

MAY 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, Blackhouse 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:

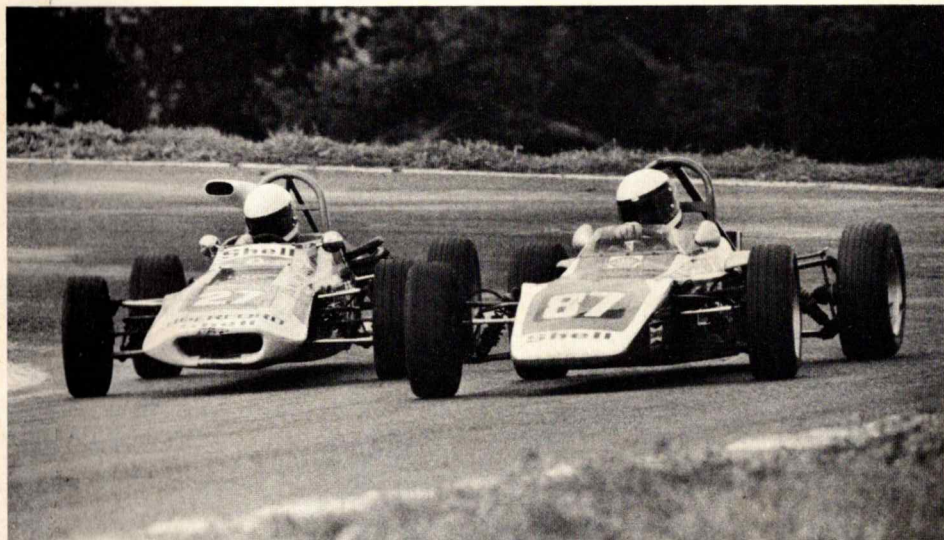
J. T. Molloy, Phone 654-048 (Evs).

Security Officer:

H. G. Southee, Phone 607-662.

Custodian:

W. Ferris, Phone 674-071.



GRANT WALKER (27) AND BRETT RILEY (87) IN USUAL CLOSE COMPANY
IN THEIR FORMULA FORDS AT THE RECENT DUNLOP MOTOR RACE MEETING.

Photo Ross Cammick Ph. 558-913

COVER PHOTO PAUL FAHEY RECEIVES THE EUROPA TROPHY FOR THE
SECOND SUCCESSIVE YEAR FROM MR K.R. ARMIT, AUCKLAND MANAGER,
DUNLOP N.Z. LTD, WITH WIFE, KATH, AND DAUGHTER, KAREN LOOKING ON.

PHOTO : Wallace Cole - P.O. Paremoremo

COMING EVENTS



If any Club sporting event is cancelled because of adverse weather or other force majeure, the cancellation notice will be broadcast from Radio 1ZB.

CLUBROOM HOURS:

Thursday Evenings	8.00 - 11.00 p.m.
Sunday Evenings	4.00 - 10.00 p.m.

Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of the Club Lounge. Two Pool Tables, Table Tennis and Darts facilities are available. Pit Stop Bistro Bar also open for meals. Films are shown on the third Thursday of each month preceded by a semi formal Club meeting.

N.B. Please make sure you park clear of driveways and the local dairy and no noise when leaving.

3RD MAY - SATURDAY - 1975 TISCO GOLD STAR TRIAL:

An open event promoted by the Auckland Car Club.

4TH MAY - SUNDAY - CLUB CIRCUIT TROPHY MEETING:

Pukekohe Club Circuit. 25 Races for modified saloons, standard production saloons, Formula Vee, Sports Cars, Formula Ford etc. Scrutineering 9.30 - 11.00 a.m. Practice 12 noon. Racing 1.00 p.m. Late entry enquiries to Miss C.E. Dewar, Phone 588-274 (Res). Light refreshments available at the Circuit.

11TH MAY - SUNDAY - DINE AND DANCE EVENING:

There will be a small cover charge for this evening of 50 cents per head after 6.00 p.m. An entertainer has been engaged and he will be upstairs. Usual high class Bistro meals available at a reasonable charge.

17TH MAY - SATURDAY - ANNUAL POOL CHAMPIONSHIP (DOUBLES):

This event will be held at the Clubrooms commencing at 3.00 p.m. Entries on the day. All participants must be members of the Auckland Car Club. The event will extend into the evening with an hour meal break. This championship is being organised by John Crombie and Kerry Brown.



24TH MAY - SATURDAY - BEER & BURGER EVENING:

This will be held in the Clubrooms commencing at 7.00 p.m. A wide variety of ales available, together with an equally wide variety of hamburger fillings. Tickets now on sale at the clubrooms. As the number of these are limited, it would be wise to purchase yours early.

25TH MAY SUNDAY - HILLCLIMB:

Pratts Road, Ramarama. South Highway 1 and Turn left at Caltex Garage. Follow A.C.C. Signs. Mufflers must be fitted on all cars with W.O.F. Enquiries should be directed to Bob White, Phone 674-037.

28TH MAY - WEDNESDAY EVENING - MID WEEK TRIAL:

This trial will start at the Clubrooms at approximately 6.00 p.m. and finish back there about two hours later. Sealed clock required but no maps necessary. A simple event for learners. Bistro Bar open at the conclusion of the trial. Usual entry fee charges.

14TH JUNE - SATURDAY - AUCKLAND CAR CLUB ANNUAL BALL:

To be held at the Mandalay Ballroom, Newmarket. Tickets only \$9.00 single which includes a fabulous supper, all liquid refreshments, excellent band and other entertainment. Further particulars next Bulletin but the tickets will be on sale late May.

28TH JUNE - SATURDAY EVENING - WINE & CHEESE EVENING:

This function will commence at 7.00 p.m. Tickets are \$2.50 each and will be on sale shortly. Full details in next month's Bulletin.

2ND/3RD AUGUST - SATURDAY/SUNDAY - ANNUAL ROTORUA TRIAL:

This year's social weekend trial to Rotorua will depart from the Clubrooms at approximately 10.30 a.m. Saturday morning and will arrive at Travelodge, Rotorua late that afternoon. (Sunday times are much the same). There will be a buffet dinner and dance at Travelodge from 8.00 p.m. to 12.00 p.m. on Saturday night. All inclusive cost (excluding refreshments) is \$15.00 per person. Application form is enclosed with this Bulletin. Hurry and return your forms as this is always a very popular weekend and there is only limited accommodation available. The trialling part of the weekend is very straight-forward and will be easily handled by novices. Additional information can be obtained from Linda and Peter Shanks, Phone 596-587 after 6.00 p.m.

8TH/9TH/10TH AUGUST - FRIDAY/SATURDAY/SUNDAY - RUAPEHU SKI TRIP:

Bookings are now open for this ski weekend and full particulars may be obtained by phoning Maurice Cargill or John Pickard whose telephone numbers appear in the special advertisement further over in this Bulletin.

 **TYRES DUNLOP RETREADS**



OPEN & INVITATION

3RD MAY - SATURDAY - 1975 TISCO GOLD STAR TRIAL:

This ten hour event begins from TISCO N.Z. Ltd, Manukau Road, Royal Oak at 10.00 a.m. A braking and acceleration test will follow at John Andrews, Mt Albert Road, rear parking area. The trial will finish at the Auckland Car Club Clubrooms.

3RD MAY - SATURDAY - MARLBORO RALLY CHAMPIONSHIP ROUND ONE:

This event takes place in the Canterbury Region.

4TH MAY - SUNDAY - BARDAHL INTERCLUB HILLCLIMB:

Venue - Bald Hill Road, Waiuku. Entries on the day 9.00 - 10.00 a.m. Event organised by the M.G. Car Club.

4TH MAY - SUNDAY - INVITATION SPRINT:

Wainui Road (sealed) Silverdale. Quarter Mile Duckhams Trophy Event. Entries (\$3) 8.30 a.m. - 10.00 a.m. Organised by the Hibiscus Coast Motor Sport Club.

10TH MAY - SATURDAY - HARRY HORTON - IWD OPEN TRIAL:

This trial organised by the Taranaki Car Club is a 7½ hour event based at New Plymouth. A.S.R.'s and entry forms from Mr D. Griffiths, C/- P.O. Box 704, New Plymouth. Entries close 2nd May, late entries 10th May.

17TH MAY - SATURDAY - DUCKHAMS DAYLIGHT MERCURY TROPHY TRIAL:

A six hour event with a length of around 250 km. First car starts Roselands Shopping Centre, Papakura, at 9.00 a.m. Entries (\$1.50 per person) close 9th May. Late entries 10.00 a.m. Saturday, 17th May. Organised by the Auckland University Car Club, P.O. Box 22-360, Auckland.

18TH MAY - SUNDAY - CLUBMANS RACE MEETING:

Pukekohe Club Circuit - Benefit Day. Proceeds to Track Improvements Fund. Usual race programme. Scrutineering till 11.15 a.m. Practice 12 noon. Racing 1.00 p.m. Entries close Friday 2nd May with Northern Sports Car Club Secretary, Mrs D. Hopson, Phone 592-247 9.00 a.m. to 12 noon, or P.O. Box 22-362, Otahuhu. Late entries may be accepted. Members are asked to support this event both as spectators and competitors.

GET WITH **DUNLOP**

24TH MAY - SATURDAY - BARDAHL INTERCLUB HILLCLIMB (PROPOSED):

This event organised by the Triumph Sports Car Club will replace the hillclimb which was to have been run on the 20th April. Venue - West Road, Clevedon.

