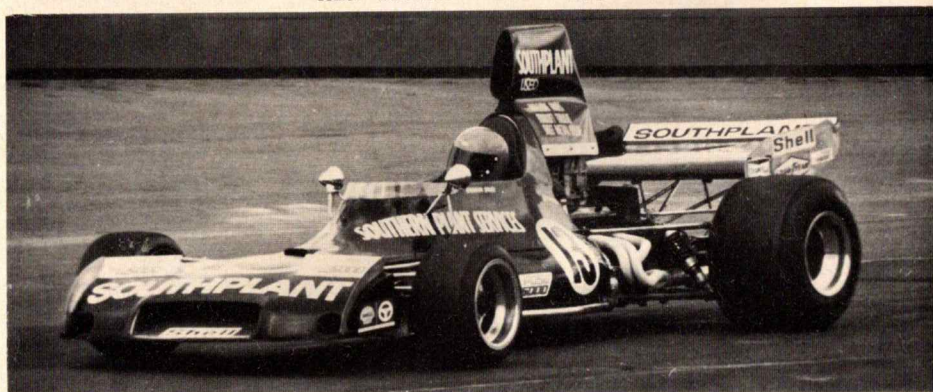
# DUNLOP MOTOR RACES 17th NOVEMBER

PHOTOS - TED JARVIS

Phone - HCK 48-901



KEN SMITH - LOLA T332



GRAHAM BAKER - FM 5



STUART LUSH - 1293 MINI - AFTER THE SPECTACULAR ACCIDENT





Those who read this column last month will remember that it was to be the last until rallying started again. This will be about April next year, but if some of the complaints that have been heard are true you could be reading this column for the last time ever. In other words, I am asking all rally drivers and potential rally drivers to have a bit of sense.

Practising on public roads is not on and you must realise how conspicuous you are with extra lights, roll bars and even some carrying their sponsor's name. All you are achieving is to have rallying outlawed in this country. If you wish to practice or test your car use the hillclimbs, grass tracks, club rallies, etc., this is what we run these events for.

There is also concern about the number of people using venues for practising, i.e. Maramarua Forest.

Should a club member wish to use Maramarua Forest for testing this may be possible after approval from this club who will obtain permission from the Forest Service. However, this will only be under exceptional circumstances and anyone found to have been practising at Maramarua without a permit will be dealt with severely.

The minimum penalty will be refusal of your entry for the next event, the maximum could be the loss of your licence.

Public roads are a major problem to get closed for use as rally special stages and if the residents or Council have heard of rally cars speeding on the road or even in the area, the answer to a road closure request will be NO!

So much for the bitching now for a bit of news.

By the time this Bulletin is received the Caledonian Safari results will be known.

At the time of writing the four New Zealand crews of Robson, Marshall, Andrews and Evans were all out of the event. The length of the divisions and the rough roads are the major problem and we can only look forward to next year and make sure our cars are strong enough to survive. As Mike and Blair have shown we have cars fast enough. Possibly our attitude will have to change to start the event slowly to ensure that we are in at the finish. The only other help is the hope that the organisers plot a route less demanding and they do have roads that are not all rough.

So we look forward to a very competitive season and I personally hope that a way is found to send our top drivers over to the Pacific Series events that will be run towards the end of 1975.



ARTHUR McWATT



# The Art of Super Performance



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**John W. Andrew**

**SUPERFORD**





## Graham Spear reports



Christmas is almost upon us and I wish to advise members that the Clubrooms will be closed on Sunday, 29th December through to Sunday, 5th January. The Clubrooms will re-open on 9th January. I would also remind members that there is no film evening in December.

Tickets for our Christmas Social are selling well and I would point out that admission is by ticket only. The only door sales will be unsold tickets as we have to keep the attendance within the scope of our clubrooms. The Christmas Social has a raffle incorporated in the admittance ticket which is an added bonus to members and should prove popular.

A new driving safety product has just been received by us and this product, namely a superb Nomex lined driving shoe, are as their name implies, specifically designed for driving and are not for normal use. We feel that with these shoes a driver gains considerable safety when competing in motorsport events although one of their main advantages is probably that they are very flexible and comfortable and make driving easier.

The Speedway season is now well under way and the development of Warwick McKenzie's Speedcar is progressing well and we expect the car to be fully sorted by the time the overseas competitors arrive. Peter Bruin has built a new Speedcar powered by a VW motor. This type of motor is proving successful overseas and this car should be quite a threat when it is sorted out. I must say that Peter's car is superbly prepared and is quite a credit to him.

Mark Reddish's Mini had a problem at Bay Park when it stripped several gears and the gearbox locked up. The motor was still trying when the gearbox locked and actually completely destructed the clutch plate to a stage that I have never seen previously. The clutch plate was actually ripped into small sections and the linings were completely shredded. We were pleased to find nothing wrong with the actual motor itself and everything appears to be working well in this respect.

