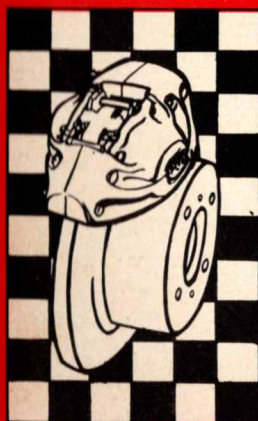


MARCH 1975



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 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. 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: J. H. Crombie,

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 (Evg).

Security Officer:

H. G. Southey, Phone 607-662.

Custodian:

W. Ferris, Phone 674-071.



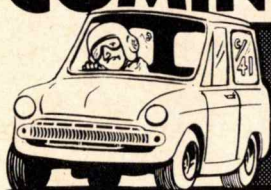
TISCO CHAIRMAN, JOHN CROMBIE, AND TISCO PLOTTER, NEIL MALLARD, PLUGGING ON WHILE SURVEYING THE COURSE FOR THIS YEAR'S AUCKLAND CAR CLUB TISCO GOLD STAR TRIAL.

COVER PHOTO

TREVOR McLEAN LEADS KEN VINCENT AT THE CLUB
CIRCUIT MEETING AT PUKEKOHE, 9TH FEBRUARY 1975.

Photos - BY Ross Cammick Ph. 558-913

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.

11TH MARCH - TUESDAY - TRIALS INSTRUCTION AND DISCUSSION NIGHT:

A general instruction night for triallists with main emphasis on mapreading. Bring map. NZMS 1 Pukekohe - Sheet N47 Pt N46. Obtainable from Lands and Survey Department, State Insurance Building, Wakefield Street. All welcome regardless of what your experience in trialling is. See you there at the Clubrooms at 8:00 pm.

15TH MARCH - SATURDAY - HAMILTON V AUCKLAND CAR CLUB GYMKHANA:

This annual friendly but hard fought competition will take place on this date in lieu of what was previously advertised. Venue is the Western Springs outer car park area (smooth grass surface). Entries, open to all members, will be taken on the day between 11:00 am and noon. S.T.S. Gymkhana Shield points. The Members Lounge and Bistro Bar will be open after the event for a social get-together.

20TH MARCH - THURSDAY - CLUB NIGHT AND FILM EVENING:

Held at the Clubrooms, 44 Stoddard Road, Mt Roskill, at 8:00 pm. Motorsport films, supper, discussion. All welcome.

 **DUNLOP
AQUAJET**

23RD MARCH - SUNDAY - CLUBMANS RACE MEETING

Pukekohe 1.2 km (Club) Circuit. Races for Modified Saloons, Standard Production Saloons, Sports Cars, Formula Ford, Formula Vee, etc. Documentation/scrutineering between 9:30 and 11:00 am only. Practice commences 12 noon. Racing 1:00 pm. Usual racing requirements called for including MANZ Medical Certificate. Entered cars must conform with current MANZ Scrutineering Schedule 'A' (check 1975 MANZ Year Book). Entries are accepted by phone and should be directed to Miss C.E. Dewar, 273 Kapa Road, Auckland 5. Telephone 588-274 (Res). Entries close FRIDAY 14TH MARCH. Under 20 year olds are required to produce an entry form (available from Clubrooms) signed by a parent or guardian. Light refreshments available at the Circuit. Persons able to help with flag marshal and other duties on the day, please contact Eric Mallard, Phone 677-519 (Res) or 593-108 (Bus).

26TH MARCH - WEDNESDAY EVENING - LEARNERS TRIAL:

This will be a straight forward trial with explanations at the end designed for the newcomer. Starts 6:30 pm on Wednesday evening at the Otara Town Centre. Bring your driver's licence, club membership card, an interior light to read by and sealed clock. A pen may also be useful.

19TH APRIL - SATURDAY - SOCIAL AND DANCE:

Further details in next month's Bulletin.

20TH APRIL - SUNDAY - CLOSED CLUB RALLY - MARAMARUA

This rally will be plotted by Graham Hill and will be held in the Maramaru State Forest. Further details, together with the address of the Secretary for this event may be found in 'Rally Roundup' column.



**OPEN &
INVITATION**

2ND MARCH - SUNDAY - TARANAKI CAR CLUB GOLD STAR HILLCLIMB:

2ND MARCH - SUNDAY - DUNLOP GRASS TRACK RACING SERIES:

Ridge Road Farm Circuit, Pokeno. Organised by the Pukekohe Car Club.

GET WITH **DUNLOP**

2ND MARCH - SUNDAY - INVITATION BENT SPRINT:

Scotts Road, Whagaparoa. Entries close 10:00 am.
Organisers are the Hibiscus Motor Sport Club.

8TH/9TH MARCH - SATURDAY/SUNDAY - NORTH ISLAND GYMKHANA
CHAMPIONSHIPS - Further details available from the
organisers, Wairoa Car Club, Box 174, Hawkes Bay.

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

Championship races for Motorcraft Formula Ford, Bank
Wales Saloons, Sports Cars. Meeting promoted by the
Northern Sports Car Club.

15TH MARCH - SATURDAY - NORTHERN SPORTS CAR CLUB MERCURY
TROPHY TRIAL

16TH MARCH - SUNDAY - BARDAHL INTERCLUB HILLCLIMB:

Cossey's Farm, Drury Hills Road, Drury. Entries on the
day 9:00 am to 11:00 am. Organisers - Northern Sports
Car Club.

22ND MARCH - SATURDAY - GOLD STAR HILLCLIMB - WELLINGTON

Further details available from the Wellington Car Club,
P.O. Box 5142, Wellington.

22ND MARCH - SATURDAY - 'MOUNT 75' OPEN TRIAL

Duration approximately eight hours. Entries close 16th
March. \$300 prize money. Social Saturday night. Pro-
moted by the Mount Maunganui Car Club, P.O. Box 4117,
Mt Maunganui.

22ND MARCH - SATURDAY NIGHT - INVITATION RACE MEETING

Western Springs Stadium. Entries close 9th March (80
maximum) and should be directed to the Northern Sports
Car Club, P.O. Box 22-362, Otahuhu. A.S.R.'s available
from Auckland Car Club Clubrooms.

22ND MARCH - SATURDAY - DUCKHAMS INVITATION HILLCLIMB

Final round Auckland University Car Club's 1974/75 series.
Anderson's Farm, Paremoremo. Entries on the day 9:00 am
to 10:00 am.

23RD MARCH - SUNDAY - BARDAHL INTERCLUB HILLCLIMB:

Ridge Road Farm, Pokeno. Entries on the day 9:00 am to
10:00am. Organised by the Pukekohe Car Club.

29TH/30TH MARCH - SATURDAY/SUNDAY - 1975 EASTER RALLY

Organised by the Northland Car Club, this invitation
event will include 450 km of special stages over forest-
ry and public roads (closed of course) north of Whang-
arei. First car leaves Whangarei township at 3:00 am
Saturday. Entries have closed.

 **TYRES DUNLOP RETREADS**

30TH MARCH - SUNDAY - 'COCA COLA' BOTTLERS MOTOR RACES - BAY-PARK - Championship races - Bank of New South Wales Saloons, Motorcraft Formula Ford, Sports Cars, Formula Vee and New Zealand Finals GTS Production Saloons. Also AMCO Northern Mini 7 Series race. Promoted by Baypark Promotions Limited, P.O. Box 2197, Tauranga.

31ST MARCH - MONDAY - 'WHITE HERON CARAVEL' DIRT TRACK SERIES:
Paradise Valley Raceway, Clayton Road, Rotorua. Entries close Wednesday, 26th March with Rotorua Car Club, P.O. Box 365, Rotorua.

5TH APRIL - SATURDAY - 1975 LEMON AND PAEROA TRIAL
Duration 8 hours. Entries close 22nd March. Organisers are Thames Valley Car Club, P.O. Box 157, Waihi.

6TH APRIL - SUNDAY - DUNLOP NATIONAL MOTOR RACES - PUKEKOHE
3.5 km (B & H) Circuit. Programme includes N.Z. Final Motorcraft Formula Ford Championship, also Championship races for Bank of New South Wales Saloons and Sports Cars. Entries close Friday, 21st March, with the Race Secretary, Auckland Car Club, C/- P.O. Box 11-129, Ellerslie.

13TH APRIL - SUNDAY - INTERNATIONAL MOTOR RACES - MANFIELD
N.Z. Finals Bank of New South Wales Modified Saloons. Further information available from Manfield Promotions, P.O. Box 1959, Palmerston North.

3RD MAY - SATURDAY - TISCO GOLD STAR TRIAL 1975:
The trial will start in Auckland with loops to the north and south. The duration will be 8 hours and there will be a comprehensive prize list including incentives for South Island competitors. Further details, including entry forms, are available from the secretary, TISCO Gold Star Trial, Flat 2, Eden Hall, Eden Crescent, Auckland. 1.