24TH MAY - SATURDAY - MATAMATA MOTORS (1962) LTD OPEN TRIAL:

The duration of this event will be about 7½ hours with the first car starting in Matamata at 10.00 a.m. Entries close 10th May. A.S.R.'s and entry forms from Mrs E.L. Graham, R.D. 3, Matamata. Organised by the Matamata Car Club.

31ST MAY / 1ST JUNE - NORTHERN SPORTS CAR CLUB GOLD STAR TRIAL:

The trial will start in Rotorua around 9.00 p.m. and finish in Auckland approximately 12 hours and 630 kms later. Entry forms and A.S.R.'s from the event secretary, Mrs G.C. Hack, P.O. Box 35, Herald Island.

1ST JUNE - SUNDAY - GRAND TOURING SALOONS LONG DISTANCE RACE SERIES - RACE ONE - MANFIELD:

Touring production saloon cars with camshafts, wheels, tyres etc. free. Class breaks, 0- 1300 c.c., 1301-3000 c.c., 3001 c.c. plus. Total prize money \$2000. Supplementary regulations and entry forms from Manfield Promotions, P.O. Box 1959, Palmerston North. (See also 22nd June - Pukekohe).

14TH JUNE - SATURDAY - 1975 R.A.T.E.C. GOLD STAR TRIAL:

Approximate duration ten hours. Trial based at Christchurch. Entries close 4th June with the Secretary of the event, Mrs S. Higham, 9 Brockham St., Christchurch 5.

14TH JUNE - SATURDAY - PUKEKOHE CAR CLUB MONSOON TRIAL:

A five hour Mercury Trophy event. Entries close 30th May. A.S.R.'s and entry forms available from the Secretary, P.O. Box 174, Pukekohe.

22ND JUNE - SUNDAY - GRAND TOURING SALOONS LONG DISTANCE RACE SERIES - PUKEKOHE

Race distance : 280 km using 2.8 km course with chicanes. Prize money \$2000. Examples of production cars eligible are Charger E49, XUI, GTHO, Porsche, Camaro, Mustang, Escort BDA, BMW, etc. Supporting programme includes races for Clubmen Modified Saloons, Mini 7, Formula Vee. Entries close 5th June. Further information, supplementary regulations, entries, etc., contact the organisers, N.Z.I.G.P. (Auck.) Inc., P.O. Box 11-129, Ellerslie, Phone 593-108. (Other confirmed dates in the series are 1st June, Manfield; 3rd August, Baypark; 5th October, Levin)

8TH/12TH JULY - 1975 HEATWAY INTERNATIONAL MOTOR RALLY:

Full details of the event are in Rally Roundup Column.

 TYRES **DUNLOP** RETREADS

PUKEKOHE CLUB CIRCUIT

23rd March

PIX = Ross Cammick Ph. 558-913



GRAHAM CRAWFORD



GEOFF CAMPBELL LEADS PETER BATTEN



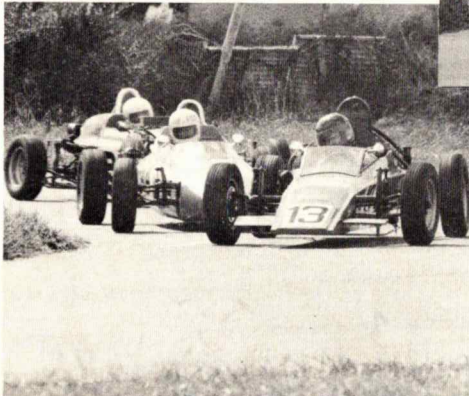
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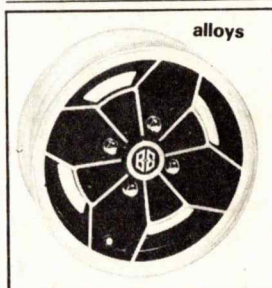
WHEELS WHEELS



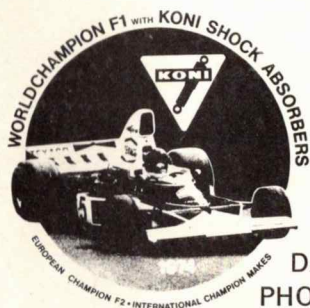
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SHOUTS & murmurs



. . . Improvements in the upstairs area are now virtually complete. The new floor, carpet, furniture, doors and wall linings have certainly rejuvenated the Clubrooms. This upstairs area is now on a par with the Members' Lounge downstairs. The colour scheme has been tastefully thought out by Ron and Raewyn Brown and our sincere thanks go to them for the many hours of work they have put into these improvements.

The area above the kitchen is now operational as a projection room for Harold Batten for film evenings and as a store-room for club office work material.

The Ladies' powder room in the Members' Lounge has also been upgraded and made much more attractive for our ladies.

The extensive cost of these improvements will benefit each and every member who visits the clubrooms. We have one of the most modern Bistro type food cooking facilities and members who dine at the Clubrooms on Sunday nights agree that the standard of meals produced is excellent and at a reasonable cost. The Clubrooms are our home and members are welcome and encouraged by the Executive Committee to make full use of all facilities available. We are sure that no other car club in New Zealand can present Clubrooms and club atmosphere on a par with ours.

. . . Congratulations to Deputy Club Captain Bob White and Lynn on the birth of their third child, a son. Lynn and Bob thank everyone for their kind felicitations on the birth of Derek Robert.

. . . We are pleased to report that Club Member, Don Halliday, is making good progress after his unfortunate accident at Baypark. We hope that Don will make a speedy recovery and look forward to seeing him in his usual place with his group in the clubrooms as soon as possible.

. . . Congratulations to Club Member Graham Hill and Marion on their recent marriage.

. . . Members are reminded that visitors must be signed in when attending the Clubrooms. The Visitor's Book is situated in the Members' Lounge downstairs. A good standard of dress is required for everyone attending the Clubrooms. Duty Officers will be enforcing this rule in future.

. . . By the time this Bulletin reaches you a new Club Executive Committee will be in office after the Annual General Meeting on 30th April. We congratulate newly elected officers and hope that you will give them your support in the forthcoming year.

. . . Club Member, Graeme Morley, after a serious accident driving a go-kart is still under medical attention. The semi mobile Graeme tells us it has now been discovered that he has a broken hip. We wonder how many more broken bones they will find in him. Further hospital attention may be necessary but we wish Graeme a speedy recovery.

. . . Mr R.W.A. Frost, President of the Motorsport Association New Zealand spoke on the telephone with the Confederation of Australian Motorsport in Melbourne today (18th April 1975) concerning an article appearing in a leading Australian newspaper written by Mr Mark Fogarty that the Stuyvesant Series of International Motor Races promoted for the past twelve years jointly by the two countries should not continue in the future.

The Confederation's Chief Executive Officer, Mr John Keefe, told Mr Frost that as far as his Council was concerned the 1976 Series would be held in conjunction with New Zealand. Asked by Mr Frost if he knew of the rumours which had been coming from Australia, Mr Keefe said he could only assume that someone in the news media had leaked a story which as far as the Confederation Council was concerned they had no knowledge of at all. Most certainly, Mr Keefe said, no action would be taken if any were indeed considered, without first conferring with New Zealand.

Mr Frost said that the idea of each country running its own Series had been raised practically every year of the twelve years the Series had been in existence. It had never been treat seriously, he said.

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'75 EASTERN RALLY:

This was the first rally of the 1975 season and was certainly an enjoyable and well organised event with first place going to Mike Marshall and Graham Vazey in the 1300 c.c. "Rylock Escort". The lads certainly deserved this win as they were just finishing off building the car in Auckland two hours before scrutineering began after burning much "midnight oil" the week before. Second place went to Paul Adams and Don Fenwick who had slight problems with the head gasket and the gear lever coming out. Rod Millen and Mike Franchi were third in the Rotorsport Mazda after leading in the early stages. An incredible fourth placing went to the Fiat 125T of Alf Goldsbury.

Some of our members, other than the first three, performed well with Robbie Francevic and Derek Etherington - 5th, John Woolf and Grant Whittaker - 6th. About fifteen cars rolled in the event including Howard Collier who rolled twice requiring eight new panels to his Datsun 1600.

The event proved difficult as dust and fog made it difficult to see, especially where the rally ran through a smoldering peat fire in Awanui at about 4.00 a.m. in the morning! Thanks must go to Carl Rabbidge and Bruce Pullman for a well organised and enjoyable event.

WOODHILL RALLY:

The 1975 Woodhill Rally saw the return of Blair Robson and John Rolfe who took the event from Rod Millen and Robin Irving in their Mazda RX3. Third, after an incredible drive was Clive Smith in an RS 1600 Escort. Clive bought this car after it had been rolled in the 1973 Heatway, and slowly built it up into the immaculate car it is now, thus his third placing was well worth the work and well deserved.

Trevor Tapper also drove well to come into fourth place. Up until the last stage Jim Donald was driving his best rally to date holding second place by about 11 seconds. However, after pulling out about 10-15 seconds on Rod Millen, his petrol pump packed a sad about 8 km from the finish, dropping him with co-driver Kevin Prior down to 40th place!

Other good drives were put up by Rob Wylie and Wayne Walker taking their "Unit Welding" Datsun 1600 to 9th; Barry Kirk-Burnand and Penny Wilson were 13th, while "Shorty" James and Grant Moffit came 22nd.