GRAHAM SPEAR



TYRES

**DUNLOP**

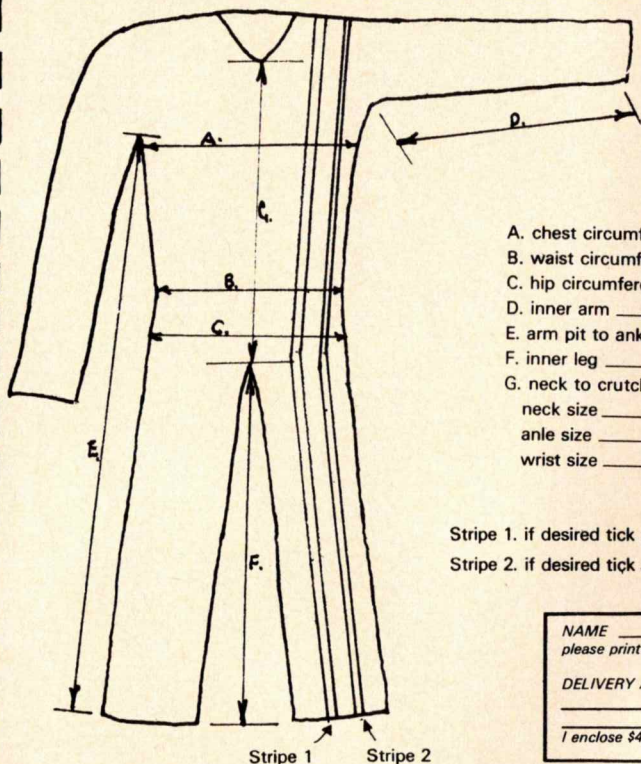
RETREADS



# Special Offer

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# STRAIGHT AHEAD



At last we have our new MANZ rule books, (several months after some of the rules contained therein for the first time had to be adhered to), and a quick review of Appendix T shows some considerable changes. On Wednesday, 11th December, Bruce Sergent has a mid-week trial, starting 6.30 p.m. at the Avondale New World Supermarket and as soon as you finish that (about two hours later) you can start swatting up the rule changes. Have already heard many 'ahas!!!' from Neil Mallard who has made an early start to plotting next year's TISCO, together with Bruce Sergent.

One item of disappointing news I read this month in the A.R.T.C. Bulletin was that the Te Awamutu Car Club has gone into recess. Certainly anyone who has ever enjoyed one or more of their excellent hillclimbs (one of the best, if not the best venue in the country) or a Craik Motors Trial an always enjoyable event of a good even standard and those always remembered Boyt quotations, hope that these events are rapidly resurrected. Also in the same Bulletin I see that Alan Cheak refers to all those who have left trialling for rallying as those who have opted for 'the easier sport'. (I might even get a reply from Robert Wylie or crew on that one).

Speaking above of Cliff Boyt (who plotted the Waikato Gold Star Trial and has joined the Hamilton Car Club), I see he has joined Neil Gumbley and tells people to 'Go left and proceed through gates into H.C.C.'s ground'. 'Return to start and commence again' - this is as bad as my old mate G.T. 1, who shall remain nameless, apart from his christian and surnames being Rod and Peat, telling me to &Go right into Sign'. Of all people I would have thought our Waikato farmers at least would have known the difference between gates and a gateway.

Spencer Pearce and/or John Kilmartin and/or in the other order put on a thoroughly enjoyable trial with a new variation in it whereby an unmanned check became a sign. Those who missed it are all the poorer. Similarly, the Hamilton/Busch/Meggison trial went off very well and although I say this before the trial happens, Crombie's Experts Trial was dead easy compared to his Spring Invitation.

Finally a thank you to Kerry Lay, who has issued all those MANZ Trialling Permits for I don't know how long, an unenviable thankless task on the whole - so thank you Kerry and no doubt he thanks Alan Grout with us who has taken over the Trials portfolio. Alan is a mean competitor in trialling but is a friendly approachable level headed steward if you have to approach him on some permit matter. He made some very pertinent comments at the Mercury Trophy Convenors Meeting about the standard of competition and sportsmanship.



In wishing you all the Season's compliments, let's hope next year brings enjoyment from participation. Remember, happiness is going 19.9 kilometers with the courage of your convictions slowly ebbing away, only to find a check that no-one gets, but misery is finding that the check which only you got is an off course check.

Happy Hunting

G.R. 014



# LETTER BOX



13th November, 1974.

Dear Editor,

I hope Norman Harvey won't take offence if I add a few facts to his November 'ramblings' on motoring publications. There were, I feel, several omissions. It may come as a surprise to many members but the New Zealand motoring magazine with the largest circulation is New Zealand Hot Rod. This publication has an audited figure well in excess of 20,000 copies per month. Another name which failed to appear was that of Autonews which is now owned by the publishers of Motorman and has been appearing regularly in recent months. Don Anderson's contribution to Motorman far exceeds the 'from time to time' situation. Regular readers will be aware that Don has had several articles in every issue since he left N.Z.

As far as motoring publications from Britain are concerned I would have expected a purist like Norm to have featured the almost 'biblical' standing of Motor Sport which is this year celebrating its fiftieth year of publication.

No doubt we can also expect letters from the Editor of 'Auto Age' and the dozens of diligent editors of car club magazines.

Regards,  
Peter Hill

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# INTER CLUB

PIX — Ross Cammick Ph. 558-913

# GYMKHANA



ROSS SENNE



STEVE HAMILTON



GRAHAM HILL





# UNITED STATES GRAND PRIX



JACK NAZER

Part of my recent trip to the U.S. incorporated the American Grand Prix which was the final round of the Formula 1 Series held at Watkins Glen. Watkins Glen in October, the Fall, and being by Lake Semeca, one of the finger lakes, would be one of the most beautiful scenes you could imagine

for such a race meeting to be set in.

The Park of the Watkins Glen Circuit must cover several hundred acres in which the track winds through  $3\frac{1}{2}$  miles of wooded glen. The total attendance exceeding 100,000 over the three days of the event, included many hundreds who camped in motorized caravans so elaborate they could only have been American. During the course of wandering through the park note was taken of the helicopter circle with no fewer than ten machines, special car parks set aside for the Corvette and Ferrari Car Clubs, etc. Not so reputable was an area, fairly barren, which caused attention by a great plume of black smoke on Saturday, the final practice day, about mid afternoon. Some misguided character had converted a Greyhound bus and set fire to it. With mob rule the fire brigade just stood by and watched while the police ignored it. It is the custom of this sector of the community to dominate this area each year to do their thing and when various participants freak out on a drug trip their car seems to become part of their contribution for the burn up spectacle. Just watching, a car would be driven into this area and no sooner would the driver get out than the mob would roll it onto its roof and set it alight. By race day the count was twelve cars and one bus.