**FOR THAT PERSONAL ATTENTION
SEE A.C.C. MEMBER TED THOMPSON FOR
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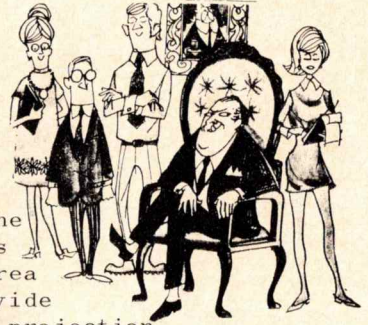
PH. WEI. 8500
(AK. Exchange)

Prices	4 cylinder	\$ 26	For complete job, comprising crank, flywheel, clutch, rods and pistons. Rods are balanced end for end. This means all big ends & all little ends are same weight. This is essential.
	6 cylinder	\$ 30	
V4- V6 & V8	Car Type D. Shafts	\$ 45	

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

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

SHOUTS & murmurs



. . . Substantial improvements are being made to the upstairs area of the Clubrooms. Work is well under way as regular visitors will notice. The area above the kitchen will in future provide store-room space, a meeting room and projection area for film evenings.

Improvements will give the effect of a lowered ceiling and a new floor will be laid. New lighting, drapes and carpeting will give the entire area a sophisticated atmosphere. New chairs will provide members with additional comfort for social and film evenings.

While all the improvements are being carried out the Bistro Bar will still function as usual.

. . . Competitors at national meetings at Pukekohe will now be able to purchase a cassette recording of the commentary of their race. Commentator Don Hadfield and sound system man, Roy Needham have got together and can now produce a cassette recording of each race.—This should be available to any interested competitors almost immediately after the race at a cost of approximately \$6.00. For further details contact Don Hadfield, Phone Papakura 87-274 (Res) or Papakura 86-546 (Res).

. . . We wonder if you realise just how many people and how much equipment is involved in running the New Zealand International Grand Prix at Pukekohe. Here are some of the people and items involved at this year's event. Remember too, that virtually none of the personnel involved are paid for their services -

Personnel and Marshals : 90 Flag Marshals, 58 Spectator Marshals, 40 Timekeepers, 20 Scrutineers, 15 Paddock Marshals, 15 Grid Marshals, 10 Pit Marshals, 38 Firemen, 12 Doctors, 25 St John Ambulance Bridgadesmen;

Rescure Equipment : 4 Ambulances, 1 Incident Car, 1 Rescue Unit, 1 Control Station, 4 Fire Tenders, 1 Fire Boss, 1 CO₂ Tanker, 1 Back-up Car, 4 Utility Vehicles, 4 Power Hacksaws, 2 Hydraulic Rescue Units, 2 Air Cutters, 2 75lb BCF Extinguishers, 1 75lb Dry Powder Extinguisher, 66 18lb Extinguishers, 5 Tow Wagons, 2 Trailers, 2 Scuba Divers, plus rescure equipment carried on Fire Tenders.

. . . We regret the cancellation of our January hillclimb due to major works and alterations to the road. Because the work in progress had not advanced enough the Speed Committee decided it was unsatisfactory to use as a hillclimb venue, in its present condition. We no doubt will be able to use it later in the season but at the moment one or two other

venues are being investigated.

. . . Congratulations go to one of our leading triallists, Bruce Sergent, and Wendy Mathews who were married recently.

. . . Engagement congratulations go to Jeff Campbell and Carol Stewart and also Rob Silk and Glenda.

. . . RED FACES DEPARTMENT records an error in last month's Bulletin. The photographs of the Stuart Lush accident were, of course, taken at Pukekohe at Northern Sports Car Club's Dunlop Meeting on 17th November 1974, not at our meeting in December. Apologies to all concerned. (The remarks about the excellent fire fighting and marshalling still stand).

. . . Congratulations to Clubhouse Committee Member Chris Ross who was married on 22nd February.

. . . Congratulations go to Evan and Shirley Mackay on the birth of their daughter recently.



. . . The photograph above shows some of the stalwart Auckland Car Club triallists who through persistent effort won the inter-club Mercury Trophy for this Club. They are seen here posing gracefully atop Steve Hamilton's Mini. In the background John Busch can be seen holding the Mercury Trophy.



GET WITH **DUNLOP**

Gymkhana

6th February



0 - 1100 c.c. Engine Over Drive Wheels Total Time

1st	N. Mallard	Austin Mini	127.4
2nd	G. Hill	Mini	129.2
3rd	R. William	Morris Cooper	137.5
4th	C. Parkinson	Austin Cooper	139.5
5th	M. Vogel	Mini	141.1

0 - 1100 c.c. Engine Not Over Drive Wheels

1st	S. Hamilton	M.G. Midget	142.4
2nd	G. Liston	Morris Minor	144.2
3rd	B. Sergeant	Ford Escort	144.3
4th	P. Meggison	M.G. Midget	148.0
5th	T. Jarvis	Austin A30	151.0

1101 - 1300 c.c. Engine Over Drive Wheels

1st	J. Crombie	Austin Clubman GT	131.7
2nd	M. Michael	Honda Civic	133.7
3rd	J. Perkins	Renault R10	143.7

1101 - 1300 c.c. Engine Not Over Drive Wheels

1st	B. White	Ford Escort Sport	148.0
2nd	E. McLaren	Ford Escort	153.5
3rd	R. Montgomery	Datsun 1200 SSS	161.7
4th	K. La Trobe	Ford Escort Sport	163.0
5th	C. McEwan	Ford Escort	165.2

1301 - 1600 c.c. Open

1st	G. Peacock	Datsun 1600	151.8
2nd	R. Baggarley	Escort 1600	154.3
3rd	D. Johnston	Datsun 1600	156.8
4th	N. Langley	Hillman Avenger	175.2

1601 - 2500 c.c.

1st	L.J. Hill	Hillman Hunter	158.8
2nd	J. Nixon	Triumph 2000	164.9
3rd	R. Senne	Fiat 125	169.4
4th	R. Clark	Datsun 180B	172.9

2501 c.c. and Over

1st	B. Platt	Holden XUI	148.7
2nd	M. Marsons	Holden Monaro	190.6

 **DUNLOP**
AQUAJET

Gymkhana

6th FEBRUARY

PHOTOS - TED JARVIS

Phone - HCK 48-901



MARK PARSONS



JOHN RIDDELL



DES GULLAND



BOB WHITE



DICK BAGGARLEY



TED JARVIS



PETER MEGGISON



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STRAIGHT AHEAD



First of all this month I should remind you that the Learners Trial will be held on Wednesday, 26th March, starting at 6.30 p.m. at Otara Town Centre.

Mercury Trials commence on Saturday 15th March with Northern Sports Car Club's Trial, which I happened to check a week or so ago with none other than my old mate GT 1.5, and it is a reasonably straight forward affair. Here is the first and only complete Mercury Calendar printed so far:

15th March	Northern Sports Car Club
12th April	A.R.T.C.
17th May	Auckland University Car Club
7th June	Hamilton Car Club
14th June	Pukekohe Car Club
28th June	MG Car Club
19th July	Thames Valley Car Club
23rd August	Auckland Car Club
13th September	V.W.O.C.

It will be seen that MG have changed their date and that Hamilton Car Club have accepted the invitation and are making the Ebbett Motors Trial a Mercury Round. Unfortunately there will be a lot of clashes with other events, the first Mercury trial clashing with the Hamilton v. Auckland gymkhana and on the same day none other than the driver of a purple Mini gets married so this will drag more away from both events. The marriage stakes are getting quite ridiculous. I have only just recovered from the Sergent affair when Mallard, Hamilton and Williams all go and do the same thing.

Talking of Sergent and Hamilton reminds me to draw your attention to one of the closest fought battles for the Exide Trophy. These two crews have been level pegging it the whole way. John Wentworth's trial gave Bruce two points more than Steve, but as Bruce was one down on Steve that means Bruce is now one ahead. John Wentworth's trial went off very satisfactorily but it did draw attention to Rule 29/3 b in the new book which rule defining the length of named roads, is totally indefinable as there is no way of telling what is a road "on the same side" as the name. Northern Sports have wisely substituted last year's rule, but your TISCO Committee still await clarification from the MANZ sub-committee.