One unfortunate incident saw Roy Hanbury and Graham Hill rolling their Mini. After shifting the Mini to what they considered a safer position, Stewart Brooks and Dennis Green put

their Datsun 1600 over five times, severely denting the roof of Roy's car on the second roll! Roy's car was so badly damaged that they took it home on the back of Graham's Toyota Hiace truck!!



MARAMARUA RALLY:

This article went to print four days before the running of this rally (20th April) so the only item worth

reporting on is the number of women competing. Five of the top ten seeded cars all have women navigators - Theresa Millen's going with Rod, Sue Adams is going with Paul, Leonie Donald's going with James, Jenny Kuttel is going with George and Jocelyn Ronayne is navigating, as usual, with Dave Civil. Then we have the rest of the girls; Marlene Baker, Annette Levett, Katherine Roach, Margaret Chandler, Penny Wilson, Sue Johnson, Sue Parkin, Jillian Bell, Ann Collier, Wendy Boyle, Judy Lim, Pam Clark, Jacky Tasker and Christine Croul - that's about twenty. It's certainly pleasing to see so many wives and girlfriends, etc., becoming more involved with rallying and I hope other women are encouraged to compete in rallies as well as assist on the organisational side of the sport.

THERMAL RALLY:

This rally will be held on the 25th May and will be approximately 395 km of which 276 km are special stages which will be held in the Whakarewarewa and Kaingaroa Forests. Entry Fee is \$20 per car with \$30 late entry fee and entries close on the 2nd May with Mrs A. Tonkin, P.O. Box 365, Rotorua.

Prizemoney is being offered for the event which starts at 7.45 a.m. on Sunday and finishes at about 4.00 p.m. that night.

Don't forget, however, it's the day after the "Lion Super Rally" at Masterton, details of which were in the last Bulletin.

MARLBORO RALLY:

Not much to report on at this stage except that anyone who is flying to any rounds to contact Murray Thompson, P.O. Box 27-308, Wellington, regarding cheaper air fares.

I hope to have some points and details of the Northern Region Consortium event next month.

HEATWAY RALLY:

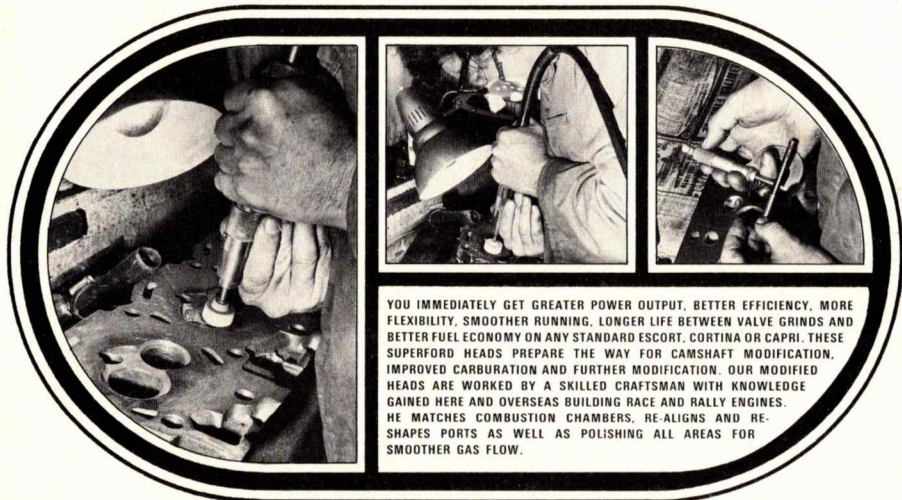
This year's Heatway has a fairly interesting route which differs from most years with a total distance of 5100 km of which 3750 km are special stages of an average length of 50 km each. The cars start from Auckland at noon on the 5th July and travel

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SUPERFORD

North to Whangarei and back covering nine special stages, one of which will be held in the Woodhill Forest early on Monday night.

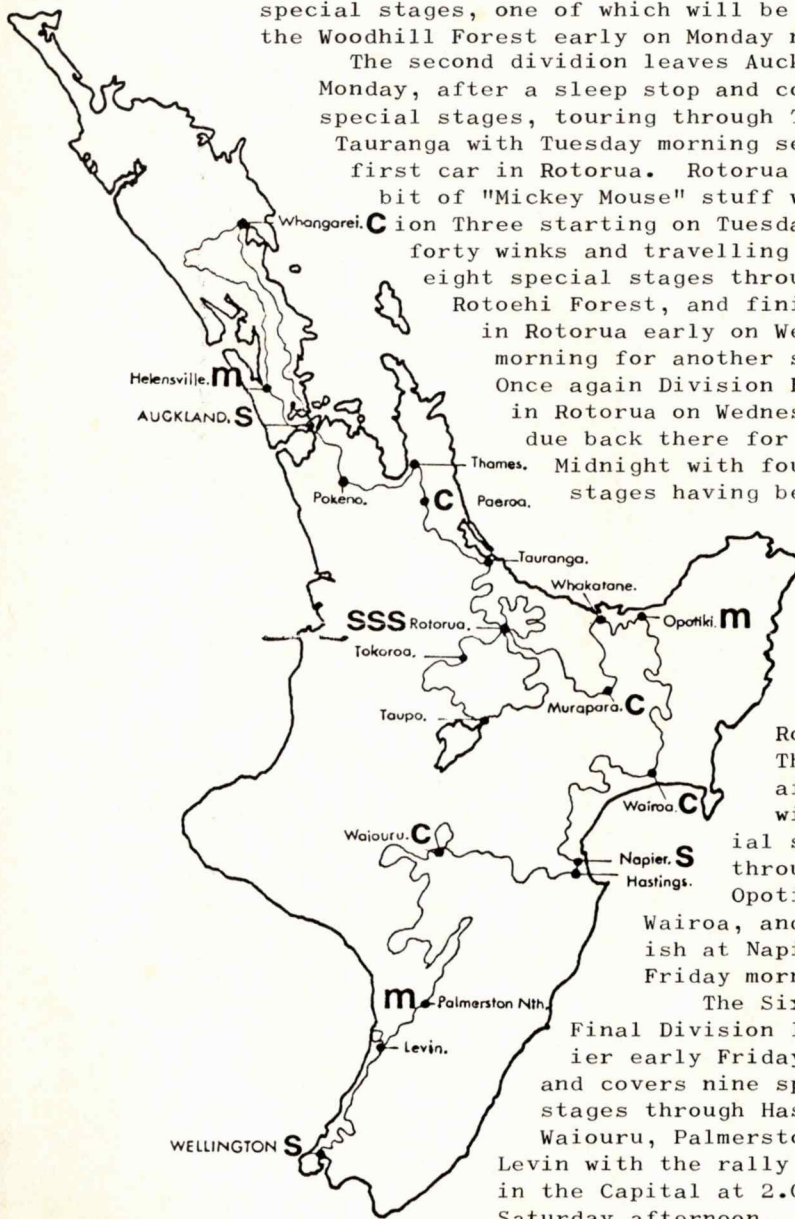
The second division leaves Auckland on Monday, after a sleep stop and covers eight special stages, touring through Thames - Tauranga with Tuesday morning seeing the first car in Rotorua. Rotorua sees a bit of "Mickey Mouse" stuff with Division Three starting on Tuesday after forty winks and travelling through eight special stages through the Rotoehi Forest, and finishing back in Rotorua early on Wednesday morning for another sleep.

Once again Division Four starts in Rotorua on Wednesday and is due back there for sleep at midnight with four special stages having been covered

through the Tokoroa Forest and Kawerau.

Division Five will leave Rotorua on Thursday afternoon with 8 special stages through Murapara, Opotiki and Wairoa, and will finish at Napier early Friday morning.

The Sixth and Final Division leaves Napier early Friday evening and covers nine special stages through Hastings, Waiouru, Palmerston North, Levin with the rally finishing in the Capital at 2.00 p.m. on Saturday afternoon.



A map of the course is printed above for anyone interested. Entries are now open and may be available from The Secretary, Heatway International Motor Rally, P.O. Box 27-308, Wellington.

Scrutineering and eligibility queries are available in writing to Mr Glenn Johnston, 132 Miro Miro Road, Normandale, Lower Hutt.

(STOP PRESS:

Right on printing dead-line we hear that the Heatway has

been shortened in the interests of fuel economy - Ed.)

R.P.A. NEWS:

Not much to date except the Novices Awards have yet to be sorted out and the Annual General Meeting is about to take place at 6.00 p.m. on 4th May at Arlington Motor Inn, 50 Park Terrace, Christchurch.

I'm sure all rally drivers are sorry to see Don Halliday out of action for this year's season after his unfortunate accident at Bay Park in Easter. The "Days" were always some of the more colourful lads around rallying and we can only wish Don a speedy recovery and hope to see him back in action next year.

That's my lot for this month, hope to have something of more interest next month!

KEVIN LANCASTER

RUAPEHU TRIP

Weekend of August

8th, 9th, 10th

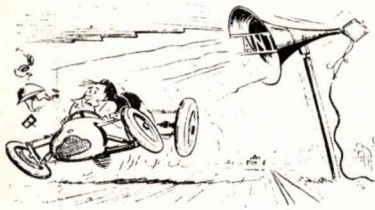
FRIDAY, SATURDAY, SUNDAY.