To watch the race turn 6 was chosen, a difficult left hander after a short downhill straight and exiting into an uphill straight and then a well banked right hander where Helmutt Koinigg made his tragic exit from the track.

The opening lap saw Carlos Reutemann (Brabham) six lengths clear of James Hunt (Hesketh) followed closely by Carlos Pace (Brabham) Niki Lauda (Ferrari) Jody Scheckter (Tyrrell) Emerson Fittipaldi (McLaren) the rest closely bunched and Andretti (Parnelli) trailing at the rear. As the race progressed the leading trio drew away from the Ferrari who, although








being quickest in a straight line, was holding up Scheckter, Fittipaldi and John Watson in yet another Brabham. It was in the early laps that Denny Hulme retired from the race and his racing career with an engine failure.

Nearing half distance the Ferrari could no longer hold off Scheckter and company and fortunes started changing with the Ferraris spending most of their time in the pits and then Scheckter retired. As the race progressed Reutemann kept the pace on with Hunt at a handy distance and Pace not far behind. Fittipaldi was taking it real careful in fourth. In the dying laps Pace set a new lap record on several occasions while Hunt had the misfortune to have a fuel pump failure and therefore concede a place on the final lap.


It was Brabhams' day with Reutemann first, Pace second and Watson fifth, although Fittipaldi and McLarens had the glory with the World Championship Drivers and Constructors titles.

Well to conclude this unforgettable event, the teams Brabham and McLaren had a joint celebration at a certain Lodge and would you believe, apart from a few local members of the fairer sex, at 5.30 next morning when the festivities terminated, all that were present were about a dozen Kiwis!

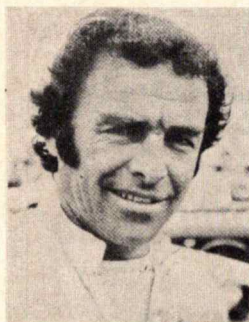
JACK NAZER



**BULLETIN CLOSING  
DATE  
15th JANUARY**







## Dennis Marwood Comments



We have had very welcome and surprise visits from two New Zealanders who are doing very well in England in the Motor Racing scene recently. Pete Kerr who left Hamilton 9½ years ago to seek experience in race car preparation in Europe, and rose to the very top of his profession, just dropped down under for three weeks between the last 1974 F1 event at the Glenn and the first 1975 event early next year.

Pete had several years with Winkleman Racing in the 1964-66 seasons with F2 then with the advent of March Engineering, he was very instrumental in their rapid rise to success. The past season he has been with the UOP Shadow team and he is doing another season with them in F1 after which he wants to spend a year or two working with Mike Hewland on a special sleeve valve engine Mike has been toying with lately.

His team for the 1975 F1 season is Jean-Piere Jarrier with a V12 Matra engined Shadow and Tom Price with a DFV engined car. The cost of running a F1 team can be gauged by the offer Matra made to Shadow for the supply of enough V12 engines to run two cars for a full season at £200,000.00. Shadow would never own any of the engines as Matra would just keep feeding the team engines as they were needed. The offer, however, has only been negotiated for Jarrier so we presume the cost is only £100,000!!

Pete's return visit brought back memories of the saloon racing of ten years ago, as of course we showed old films and photos again. It was Pete's idea in 1961 to widen my Humber 80's rims 1 inch and we were the first in New Zealand to do this.

The other visitor was Allan McCall who is very busy in U.K. building Super Vee's. He used to be with Team Lotus and I well remember him when Jimmy Clark used to visit our Tasman Races. Allan is very keen on settling back here sooner or later as is Pete Kerr and it is very interesting to talk to these New Zealanders who live over there. They are concerned as we are that there are no more drivers from our shores who are likely to follow the Hulmes and Amons.

Allan firmly believes that one way of helping to overcome this situation, and I tend to agree with him, and that is to foster Formula "B" or Atlantic, a class which is really booming in Europe and America.

I have just fitted a turbocharger kit to my 180B, we hope to be supplying and fitting these eventually to customer orders next year. Turbos are the coming thing as they have so many advantages to offer over normal modifi-





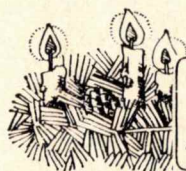


cations. They offer 60% increase straight away as well as completely normal running for starting idle; slow running around town etc, but over 3000 rpm you get some boost with a maximum of 10lbs available.

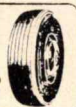
The increase in performance is fantastic as everything is so quiet and smooth. There is also the bonus of clean omissions. The turbo acts as an afterburner and all unburnt gases are soon burnt up in the exhaust turbine. Exhaust noise level is also reduced as the turbine breaks up the pulses and therefore the sharp noises of each exhaust stroke.

Also new this month is TRW Hot Paint which was developed for space vehicles and will stand up to 1200° F temperatures, retailing for \$4.50. Next August NASA's Project Viking gets under way with two unmanned space craft setting sail on an eleven month journey to Mars. Once in orbit they will send down two miniaturised laboratories made by TRW, to test the Martian soil for evidence of life.

DENNIS MARWOOD



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## 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.

