

February 1975



BULLETIN



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— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland.

CLUB OFFICERS

President:

F. B. Webber, Phone 595-282.
23 Maraia Road, One Tree Hill.

Vice-Presidents:

L. F. Rankin,
Phone 84-164 Papakura,
3 Arthur Place, Papakura.
W. J. Martin, Phone 566-437,
6 Melissa Place, Pakuranga.

Secretary and Treasurer:

G. J. McKinstry, A.C.A.
Phone 373-484

Executive:

B. J. Hamilton, E. G. Mallard,
J. T. Molloy, I. L. Ivers, D. H. Bell,
C. R. Stodart, A. L. McWatt,
G. L. Spear, N. H. Harvey.

Club Captain:

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

Deputy Club Captain:

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

Chairmen of Sub-Committees:

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

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

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

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

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

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

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

Membership Secretary:

B. J. Hamilton Phone POP 48-520

Competition Licence Officer:

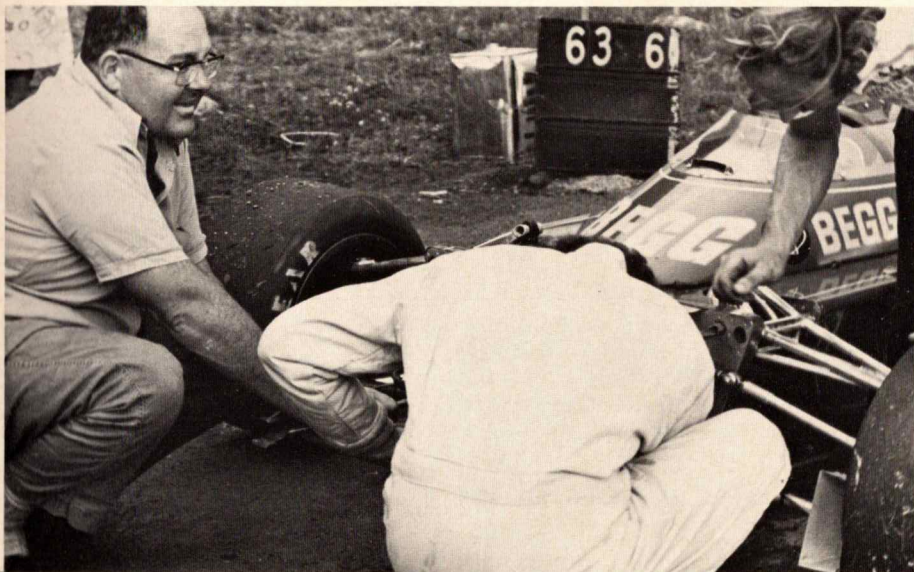
J. T. Molloy, Phone 654-048 (Evgs)

Security Officer:

H. G. Southee, Phone 607-662

Custodian

W. Ferris, Phone 674-071.



A HOPEFULLY EXPECTANT GEORGE BEGG (LEFT) WORKING ON THE BEGG 018 DURING PRACTICE FOR THE NEW ZEALAND GRAND PRIX.

COVER PHOTO

WARWICK BROWN (LOLA T332) IMMEDIATELY AFTER WINNING THE NEW ZEALAND GRAND PRIX, SECOND QUALIFYING ROUND OF THE PETER STUYVESANT SERIES AT PUKEKOHE, 12TH JANUARY 1975.

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.

6TH FEBRUARY - THURSDAY - ANNUAL HAMILTON CAR CLUB V. AUCKLAND CAR CLUB GYMKHANA:

This year's event will be held at the Western Springs Outer Car Park area. Entries will be accepted on the day between 11.00 a.m. and noon. All members invited to participate. A strong team will be required to trounce the lads from the Waikato. S.T.S. Trophy points. The Clubrooms Lounge will be open after the event.

9TH FEBRUARY - SUNDAY - CLUBMAN'S RACE MEETING:

To be held on the Pukekohe 1200m Circuit. Production Saloons, Modified Saloons, Sports Cars, Formula Ford, Formula Vee, etc. Scrutineering/Documentation at the venue 9.30 till 11.00 a.m. only. Practice commences 12 noon. Racing 1.00 p.m. Usual racing requirements called for including MANZ Medical Certificate. Entries accepted by phone and should be directed to Miss C.E. Dewar, 273 Kapa Road, Auckland 5., Telephone 588-274 (Res). Entries close Wednesday, 5th February. Late entries may be accepted to fill undersubscribed fields. Light refreshments available at the Circuit. Persons able to help with flag and other duties on the day, please contact Eric Mallard Phone 677-519 (Res) or 593-108 (Bus).

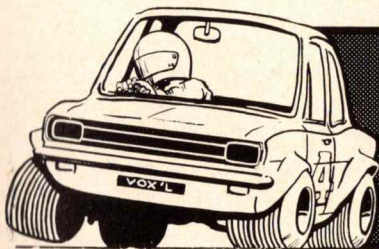
16TH FEBRUARY - SUNDAY - AFTERNOON TRIAL:

A three hour event offering variety in instructions including a map reading section. First car away at 1.00

p.m. from Clubrooms. The trial will finish back at the Clubrooms. Bring a "sealed clock" and Lands and Survey Map N.Z.M.S. 1, Auckland Sheet N42, 3rd Edition, 1st August 1966. Plotters are Dianne and Neil Barnard together with John Wentworth. Persons able to help as 'en route' checks, please phone John at 697-811 (Res).

20TH FEBRUARY - THURSDAY - CLUB NIGHT/FILM EVENING:

Held at the Clubrooms, 44 Stoddard Road, Mt Roskill, at 8.00 p.m. Motorsport films, supper, discussion, etc.



**OPEN &
INVITATION**

1ST FEBRUARY - SATURDAY - NATIONAL MOTOR RACES:

Timaru. Formula Ford, Castrol GTX and B.N.S.W. Championship races.

2ND FEBRUARY - SUNDAY - GOLD STAR HILLCLIMB:

Cossey's Farm, Drury Hills Road, Drury. Organised by the Northern Sports Car Club.

9TH FEBRUARY - SUNDAY - GOLD STAR HILLCLIMB:

Mt Ngongataha Road. Entries close 5th February, Rotorua Car Club, P.O. Box 365, Rotorua.

15TH FEBRUARY - SATURDAY - GOLD STAR HILLCLIMB:

Waihi. Thames Valley Car Club, P.O. Box 22, Paeroa.

16TH FEBRUARY - SUNDAY - "SPLASHE" NATIONAL MOTOR RACES:

Manfield. Formula Ford, G.T.X., Sports Cars and Formula Vee Championship races. Also 200km trophy race for G.T.X. Saloons. Manfield Autocourse Promotions, P.O. Box 1959, Palmerston North.

16TH FEBRUARY - SUNDAY - BARDAHL INTER-CLUB HILLCLIMB:

Bright Road, Waiuku. Entries on the day 9.00 a.m. to 10.00 a.m. Pukekohe Car Club, P.O. Box 174, Pukekohe.