Bookings now open

CONTACT MAURICE CARGILL,
599-059 (BUS) - 873-383 (RES)
OR
JOHN PICKARD 572-172 (BUS)
46-805 HSN (RES) OR THE CLUBROOMS.





DUNLOP RACE MEETING



PUKEOHE, SUNDAY 6th APRIL, 1975

PIX = Ross Cammick Ph. 558-913

by Don Hadfield

The 1974/75 Motor Racing Season reached it's climax with the Dunlop Motor Race Meeting at Pukekohe on April 6th. It was to be the swansong for Paul Fahey retiring after many years of motor sport, as well as the final round for Formula Ford.

Practice saw Nazer in his 6 litre Victor with some problems and not going too well, and race day was not much better to him so he was rather out of the competition, which at this stage rather needed the extra cars to make the final race interesting. Fahey seemed to be able to take his time and go out and practice as he will, when he was ready to get on with the job of putting in fast times.

In the baby class Reg Cook was out for a brief while in practicing, with the four speed gearbox which he considered was the best of the pick to be using on the big circuit, which now of course incorporated both the loop and the chicanes, but when the box broke they headed back to town and fitted back their 5 speed box and didn't really count their chances very high on race day. Alan Woolf was content to basically soldier on, picking up points for second places and consolidating his lead in the overall Championship for the Bank of New South Wales saloons. Rex Hart in fine form put in some tremendous practice times as well as race times, in his absolutely immaculate Brambles Escort, this car being surely a treat to the eye with the standard of preparation and dedication to finish by the mechanics and crew.

From our own point of view we were nursing along a rather sad Mini 7, having made up our mind that the motor would have a major overhaul ready for the final race of the season at Manfield the following weekend, and that was to be done on Monday morning. When the flag came down on the first race for Mini 7, there was more than just the motor to be fixed up because Barbara unfortunately got involved in a "coming together" with Jenny Hamlyn at Castrol Corner on the first lap, both cars finishing up in an awkward position, Jenny's car rolling right over and landing on it's wheels, Barbara's going up the bank, falling on it's nose, then flopping on the side, a fair amount of damage being sustained to the body, sub-frames and suspension arms. Jenny's car, though appearing to be a little bent didn't appear to be too bad.

With a fair bit of hurried work, the car was patched together and made race worthy to run later on in the day, and ran in the "Flying Farewell" for the Paul Fahey Feature, which was a

handicap event, and which Fahey normally does not like running in. He maintains that handicap races are rather dangerous as you can be coming through the field very fast, and be stalled by a much slower moving car. That was the sort of situation that did arise, as about the third to last lap of the handicap event, they caught up with the Black & Decker Mini, just coming out of the Dunlop chicane, they being Red Dawson and Paul Fahey, Dawson just in front with Fahey behind, Barbara sitting over to the left of the track, with about two feet on the outside, making sure she was right out of harm's way. Red appeared to power out of the corner with a fair bit of lock on, really trying, and at the last instant as they came up behind the Mini there were pieces of fibreglass flying through the air. Looking at Red's car later, pieces of spoiler were lying around, so it was obvious that he was tapped in the back by Paul's Capri.

With the sudden passing of Dawson the Mini appeared to move slightly leftwards about six inches, at this juncture Fahey was faced with which way to go, he was basically on the grass and the left hand edge didn't have enough room, the next minute he was sliding down the grass completely out of control trying to hold it on the circuit, and in a great piece of skilful driving he mounted the safety barrier just down on the left hand edge of the circuit by the track crossing, to rear up in the air and come down on the circuit on one wheel only fractions of an inch away from being a major roll-over in the middle of the circuit, the car then dropping back down onto its wheels and powering left into the safety fence causing very extensive damage, apparently breaking two axles and also a lot of damage to the front of the body, suspension and accessories. A very unfortunate incident this one marring Paul's flying farewell, and it was obvious the papers would make heighdays of it flying through the air on his farewell race. We sympathise with Paul for not liking handicap races for these problems, but the safety in overtaking of slower cars is just one of those things which happens in handicap races, and Barbara was most unfortunate to be in the wrong place at the wrong time.

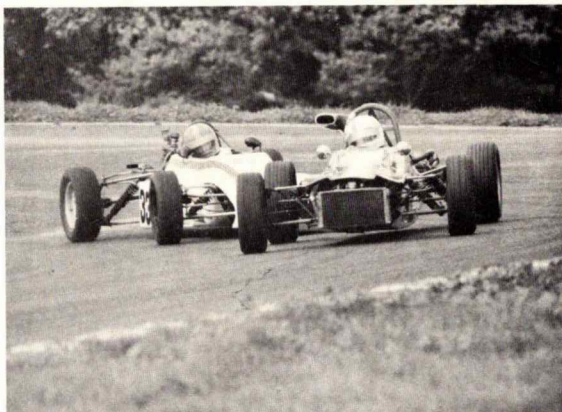
In the 1300 c.c. class Cook unexpectedly, well unexpectedly to me because he reckoned he didn't have a hope in the world with the five speed gear box in, to get away out of the corners, romped away in a very conclusive victory over Barry Phillips Jim Stone actually had pole position, but was unable to repeat the performance of his practice times during the race. It was a shame, but it was nice to see Jim at least on pole as he has gone on trying with this Escort, and maybe one day it will be very fast. Perhaps the Datsun may drift from the



scene next season as Reg looks for something bigger and better to drive, and Barry I believe has the Mini for sale.

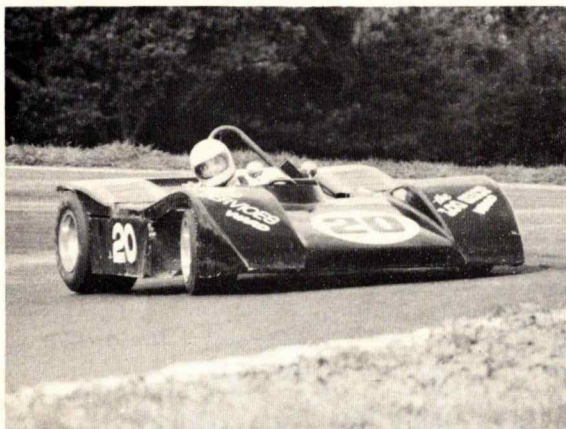
Formula Ford racing was as always exciting with Grant Walker being able this time to put Brett Riley away, but Grant had the Championship well and truly sewn up despite the fact that Brett would have possibly won about eight races to Grant's four, or some sort of figures like that, but the Championship points system is such that they can only score major points on one circuit, so therefore they may visit the same circuit three times, and if they have a win the first time around they cannot count any more points - rather a silly arrangement I thought, and certainly as a man goes on winning and winning, surely all the points should count. But never mind, we are not the ones to decide how the points are run, though with the complexities of this type of scoring, plus the problems that arise in GTX scoring as well, along with the rest of it which is the problem now of working out the points system when the cars are running in two heats, and there are half points here and half points there, it does tend to make the whole system hard to follow, especially if you are trying to explain to the public who don't have a rule book in front of them, but there always seems to come out a winner no matter how the points system works, so perhaps a more straightforward system would be better, which would be easier to understand.

In the Sports Car racing a surprising win to Murray Baker who brought his car up into quite good form, but Bob Hyslop in the JRM looks like being the hardest man to stop, and he goes on being consistent and always getting good places. Ron Finlay was actually leading the Championship for Sports Cars on points, but was unable to get anywhere near them in this particular case, and was going to have to wait till Feilding before he was going to be able to do much about it, and I would think in this case it would be a DNF for Bob Hyslop which would be his only way of victory, but the way Hyslop's car is run, prepared and driven, I would doubt very much whether the car would fail to finish, unless he was most unfortunate. In actual fact that was the way it turned out at Feilding the following weekend where Finlay was just not in the act at all and left right out of it, a good race up in front for a little while between Hyslop and Baker, but Hyslop went away to score a convincing win without any particular problem. It is a great shame these sports cars just lack the sparkle and competitiveness that is necessary to make it interesting, in fact lower down the field amongst the more production type sports cars, although there is some pretty hairy old driving going on, at least it is interesting and exciting, if not erratic.



Surely the sports car field needs some injection somewhere to make it interesting, otherwise everyone tends to go to sleep while the races are going on.

While about to wrap up this write up as time has run out, I bring to mind the forthcoming situation with the Bank of New South Wales 4200 cars, rumoured to be dropped because they lack competitiveness. A lot of competitors are running around saying "We've got a car", "We've got a car" and there are plenty of cars in actual fact if you like to total them up, that are getting ready to run in the 4200 B.N.S.W. Class. In actual fact if you like to think about it there are far more 4200 cars than 6 litre cars, and they almost have as many cars in that class as the 1300. It is not the number of cars that is wrong, it is the total lack of competitiveness. At this stage you have two Escorts out in front, the rest of them are a 100 yard flypast, they are just not in the act at all, and I do not know quite how anyone is going to get over it, but when the class is totally unpromotable because of the total lack of competitive



performances between them - how on earth can you make them interesting? The 6 litre cars, there were possibly only four cars involved all season, but at least it was exciting and close racing, although it looks at the moment as though it could be pretty bad news with both Richards and the PDL car rumoured to be going off to Australia to race, and at this point nobody quite knows who is going to drive the Superford Capri

that Fahey is rumoured to be parting with to Cran Judge at A.C. Gill of Pukekohe. What ever it is we will have to wait and see, but somehow or other, be it handicaps or what it is, the racing has got to become a lot more interesting before the public will come back and buy it, and if they don't come back and buy it, then of course there won't be any prizemoney and the whole deal becomes the usual old vicious circle.