Alan Gerguson	Papakura	Ford Falcon Ute
Warren Maskell	Kelston	
James Harvey	Manurewa	Fiat 1500
Neil Pennall	Manurewa	Ford Cortina GT
Craig McEwen	Kelson	Hillman Imp
Stephen Cargill	New Lynn	Morris Minor
Murray Levers	Papakura	Ford Escort
Rick Andrews	Remuera	
Dave Rhodes	Parnell	
Gregory Benyon	Te Atatu	
Trevor Tohill	Mt Roskill	Morris 1100
John Jackson	Remuera	Mini Austin 850
Bruce Davidson	Morningside	Humber 90
Graeme Prideaux	Mt Eden	Simca 1000
Jack Gilmore	Mangere East	Hillman Avenger
Harvey Wade	Glenfield	Ford Anglia
Lui Ritchie	Mt Wellington	Fiat 125
Christine Banicevick	Titirangi	



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## RON McMILLAN IN CANADA

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



The reason for my report and letter to be sent to you is that you may be interested to know that at the Lodge in Watkins Glen where we all stayed there is an Auckland Car Club badge on the wall. It was quite good being able to meet some club members in this place having a few drinks in front of the club sign.

Anyway my reports are a little late I realise, but we have been quite busy after our return from America. Unfortunately I will not report on the U.S. Grand Prix following the fatal death of our driver when a tyre burst in a corner and the car was ineffectively slowed by the inadequate catch fencing to add another death point to the killer Armco. I hope that if any modifications are made to our top tracks in New Zealand as far as safety is concerned, then no Armco. At least after a car is stopped by catch fencing it can be repaired cheaply, not as with Armco when at least 60% of crashes are write-offs.

The Canadian Grand Prix was to be probably one of the most exciting of this year's races as far as the points situation was concerned as it would give a clear indication of the importance of the last race at Watkins Glen. Preparations for the two trans-Atlantic races start after the return from Italy with all the spares, tools and cars being packed and delivered to the airport. Then it was on to the plane chartered by the Constructors Association and once again began the characteristic carry on of all the crews partaking in war games, stickering (mostly on air hostesses) etc., etc. On our arrival at the track we were able to have a close look at the immaculately built Parnelli Jones car which seems very small but as well finished as we were prepared for; the Penske also extremely well made. The freezing temperatures made all the team managers and owners start thinking about the lap charters after last year's fiasco, with the threat of rain and pitstops.

No other new cars appeared except a revamped Hesketh but most teams stayed as they were, driver and car wise, all getting ready for the finance of the U.S.\*G.P. Engines were being treated with some respect for this very reason. After the practice sessions it was the eventual winner on pole with Lauda and Schekter almost as quick. A dropped injector kaputed yet another engine for Derek Bell who hasn't had a happy few races with our car and once again he was to sit and watch the race from the pits. He was first reserve however but with no drop outs of the 25 grid he didn't start.

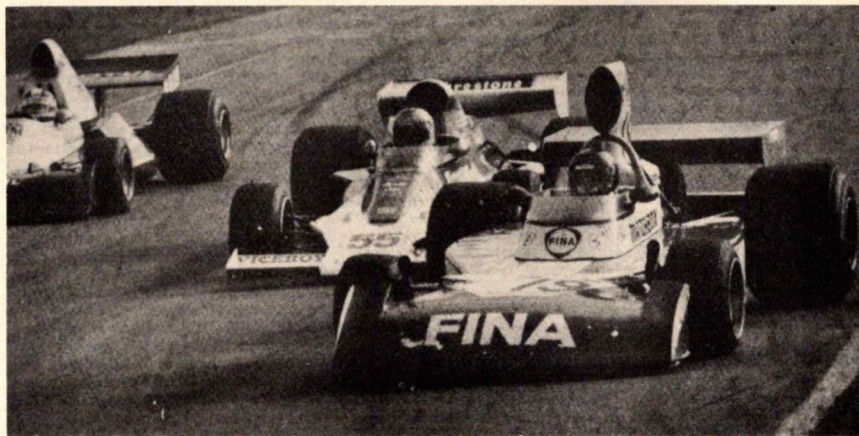
The championship almost lost it's leader when Reggazoni bent his car on a guard rail but he recovered with sixth fastest time in the training car. It was good to see Chris Amon back in a race car again and he managed to qualify the BRM, along with team mate J.P. Beltoise. Ickx was in an uncusomary position



way at the back of the grid where our new driver had qualified. Helmuth was making his debut with the team and was also fighting under-steer as our other drivers have found throughout the year but managed to qualify against by far the world's best 25 drivers. With the freezing cold of the half hour pre-race practice came a puzzling situation for Andretti, who, upon putting his car into gear and letting the clutch out, had no drive - the mechs. stripped the gearbox and diff, found nothing so put everything back together and it worked. The cold may have froze the locking mechanism in the diff according to their crew. Tyre temperatures were the big thing and the McLaren team even had thick woollen blankets over their tyres to try and keep in a bit of warmth.

The start was clean and all cars came round nose to tail with the order Lauda (who else), Fittipaldi, Scheckter, Regga., Hunt, Pace, Jarier, Reuteman. Soon after the start things settled down, Pace having to come into the pits at race speed to have a rear wheel changed - about the quickest stop this year. Lauda was missing at around half race distance as far as I remember as I have just discovered I've lost my race notes so please excuse any mistakes. Schekter also went missing when a front disc mounting broke putting him into a guard rail. Watson had a moment when his bad cold got the better of him and Stuck was out with fuel troubles. Fittipaldi finished first with Regga. second making a tie for championship points and promising a demon race in Watkins Glen. Peterson just missed taking Regga on the last lap and was content with third ahead of Hunt. So it went to Watkins Glen, the 15th round of this terrific season to decide the champion.

(HELMUTH KOINIGG WAS TRAGICALLY KILLED SHORTLY AFTER IN THE UNITED STATES GRAND PRIX AT WATKINS GLEN - ED.)