22ND FEBRUARY - SATURDAY - BARDAHL INTERCLUB HILLCLIMB:

3rd Round, Anderson's Farm, Paremoremo. Entries on the day 9.00 a.m. to 10.00 a.m. Auckland University Car Club, P.O. Box 22-360, Otahuhu.

23RD FEBRUARY - SUNDAY - COCA COLA BOTTLERS RALLYCROSS:

Mystery Creek, Kaipaki, Hamilton Car Club, P.O. Box 6029, Hamilton.

1ST MARCH - SATURDAY - GOLD STAR HILLCLIMB:

Taranaki Car Club, P.O. Box 704, New Plymouth.

2ND MARCH - SUNDAY - GRASS TRACK MEETING:

Ridge Road Farm Circuit, Pokeno. Final of "Dunlop" sponsored series. Pukekohe Car Club, P.O. Box 174, Pukekohe, for supplementary regulations.

8TH/9TH MARCH - SATURDAY/SUNDAY - NORTH ISLAND GYMKHANA CHAMPIONSHIPS:

Further details available from the organisers, Wairoa Car Club, P.O. Box 174, Wairoa, Hawkes Bay.

9TH MARCH - SUNDAY - "ROTHMANS" NATIONAL MOTOR RACES:

Pukekohe. Championship races for Formula Ford, Bank New South Wales Saloons and Sports Cars. Further information available from the organisers, Northern Sports Car Club, P.O. Box 22-362, Otahuhu.

16TH MARCH - SUNDAY - NATIONAL MOTOR RACES:

Levin. Championship races for Formula Ford, Bank New South Wales Saloons, Castron GTX Saloons, Formula Vee. Promoted by Levin Motor Racing Circuit Ltd, P.O. Box 989, Palmerston North.

22ND MARCH - SATURDAY - RACE MEETING - WESTERN SPRINGS STADIUM

Entries (70 maximum) to Northern Sports Car Club, P.O. Box 22-362, Otahuhu. A.S.R.'s available A.C.C. Clubrooms.

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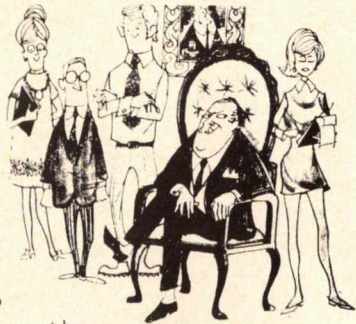
DUNLOP MOTOR RACES 17th NOVEMBER



THE TWO PHOTOGRAPHS ABOVE SHOW THE SEQUENCE OF EVENTS AFTER THE SPECTACULAR ACCIDENT OF STUART LUSH AT THE AUCKLAND CAR CLUB DUNLOP MOTOR RACES AT PUKEKOHE ON THE 17TH NOVEMBER 1974. EXCELLENT FIRE FIGHTING BY MARSHALS AND THE FIRE BRIGADE HAD THE FIRE OUT IN REMARKABLY QUICK TIME WITH NO INJURIES TO STUART.

PIX-- MILAN FISTONIC Phone TGN 5293

SHOUTS & murmurs



. . . Well, the Grand Prix is all over, and a good one it was too, but on reflection one can't help feeling sorry for Ron Frost over the failure of American Al Unser to appear. We wonder if anyone realizes the amount of time and trouble Ron Frost goes to, on a very limited budget, to negotiate drivers and teams for the Tasman Series. There is probably nobody else in New Zealand who could do the job as well and to be let down like that must be a bitter disappointment for him.

. . . Our Grand Prix correspondent reports -

. . . That Chris Amon was most impressed with the Begg, driven by Jim Murdoch, even before it went out on the track.

. . . That Chris Amon also said the Talon is the best car he has ever driven and that is including Formula 1. Chris will probably be driving a Talon in the forthcoming Formula 5000 series.

. . . Graeme Lawrence definitely ran out of petrol at the Grand Prix. He explained that the fuel cells are the ones out of the old tub and he thinks that they may have not fully extended themselves.

. . . That Ken Smith was not as happy with the La Valise Lola at Pukekohe as he was Levin. However, Ken put up a very creditable performance.

. . . Chris Amon had to come in and change his tyres as the ones he was running on were about two years old and had gone hard and therefore were not gripping at all. He said that had the rain stopped on about the 20th lap he might have had a show.

. . . Both Max Stewart and Alan Moffatt appeared to miss using the Shell Chicane on a few occasions.

. . . It was good to see David Oxtan back on the racing scene for the Lady Wigram Trophy race in which he finished in sixth place behind Graeme Lawrence.

. . . Congratulations go to Jim Murdoch on a splendid drive to finish second in the New Zealand Grand Prix.

 TYRES **DUNLOP** RETREADS

. . . It was great to see Denny and Greeta Hulme at Pukekohe for the Grand Prix. Denny's comments over the public address during the race were very informative and welcomed by the spectators. The large multi-coloured umbrella used to shelter Leader of the Opposition, Rob Muldoon, at the presentation after the race was kindly loaned by Denny for that purpose.

. . . Will Graham McRae ever turn up at an official function turned on in connection with motor racing? His non-appearance at the Grand Prix buffet dinner on Friday, 10th January, may have been excusable but what prompted his discourtesy in not meeting official guests at Pukekohe on the start/finish line with all the other drivers prior to the Grand Prix? When it comes to public relations, you don't do much for New Zealand motor racing Mr McRae.

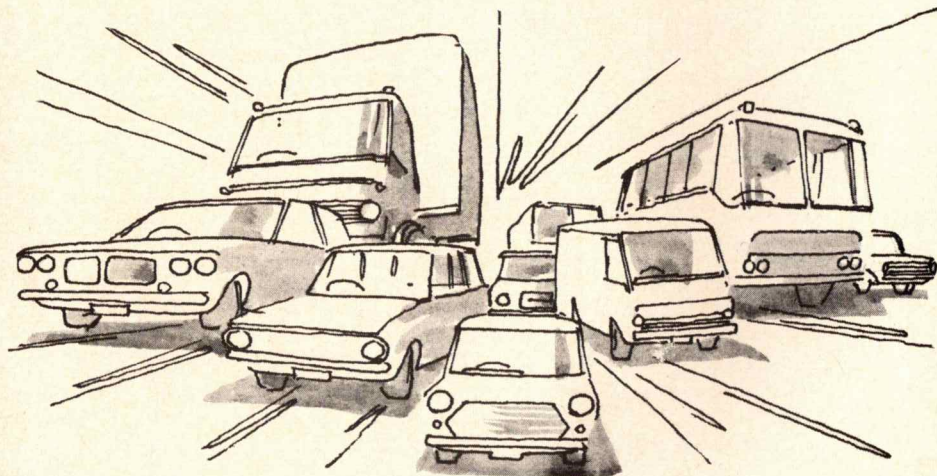
. . . Yet another racing team has appeared on the motor racing circuits this year. This is the Fuji Films Racing Team. The Formula Vee is already racing, driven by Ray Whiting (pictured below) and the Fuji Films Mini 7 will be appearing very shortly to be driven by a top named driver but at the time of press this has yet to be announced. Peter Grant will be driving the Fuji Films Sports Car but unfortunately this will not be completed for a while yet and until it is Peter will be sharing the driving of the Mini 7.