That about wraps it up for this stage, over all not a bad race meeting for the final round of the Auckland Car Club and Northern Area competition this season.

There was a very good presentation at the Start/Finish line to Paul Fahey, plus a lot of trophies being awarded, the most notable one being the Westover Trophy from the New Zealand Racing Drivers Club, going to Bill Leckie, and a very excited exuberant Bill Leckie it was that received it, he certainly enjoyed himself and celebrated immensely later on. Leckie also received another award at Feilding the next weekend, so he has some trophy work to keep polished and clean now over the season, which has been a good one for him with the little Imp. It was

a great shame it got written off before the dying stages, it would have kept a bit more life in the B.N.S.W. 0 - 1300 field.

DON HADFIELD



Major comment this month is on the standard of two trials - the Lemon and Paeroa and A.R.T.C. Mercury - which were both thoroughly enjoyable events. Each trial had only one crew who clean sheeted as far as I am aware but the standard was very high - none of the traps were devious - they just kept coming at you all the time with a large variety and both trials were duly rewarded by being protest free.

The first round of the Mercury saw Auckland take second place but the trial itself ran into a lot of problems on the day. I see that yours truly comes in for a specific criticism from the very experienced Alan Cheak but I can thoroughly refute all his criticism if he cares to debate the matter.

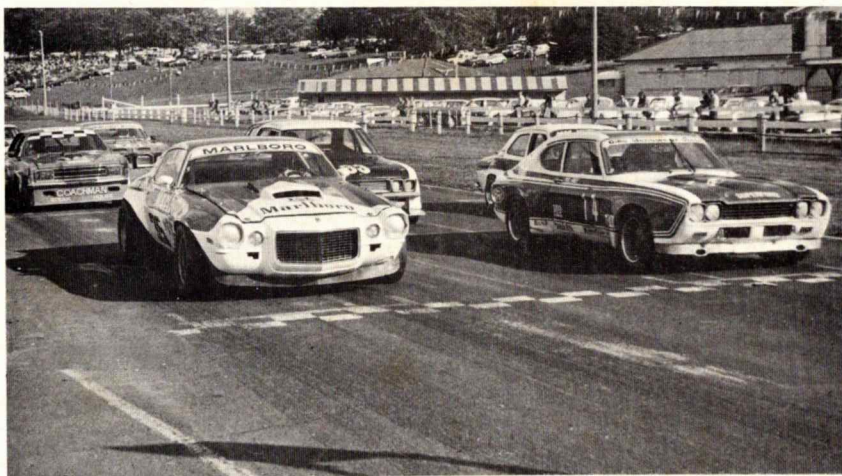
Keeping on with criticism I note that the MANZ March Newsletter has gone to a lot of trouble to point out to all and sundry that some funny sign CROSS-RAILWAY-ING is deemed to be two signs and not one. My own view is that as the RAILWAY board completely divides the CROSS-ING (if it is one board) then it is three signs. Main thing to note is that all you people out there in readerland, the majority of whom are supposed to know the Road Code backwards, forwards, etc., and the MANZ Newsletter, typesetters and trialling sub-council, have never seen such a sign. I don't deny that such a sign or signs exist, but will someone tell me where - a photograph will be sufficient evidence.

My remaining item refers to Mid-week trials. Again, I am told that the Learners Trial contained enough traps for experts but does anyone learn anything by not dropping a check. Certainly, however, plotters have been instructed that mid-week trials are to continue as short trials of a not too strenuous nature and I am sure that the Hamilton/Busch effort to be run on the 28th May will meet these requirements admirably.

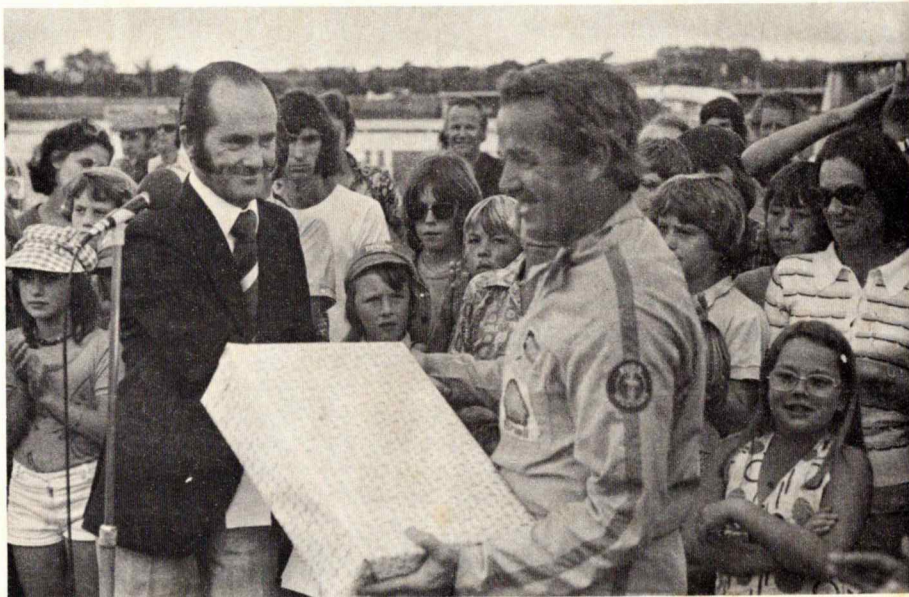
 **DUNLOP**
AQUAJET

DUNLOP MOTOR RACE MEETING

PUKEOHE, SUNDAY 6th APRIL, 1975



PAUL FAHEY (RIGHT) AND RED DAWSON (LEFT) ON THE GRID FOR THE START OF THE DUNLOP FEATURE RACE. **PHOTOS-TED JARVIS**
P.O. Box 68-562, Newton.



CLUB MEMBER, PAUL FAHEY, RECEIVES A PRESENTATION TO MARK HIS RETIREMENT, FROM BARRY WEBBER ON BEHALF OF THE AUCKLAND CAR CLUB

DUNLOP MOTOR RACE MEETING



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BELOW: BRIAN GILLESPIE PRESENTS
TROPHIES TO GRANT WALKER.





REX HART (RIGHT) JUDGED DRIVER OF THE DUNLOP MOTOR RACE MEETING.

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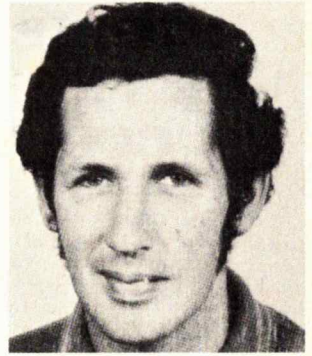
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reports



. . . I am sure that members who attended the Auckland Car Club's National Motor Race Meeting at Pukekohe on the 6th April had an enjoyable day. The weather was kind to us and it was a good day's racing with much excitement; many members used the members refreshment facilities on the new grandstand and I am sure they appreciated this service.

Our after race social on the evening of the 6th April was tremendous, the 'Ideal' played on this night and were enjoyed by all. I will try to obtain this band for a later engagement.

. . . The dance on 19th April will have been held after this article is printed and going by ticket sales this dance should be a sell-out.

. . . On 11th May there will be an entertainer upstairs and the cover charge will be 50 cents per head after 6 p.m. The Bistro Bar will be open and I am sure members will enjoy the meals and entertainment on this night.

. . . We move on to May the 24th when our Beer and Burger Evening will be held, this is always popular and it would pay to purchase tickets now to make sure you can attend. Tickets are available from members of the social committee now.

. . . On 28th June our Wine and Cheese Evening will be held, these evenings are also very popular so don't miss this one.

. . . The Auckland Car Club Rupaehu Trip is planned for the second weekend in August and practically everyone who went last year will be going again this year. This weekend trip is really terrific and because this year's trip is being planned earlier than the last, we hope to have a large turnout of members. With a bit of luck we should fill the whole lodge. Members wishing to attend this trip should see Maurice Cargill or John Pickard.

. . . We have our raffles under way again and I would like to point out to members that funds gained from these raffles will be used to upgrade our stereo gear and at a later date perhaps go towards a cold storage system for the Kiwi soup. I am sure that as members appreciate the club's assets and benefit from any improvements to the clubrooms, they will support these raffles.

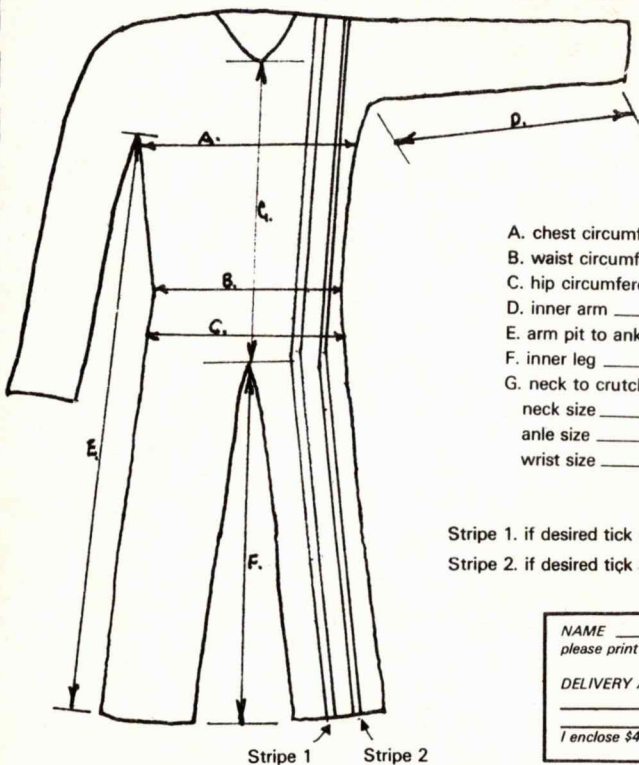
. . . The upstairs section of our Clubrooms is now finished and is a tremendous improvement. This should make our social activities more enjoyable and we are planning further socials etc., for the later months.