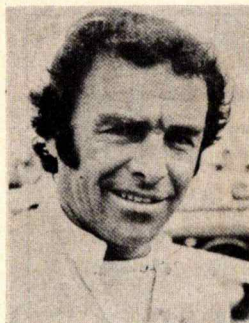
Finally, here are last year's Gold Star top ten for trialling:-

Graham Fenn	Thames Valley Car Club	66
Ted Pearse	South Island Ford Club	44

Jim Scott	Thames Valley Car Club	43
Bill Pease	Canterbury Car Club	33
Warren Jeffs	University Motor Club	31
Bob Gould	Auckland University Car Club	31
Ian Cardwell	R.A.T.E.C.	23
Steve Luscombe	Triumph A.A.	23
Garth Benfell	A.R.T.C.	22
Mike Smith	Auckland University Car Club	20

G.R. 015

(11th with a mere 19)



DENNIS MARWOOD COMMENTS

Motor cycles and motor cycle racing are in the news a lot lately, the big dealers are finding it tough since the new Hire Purchase regulations came in on top of the devaluation which pushed prices up.

Yet I am still amazed to see the range of exotic bikes which are imported for sale with Ducatis, Benellis, BMW's, all available up to \$5,500.

I admired a Ducati 750 Sport in the Paddock on practice day for the G.P. and spoke to the proud owner who is an Air New Zealand pilot, who enjoys the relaxation of solo riding on a finely engineered machine. His 750 Sport has desmodromic valve operation, the same as Mercedes used in their G.P. cars of the 50's.

I have been offered the MV Agusta franchise for New Zealand and am considering importing the 750 Sport which will retail here for \$6,600. The latest model has mag wheels, double disc brake front, single rear, cordon shaft drive, and 86 h.p. at 8,500 r.p.m. Top speed is 225 k.p.h. to make it the fastest production bike in the world. They should be, they are the fastest racing bikes having won over 3,000 victories in World Championship events which have won them 1974 World Championship Titles.

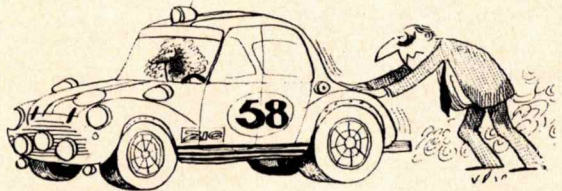
The big news from overseas this month is that the F.I.A. have drastically altered Appendix J. regulations with very much higher minimum production requirements than previously in Group 2. Whereas 1,000 examples of a car had to be produced in twelve months previously, now the minimum is 2,500, and whereas 100 special parts were allowed previously, now 2,500 have to be produced.

This has the effect of making the V6 Ford 24 valve engine which Ford got Cosworth to build 100 of to qualify for Group 2, ineligible from 1976 on. Even the two valve Weslake heads would not have been made in the quantity of 2,500 per annum.

DENNIS MARWOOD

Sunday Afternoon Trial

16th FEBRUARY



Sunday - mmmm! Oh my poor head - feels like a stock car race with all that banging noise - why did I consume so much 'meths' last night. Now let's see - lawns to be mown, hedge to be cut, garden to be dug. Wait a moment - it's the 16th - John Wentworth's trial is at 1:00 pm today. Tip the better half out of bed - without her I wouldn't be going anywhere, let alone in the right direction.

This was the first club trial for 1975 and oh how it seemed to be starting like so many others over the past 3 years, and just to add to the usual confusion around the house the Lands and Survey Map required couldn't be found. A quick call on the phone and some even quicker driving to the North Shore, before we finally arrived at the Clubrooms with the addition of two virgin triallists in the back for ballast and the map.

We headed off north along the North Western motorway, and right into Royal Road. First instruction - Left at MOIRE RD. "Left", cried the ballast in the back. "No", replied the determined navigator who fortunately spotted the washed out No Exit sign which made the road non-existent. Problems arose shortly after while negotiating a clay loop and encountering check 'Fennel'. We forgot the overriding instruction to go next left but finally got it right after 3 times round the block and twice around the clay loop. Picked up misspelt sign CHAMBERLIAN RD and continued through Section 1 with few problems.

Section 2, Map Reading, commenced from the back of the Whenuapai Air Base. This contained the usual instructions such as use; pass; and don't use a named road. Hold it - "Don't use RIVERLEA ROAD to pass through Gr. 680130 JNC". Name on the map was RIVERLEA RD. Straight down it we went to pick up check FIA.

At this point I would point out to new map reading triallists that in three seasons this was only the third occasion we have clean sheeted the map reading. You learn only from practice. Keep at it and don't forget the Instruction Night on Tuesday, 11th March (Refer Coming Events).

Section 3 consisted of a straight line diagram which my better half still doesn't understand, and tulip diagrams. Some competitors failed to notice that the third line of tulips were numbered right to left and consequently got lost.

Waimauku had been reached and the home journey instructions contained signs spelt backwards - hands up those who thought AWA DR was in this category - and a touring section through Henderson and New Lynn to the Clubrooms. What - no sting in the tail? Sure was. "Bear left after crossroads" -



Rata Street was one of the roads at the crossroads intersection and the ASRs told you it did not exist. Straight ahead to find a manned check.

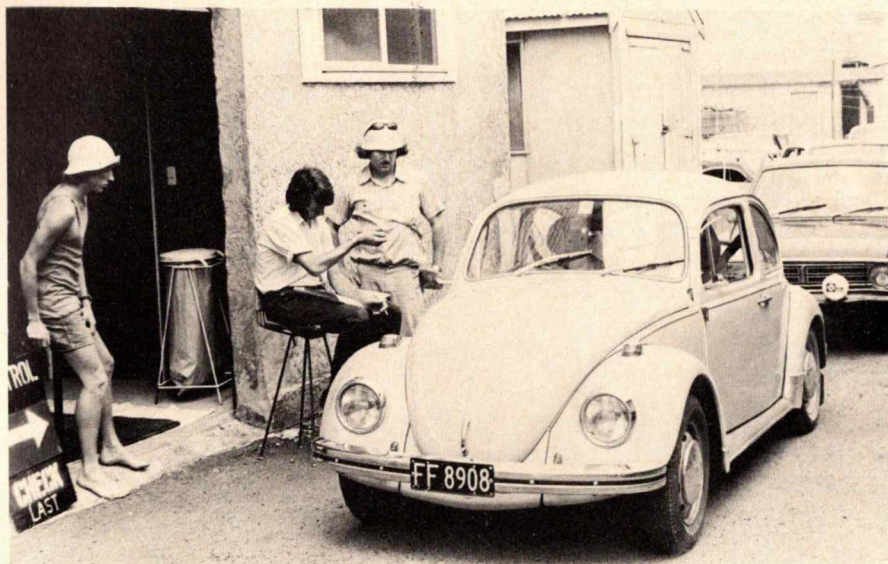
All competitors sincerely thank those kind folk who gave up their Sunday afternoon to be checks for this trial and to John Wentworth and Neil and Dianne Barnard for a first class plotting job.

See you all at the next trial.

PAPILLON

P.S. I am pleased to report that the virgin triallists we took for ballast are now hooked on trialling so will be turnt up with their own sealed clock next time.





RESULTS:

			<u>POINTS LOST</u>
1ST	L. SHANKS	HILLMAN	23.0
2ND	B. SERGENT	ESCORT	62.0
3RD	S. PEARCE	FIAT	82.6
4TH	S. HAMILTON	AUSTIN	190.7
5TH	G. HUNTER	COOPER	200.9
6TH	G. STRATFORD	MARINA	218.9
7TH	D. BONE	CORTINA	313.0
8TH	I. STEPHENSON	DATSUN	468.0
9TH	R. WILSON	MINI	545.0
10TH	P. SERGENT	ZEPHYR	617.0
11TH	B. VISKOVICH	CORTINA	691.6
12TH	VERRY	MITSUBISHI	985.6
13TH	P. JUKES	FIAT	1023.0
14TH	WEBSTER	TOYOTA CORO	1341.6
15TH	G. GREAVES	COOPER	1412.0



Rallying



Situations Vacant:

Positions of responsibility in the organisation and running of Invitation and National Rallies. Experience not essential, training will be given. Unlimited opportunities for advancement. Remuneration: the opportunity to see rallying at close and exciting distances. Apply to Arthur McWatt - Phone 889-494 (Evenings)



POINT OF VIEW



. . . Excitement and speculation of a very different sort has been gripping the Formula One scene over the last six weeks or so, for there is great speculation that Ronnie Petersen is about to leave JPS Team Lotus. The problem it seems stems from the fact that the John Player contribution to the Lotus Team is not as large as in previous years, so Colin Chapman has less money to spend on his driver.

It is a pretty safe bet that before too long Ronnie will be seen in the UOP Shadow team. As early as the Argentine GP Petersen and Shadow team manager Alan Rees appeared to be heading towards a successful deal.

The side effects which would be felt at both Lotus and Shadow would see Shadow number two man Tom Pryce move to Lotus, a change he can hardly be looking forward to as the number two seat at Hethel changes just as often as as the declining BRM establishment.