. . . It was wonderful to be able to meet well known and popular motor racing correspondent Eoin Young at the Grand Prix Buffet dinner. Members will recall Eoin's article in the September 1974 Bulletin entitled "Rallying with Jody Scheckter" when he described the 1000-mile Avon Motor Tour of Britain from the co-driver's seat. Eoin has promised to write again for the Bulletin and we look forward to this with interest.



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MID-WEEK TRIAL

11th DECEMBER



For winning the December mid-week trial I have been given the somewhat dubious honour of writing this article. Well, here goes:

After leaving Avondale we were soon heading toward the Henderson area and into the setting sun, a problem that was to worry us through most of the trial and cause several complete stops when corners became virtually invisible. The first demon trap, and the first ordinary trap for that matter, involved quoting the odo check as a numbered instruction. The following instruction told us to go right at the same point so we went straight ahead to a DUL. Our jubilation at getting this must have temporarily lowered our powers of observation for we missed an invisible (?) track on our left and consequently dropped our only check in the trial. We felt much happier later however when we learnt that all other 21 cars missed it also.

Several traps later we came upon the next piece of cunning. Remembering our A.S.R. that no-exit roads don't exist, we realised that we had not executed our "Right at VINEYARD RD" because the road straight ahead was a no-exit. At the following sloping T junction we encountered another VINEYARD RD and were about to then go right when we realised that it was a local body sign and, according to the A.S.R.'s we were to follow A.A. signs only. So, least deviation took us back to check KING. An excellent double trap.

After that things were reasonably straight forward. We noticed the mis-spelt check sign, remembered that crossroad is one word, not two as in the C.R.I.'s, and arrived at several other U-Turn checks before heading homewards along the motorway. Always wary of the "sting in the tail" we noticed that PLUNKET KARITANE HOSPITAL, although obviously an A.A. sign, did not have any insignia on it and could not be regarded as one. So, a mile or so further down Great North Road we found a tow truck with CHECK on the back.

So to the finish were I'm sure everyone joined me in thanking Bruce Sergeant for a very well thought out and enjoyable trial with an abundance of checks that probably made even the last place-getter think he was doing O.K. until the first manned check.

Our only criticism was the necessity to traverse the McEntee Road in both directions causing a few narrow escapes even though caution signs were displayed.

DOUG AND CAROL

RESULTS OF MID-WEEK TRIAL - 11TH DECEMBER 1974:

1st	D. Bone	268	points	lost
2nd	S. Hamilton	368	"	"
3rd	G. Stratford	574	"	"
4th	J. Crombie	577	"	"


5th	A. Hart	642	"	"
6th	R. Wilson	1107	"	"
7th	B. Kirk-Burnmand	1155	"	"
8th	B. Dunlop	1214	"	"
9th	W. Milnes	1261	"	"
10th	S. Pearce	1316	"	"




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.

Ross Walker	Mt Roskill	Capri 1600 GT
Ben Hall	Pukekohe	Monaro GTS
Lynette Hellyar	Glen Innes	Humber 90
Stewart Ward	Milford	Anglia
Robert Fickling	Northcote	Mazda
Peter Price	Birkdale	Mini Cooper 'S'
Robert Carn-Bennett	Ellerslie	Escort
Gavin Earl-Peacock	Panmure	Cortina GT
Glen Earl-Peacock	Mt Wellington	Datsun 1600
Ian Peacock	Panmure	Lotus Cortina
Michael Andrew	Mt Wellington	M.G.B.
Patrick Grant	Newmarket	Datsun 120Y
Garry Devon	Papakura	Lola T190
Stephen Willy	Green Bay	Holden
David Honore	Onehunga	Ford Falcon
Colin Keogan	Mt Eden	Escort
James Rolton	Birkenhead	Fiat 132
Colleen Rolton	Birkenhead	Fiat 132
Michael Taylor	Remuera	
Graham Marshall	Avondale	Escort
David Hughes	Mt Eden	
Graham Hobbs	Parnell	Datsun 180B



**BULLETIN CLOSING
DATE
15th FEBRUARY**





Well at last, despite or because of comments from Snasher and John Coker about our futile efforts, we have been officially presented with the Mercury Trophy. In fact, the President of our friends at A.R.T.C. none other than Alan (Snasher) Cheak is trying to take some of the credit for this, but I must thank him for all his comments when he presented the trophy. It now remains only to keep it.

We had two good treats to finish off the season, Bruce Sergent's Mid Week affair, which was enjoyed by everyone apart from one elderly gentleman who voiced his complaints, and the other trial, which was a real humdinger, was the Experts Trial which had something for everyone, and everyone fell for something (winner Bruce Sergent had navigator Mallard (Neil)) who fell for the trap that he himself invented for a time claim in a Gold Star trial in the South Island. There were extremely clever 'straight aheads' (a good name) in a backwards section. One particularly mind-boggling trap early on was one in which the check did not appear until 10 miles after the first trap. In case you think I am being over generous in my praise of this fabulous trial, I assure you I'm not - and I know - I plotted it! Oh yes, and then there was the temporary speed limit of 20 mph with a well hidden Bob White at the beginning with radio transmitter and Ron Brown at the end. To all those people who missed the latter portion of the trial because of a last minute change of manned checks (it wasn't their fault) I apologise.

The results of the Experts (first ten places only) is as follows:-

1st	B. Sergent	330 points lost
2nd	S. Hamilton	785 " "
3rd	P. Jukes	927 " "
4th	R. Wylie	954 " "
5th	L. Shanks	1179 " "
6th	D. Bone	1214 " "
7th	P. Sergent	1409 " "
8th	I. Stephenson	1740 " "
9th	P. Shanks	1971 " "
10th	R. Wilson	2283 " "

Finally, (and heaven knows, because of all that Xmas spirit, this will be a short column, apart from that rude fill in by the plotter telling how good his Experts Trial was), don't forget this year's TISCO. If you want to help, and there are a lot of peachy jobs going, see Neil Mallard or Bruce Sergent or even 'Straight Ahead' himself. (John Crombie) Don't forget to read the new rule book.