**HELMUTH KOINIGG acquitted himself very well in the Surtees TS16, finishing tenth on his very first F1 race.**

After our fatality our second car was withdrawn and for us the race was over. Fittipaldi only had to finish to win the Championship after the retirements of Regga and Scheckter. The pre-race bowling tournament was won by Tyrell after our defeat by Shadow.

While in Watkins Glen I noticed a familiar face in the



pits and after the race I had the fortune (or misfortune) to meet some Kiwis and catch up on all the news from home and some drinking. Seems they were on their way to Laguna Seda to purchase various things of interest. I expect they are home by now so I may hear soon of what they did in Laguna Seca. I can't help being amazed at the number of New Zealand mechanics in F1 racing but also the number in the States as spectators was particularly strange. The money crisis back home must be easier than over here. We don't know if we have jobs for next year yet and at present there are only five of the mechanics left here.

Originally I had plans of returning for the Tasman but unfortunately I won't be. One New Zealander is coming home however for five weeks with one of the bikes in the Marlboro Series - we went to Brands today to see a Superbike meeting which was great (even though in typically English weather).

With no more racing for some eight weeks, this is my last report for some time so I'll see you later and wish everyone a Merry Xmas and good racing.

RON McMILLAN



## HALLIDAY RACING DEVELOPMENTS

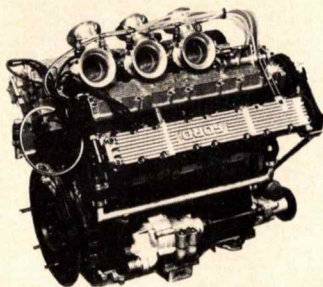
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## CANADIAN RALLY SCENE



Lancia took the lead in the World Rally Championship when the team scored a convincing victory in the Rally of the Rideau Lakes. Overall victory in the rally went to the Stratos of Sandro Munari and Mario Mannucci, scoring their second championship win in almost as many weeks. Second place went to the Gp 4 Lancia Beta of Simo Lampinen and John Davenport.

The rally was based in the town of Smiths Falls and the stages were set out in the Ontario forests. It was divided into two legs with 22 and 18 stages, including two visits to a gravel pit near Smiths Falls for the benefit of spectators.

The first retirement came even before the rally proper started, on the way out to the first stage a Datsun 1600 SSS blew up in such a big way that holes were punched in both sides of the block.

Alen's car was the first of the works Fiat Abarth 124's to retire. Using the verges in a fast double kink, a sharp solid rock was struck a solid blow by a rear wheel which was instantly ripped off along with much of the suspension and part of the body work. Shortly afterwards, Pregliasco retired when his Lancia Beta's engine suddenly gave up the ghost. The cause was later found to be a toothed belt driving the valve gear had jumped several notches after being lubricated by oil spraying out from the dipstick hole.

Paganelli's Fiat was holding the lead over the Lancias, but halfway through the first night the continual side swiping of rocks took its toll on the leading car. He hit a stone for the last time when a front wishbone broke under the impact causing the whole front suspension to collapse on that side and fold under.

The Stratos and Beta were then in the lead, with the remaining Fiat of Perusse behind in the struggle for vital championship points. But it didn't last long, for the gear selectors of the Fiat stopped selecting in the middle of a stage.

The Marina of Culcheth retired just before halfway with a seized gearbox. He had been up in fourth place in the comparatively low powered car. During the break, the Lancia crews received a stern lecture on second half tactics. With the main competition retired, the team manager laid the law down that there was to be no duel between Munari and Lampinen. They were first and second and that was the order in which they were to finish.

Munari slowed down a bit too much at times, for Lampinen found himself becoming embarrassed as he caught up the Stratos several times.



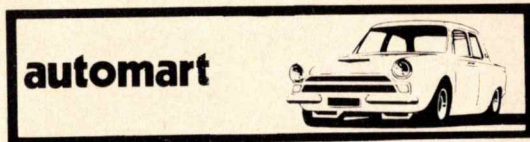
Stage 24 was held up when the course car came upon a logging truck bogged down and a 60 ton army breakdown truck failed to move it. The rally was re-routed to avoid that stage and the following two stages.

Almost at the end, the Boyce Toyota nearly came to grief when after a long service session with the bonnet up and the engine switched off, he found after driving away that the water temperature shot up into the red. The radiator had frozen and there was a frenzied rush to get some anti-freeze to work on it.

- 1st S. Munari/M. Mannucci (Lancia Stratos)
- 2nd S. Lampinen/J. Davenport (Lancia Beta)
- 3rd W. Boyce/S. Gray (Toyota Celica)



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# Trials Trophy Points

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R. WYLIE	126	D. BELL	6
J. CROMBIE	124	G. GRIEVES	6
B. SERGENT	121	I. STEPHENSON	6
L. SHANKS	101	H. LOCKIE	6
S. PEARCE	92	N. MALLARD	5
R. WILSON	73	P. THOMPSON	4
D. BONE	60	M. FINNEGAN	3
P. JUKES	45	J. STEWART	3
D. NICHOLL	44	G. HUNTER	3
P. LEVET	39	A. HART	2
B. KIRK-BURNAND	27	K. SNOOK	2
R. MONTGOMERY	24	T. BELL	2
P. SERGENT	23	MACKIE	2
P. SHANKS	22	G. FERAN	2
R. WILLIAMS	20	D. O'CARROLL	2
G. STRATFORD	18	R. CLARK	2
K. BURNITT	10	G. ROBERTSON	2
J. COKER	10	T. JARVIS	2
L. VAN DER ZEE	10	M. FINCH	1
B. KIRK	9	J. LAWTON	1
B. VISOVICH	8	J. KILLMARTIN	1
W. PARKIN	8	T. BENSON	1
A. COLLIER	8		



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# MNZ

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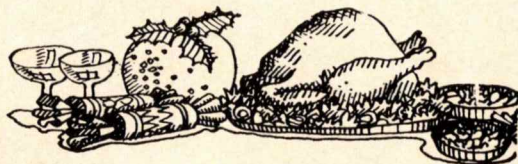


CIRCULAR MEMORANDUM TO : AFFILIATED CLUBS

## MEDICAL EXAMINATIONS :

All members are advised to undergo their medical examination at least one month prior to them competing in an event where a medical certificate is necessary. This is particularly important where a competitor is planning to compete overseas.