Petersen it seems is making his move at a well chosen time, for in the two World Championship events held so far, Argentina and Brazil Jean Pierre Jarier in the new Shadow DN5 has not only been so much quicker during practice but has comfortably lead the race in both cases. Designed by Tony Southgate the DN5 is a development of the 1974 DN3 model. The success so quickly of the new car must be thrilling for Southgate, the designer of the BRM P180 which BRM dictator Louis Stanley saw fit not to continue developing. Southgate left Bourne at the end of that season.

It is hoped that the shuffle of drivers between Lotus and Shadow will be settled before the South African Grand Prix.

. . . Just four weeks ago the new model Ford Escort was announced, among the changes, other than in body style, was the dropping of the Mexico version from the range, whilst it may take a year or more before we see the new cars in this country the works are expected to have two of the new cars built to full rally spec's for evaluation in a few weeks time.

. . . British Leylands return to the world of motor sport competition continues with the recent announcement that the former Special Tuning branch has been restructured as 'Leyland ST', with full responsibilities for the rally programme. Team drivers at this stage will be BL faithful Brian Culcheth in a Triumph Dolomite Sprint and Manxman Pat Ryan in a Marina Coupe.

The racing side of the operation remains with Ralph Broad's "Broadspeed" organisation. Broad, who for many years ran his racing operation in conjunction with Ford made the move back to BL at the beginning of 1974.



**1975 TISCO
GOLD STAR TRIAL**



3rd MAY 1975

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FINISH: AUCKLAND CAR CLUB,
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. . . In Britain the RAC have recently announced that various formulae will be required to race on a specified brand of tyre. F5000 for example will be required to use Goodyear tyres, whilst Formula Ford will use Dunlop. This rationalisation can not have happened too soon for it is aimed at helping to control costs. One of the main advantages being that only a very limited range of compounds will be available and any new compound will only be introduced with the approval of the RAC and only when there have been sufficient tyres made to supply all competitors. Does that mean that driving skill will overshadow tyres in future?

. . . Tyre changes have also been decreed in Formula One. With the retirement of Firestone, Goodyear have taken the opportunity to make some long overdue changes. They will supply only a limited number of compounds to each team, no qualifying 'specials' will be made and all teams will have to appoint one man as their tyre technician to liaise with Goodyear.

. . . It is reported that the Vels Parnelli Jones Formula One team have purchased the Firestone racing tyre moulds. The team ran Goodyears for the first time in Brazil.

. . . Two very interesting comments Chris Amon made when he was at Pukekohe concerned (a) the chicanes, which he feels have not ruined the circuit - claiming they are far better than the Monza chicanes; and (b) he considered the Talon to be a very good handling car, and let's face it Amon would know.

. . . How long is it going to take to sort the rising rate suspension on the Lola T400, Bartlet and Stewart have not had much luck? It is interesting to speculate on the fact that various teams in Formula One have tried the idea, but none have persevered.

. . . Congratulations must go to club member Ken Smith on his excellent second place at Surfers - he had few detractors when he drove the 2 litre cars, though many wondered how he would fare in the Lola T332. If his present form continues look for an exciting battle in the POSB series next season between Smith and Lawrence.

. . . Congratulations also to David Oxtan on his performance at Wigram in the original Lola T330 - what a shame he could not have started in the GP.



RUAPEHU TRIP



Remember last year's trip to the Mountain?!!

The Club will be making another assault on the Mountain about July 1975. All you Jean Claude Keillies take the moth balls out of your hats and mittens, wax your skis and straighten your poles. Watch subsequent bulletins for further details of this Ruapehu Ski Trip.



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QUESTION

Dear Mr WILDCAT,

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

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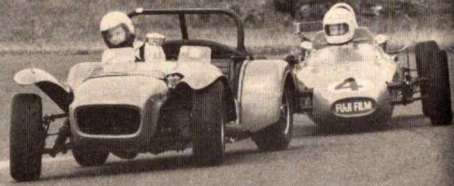
PUKEKOHE CLUB CIRCUIT

9-2-75

PIX = Ross Cammick Ph. 558-913



BOB GROVE - MAZDA
STEWART ALGIE - T/C ESCORT



DAVE BRAY - LOTUS 7
RAY WHITING - VEE



WARREN BLAKEMOORE - COOPER 'S'



LLOYD ABBOT - IMP
PETER MEADOWS - IMP



ALAN JOHNSON - CORTINA GT
GRANT RANKIN - VIVA GT



MIKE SMURTHWAITE - FIAT 128
BRIAN TODD - FIAT 128



PETER BATTEN - COOPER 'S'



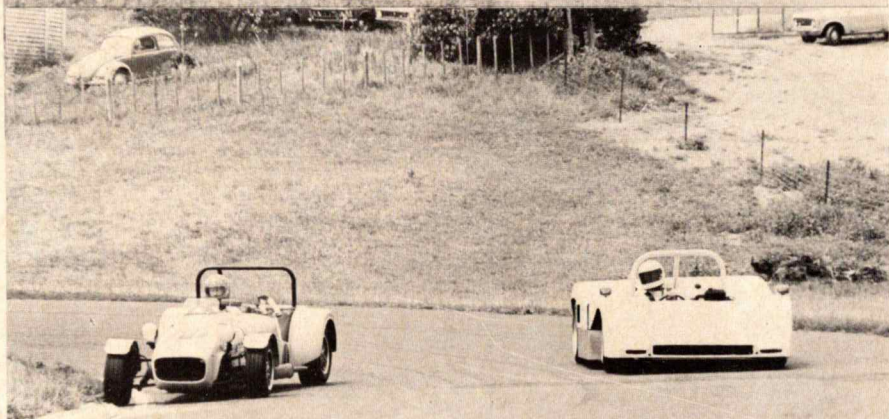
ROGER HOOD - FIAT 124

CLUB CIRCUIT

PIX - M. FISTONIC -- PH. TGN 5295



IAN MacDONALD



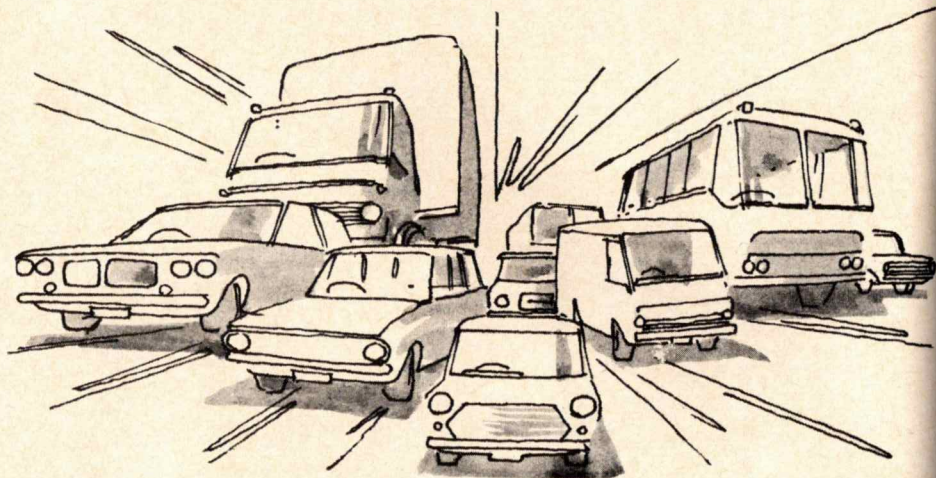
DAVE BRAY (LEFT) CHARLIE CONWAY (RIGHT)



KEVIN LANCASTER

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CHRISTCHURCH: 250 Durham Street, Phone 60-072

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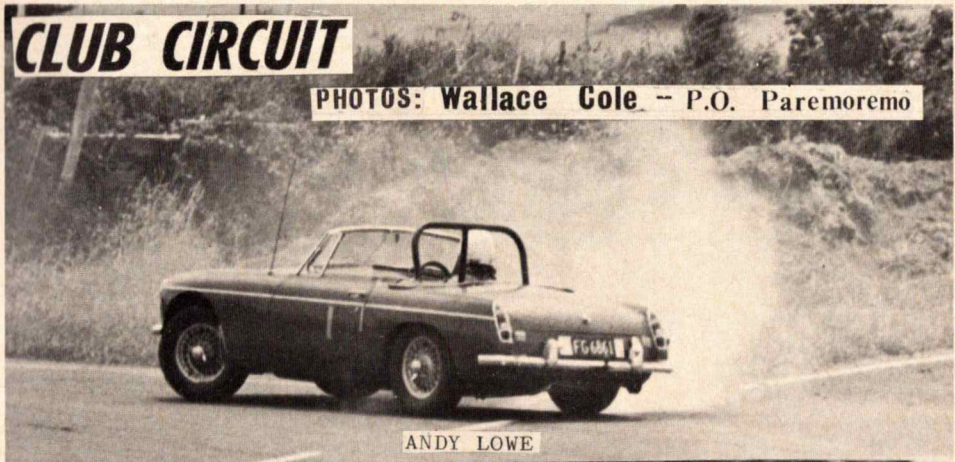