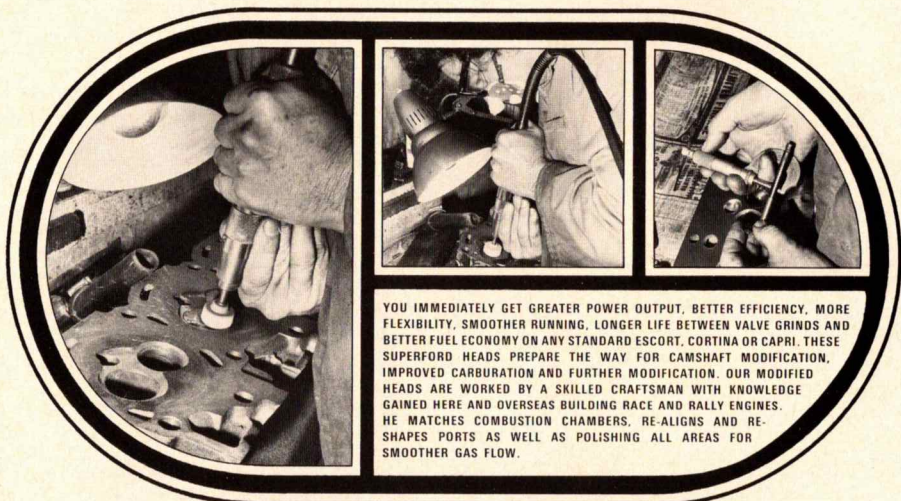
G.R. 014

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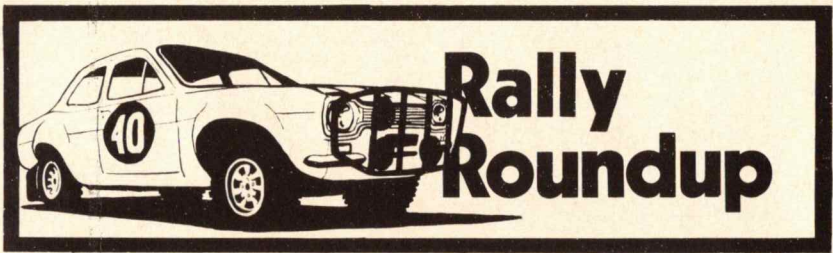
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John W. Andrew





Giddyay! Supplementary Regulations are out for the 1975 Easter Rally which will be promoted by the Northland Car Club. The event will be well organised and very exact as Bruce Pullman and Carl Rabbidge will be running the show.

There will be about sixteen special stages of about 28 kilometers each, most of which will be run at night. The entry fee is miles too high at \$25 per car, however, entry forms are available from Mrs E.V. Rabbidge, 36 Kohe Street, Parahaki, Whangarei, Phone 84-249.

Entries will close when 100 have been received or on the 20th February. Members of the Auckland Car Club are among those to be invited and provision is being made for team entries. In fact, the rumour is that there could be some form of interclub team prize. So, anyone who wishes to be accommodated into an Auckland Car Club team is to contact me (Kevin Lancaster) before the 25th March, Phone 657-088 (Home) or 592-185 (Bus).

Now, who's driving what this season?

To begin with, John Woolf has bought Rod Millen's Mazda from last year and will be driving it in most of this year's rallies. Mazdas seem to be the going thing with Rex Rattenbury having purchased one for rallying. Another driver stepping into one of the rotary wonders is Quentin Phillips who is rumoured to have considerable sponsorship lined up.

So much for Mazdas and now on to the real thing - ESCORTS!! Dave Simpson could very well be the man to watch this season as his crew now contains one of the best builders of Escorts in the country - John George. John built the immaculate Dishmaster Escort and also worked on the 1973 Woolmark Team.

Glen Stowell, who pedalled an XUI Torana very rapidly last year will be seen in a "full house" BDA Escort this season. The car will have all the gear - rocket box, Atlas diff., Bilsteins, etc. etc.

The most controversial change to an Escort would have to be Colin Taylor - he'll really fly as he's bringing out Markku Allen's ex-works 2 litre BDA car from England.

Anyone interested in buying a reliable car for this season couldn't really go wrong in buying Ray Jordan's BDA Escort as the car is definitely up for



sale - Ray was only able to compete in three rallies last season but still managed a second place at Waitangi and two fifth placings at Maramarua.

No R.P.A. news as yet, however, I might have something for you next month, especially if they have their awards system sorted out a darn sight better than last season.

I also hope to have a draft calendar for this season's rallies. Till next month

KEVIN LANCASTER



THE MEMORABLE MILLER

Older members will recall the days of New Zealand motor racing when Gerry Mathieson raced the Miller Special. We recently came across a piece of history from this era in the form of a letter written by S.C.H. Davis of the English magazine Autocar to Gerry Mathieson regarding the Miller Special. Dated 30th November 1933, it should interest all motor racing buffs and with the kind permission of Gerry we reprint the complete letter.

30th November, 1933.

G.A. Mathieson, Esq.,
C/ - Auckland City Council,
Auckland, C.1.,
NEW ZEALAND.

Dear Mr Mathieson,

Well, as a matter of fact, I have quite a fair number of friends in New Zealand and I hear from them pretty regularly, so that I know a little what you are doing, but it is awfully nice of you to send that picture of the old Miller and it is nice to see her again. She really was a very fine car and one had great fun getting her ready for the Grand Prix, though it was soon apparent that she was not intended for road racing, and the number of things we had to change was absolutely unbelievable.

You are right about those bearings. If they had allowed the metal to become worn it was impossible to keep No. 8 rod in place. We used to find when she was new that you wanted to put a great deal more oil through the engine than the existing scavenging pump could possibly deal with, and that was why the little fan-driven pump was mounted in front of the radiator.

We used four vertical Zenith carburetters in France and they were very good, much better than the eight Miller carburetters originally provided, each of which had four jets. It was a little difficult to get the compensators big enough to deal with a remarkable flat spot low down.

The highest speed this car attained over a mile at

Brooklands was 125 mph. The rear springs were a bit hard and it was a terribly rough ride, while the car was a little uncertain due, we found out afterwards, to a stiff point in the steering.

Have a look at the steering worm. It is a single-start affair and it wants watching, as the thin end of the thread is liable to break away. Funnily enough, the distance from the centre of the frame to one front wheel was greater than that to the other, a problem we never solved, but we equalised the brakes best by shifting the operating pulley to the right or left on the cross wire behind the front axle.

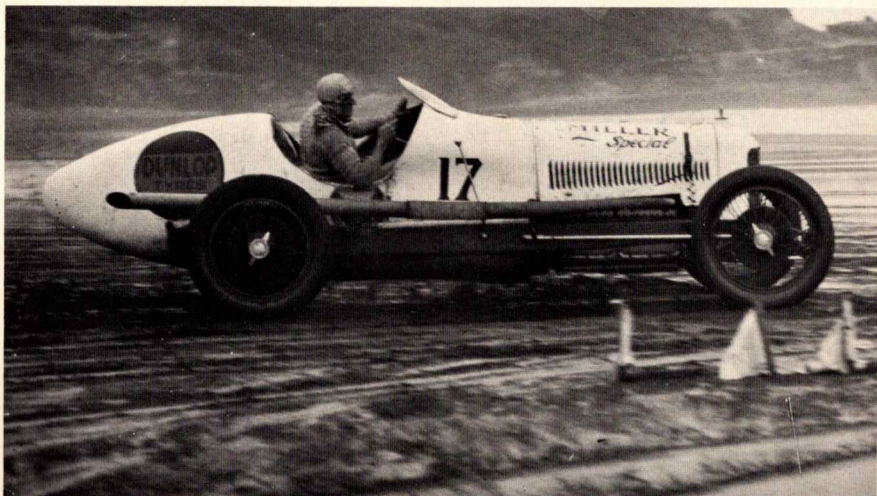
The new crank was fitted by its second owner, for no particular reason. We used the original Miller crank but had a new one made as a spare.