This request is made in the light of a number of competitors recently requesting urgent clearance from the Association's Medical Assessor, causing a considerable amount of work particularly where the applicant needs referral to a Specialist. The Association's Medical Assessor is not employed full time by the Association and the utmost co-operation is needed in the area of medical clearance and assessment, and we cannot impose upon our Medical Assessor to give urgent clearances in the future.



## Champion Spark Plug

### New Zealand Ltd

It has been announced by Champion Spark Plug (NZ) Ltd that they will again be offering cash awards for drivers in selected championships.

First introduced in 1973, the Champion Cash Awards are made at the conclusion of the motor racing year to the top three contestants in the POSB 5000 Championship for Grand Prix cars, Motorcraft Formula Ford Series, Bank of New South Wales modified saloon car championship, Castrol GTX production car series and the Formula Vee Championship.

The top place getters in the POSB 5000 Championship, the premier series in New Zealand motor sport, will receive \$500, \$300 and \$200 respectively. The same basis of payment will apply to the other selected championships, with the exception of Formula Vee where payments will be \$250, \$100 and \$50.

It is understood that Champion Spark Plug (NZ) Ltd are considering a similar scheme for the forthcoming Peter Stuyvesant International Motor Racing Series.





# POINT OF VIEW



Listening to the radio or reading the daily newspaper one can hardly avoid taking notice of the increasing attention given to what may generally be referred to as environmental questions.

To those of us who count motoring and motor sport as our recreation or hobby, this increasing media exposure must be of concern. For it is us, those to whom motoring is more than just going to and from work in a motor car, who will most likely find ourselves the victims of the environmentalists.

At no time, possibly since the very early days of motoring has the motor car come under more constant attack than in recent years.

We are for ever being told that exhaust fumes are seriously affecting various forms of wild life. This is not new and it should certainly be treated seriously but if we are not careful a highly vocal minority may well succeed in restricting the freedom of others' freedom to treat the motor car and the various forms of sport associated with it as a leisure time pursuit.

For a number of years Legislators in the U.S.A. have been trying to introduce emission controls for motor vehicles. Whilst some form of standard is necessary attempts at trying to legislate for such a standard are questionable. Only 18 months ago the controls which were to take effect in 1975 in the U.S.A. were withdrawn on the grounds that not only were they far too costly, they also were rather ineffective.

The attacks on motor vehicles did not start with the question of air pollution and it's horrible consequences, nor will they end with it. What must concern us all is the manner in which problems are being handled.

For example, in the U.S.A. motor cars are soon to be required to have front bumpers which are capable of withstanding an impact of 5 mph. This ruling will apply to imported vehicles also. Whilst one may have some sympathy with what is trying to be achieved, the way in which it is being handled is less laudable.

The aim is to reduce the number of injuries caused to pedestrians and to passengers in cars which are involved in low speed impacts. Would it not have been far better to have looked at the situation and intelligently reasoned it out?

Many pedestrians are hit by cars because they fail to use pedestrian crossings provided. The answer to that problem surely is to educate the offending party.

Much publicity has been given to the proposed fitting of air bags to American cars, the bags no doubt being filled with Washington Hot Air. Such a device certainly could not qualify for a safety design award in any country. If, as designed, the bag



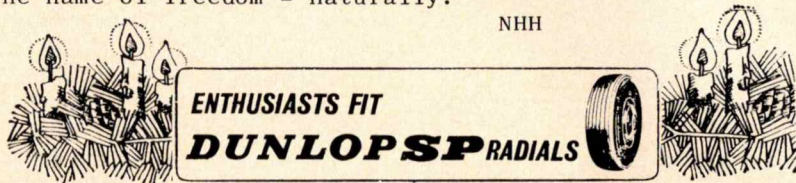
inflates when the car is involved in an accident, the device is intended to stop occupants in the car being thrown forward. It seems that little thought has been given to the possibility of the driver losing control of the car as a result of the bag suddenly inflating.

The logic involved in finding solutions to many of the problems relating to the motor car and motoring seems to me to be rather wide of the mark. Instead of air bags in cars why not full harness seat belts. If one is fearful of the roof of the car folding in in the event of the car rolling, why can't the motor manufacturers build a body shell capable of withstanding such an accident. If Saab can produce such a car then surely it would not be too difficult for larger car producers.

Many of the present day problems surrounding motor cars and motoring it seems have their origins in the U.S.A., where it is quite common for rules to be drafted and legislation enacted by individuals who have little knowledge of the problem they are dealing with.

If those of us to whom motoring is a pleasure are not careful we may find our freedom to drive cars legislated away; in the name of freedom - naturally.

NHH



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# Feminine Viewpoint



We had a nice peaceful week before Pukekohe on October 13th, deciding to leave Mini 7 as she was. Practice day promised to be wet, so now with a choice of tyres, we sat wondering which to use. Don decided it was not going to rain much and the track would dry with use, so out I went on the dry tyres. Of course it decided to rain even harder, and I soon learnt the meaning of "sledging on", a most insecure feeling, but I did manage to stay off the grass. Race Day promised doubtful weather, however it did stay fine for the afternoon, and so we were saved the last minute indecision on what to do about tyres. Mini 7 ran well in the race, though obviously much too slow on a track like Pukekohe where there is a reasonable amount of straight. She had smoke drifting back from the dash, and was heating, which gave me some bother, and was happily boiling when the race ended. I also ran in the Handicap Race, hoping to get away first with a good start, however by the back straight the next group of cars away had caught up with me, so I just soldiered on to the end, by which time she was boiling again.