Haere Tonu mai
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Rental cars

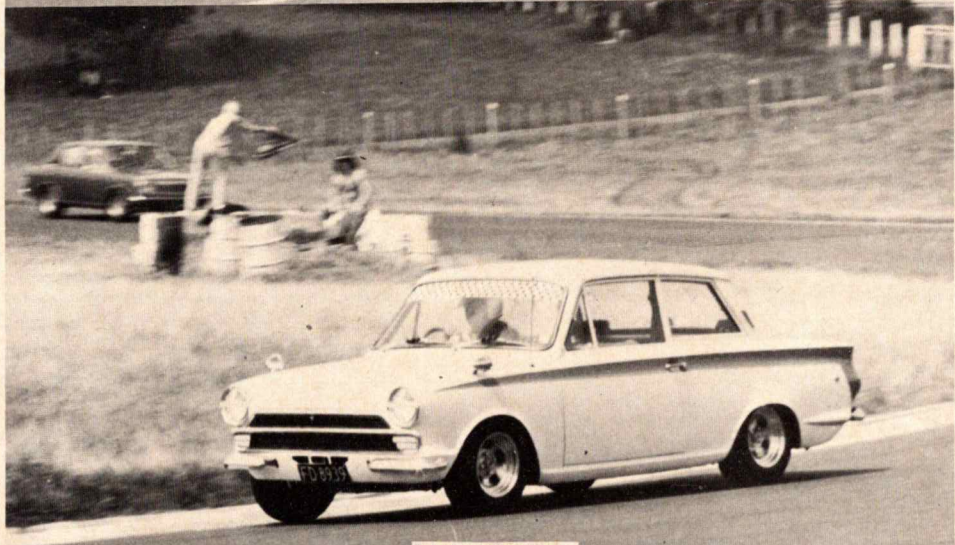
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CLUB CIRCUIT

PHOTOS: Wallace Cole -- P.O. Paremoremó



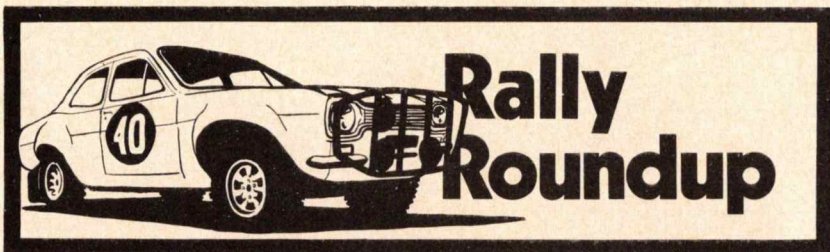
ANDY LOWE



IAN PEACOCK



GARY McCRYSTALL



1975 Easter Rally - 29th March

Most competitors are getting fairly keyed up for this one with only six weeks to go at the time of writing. If you haven't entered yet, don't bother as you'll be too late anyway. Several of the top dogs have entered including Dave Simpson, George Kuttel, Paul Adams, Ken Cleghorn, Jim Donald, Mike Marshall and Rod Millen. One notable absentee will be Blair Robson who will use the Woodhill Rally as his Marlboro warm-up.

Woodhill Forest Rally - 13th April

This rally will be run by our old friends from way back - N.S.C.C. Tom Grace is preparing for his fourth term as Clerk of the Course with Graeme Knight as his assistant. Entry Fee is only \$5.00 per car which is terrific value for money compared with some of the entry fees being charged.

The only fear competitors have is of any sand stages which have marred the past two Woodhill events. From what I have heard most competitors would prefer less special stage distance and no sand. The special stage length is said to be about 140 km and entry forms are available from the secretary, Mrs P. Clarke, 24 Flaxdale Street, Birkdale, Auckland 10. By the way, if you enter you must be a member of either the N.S.C.C. or the Pukekohe Car Club.

Maramarua Rally - 20th April

This rally will be open to Auckland Car Club members only and will comprise eight special stages with a total special stage distance of about 100 km. The event will start at the Maramarua State Forest at 9.00 a.m. with scrutineering on the 19th April (early afternoon). Entry fee is a mere \$5.00 and close on the 30th April with the secretary, Mrs R.P. McWatt, 176 Methuen Road, Avondale, Auckland. 7.

You will note a rally calendar at the bottom of this column, next month I hope to have some details of the Wairarapa, Rotorua and Tokoroa Car Club events. Let's hope they keep their entry fees as low as the A.C.C. and N.S.C.C. Clubs who are doing all in their power to keep costs down for the club rallyist.

Marlboro Series

Already, well over eighty competitors have registered with R.O.A.N.Z. for the series in which a maximum of 80 cars is allowed! However, I have heard from a reliable source that the possibility of increasing the number of competitors is being considered. Those who have already registered have been sent a set of eligibility regulations and had ten days to reply to R.O.A.N.Z. to confirm their entry.

Radio N.Z. Heatway

Plotting for the event is now well under way with several roads and venues already negotiated for. Interest is mounting as to which overseas entries will be received. Apparently some drivers interested in the event include Andrew Cowan - it just wouldn't be a Heatway without Andy! Chris Schlater - this boy would really fly; and Joginder Singh - be interesting to see if he has to wear a crash helmet.

I would also like to see drivers such as Paul Faulkner, Fonty Fall and Bjorn Waldegard etc. in order to study a cross-section of comments after the rally.

Recently the organisation of the Heatway received a considerable uplift on the organisational side of things which will certainly have a large effect on the running of the event.

R.P.A. News

There isn't much at this stage! The definition of a novice is still being sorted out by 'K' Foulkes and Charlie Bennseman who will contact Doug Benefield as soon as a decision has been reached. Current thinking would be that a novice must not have completed an International Rally, or competed in any Marlboro round other than that in his own area. Thus, a novice is more or less restricted to the club level or one-day type of events - Great News!

Thanks must go to the several R.P.A. members who have put endless hours into assisting MANZ/ROANZ on the eligibility clauses for the Marlboro - a task many people wouldn't dare to attempt themselves.

General Gossip

George Kuttel should really fly this year as he will be running a 2 litre BDA unit. This should prove interesting as Marshall and Simpson are running similar motors, while Robson is staying with the 1800 c.c.

Roy Hanbury's ex-navigator, Alan Everitt, has set up his own business "The Function Machine Co.". Alan is producing some interesting equipment for various rally cars as well as general precision work. Alan is also proving only too pleased to help people starting out in rallying, thus we wish him the best for his new venture.

Dave Simpson is building a club car out of a twin cam Escort he bought at the right price! The car will be powered by a 1571 c.c. O.H.C. unit which is being built up by Alan Everitt. A few bits and pieces will be used out of Dave's good car and he will use an Atlas axle with a 4.6 diff.



BUY BEST! NOW!

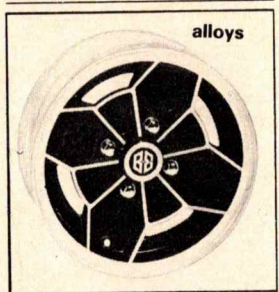
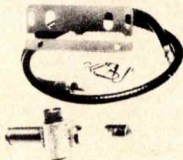


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A gearbox is being sought after at the moment. Dave hopes to have the car running in April and will be competing in club rallies taking with him various people who have helped him as navigators. Good to see some drivers show their appreciation to their crew in the best possible way.

Mason and Porter are definitely no strangers to rallying and will be sponsoring a two car "Masport Team" in this year's Marlboro Series. The No. 1 car will be driven by, as usual, Blair Robson with last year's navigator, John Rolfe with him again. The second car will be driven by Jim Donald with new man Chris Porter in the hot seat.

Regarding the Easter Rally, anyone interested in running in an Auckland Car Club Team, please phone Kevin Lancaster, Phone 657-088 (Home) or 592-185 (Business).

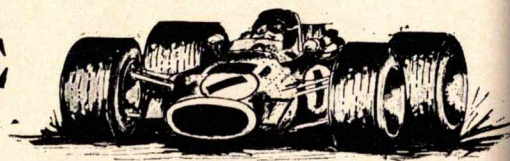
Printed below this article is a calendar of events for the year and I must advise you that the calendar could be subject to change, and the inclusion of a Waiuku (Maiora) Forest Rally.