Yes, I like Le Mans. It is a great circuit and it is a thoroughly interesting race, but digging cars out of sand-banks is about the hottest work I know at the temperature generally reigning in daytime!

It is awfully nice of you to say what you have about the book. You lend it to everybody you can; 7/6d. is a lot of money, especially in these hard times, and write me again if there is any possible thing you want to know about the Miller.

I will endeavour to send you a picture of her in the Grand Prix if I can dig up a spare photograph.

Yours truly,
S.C.H. DAVIS



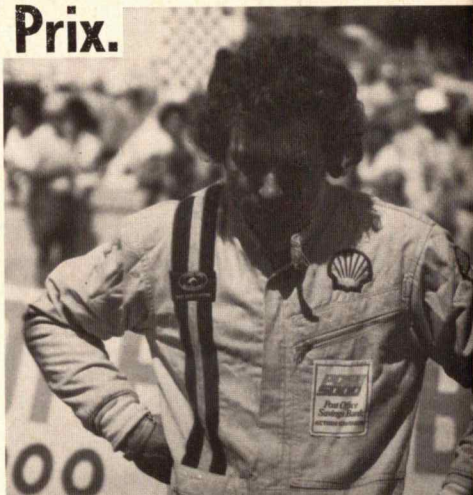
New Zealand Grand Prix.



AMERICAN DRIVER, A.J. FOYT
PICTURED WALKING THROUGH THE PITS
AT THE GRAND PRIX MEETING

PHOTOS - TED JARVIS

Phone - HCK 48-901



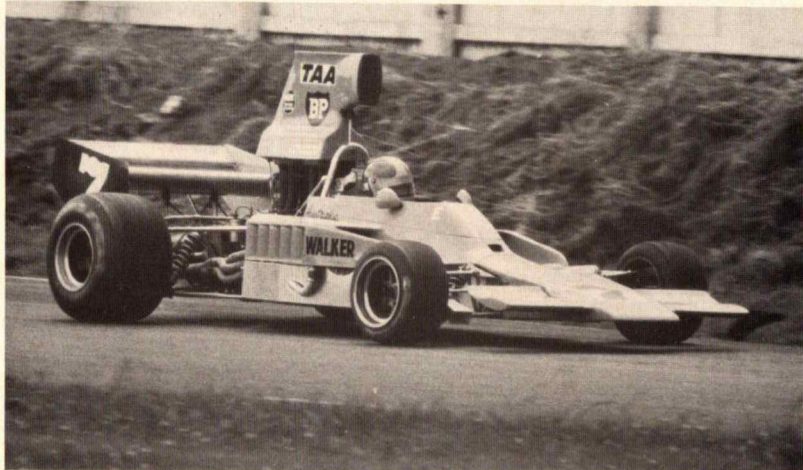
THOUGHTFUL CLUB MEMBER, JIM MURDOCH,
PRIOR TO THE EVENT.



CHRIS AMON (TALON MR1) DURING PRACTICE SESSION AT PUKEKOHE,
SATURDAY, 11TH JANUARY 1975.



PETER ROSS (LOTUS 69) IN ACTION IN RACE 2, MOTORCRAFT FORMULA FORD CHAMPIONSHIP AT PUKEKOHE.



AUSTRALIAN JOHNNIE WALKER (LOLA T332) IN ACTION DURING THE NEW ZEALAND GRAND PRIX.



ALLAN WOOLF (FORD ESCORT BDA) COMPETING IN THE B.N.S.W. CHAMPIONSHIP, 3RD QUALIFYING ROUND, AT PUKEKOHE.



THE RAINY SCENE AT PRACTICE FOR THE NEW ZEALAND GRAND PRIX AT PUKEKOHE ON SATURDAY, 11TH JANUARY 1975.



NEW ZEALAND GRAND PRIX WINNER, WARWICK BROWN, WITH TROPHY AND CHAMPAGNE AT THE PRESENTATION AFTER THE EVENT. N.Z.I.G.P. PRESIDENT, TOM WALKER, IN BACKGROUND.



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PHOTO - TED JARVIS - PH. HCK 48-901

WARWICK BROWN, JIM MURDOCH AND GRAEME LAWRENCE WITH GRAND PRIX COMMENTATOR, DON HADFIELD, AFTER THE NEW ZEALAND GRAND PRIX.



Photo - Noel Ronberg - Phone 699-3

THE LINE UP OF DRIVERS FOR THE NEW ZEALAND INTERNATIONAL GRAND PRIX PRIOR TO THE EVENT AT PUKEKOHE ON SUNDAY, 12TH JANUARY 1975.

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Dennis Marwood Comments

Now that we are in the midst of Summer, hot cars and hot weather is with us including daily afternoon showers usually reserved for tropical climates.

First congratulations must go to Jim Murdoch for his great drive in the semi wet New Zealand Grand Prix. This was Jim's first Tasman Grand Prix and I well remember my first Tasman Race was at Pukekohe in similar wet conditions in 1966 when I managed 4th place behind Jackie Stewart and Graham Hill in B.R.M.'s and Jim Palmer in his Lotus. I only planned to finish that race but Jim Murdoch was out to win right from the start. It was poetic justice that Kevin Bartlett retired with a blown Hewland after he brutally spun Jim off and down one place.

By the time this is in print I suppose Warwick Brown will have a good lead in the Series although Graeme Lawrence should be close by.

On the saloon scene it looks as though anyone using a 351 Ford engine at Bay Park had better bank on a broken crank. Richards broke his at the Labour Weekend meet, then Moffat broke his at the Christmas meet.

Richards' Sidchrome Mustang must be the mightiest car ever as he soundly beat Moffat at Pukekohe as well as the potentially faster cars of Fahey and the Hallidays. Jim left the Pukekohe lap record at 1m 13.3 and they (his team) reckon 1m 12s will be on next time.

At Bay Park Jim did a 58.8 lap with ease which was .9 seconds under Baker's record, although he slowed in the second race, which Fahey won, with overheating problems. These were traced to the radiator which was slightly blocked, and I was amazed to learn that they still use the original Boss 302 radiator, as their limited budget does not allow them to buy the special Trans Am radiator.

Allan Woolf looks set to take the Saloon Championship as Paul Fahey's two valve engine once again blew at Pukekohe and Rex Hart's car was off the pace a little.

The baby class has lots of interest as the three cornered battle between Phillips, Leckie and Cook has held a lot of interest. Cookie has had the best of the battles so far, and once they start developing the little Datsun it should fly. It is basically only fitted with the GX head which has larger ports, a racing camshaft and pistons, close ratio gears and limited slip diff.

Next time we see Moffat my guess is that he will have the ex Mass works Capri which raced in South Africa last month and although he was only joking, I heard Murray Bunn say the

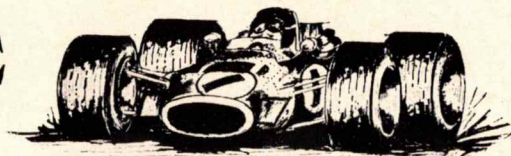
other day looking in the direction of Halliday's Capri, "I think we will need one of those".