Though Mini 7 had run alright at Levin where the track is mostly corners, with very small amount of straight, it was obviously much too slow for such as Pukekohe, and with Manfield coming up the next weekend, which also has two long straights, Don felt something more had to be done, so once again she was reduced to bits, and in went the 648 cam, being the standard cam run by most Mini 7's. It was also discovered she had broken some piston rings, being the reason for the smoking and boiling.





She was back together and running by Thursday, but then the gloom settled as she didn't seem to be going any better, so a panic to find the correct carburettor needles, naturally the particular one needed was not available, this causing a major search, and finally we tracked down tow dealers who each had one (we needed two) so that panic was over by Thursday evening. I heard Don tentatively ask Noel if they could get an exhaust change done in time on Friday morning, and when he agreed, departed to seek advice from "Cooky's Mob". The nice thing about the Mini 7 competitors at this stage is that they are all willing to help each other with parts and advice, which makes a very friendly stmosphere, and the saving of some expensive mistakes.

Friday morning saw another panic, the exhaust system on, couldn't get 2nd gear, however they eventually worked that one out, and we finally got packed up and under way in the pouring rain, at this stage towing Mini 7 on the A-frame as Don felt it was too wet to drive. I finally decided to drive her regardless as it is so much faster than towing, and at her lowly modified state is reasonably suitable for the road, though noisy and very much lacking in interior comforts, and certainly in the rain the interior is just one big puddle.

Saturday practice at Manfield turned out to be a dreadful day, blowing a hurricane and pelting with rain. The pits soon turned into a sea of mud, but the Minis were at least fortunate as they could be "stabled" in the horse stalls, which kept the crew and gear out of the mud and wet. My practice wasn't until mid-afternoon, and by that time the rain stopped, sun came out, and everything became miraculously dry. My first practice was somewhat confusing as being the first time on the track I was trying to sort out what gears to use where - I find that I sort out a formula of what gears to use and where, and then see if my plan can be improved on. All ready to do some improvements on my second practice, I took off on the first lap, only to have my first major excursion on the hairpin after the S's- she decided she wouldn't pull out of the corner so shot off into grass and mud at full chat, while I clung on, determined not to hit any of the fence posts, and coming to a very sudden halt nose on into some very large tractor tyres, the car jumping into the air and mud and water flying in all directions. My first reaction was to turn her off, then I thought I had better get out, but there was a very large tyre leaning against the driver's door, so had to scramble out the passenger door. By then a marshal had arrived, and we rushed to the front to see what damage I had done and were amazed to find a broken headlight, a few small bruises and dented flare - I had expected to see the front completely demolished as I hit about 40 mph. Some more marshals arrived, so I suggested we may be able to get her mobile again, and with everyone hopping around in the mud and shoving, she was soon pushed back onto firm land and I was off again. Don was able to do a few laps after practice, and discovered she was handling very badly - at this stage of course I am not aware of what to expect from the car, and so assume the faults must be mine - it's nice to know that some mistakes are attributable to the car!



TYRES **DUNLOP** RETREADS







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

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Race day turned out perfect. My race was late in the day so was able to sit in the stands and enjoy the racing and sun for most of the day. One extremely nice feature of Manfield is that the competitors and crew have a stand by the dummy grid where they are able to watch the racing, so even while your car is on the dummy grid, you can go up on the stand and watch the whole of the circuit. Got away in the race alright, determined to hang on to the main bunch of Mini 7's, and at least leaving behind the few with me on the Grid, but now realising I had to take care with the handling, and after missing gears a few times, they soon pulled away from me. However I thoroughly enjoyed my run and could have gone on for ever - in fact nearly did as the winners and tailenders had been flagged and they forgot me in the middle on my own, so I carried on, though I thought something must be amiss when I entered the S's to find Ian Kirk (the winner) stopped (he just made it) and waving, and several other marshals, etc , wandering around. I was duly given the flag in the S's.

When I got back to the Start/Finish line I was waved in by Wendy Lester, and wondered what the Lesters were up to this time. At Manfield after each race the winner is stopped on the Start/Finish line, and presentation made on the dias in front of the stands. After the presentation to the Mini 7 winner, I was called up on the stand by Robbie Lester and presented with a bouquet of flowers, being the only female competitor at Manfield





that weekend, and also it was my birthday - a very nice surprise and I should have had a few words to say over the P.A., but faced with a microphone and Manfield's fantastic 18,000 spectators, I am afraid I don't have Don's ability to "chatter on". It was later pointed out to him that it was obvious who did all the talking around our house! Perhaps by the time I get to being winner of the Mini 7 class I will also have the confidence to have my say!!

With Bay Park facing us the next weekend, it was decided something drastic had to be done with the suspension to get the handling right, also Don decided to change the diff. to help lift our power range. My dents were left, and bandaged up with masking tape - no doubt Don had some thoughts about the fences of Bay Park, and the very possible likelihood of my taking them on.

Glorious mud of Bay Park - it was dreadful in the Pits and surrounding roads, but it did stay fine, both on practice day and race day, so we were indeed fortunate. Practice times showed an improvement, being only a few seconds behind the main bunch, so no doubt the modifications have been worthwhile. I had expected to find Bay Park quite difficult, and was surprised to find I settled down to it quite quickly, helped by the fact that they have two long practice sessions, of some 20 minutes, so this gives plenty of time for some experimentation and then settling down to practice.