And so till next month

<u>Date</u>	<u>Car Club</u>	<u>Rally</u>	<u>Status</u>
<u>March</u>			
8th	Eastern Southland		Invitation
29th	Northland	Easter Rally	Invitation
<u>April</u>			
13th	Northern Sports	Woodhill Rally	Closed Club
20th	Auckland	Maramarua	Closed Club
<u>May</u>			
3rd	Canterbury Rally Panel	Marlboro I	National
17th	North Otago	Marlboro II	National
24th	Wairarapa		Invitation
25th	Rotorua		Invitation
31st	Tokoroa		Closed Club
<u>July</u>			
5th - 13th	R.O.A.N.Z.	Radio NZ/ Heatway	Inter- national
<u>August</u>			
2nd	Canterbury Rally Panel		Invitation
10th	Rotorua		Closed Club
17th	Auckland		Invitation
30th	Wellington Motorsport Assn.	Marlboro III	National
<u>September</u>			
6th	Tokoroa/NSCC	Reidrubber GT	Invitation
27th	Northern Region Rally Consortium	Marlboro IV	National

KEVIN LANCASTER

TRACKSIDE



. . . Congratulations to Graeme Lawrence on a splendid overall performance in the Peter Stuyvesant Series to finish second equal only one point away from the winner, Warwick Brown.

. . . Among the new regulations that will govern the Le Mans 24 Hours in 1976 is a rule that effectively bans the use of slick tyres. Cars must use tyres with a discernible tread pattern across the whole width of the tyre, and must use the same pattern of tyre throughout the race, whatever the weather. What is more, tyres must still have at least three millimetres of tread depth when they are changed, which precludes the possibility of scrubbing shallowly grooved slicks down to smooth slicks in the first few laps after each change. This regulation is obviously in keeping with the move to restrict the race to GT cars and genuine GT prototypes from 1976 onwards.

. . . Following a recent announcement that German privateer Willi Kauhsen has negotiated the purchase of a pair of ex-works Alfa Romeo TT33/12 3-litre prototypes comes the news that probable drivers for 1975 include World Champion Emerson Fittipaldi and Gulf team member Derek Bell.

Whilst Bell has agreed to stay with the Gulf team for as many events as they plan to take in, it is clear that the team will not be contesting every race in the championship. Bell will compete at Le Mans for Gulf, but the Alfa's inability to complete the now mandatory 20 laps between refuelling stops means that his services will not be required by Kauhsen that weekend. As far as Fittipaldi is concerned, it is believed that the McLaren team is keen to give their World Champion some extra experience of the Nurburgring before the German Grand Prix in August, and the Kauhsen Alfas will definitely be running in the 1000 kms race there on 1st June. It will be remembered that Emerson drove one of Kauhsen's turbo-Porsche 917/10s in last year's Nurburgring Interserie race, so he enjoys established connections with the team.

. . . Both Lella Lombardi and Vittorio Brambilla tried Formula 1 Marches at Paul Ricard last month, Brambilla putting March's 751 through its paces while Lella tried last year's 741. The new car looked extremely promising with Brambilla lapping in the 1m 54s bracket on a wet track and Miss Lombardi being only two seconds slower. Patrick Tambay was also present taking the new 752 round the five kilometre circuit in 1m 58.4s



GET WITH **DUNLOP**

Graham Spear reports



S.E.V. MARCHAL

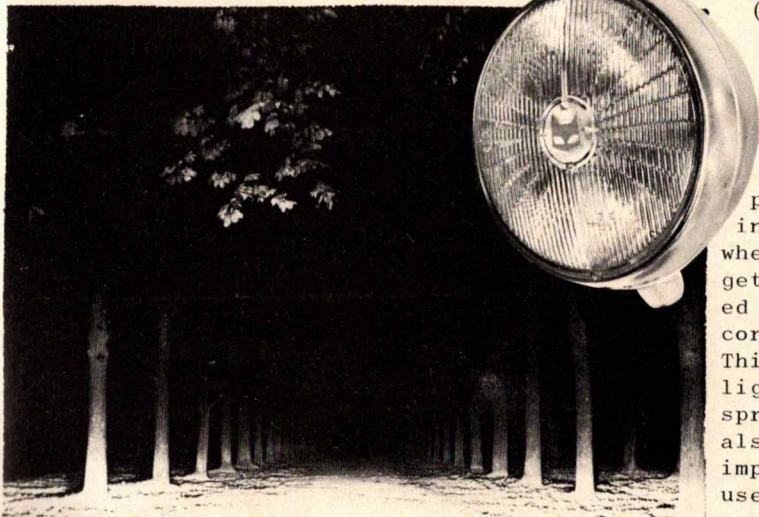


The only range of halogen lighting to equip 13 world champions including the 1974 World Rally winner is now available in New Zealand.

To help both the normal motorist or rally competitor in the choice of lighting this article is designed to explain as simply as possible the basic difference in the various light types available and also to show the various advantages or disadvantages of each light type. The Marchal range of lighting available in this country includes 11 different bolt on lights, the majority of which are available in two different finishes to suit the discerning motorist as well as 5 different headlights. No matter whether large or small, square or round, narrow or deep, fog driving or long range lights are required, it will be found in the Marchal lighting range.

WHAT IS THE DIFFERENCE BETWEEN FOG, DRIVING AND LONG RANGE LIGHTING TYPES?

Each of these three light types has various advantages and disadvantages and the best way to explain the basic differences is photographically. Each type of light beam photographed has the same candle power, the different lens patterns diffuse or place the light differently.



FOG LIGHT

(sometimes called fog cornering)

The fog light is very useful for cornering particularly in rallying when a car can get very crossed up when cornering.

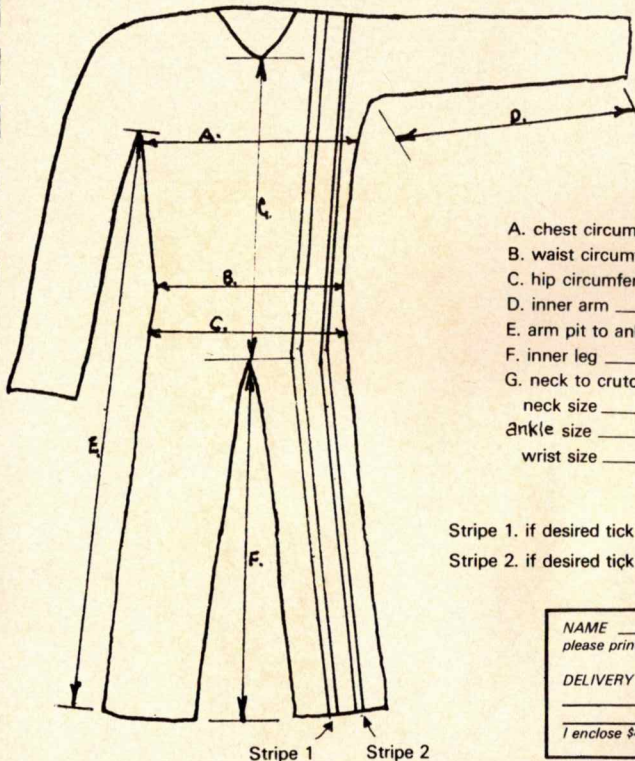
This type of light gives 180° spread and is also as its name implies very useful in fog conditions as the severe

horizontal cut and 180° spread penetrate under the fog and you

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C. hip circumference	_____
D. inner arm	_____
E. arm pit to ankle	_____
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neck size	_____
ankle size	_____
wrist size	_____

Stripe 1. if desired tick colour	red	black	gold	blue
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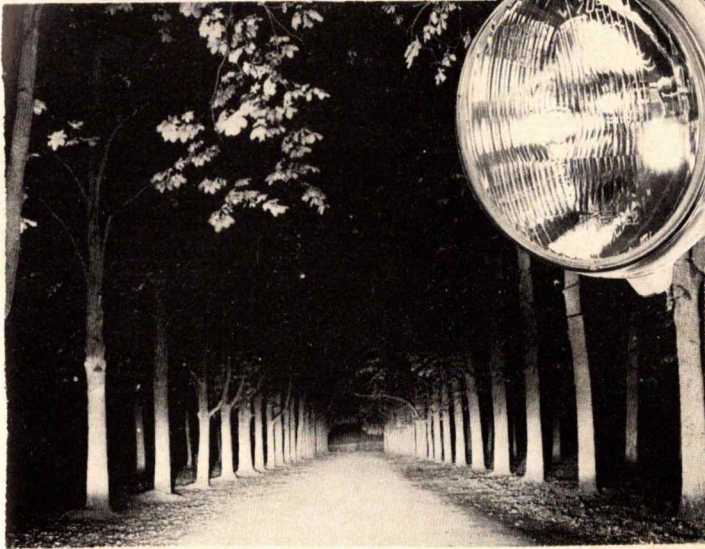
SPEARS SPECIAL OFFER on Nomex clothing is made so that competing drivers can improve their safety without the usual financial burden that Nomex clothing usually entails.



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actually look through the fog and see the road illuminated underneath. The main disadvantage with this type of light beam is its poor depth of field and it is not suitable for high speed motoring or rallying although under high speed conditions it is useful for illuminating the extreme sides of the road.