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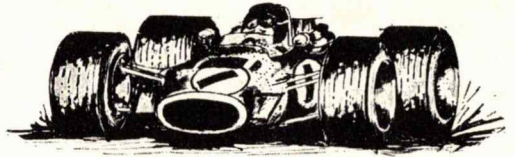
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TRACKSIDE



Automobile racing survived its biggest scare since World War II last year when the energy crisis threatened its survival. That crisis has passed, or at least eased, but another looms for 1975.

It is the same one that affects all facets of the economy, the twin problems created by inflation and recession.

At a time when costs of building, maintaining and racing cars are spiraling at a frightening rate, there is less income available from ticket revenues and from that most vital part of the structure of racing - the sponsors.

The decals and dollars of several familiar sponsors have either been withdrawn or seriously curtailed. Olsonite (Bobby Unser's USAC championship car), Carling (Cale Yarborough, 10 NASCAR wins), R.C. Cola (Buddy Baker's NASCAR entry) and Firestone (all cars driven by Vel's Parnelli Jones, J.C. Agajanian and R.C. Fletcher racing teams, notably Mario Andretti, Al Unser, Mike Mosley and Pancho Carter) dropped their support. Even STP, which had its decal on the 1973 Indianapolis 500 winner, pulled out of USAC racing, but will remain in NASCAR with Grand National champion Richard Petty.

Some observers feel this could benefit racing, forcing it to re-examine its posture and build a foundation without the heavy dependency on sponsors and factories that marked the 1960s.

"All race teams and car owners will have to take a long look at their budgets", said Leo Mehl, director of Goodyear's racing division. "They need to get motor racing back to the basics by eliminating any expense not absolutely necessary.

"The many different engine formulas add to the cost, as do the several wheel regulations and sizes that unnecessarily hike the cost for the tyre companies. One sanctioning body alone requires more than six sizes of wheels, each of which require a different size of tyre.

"These and many other things, even the elaborate motor homes and the transporters used by the racing teams, have run the cost of racing out of sight".

Heavily sponsored teams, such as those of Roger Penske, Dan Gurney and Parnelli Jones, have been lobbying for rules that would make stock-block engines competitive with the turbo-charged Offenhausers that dominate Indianapolis. They maintain that a race-ready stock block engine could be built for Indianapolis and other USAC races for about \$10,000 to \$12,000. The Offy engine runs close to \$35,000.

The smaller owners, however, do not want to change as their cars are built to accept the Offy and they aren't ready to scuttle the favourite that has been a part of Indianapolis for fifty-four years.

AFRICAN RALLY SCENE



After what must stand out as the hottest dustiest and most physically fatiguing Safari Rally on record, an overseas crew emerged outright winners when the event finished in Nairobi.

Leading the fourteen finishers from seventy-nine starters were Ove Andersson and Arne Hertz in a works Peugeot 504, followed by Sandro Munari and Lofty Drews in a Lancia Stratos. A second Stratos of Bjorn Waldegard and Hans Thorszelius were in third and Andrew Cowan in his first ever Safari finished fourth in a Mitsubishi Lancer with John Mitchell. In fifth place was the first all local crew of Bert Shankland and Chris Bates in another works Peugeot 504.

Although the onset of thunderstorms in various parts of the route a week or so before the rally suggested a very wet Safari, typical East African unpredictability won the day and the greater part of the route was run through hot, dry, dusty country in which the going was so gruelling that crews were on the point of flaking out from fatigue whenever they came to a rest stop.

An early lead was taken by Waldegard in his Stratos but he lost it after suffering gearbox and various other problems Joginder Singh and David Doig then took over the lead and pressed on so hard that it looked as though they would win for the second year in succession. A dropped valve stopped them, but at least it led to preventive servicing of their team mates who went on to win the team prize for Joginder's Rally Team, all in Mitsubishi Lancers.

The two works Stratos were always up front, but a variety of problems prevented their getting to grips with Andersson's Peugeot.

Hannu Mikkola rolled his Peugeot in someone else's dust and Timo Makinen had his 504 engine break. Jean-Lue Therier had his Alpine's engine seize and Robert Collinge, a local man replacing Nicolas in the second works Alpine, broke his clutch. The valve mechanism of Harry Kallstrom's Datsun Violet failed completely, just as it did for him in Finland and in South Africa last year.

A wet Safari leads to fatigue from pushing, winching, jacking and digging. A dry one gives rise to heat exhaustion and the terrible choking effects of unbelievably thick dust. Marshals offering food and drink to arrivals at rest controls found that some crews were dozing off on their feet as soon as they were able to stagger out of their cars. Some didn't bother and just fell asleep in their cars.

With two wins and a second in three World Championship qualifiers, Lancia with 55 points is well on the way to retaining its Championship laurels. Nearest rival with 23 points is Fiat, who have already announced they are pulling out of the series.

TULIPEN

Sandringham Tyre Service Gymkhana Shield Points



The following are the final points for the 1974/75 season. Congratulations go to the winner, John Crombie.

J. CROMBIE	30	T. JARVIS	6	B. WATSON	4
G. HILL	24	J. RHODENS	6	R. MONTGOMERY	4
N. MALLARD	23	J. FOGELBERG	6	D. JOHNSTON	4
J. DIXON	22	D. STEVENSON	6	B. KIRK	4
J. PERKINS	21	R. WYLLIE	6	J. WILSON	4
B. SERGENT	21	I. HORSON	6	R. McLEOD	4
D. BAGGARLEY	20	O. SORENSON	6	G. ROBERTSON	4
B. PLATT	18	D. STEWARD	5	K. BENNETT	4
S. HAMILTON	17	D. MEAD	5	C. PARKINSON	3
L. HILL	17	B. MILNES	5	P. MEGGISON	3
B. WHITE	15	R. WILSON	5	K. LA TROBE	3
G. PEACOCK	14	P. WILSON	5	N. LANGLEY	3
B. KIRK-BURNAND	12	B. COX	5	C. CROUL	3
R. DUNCAN	12	D. O'CARROLL	5	G. GREAVES	3
R. CLARK	12	I. O'CARROLL	5	D. GULLAND	3
J. RIDDELL	12	B. CORK	5	M. LEVERS	2
R. CARN-BENNETT	11	E. McLAREN	5	D. McCONNELL	2
G. LISTON	11	M. MICHAEL	5	B. GRICE	2
M. PARSONS	9	R. BARR	5	G. HEWITT	2
C. McEWAN	8	B. WHITTAKER	4	N. WILLS	1
M. VOGEL	8	T. SCOTT	4	J. FINNIGAN	1
R. SENNE	8	R. WILLIAMS	4	J. HEWITT	1
R. STODARD	7	G. MOLLARD	4	I. PEACOCK	1
K. TURNER	7	J. PERKINS	4	L. RITCHIE	1
G. WALLACE	7	R. McCORQUODALE	4	D. HUGHES	1
				T. MAY	1



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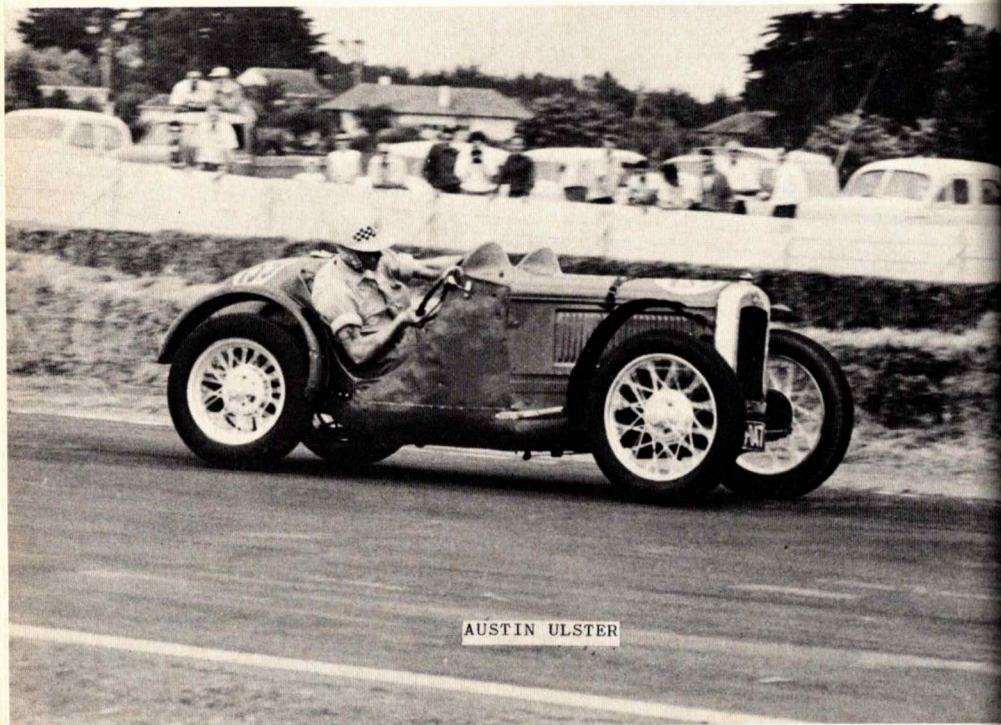