Many a true word has been spoken in jest!

DENNIS MARWOOD



TRACKSIDE



. . . Italian star Lella Lombardi will be joining the works March Grand Prix for the 1974 European season, probably starting at the non championship Race of Champions at Brands Hatch. Lombardi will handle a 741 to start with, backed by Italian and Brazilian sources which Max Mosley is not yet prepared to reveal.

The first new March 751 will be ready at the end of this month and Vittorio Brambilla will use it in the South African Grand Prix, where his team mate may well be Jean-Pierre Jabouille. Lella's 751 should be ready in time for the Spanish Grand Prix at Barcelona.

. . . Work has begun on a major resurfacing programme at Brands Hatch. For the first time ever, the whole circuit is being resurfaced in one go. The material being used is Wimpsey's asphalt, as used for the new drag strip cum back straight at Snetterton. With infilling to level out the bumps for which Brands has long been notorious, it is hoped to cure the bottoming problems that plague cars at the Kent circuit. If all goes well, the work should be completed well before the Grand Prix circuit practice days in February.

. . . John Nicholson plans to take in an increased number of Formula 1 events during 1975 in his Pinch Lyncar and he's just arranged a neat deal for the maintenance of his car. Phil Sharp, mechanic to Emerson Fittipaldi last year, has quit McLaren with the intention of taking up the Formula Ford career he abandoned in New Zealand a couple of years back - driving that is!

Nicholson has agreed to loan Phil his F/Atlantic Lyn-car for a programme of events during 1975 in return for the blond Kiwi putting in some preparation and maintenance time on the F1 car. A neat deal for Nich with a nice touch of one upmanship - there aren't many privateers with the man who prepared the reigning Champ's car working for them - and an unexpected bonus for Phil.

GET WITH **DUNLOP**

. . . It seems that there will be no Formula 2 racing in Sweden during 1975. The Karlskoga organisers have decided that they will not be staging such an event in August, preferring to set the stage for a Formula 5000 race instead. Increased costs prompted by the latest F2 prize money scale are believed to be the reason for this decision.

. . . David Purley's move into Formula 5000 next year will almost certainly be at the wheel of a works Chevron fitted with a Ford loaned 3.4 Cosworth V6 which means that Ford's Tom Walkinshaw will not be the only man using this power pack during 1975.

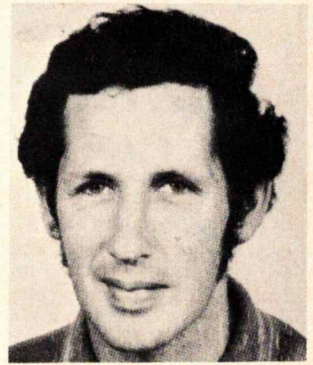
It is hoped to finalise the arrangement shortly and a derivative of the B29 F/Atlantic chassis may be assembled to accommodate the V6 motor. Backing for the project is as yet unconfirmed but the car will continue to be prepared down at Bognor and rumour has it that LEC Refrigeration, the company founded by David's father, may step back into the world of motor racing sponsorship for this very project. L.E.C., who backed David in F3, F2 and F1, have enjoyed a fine business year with record turnover topping the £11 million mark.



BARON ROBERTSON, ELFIN MR 5, (RIGHT) IS INTRODUCED TO LEADER OF THE OPPOSITION, ROB MULDOON, (LEFT) PRIOR TO THE NEW ZEALAND GRAND PRIX.

Photo - Noel Ronberg - Phone 699-300

Graham Spear reports



The Speedway Season is now well under way and we have almost finished development of Warwick McKenzie's Speedcar. This is running quite successfully, having won a reasonable amount of races this season. We are particularly pleased with our successes as we are continuously experimenting with the motors, tyres, suspension, and diff ratios in order to sort the car. If we can fully sort the car this season it should be capable of handling the more powerful motor we intend fitting next season. It was pleasing to see the promoters bringing out top American drivers Mel Kenyon and A.J. Foyt. This helps the local drivers see what advantages the Americans have in the way of cars and helps them prepare their own cars to a better standard. Most of the local speedcars are more equal than ever before and this makes for better racing and perhaps a more equal sharing of prize money.

Now that the speed car is under control I am under way with the ex Crowe Corolla. The motor is in the process of being enlarged to 350 cubic inches and with the replacement of the crank, rods and pistons etc., the motor should be in top condition. Many other modifications are being performed on the motor and it should have considerably more power than it has previously with, I hope, no sacrifice of reliability.

I am about to start a project that I have wanted to do for some time, namely to build a complete car from scratch and now that I am in a position to do so I intend starting this project in late February and envisage completion in approximately one year from start to finish. The car will be a two seater hard top sports car featuring a 302 cubic inch rear mounted engine, all independent suspension and quite a few of my own ideas, some probably a bit weird, but it will look the part when it is finished. When this nears completion I will give it further mention.

In the next issue I will give a rundown of planned social activities. If any members have different ideas on socials or entertainment for club members I would be interested to hear these ideas although I cannot promise to take much notice of anything ridiculous or completely 'way out' that would not suit club members as a majority.

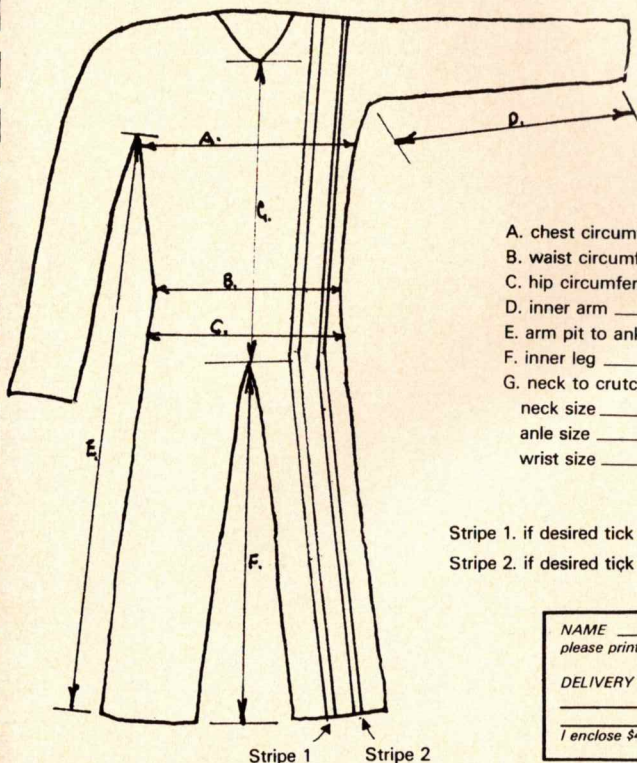
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neck size	
ankle size	
wrist size	

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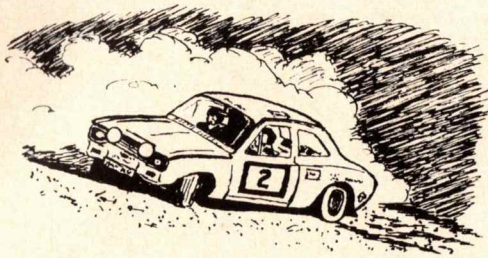
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EUROPEAN RALLY SCENE

With all the skill and polish which earned him his reputation well over a decade ago, Timo Makinen has won his second successive R.A.C. Rally of Great Britain. Driving a 16 valve Ford Escort RS with Henry Liddon, he led the 83 finishers back to York, just 100 seconds ahead of the amazing Stig Blomqvist. With Hans-Erik Sylwan, Blomqvist overcame a four minute delay of a roll to pick up from ninth to second place in his Saab 96 V4 and continued striving to beat Makinen all the way to the last stage.