DRIVING LIGHT (sometimes called complementary road)



The driving light is the most popular type and probably the most useful of the three types. This beam gives a reasonable amount of side lighting, a good depth of field and also because it has no horizontal cut off it gives good vertical lighting. Because of its beam pattern it does not cause drive fatigue disadvantages as good as the fog good as the

as quickly as bright directional lighting. There are few, it gives good side lighting but not as light. It gives good depth of field but not as long range type.

LONG RANGE (sometimes called Spot)



The main advantage of this type of beam is its large depth of field. This type of beam is suitable for extreme high speed motoring. It is almost impossible to out-drive a good long range light. The main disadvantage is very poor, if any, side lighting and

this type of beam is not suitable for cornering. The disadvantages are normally cancelled if good halogen headlights are fitted and the trend today definitely appears to be in favour or long range type lighting.

All these types of lighting previously explained are available in the Marchal Range and the choice is yours. Probably the most important lights and the lights that are too often ignored are your car's headlights. These should be the first improvement made. It is a sad but basic fact that cars are made to be competitive in price as well as performance and most cars usually have headlights safe to about 50 mph but they can reach speeds far in excess of this and their headlights become inadequate or unsafe at speed and it is at speed that it is more important than ever to see clearly. In the Marchal range are many specially designed headlights and it is important to consider these before rushing around looking at bolt on lights.



Sandringham Tyre Service Gymkhana Shield Points



These points are up to and including the Gymkhana held at Western Springs on Thursday (New Zealand Day) 6th February.

J. CROMBIE	24	B. WYLLIE	6	R. McLEOD	4
N. MALLARD	23	I. HORSON	6	G. ROBERTSON	4
D. BAGGARLEY	20	O. SORENSON	6	K. BENNETT	4
J. DIXON	19	R. SENNE	6	C. PARKINSON	3
B. PLATT	18	D. MEAD	5	P. MEGGISON	3
G. HILL	17	B. MILNES	5	K. LA TROBE	3
S. HAMILTON	17	R. WILSON	5	N. LANGLEY	3
J. PERKINS	16	P. WILSON	5	C. CROUL	3
B. SERGENT	16	B. COX	5	G. GREAVES	3
L. HILL	13	D. O'CARROLL	5	T. JARVIS	2
B. KIRK-BURNAND	12	I. O'CARROLL	5	B. GRICE	2
R. DUNCAN	12	B. CORK	5	G. HEWITT	1
B. WHITE	12	R. CARN BENNETT	5	N. WILLS	1
R. CLARK	11	E. McLAREN	5	J. FINNIGAN	1
J. RIDDELL	10	G. LISTON	5	J. HEWITT	1
M. PARSONS	9	M. MICHAEL	5	D. GULLAND	1
G. PEACOCK	9	R. WILLIAM	4	J. RHODENS	1
C. McEWAN	8	J. PERKINS	4	R. McCORQUODALE	1
R. STODART	7	R. MONTGOMERY	4	B. WATSON	1
M. VOGEL	7	D. JOHNSTON	4	I. PEACOCK	1
K. TURNER	7	B. KIRK	4	L. RITCHIE	1
C. WALLACE	7	J. WILSON	4	D. HUGHES	1



EUROPEAN RALLY SCENE

A bi-national Saab team made up of one car from Sweden and four from Finland emerged victorious in the Marlboro Arctic Rally when three of them took the first three overall places. Outright winners were Simo Lampinen and Juhani Markkanen, second Stig Blomqvist and Hans-Erik Sylvan and third Jari Vilkas and Juhani Soini all in Saab 96 V4s.

Not long ago there were no limits as to the type or number of tyre studs that could be used. Last year an unworkable regulation limited the protrusion of the stud from the tread surface. This year the regulation was far better as the total length of stud was subjected to a limit. There was also a limitation on the number of studs per unit surface area of tyre tread and this brought the number of studs per tyre down to around 200 instead of 800 which had been common in the past. Studs were also prohibited along the centre of the tread, they were limited to the outside tread bands and this gave rise to another development in tyres.

Narrow tyres have always provided far better grip in snow rallies than wide ones provided it is properly studded all over. If part of the tread is left unstudded, then that part will reduce the effective pressure exerted on the ground by the studded part.

Timo Makinen is undoubtedly one of the world's leading experts on the use of tyres and studs on ice and snow and he had been out with the technicians from Hakkapeliitta tyres and Kometa studs. Between them they evolved a tyre which had normal winter pattern treads on the outer thirds, while the centre third of the tread was given over to narrow flanges of rubber which did little to exert any ground pressure but conformed to the regulations by being flush with the tread surface.

Only a limited number of tyres were produced by Hakkapeliitta, 280 in all and these were all taken by Ford and Volvo. But a North Finnish remould company, Kumi-Helenius was also carrying out some development work based on the new stud regulations, which were for all traffic, not just rally cars. They produced a tyre which was similar to Hakkapeliitta and supplies were acquired by both Fiat and Saab.

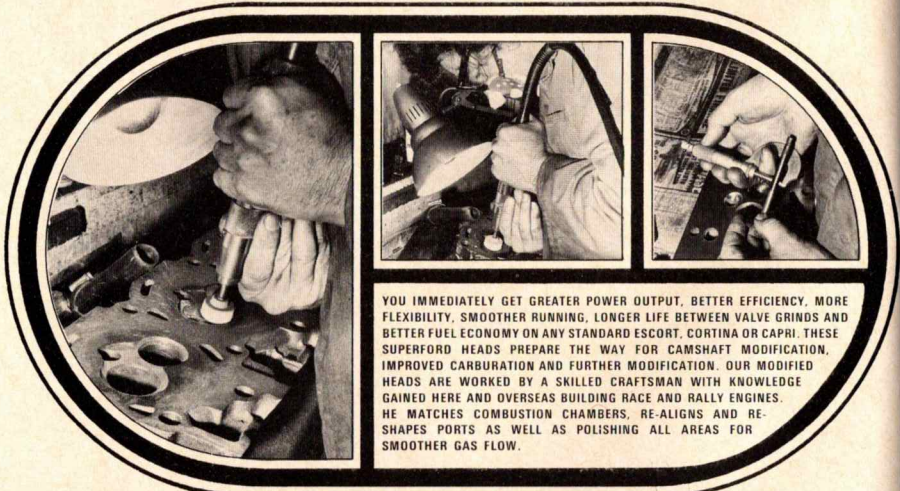
On the very first stage Makinen's trouble started. The tyres of his Escort were gripping so well that the force on the studs tore most of them right out of the rubber. Blomqvist was the man who set the pace, taking fastest time on the first six stages. After five stages, Lampinen's Saab had a loss of power and made strange noises. Mechanics diagnosed it as a partial piston seizure which freed itself when the engine cooled a little.

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Ford

John W. Andrew

SUPERFORD

Markku Alen retired his Fiat when he cleared a crest flat out in fifth and decided there was no point in trying to get around the bend which suddenly confronted him and he charged over the bank, going so far off that he would have needed skis to get back to the road. Mikkola, in the other Fiat, had alternator trouble and had spent some time pushing. A few excursions affected his position and he dropped right down.

Makinen was beginning to pick up now that he was able to keep the studs in the tyres. At the end of the first leg after 16 special stages, Rainio (Saab) was leading from Makinen and Lampinen.

Saaristo's Skoda retired from 9th when he rolled over, found himself back on his wheels with a few panes of glass broken and continued. The somersault had disorientated him and he soon discovered that he was setting off in the wrong direction, all too easy a mistake to make when the snowy features are the same in all directions, especially at night. Eventually reaching the end of the stage, he found that all his time cards had been lost out the window during the roll.

Russling, who had been going very quickly in his Porsche Carrera, lost a wheel when a complete front suspension unit broke away and he drove the eight kilometers to the end of the stage on three wheels.

The going had been rather bumpy and the sumpguard of Blomqvist's Saab had been taking a pounding. On a particularly hard landing, the sump-guard moved up and pushed the sump in to get the familiar sound of sump on crank. With crowbars, the mechanics got both the sump and sump-guard down again. Raino lost what looked like being his second win in succession when his engine seized its main bearings.

Makinen retired when his engine caught fire either as a result of petrol leaking from or by a blow back through the carbs. Flames came from beneath the car long before the crew realised what was happening and when the extinguisher was finally brought to bear there had been enough heat to melt the carbs.

Blomqvist had the rear end floating for some time, four wheel steering making the car behave very peculiarly indeed, and also had the rear shockers replaced.

Mikkola had been up and down the field like a yo-yo and did extremely well to get back up to seventh place.

TULIPEN



INTENDING RALLY COMPETITORS

Please note that you are now required to have a National Open Licence as well as a M.A.N.Z. Medical Certificate to compete in all rallies this year except the Heatway.

This Licence is available on application to the M.A.N.Z. office. Application forms are available from the Clubrooms.