My Most Memorable Cars

KEN SMITH

Getting Ken Smith to write an article about anything at all is impossible, getting him to decide which was his favourite car was almost as difficult. The result is that I have ended up writing the words and we have included photos of favourite cars (the majority of which are just lovely to look at). If it comes to the real crunch, then after many beers Ken will settle for his little Austin Ulster. He actually started motor racing in 1959 with a Ford Special but the Austin was soon to follow and

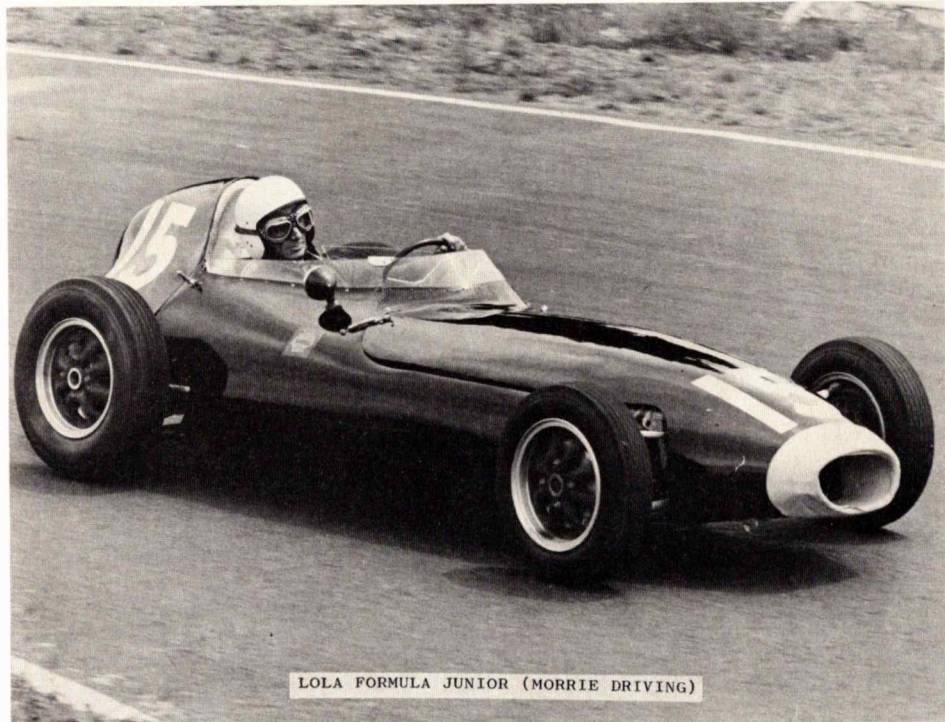
as many of the older members probably realise, this was the same car that Bruce McLaren had owned as his first racing car. Some



AUSTIN ULSTER

five years ago Donn Anderson recorded in a Motorman article about Ken the fact that he had set a 750 c.c. international class record for the standing kilometer with a time of 41.67. His escapades on the Ostrich Farm hillclimb had also gone down as memorable. Ken's father, Morrie, had an Austin at the time so both cars competed regularly against each other. The kitchen table used to serve as a work bench for the cars' engines, provided Mum was away shopping!

In early '62 Ken bought a Cooper Holden sports car which he and Morrie shared drives in but the Smiths' next car ranks high on Ken's list of favourites. In 1963 a 1500 c.c. pushrod Lola Formula junior was purchased from John Histed. Ken con-

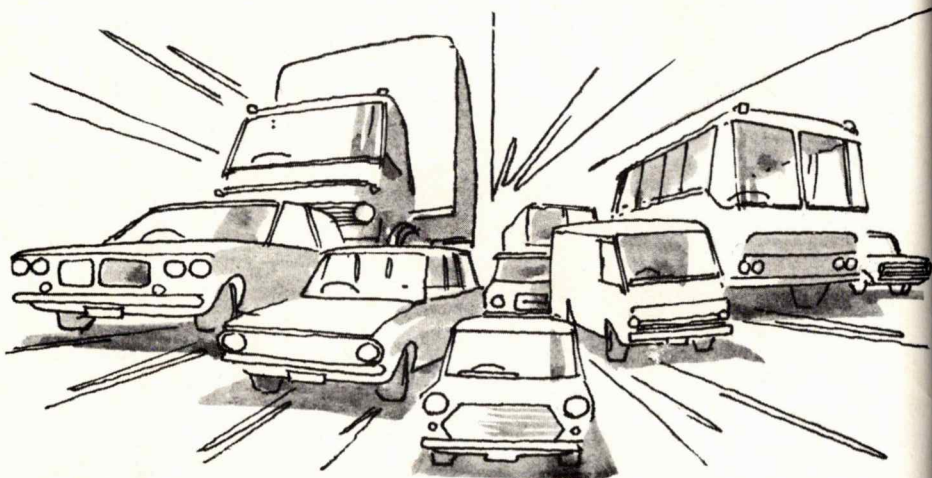


siders that in the two seasons that they owned the car Ken really learned how to race properly. This car had actually taken fourth place in the G.P. and fourth place at Wigram. The Smiths sold the car to Spinner Black and later Dauntsey Teagle raced it. From there an attempt was made to convert it into a sports car by the use of outriggers but the central driving position caused it to be banned. Where is it now? Well happily it is sitting on a trellis in the Smith's Papatoetoe hideaway and it's restoration is well under way. Ken recently tracked it down (minus motor) and bought it back for his collection. There are plans to run the car in any 'historic' racing car events that might be staged.

Once a purist always a purist so a string of single seaters followed the Lola. The ex-Gardner Lotus 22 proved successful after Ken fitted a Cosworth Lotus Twin Cam engine, this was only the second twin cam to come into the country. Frank Radisich bought the car after Ken campaigned it. ▶

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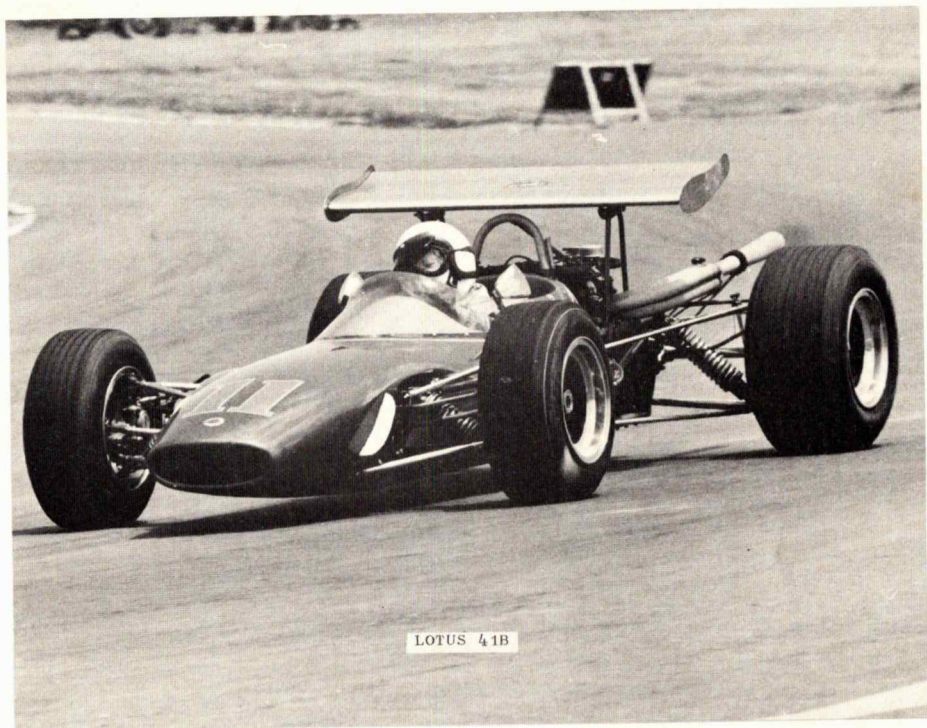
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LOTUS 41B



LOLA T332

1967 saw Smith at the wheel of a Lotus 41B which, after a major rebuild due to a serious practice accident at Pukekohe, was the car in which Ken won the National championship against Graham McRae in the 1969/70 season. A Lotus 69 followed and by now Ken was racing in the East with wins in the Singapore G.P. Most readers will remember the 'proud little March's' being the 722 and then 732 both very attractive cars which the Smiths were very fond of.

With many mutterings bout 'if you can't beat 'em , join 'em', the latest car purchased was the Lola T332. The recent history need not be recorded but the fact that the diminutive Smith has come to like 'the big bastard' should be. The car is currently undergoing it's winter rebuild and Ken will be taking it to California to compete in the later rounds of the L & M series. As with the Lotus 22 the car suffered early and costly engine failures but then luck changed culminating in a great second place at Surfers Paradise. La Valise Travel, Travelodge N.Z. and Castrol have helped Ken and will continue to do so for the American trip.