Confounding those who thought that it would never be strong enough to survive, the Lancia Stratos of Sandro Munari and Piero Sodano was both fast and reliable right through the rally to finish third, achieving with a mid engine configuration what Ford failed to do with its GT 70.

The first leg out from York headed for North Wales, the first stages on the way being spectator stages - the stately home at Harewood, the grounds of the sewage works at Bradford and the sea front at New Brighton. Fall retired his Opal Ascona in this group of stages when he hit a kerb sideways, buckling the wheel and moving the rear axle sideways several inches. After jacking the axle back into place, it succumbed to the pounding on the following stage and blew apart.

At Harewood, both Eklund (Saab) and Clark (Escort) were among those who spun on the slippery surface whilst Aaltonen (Fiat) collected a puncture. Cowan (Magnum) retired when the oil pressure dropped and the main bearings ran.

After the first five stages Mikkola (Escort) and Munari were joint leaders. The rally headed for Wales and the first of the forest stages with a string of four in Clocaenog Forest. Eklund was suffering brake fade while Blomqvist had a disc break up altogether and a new one fitted. Ballestrieri's Lancia Beta lost all its power but continued to the end of the stage on about two cylinders ahead of a dense smoke trail and then retired. Cultheth retired the Dolomite when he ran into a log which reared up and went through the wheel arch and the bulkhead to the interior.

On through North Wales and Munari was leading Mikkola and Makinen with Waldegard (Toyota) and Walfridsson (Volvo) close behind. Alen retired the Escort with overheating and a blown head gasket. Soon after, Mikkola, after collecting a puncture, retired when all the studs on one wheel sheared off. He was able to stop without much drama and the other wheel nuts were found to have slackened.

Clark made a rare slip by sliding wide and straddled across a ridge with both back wheels off the ground. With no

spectators around it took some time to get going and they dropped to 40th place.

Fog and icy roads were in abundance and a number of cars had moments when they slid off on a icy downhill bend. On the Myheria stage Blomqvist rolled the Saab and did so much body damage that it seemed unlikely to continue. He pushed the car clear of the road and then realised that there was no serious mechanical damage so decided to continue, losing about four minutes. The icy going in Wales had proved embarrassing for the Stratos and Munari lost his lead first to Mikkola and then Makinen. As they left Wales, Makinen lead Munari, Walfridsson and Waldegard.

Cars headed back to York and as darkness fell, so did the fog, thick stuff which reduced the pace to a crawl. Road penalties at the end of leg control were cancelled, it was easy to get lost amongst the Keep Left and No Entry signs.

From York for the second leg, cars went North East through the Kielder forest complex to Carlisle and Scotland. No less than 8 stages had been laid out in Kielder. On the second Eklund rolled at the end of the stage but in true Saab tradition continued. Waldegard went off for a minute and Aaltonen hit a rock and collected a puncture and bent wheel. Andersson's retirement was quite dramatic; after a fast downhill straight there was an equally straight climb, the dip exerting such force on the Toyota that a stub axle sheared under the strain and a front wheel went sailing off into the trees. Without brakes and a speed of about 100 mph he managed to keep the car on the road and slither to a stop.

At Carlisle, Lampinen had the clutch changed in the Lancia - Beta and Munari had the shocks replaced on the Stratos. Makinen still lead Munari and Walfridsson and Blomqvist had worked his way up to fourth. Through the Scottish stages, there was no major drama and Blomqvist worked his way up to second as snow began to fall. Clark had also been steadily moving back up the field and had worked his way up to 9th. Fog again came down on the route back to York and it was a relieved convoy which got back for a welcome rest before the final leg around the Yorkshire forests.

Soon after the start, Makinen had to have a very badly slipping clutch changed. Blomqvist had attention to his rear shock absorbers. Munari had a brief moment off and collected a quantity of brushwood beneath the sump-guard.

- 1st T. Makinen/H. Liddon (Ford Escort RS 1600)
- 2nd S. Blomqvist/H.E. Sylvan (Saab 96 V4)
- 3rd S. Munari/P. Sodano (Lancia Stratos)
- 4th B. Waldegard/H. Thorszelius (Toyota Levin)
- 5th W. Rohrl/J. Berger (Opal Ascona)
- 6th P.I. Walfridsson/J. Jensen (Volvo 142)

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RESULTS
Gold Star Championship Hillclimb Saturday 23 November 1974 Chamberlain Road

Class	A/B	Saloons and Production Sports Cars	O - 1300 cc				
5	K Wood	Morris Mini	998	40.170	40.499	39.308	39.239
116	B Patrick	Hillman Imp	998	43.554	43.130		
19	T Thompson	F/Escort	1298	42.392	42.095	42.294	42.479
20	K La Trobe	F/Exc Spts	1298	43.652	43.139	43.042	42.611
21	G Sutton	A/Cooper S	1293	40.461	41.031	40.387	41.193
22	F Rosen	F/Exc Spts	1298	40.363	39.790	39.650	39.940
23	D Gulland	Wolseley	1092	48.484	48.806	48.432	46.659
25	T Gladstone	F/Escort	1298	47.101	43.060	46.022	42.755
26	D Morton	B/C Cl/m GT	1275	41.712	42.841	41.570	41.516
28	G Crewford	F/Escort	1298	40.365	41.079	40.030	40.516
29	B Tasker	M/Mini	1275	40.966	40.426	39.757	41.715
31	M Ravenscroft	F/Cooper S	1275	39.450	38.967	38.872	38.304
32	B Powell	Triumph Coupe	1296	41.977	41.242	43.964	41.228
33	J Hudson	A/Mini	1275	41.019	39.892	38.934	39.390
34	J Riddell	Vaux Viva	1159	44.509	45.729	45.443	46.289
35	M Michael	Honda Civic	1169	41.067	40.764	41.816	40.500
93	P James	Datsun SSS	1171	42.185	41.987	41.381	40.676
233	H Kibble	M/Mini	1275	38.348	39.258	38.587	39.095
237	R Gordon	A/Mini	1293	40.057	39.708	39.060	39.213