For the Heatway an F.I.A. Licence is required and a prerequisite for obtaining this Licence is the satisfactory performance at least one National rally.

* * * * *



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.

Rick Janes	Auckland	Datsun 1600
Martin Franks	Ponsonby	
Duncan Smith	Papakura	Hillman
Philip Lathrope	Mission Bay	
Glen Clark	Kohimarama	
Paul Levis	Blockhouse Bay	Vauxhall Firenza
Elizabeth Hunter	Mt Eden	Vauxhall Viva
Peter Moore	Grey Lynn	Escort 2000
Wayne Sutton	Henderson	Hillman
Colin Dean	Taupiri	Cortina 2000 GT
Michael Hannell	Titirangi	Mini 7
Gary Mathews	Henderson	Triumph Vitesse
Grant Liston	Otahuhu	Triumph Vitesse
Ross McCorquodale	Auckland	Morris Minor
Neil Carter	Parau	Datsun 1400



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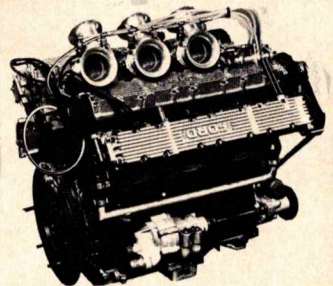
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PHONE PETER BATTEN - 594-874

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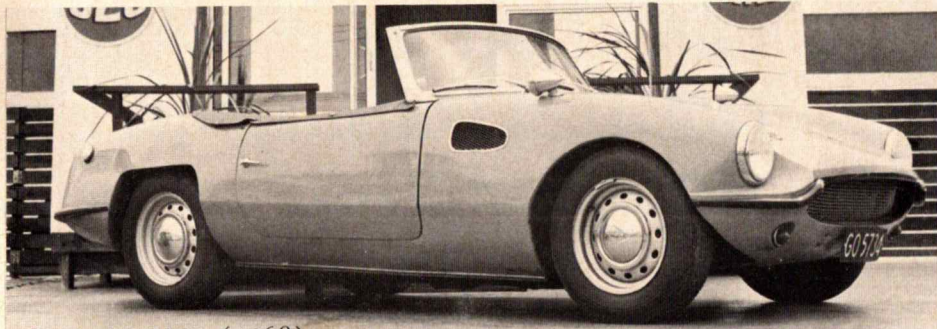
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* * * * *

Trials Trophy Points

S. HAMILTON	199	G. HUNTER	9
R. WYLIE	133	B. VISKOVIICH	8
J. CROMBIE	131	W. PARKIN	8
B. SERGENT	140	A. COLLIER	8
L. SHANKS	117	D. BELL	6
S. PEARCE	111	G. GRIEVES	6
R. WILSON	81	H. LOCKIE	6
D. BONE	79	N. MALLARD	5
P. JUKES	53	P. THOMPSON	4
D. NICHOLL	44	M. FINNEGAN	3
P. LEVET	39	J. STEWART	3
B. KIRK-BURNAND	38	K. SNOOK	2
G. STRATFORD	31	T. BELL	2
P. SERGENT	28	MACKIE	2
R. MONTGOMERY	24	G. FORAN	2
P. SHANKS	24	D. O'CARROLL	2
R. WILLIAMS	20	R. CLARK	2
I. STEPHENSON	12	G. ROBERTSON	2
J. COKER	10	T. JARVIS	2
J. VAN DER ZEE	10	W. MILNES	2
K. BURNITT	10	M. FINCH	1
B. DUNLOP	9	J. LAWTON	1
B. KIRK	9	J. KILLMARTIN	1
A. HART	9	T. BENSON	1

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EXIDE TROPHY

These points are up to and including Club Circuit held on 9th February 1975.

S. HAMILTON	76	D. BAGGARLEY	24	J. NIXON	11
B. SERGENT	75	R. WYLIE	22	J. RICHARDS	10
D. BONE	58	M. MOORE	19	B. WHITE	10
P. JUKES	53	N. MALLARD	18	M. SOAMES	10
B. KIRK-BURNAND	48	T. McLEAN	14	R. WHITING	10
J. CROMBIE	39	G. HILL	14	B. CORK	10
S. PEARCE	33	G. CAMPBELL	13	B. PATRICK	10
R. WILSON	32	N. FAVA	12	R. DUNCAN	10
P. SERGENT	27	P. SHANKS	12	R. MONTGOMERY	10
L. SHANKS	27	M. McHUGH	12	L. HILL	10
B. PLATT	25	B. KIRK	12	W. PAINTER	10
				M. PARSONS	10

9 POINTS:

D. CLEMENTS, A. HART, P. LEVET, J. PERKINS, M. COX, A. LOWE.

8 POINTS:

W. PARKIN, G. STRATFORD, R. VISKOVICH, G. CRAWFORD, J. RHODENS, S. McHUGH, R. STONE, G. O'CONNOR, I. MACDONALD

7 POINTS:

E. McLAREN, G. SUTTON, R. CLARK, G. PEACOCK,

6 POINTS:

D. BELL, D. O'CARROLL, C. PARKINSON, R. HONG, J. RIDDELL, O. SORENSEN.

5 POINTS:

M. REDDISH, J. PROVO, F. BRAY, R. DOHERTY, L. EVANS, K. CLEG-HORN, M. MARSHALL, S. MILNE, A. BAGNELL, L. HUDSON, D. CROSS, G. KUTTELL, G. TAYLOR, S. BAGNELL, D. BREMNER, L. ABBOTT, B. COX, G. ROBERTSON, J. STEWART, M. NEIL, P. ROBINSON, D. WALLACE, I. HOPSON, P. HENLEY, T. PARSONS, K. TURNER, M. FINCH, G. CLARK, W. WILKINSON, A. HANSON, T. WARREN, C. CONWAY, R. FINDLEY.

4 POINTS

P. NEIL, V. SMITH, J. STONE, C. EDMONDS, R. ROBINSON, 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, R. SWINBURNE, C. JOHNSON, C. McEWAN, R. CARN-BENNETT, G. LISTON, R. SENNE, K. CANTWELL, B. FOWLER, R. OLENIUS, R. COPPINS, P. HILL, W. BLAKEMORE, H. WADE, P. JONES, S. CLARK, P. HENLEY, G. McCRYSTAL, M. VOGEL.

3 POINTS:

M. FINNIGAN, G. TREVOR, R. GREGORY, B. MASSEY, A. BAKER, A. WALKER, R. MILLEN, P. CURIN, R. TANNER, H. WOOD, D. COOK, A. COLLIER, B. CONCH, C. REED, T. HOLT, M. HENDRY, B. DUNLOP, T. JARVIS, P. BOYER, G. BAWDEN, P. WILSON, C. BROWN, R. McLEOD, W.J. MARTIN, D. SHALFOON, A. TAYLOR, K. BENNETT, G. HUNTER, L. COTE, F. WATCHLIN, D. MEAD, M. PARSONS, D. JOHNSON, B. WILLIAMS, P. MEGGISON, M. ANDREWS, B. WHIPP, P. BATTEN, C. REED, R. DOHERTY, B. RICE.

EXIDE contd.....

2 POINTS:

B. WASHER, S. SCHENDERLING, S. PEARSON, T. BANKS, R. JOHNSON,
R. HUTCHINS, M. JONES, T. THOMPSON, K. SNOOK, F. BAILEY,
G. FERAN, C. CROUL, D. McWHIRTER, T. BELL, G. GREAVES,
W. MILNES, K. LA TROBE, N. LANGLEY, R. CLARK, M. SMURTHWAITE,
S. HOOPER, A. NEWALD, B. FRIEND, V. COLLIER, M. BLANK.
B. SMITH, R. WILLIS.

1 POINT:

T. GLADSTONE, K. FLASHMAN, R. BENNETT, J. DEMPSEY, K. STRAHAN,
P. ROBINSON, J. LAWTON, J. KILMARTIN, W. POWELL, G. STEWART,
T. BENNETT, B. GRICE, R. JACKSON, J. DONALD, I. HACKETT,
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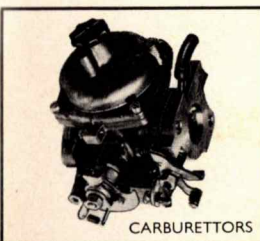
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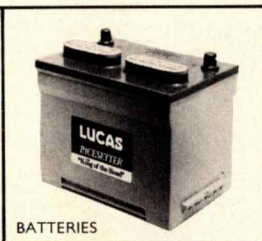


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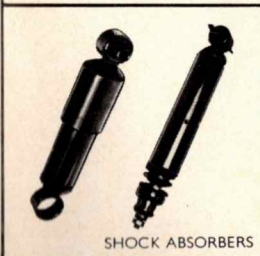
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