Mini 7 race was the first race of the day as Bay Park had obligingly given us our own race instead of being in with 0 - 1200 as originally intended. Getting nearer to the main bunch now, I found it most enjoyable having someone to race with, though I seem to be missing gears a lot, and this is losing me valuable time which I cannot afford to lose, especially when having gained a little on the corners, I lose it by missing the gear when getting out of the corner. Mini 7 was going really well, and I was thoroughly enjoying the race, when I suddenly noticed the temperature gauge soaring - I was in a bit of a quandry about what to do, thinking that it must be nearing the end of the race, and that perhaps it was just broken piston rings again, finally decided to trundle on to at least make the flag, which she did, and I headed for the pits, expecting to find her boiling. Lifted the bonnet to find a smoking engine, but no radiator boiling - a broken fan belt. Caused some moments of panic - helpful advice from Dunlop suggested we get another fan belt on and run her cool - so a mad dash across to Cooper 'S' to get the spare fan belt. Rick got that on after a battle, and she was duly run cool.

We decided to A-frame Mini 7 home, not knowing what damage the heating had done, and so came our next drama. Feeling a slight movement through Cooper 'S', like a gust of wind, we wound down the windows to be greeted by a dreadful noise, sounded like the A-frame had come adrift. Getting out to inspect it, we found Mini 7 on three wheels. Fortunately a car had been following, and he stopped and produced our fourth wheel. We were also indeed lucky that the accident happened right by a service station, so we were able to get





the spare from Cooper 'S' onto Mini 7, and drive her the few yards back up the road where she was safely locked away in the workshop.

And so we proceeded home on a dismal note, wondering what problems were facing us with Mini 7 this time, having just decided the budget did not allow further modification this year. Don borrowed a Mini 7 trailer a few days later to bring her home, and we were greatly relieved to find a broken rocker was her only problem - suspension parts that had to be replaced were mostly found in Don's collection of "spare Mini parts" and cheaply from the Wreckers, and a spare wheel we already had, so all in all we got out of that one quite lightly.

Now she has gone off to Drury Panelbeaters to John Morrison to have my little Manfield excursion ironed out, hopefully we won't work him too hard as the season progresses.

BARBARA HADFIELD



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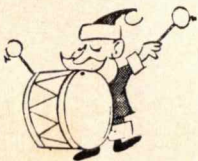
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## 1974 BENSON & HEDGES 500 RACE

### FINAL RESULTS - OVERALL POSITION AND 4301 C.C. & OVER CLASS

#### OVERALL POSITION:

<u>Pos.</u>	<u>Car No.</u>	<u>Prize Money</u>	<u>Drivers</u>	<u>Car</u>	<u>Laps</u>
<u>Outright Winner:</u>					
1st	6	\$600	Wayne Wilkinson/Brian Innes	Charger	230
2nd	5		Garry Pederson/Dexter Dunlop	Charger	227
3rd	16		David Owen/Merv Neil	Charger	226
4th	3		Rod Coppins/Jim Richards	Charger	224
5th	23		Ralph Emson/Doug Bremner	Triumph	221
6th	51		Dennis Marwood/Grant Walker	Datsun 1200	220
7th	56		Grant Aitken/Barry Vuyk	Datsun 1200	220
8th	46		Wayne Jones/George Wilson	Datsun 180B	220

#### 4301 C.C. & OVER:

1st	5	\$400	Garry Pederson/Dexter Dunlop	Charger	227
2nd	16	\$300	David Owen/Merv Neil	Charger	226
3rd	3	\$150	Rod Coppins/Jim Richards	Charger	224
4th	8	\$100	Robbie Francevic/Steve Borich	Charger	218

#### EXCLUSION FROM RESULTS:

##### Car No. 4 - Chrysler Charger (Drivers Leo Leonard/Gary Sprague):

Position at the finish of Race - 1st.

This car was excluded from the provisional results as modifications had been made to a valve timing wheel. The organiser's decision was appealed against. Subsequently the New Zealand Motorsport Court of Appeal at a Hearing in Christchurch on Saturday 9th November 1974, disallowed the appeal, thus the organiser's original exclusion will stand.

##### Car No. 9 - Chrysler Charger (Drivers Reg Cook/Tony Warren):

Position at the finish of Race - 6th.

This car was excluded from the results as the car was fitted with a muffler that did not comply with the vehicle manufacturer's specification. The muffler fitted is commonly known as a straight-through muffler.

E.G. Mallard,  
SECRETARY OF THE MEETING.





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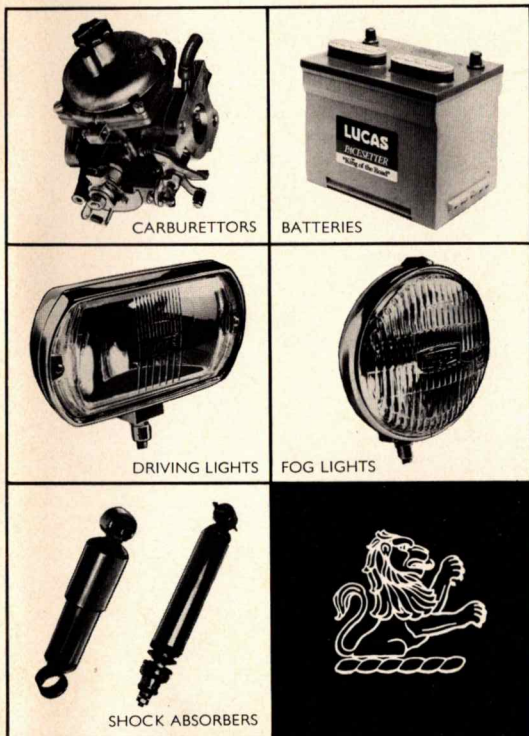
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