Class	C	Saloons and Production Sports Cars	1301 - 1600 cc				
46	V Collier	F/Escort	1498	44.243	41.468	41.180	41.762
47	K Lancaster	F/Exc 1600 GT	1598	45.562	44.615	48.090	45.196
50	J Watson	F/Anglia	1498	45.061	48.525	44.7	44.126
51	K Snook	F/Escort	1599	41.848	40.833	42.782	40.329
52	D Eggerley	F/Escort	1598	43.318	42.602	41.120	40.380
53	G Fenwick	Datsun 1600	1599	45.675	46.562	45.115	44.449

Class	D	Saloons and Production Sports Cars	1601 - 2500 cc				
61	D Morris	Vaux Viva	2000	39.775	39.295	38.468	
62	G Windsor	Triumph 2000	1998				
63	G Muir	F/Cortina	2498	43.679	42.894	42.388	42.387
117	P Barnard	F/Anglia	1800	41.829	42.440	43.379	41.205
172	J Woolf	Triumph Vit	2498	39.471	39.161	40.477	39.390

Class	E	Saloons and Production Sports Cars	2501 cc and over				
71	D Clements	Vaux Vict	3000	43.718	43.111	43.239	44.541
73	R Atchinson	VW Corvair	2700	36.772	36.946	38.060	39.114
74	F Miles	H/Torana XUI	3300	43.493	43.031	41.164	40.931
75	T Benson	Vaux Viva	3000	42.474	41.703	40.902	41.934
76	B Watkins	H/Torana XUI	3300	40.080	40.391	40.947	39.734
132	R Lister	Chev	4500	40.689	40.026	40.169	41.376

Class	F/G	Sports/Racing and Single Seaters	Open				
14	K Ingram	K81 Terrapin	999	39.237	39.703	39.120	38.912
24	M Pirth	Scorpion	748	39.364			
48	D Seymour	Terrapin	1310	40.372		40.037	43.738
84	T Johnston	Brown	4700	39.888	39.575	58.121	39.352
90	H Daniels	Ford Buggy	2994	39.168	40.686	39.389	43.933

Fastest Time of Day : 73 Rodney Atchinson 36.772

M.A.N.Z. Gold Star Points				Club Placings:					
First ten Overall				Class A/B C-1300		Class D 1601-2500		Class E 2501-Plus	
1st : 73	2nd : 31	3rd : 233	4th : 61	1st : 31	1st : 61	1st : 73	1st : 73	2nd : 76	3rd : 132
5th : 14	6th : 33	7th : 237	8th : 172	2nd : 233	2nd : 172	2nd : 76	2nd : 76	3rd : 117	3rd : 132
9th : 90	10th : 3			3rd : 33	3rd : 117	3rd : 117	3rd : 132		
				Class C 1301 - 1600		Class F/G			
				1st : 51	1st : 14	1st : 14	1st : 14		
				2nd : 32	2nd : 90	2nd : 90	2nd : 90		
				3rd : 46	3rd : 24	3rd : 24	3rd : 24		

Note: As there were insufficient starters in classes A and F, these were combined with classes B and G respectively. We thank all competitors for their participation in the meeting and congratulate place-getters.

Trials Trophy Points

S. HAMILTON	192	B. VISKOVICH	8
R. WYLIE	133	W. PARKIN	8
J. CROMBIE	131	A. COLLIER	8
B. SERGENT	131	D. BELL	6
L. SHANKS	107	G. GRIEVES	6
S. PEARCE	93	H. LOCKIE	6
R. WILSON	79	N. MALLARD	5
D. BONE	75	P. THOMPSON	4
P. JUKES	53	M. FINNEGAN	3
D. NICHOLL	44	J. STEWART	3
P. LEVET	39	G. HUNTER	3
B. KIRK-BURNAND	38	K. SNOOK	2
P. SERGENT	27	T. BELL	2
G. STRATFORD	26	MACKIE	2
R. MONTGOMERY	24	G. FORAN	2
P. SHANKS	24	D. O'CARROLL	2
R. WILLIAMS	20	R. CLARK	2
K. BURNITT	10	G. ROBERTSON	2
J. COKER	10	T. JARVIS	2
L. VAN DER ZEE	10	W. MILNES	2
B. KIRK	9	M. FINCH	1
B. DUNLOP	0	J. LAWTON	1
A. HART	9	J. KILLMARTIN	1
I. STEPHENSON	9	T. BENSON	1

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EXIDE TROPHY

These points are up to and including the Mid-week trial held on the 11th December 1974 but does not include the Club Circuit Results:

B. SERGENT	67	N. MALLARD	13	W. PARKIN	8
S. HAMILTON	66	P. SHANKS	12	G. STRATFORD	8
D. BONE	58	B. KIRK	12	R. VISKOVICH	8
P. JUKES	53	J. RICHARDS	10	G. CRAWFORD	8
B. KIRKBURNAND	48	B. CORK	10	T. McLEAN	8
S. PEARCE	33	B. PATRICK	10	J. RHODENS	8
R. WILSON	32	R. DUNCAN	10	W. PAINTER	7
J. CROMBIE	31	G. HILL	10	J. NIXON	7
P. SERGENT	27	D. CLEMENTS	9	G. SUTTON	7
L. SHANKS	27	M. MOORE	9	R. MONTGOMERY	6
R. WYLIE	22	A. HART	9	D. BELL	6
G. BAGGARLEY	17	P. LEVET	9	D. O'CARROLL	6
B. PLATT	14				

5 POINTS:

G. CAMPBELL, J. PROVO, M. SOAMES, R. WHITING, F. BRAY, R. DOHERTY, L. EVANS, K. CLEGHORN, M. MARSHALL, 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. NEIL, 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. BENSON, R. STODART, A. BARR, H. DANIELS, I. CARROLL, P. THOMPSON.

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, B. DUNLOP, P. BOYER, 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, T. JARVIS, W. MILNES.

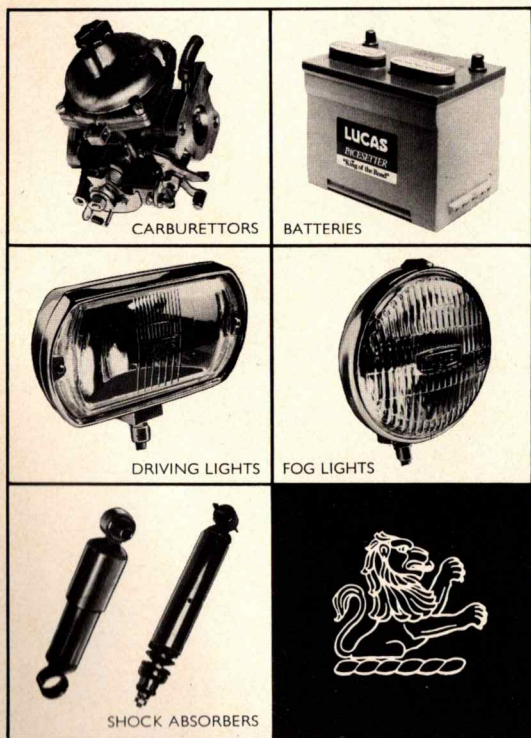
1 POINT:

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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