If you think that we have detailed enough cars to be going on with I will only mention in passing the Ford Model A, Ford V8, Mercury, Graham, Cooper Norton and Ferrari Mondel that Ken and Morrie have tucked away to be admired like fine paintings! If Ken has his way we will see the Ferrari (which is jointly owned by Graeme Lawrence) back on the track and perhaps that will become his favourite car.

Facts by Ken Smith, words by Peter Hill.



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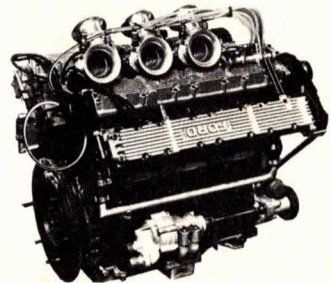
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HAPPENINGS



* * * Yet another Formula One driver has joined the ranks of the car constructors, this time it is Graham Hill. For the past two seasons Hill has been racing under the Embassy Brand firstly in a Shadow and latterly in Lola cars.

For the last eighteen months Hill and Lola boss Eric Broadley have enjoyed a most amicable relationship, however as the Formula One project requires so much time it is being taken over in total by the twice World Champion and in future the cars will carry the name 'Hill'.

* * * Murmurs from the U.S.A. suggest that A.J. Foyt may be constructing a F5000 version of his Coyote Indy car. The car will be powered so the stories say by one of Foyt's own Ford based engines. First appearance is tipped for June this year.

* * * The latest issue of the English motoring weekly Autosport refers to club member Steve Millen as 'Mad Dog Millen'. The reference appears in a short report on the recent Malaysian Grand Prix.

* * * The World Championship for Makes, i.e. Sports Cars, has in it's opening two rounds seen some very exciting racing between the works Renault Alpines and the Alfa Romeos run by the Willi Kauhsen team. To date the teams have one win each.

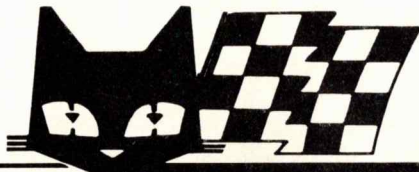
* * * Biggest surprise on the English circuits over Easter was the incredible performance of David Purley in the Cosworth 3.4 litre powered Chevron F5000 car. As a result of the win and a third at Oulton Park in the opening round of the Shell Sport F5000 Series Purley holds a very good lead in the series.

* * * Big surprise in the recent East African Safari Rally was the winning performance of the Peugeot 504 driven by Ove Andersson and Arne Hertz. Second place went to the Lancia Stratos of Munari/Drews, the similar car of Waldegaard/Thorselius was third and Andrew Cowan finished fourth.

* * * The show stopper at the recent opening race in the South African Formula One series was not the race itself but the sight of Motorcycles and real live F1 cars practicing together.

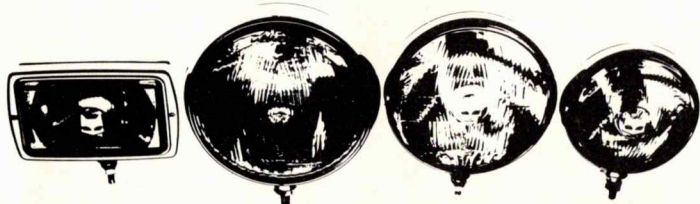
* * * A bitter pill British rally organisers will have to face is a sharp increase in fees charged by the Forestry Commission for use of forests for rallying. From April 1st organisers were to be charged 26p per car mile (approx. 47c), with a minimum fee of £400 (\$727). The RAC motor sport division are attempting to get a reduction in the fee increase and failing that an introduction of the charges from July 1st.

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DENNIS MARWOOD COMMENTS

Now that our Motor Racing season is over for another season, most now ask the annual question what happens next year or rather next season as far as regulations and sponsors are concerned.

Are our sponsors happy? Are our competitors happy? I don't think so. I now find that my time available for enjoying the sport I love and grew up with is less and less, and although I will probably be driving a competitive car again shortly, my motive for doing so will be 80% commercial and 20% enjoyment.

Championships used to be worth going for, but I think they are worthless now. What do you get if you win the New Zealand Saloon Car Championship? I used to think it was worth a lot to be a Champion and I tried very hard for my sponsors, Rothmans, in the seasons 1965/66 and 1966/67 Gold Star Championship, only to finish in second place both seasons, then again in two later seasons I tried to win the Saloon Car Championship for the owner of my Camaro only to finish third both seasons. I am not surprised to note that both the Sidchrome and P.D.L. Teams are disappointed with the state of our sport's organisation.

I have found more enjoyment and fellowship in our local Rotary Club and this coming year starting June I have taken on the task of Secretary so time will not permit me to continue helping out on the N.Z.R.D.C. Executive and also this column will have to end. I think a lot of competitors, officials and organising people in our motor sport could do well to consider the below "Four Way Test" which all Rotary International members practice:

1. Is it the truth?
2. Is it fair to all concerned?
3. Will it build goodwill and better friendship?
4. Will it be beneficial to all concerned?

I try to observe the above in business and sport and although I realise that several times people have been upset by various comments I have made in this column, I am reminded of that old proverb, "If the cap fits, wear it."

Regards,

DENNIS MARWOOD

(Thank you for your help over the years Dennis. We will miss your welcome contributions. Your articles may have been contentious at times but you have always expressed clearly your own point of view and have had the conviction to put your name to it. - Ed.)



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EXIDE TROPHY

These points are the final for the 1974/75 season.

B. SERGENT	96 $\frac{1}{2}$	B. PLATT	26	J. NIXON	13
S. HAMILTON	94	D. BAGGARLEY	24	L. HILL	13
D. BONE	68	R. WYLIE	22	N. FAVA	12
P. JUKES	53	M. MOORE	19	P. SHANKS	12
B. KIRK-BURNAND	48	G. HILL	19	M. McHUGH	12
S. PEARCE	48	T. McLEAN	19	J. RHODENS	12
R. WILSON	44 $\frac{1}{2}$	N. MALLARD	18	B. KIRK	12
J. CROMBIE	44	G. CAMPBELL	18	B. WHITE	12
L. SHANKS	30	R. WHITING	14	M. FINCH	12
P. SERGENT	28	G. STRATFORD	13	G. O'CONNOR	11
				C. PEACOCK	11

10 POINTS:

M. SOAMES, J. RICHARDS, B. CORK, B. PATRICK, R. DUNCAN, R. MONTGOMERY, W. PAINTER, M. PARSONS.

9 POINTS:

L. ABBOTT, R. CARN-BENNETT, D. CLEMENTS, M. COX, D. HALLIDAY, A. HART, P. HENLEY, G. HUNTER, P. LEVET, G. LISTON, A. LOWE, R. OLENIUS, J. PERKINS.

8 POINTS:

G. CRAWFORD, P. JONES, I. MACDONALD, S. McHUGH, W. PARKIN, R. STONE, R. VISKOVICH.

7 POINTS:

P. BATTEN, R. CLARK, C. EDMONDS, E. McLAREN, J. RIDDELL, G. SUTTON, G. TAYLOR, B. WHIPP.

6 POINTS:

D. BELL, R. HONG, E. JARVIS, D. O'CARROLL, C. PARKINSON, C. REED, O. SORENSEN.

5 POINTS:

A. BAGNELL, F. BRAY, S. BAGNELL, D. BREMNER, K. CLEGHORN, D. CROSS, B. COX, G. CLARK, C. CONWAY, R. DOHERTY, L. EVANS, J. FOGGELBERG, R. FINDLAY, J. HARVEY, L. HUDSON, I. HOPSON, A. HANSON, G. KUTTELL, M. MARSHALL, S. MILNE, M. NEIL, J. PROVO, T. PARSONS, M. REDDISH, G. ROBERTSON, P. ROBINSON, J. STEWART, D. STEVENSON, P. SUNDBERG, R. SENNE, B. SMITH, G. TAYLOR, K. TURNER, W. WILKINSON, T. WARREN, D. WALLACE.

4 POINTS:

A. BARR, R. BARR, W. BLAKEMORE, T. BENSON, A. CARTER, W. CANN, K. CANTWELL, S. CLARK, G. CRAWFORD, R. CARLSEN, R. COPPINS, I. CARROLL, H. DANIELS, B. FOWLER, D. GULLAND, C. JOHNSON, P. HILL, M. HILL, C. JOHNSON, C. McEWAN, C. McCRYSTAL, P. NEIL, R. ROBINSON, J. STEWARD, T. SCOTT, V. SMITH, J. STONE, G. STOWELL, D. SIMPSON, R. STODART, R. SWINBURNE, P. THOMPSON, H. WADE.

3 POINTS:

R. ARMSTRONG, M. ANDREWS, A. BAKER, P. BOYER, G. BAWDEN, C. BROWN, K. BENNETT, D. COOK, P. CURIN, B. CONCH, L. COTE, A. COLLIER, B. DUNLOP, R. DOHERTY, M. FINNIGAN, R. GREGORY, M. HENDRY, T. HOLT, D. JOHNSON, B. MASSEY, R. MILLEN, R. McLEOD, W. MARTIN,

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2 POINTS:

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

1 POINT:

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



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.

Lance Baxter	Mt Roskill	Vauxhall Victor
Phillip Norton	Mt Albert	Mini Cooper
Malcolm Jones	Glenfield	Singer Gazelle
Wayne Smith	Henderson	Holden
Mr & Mrs Michael Little	Mt Eden	Escort
Mr & Mrs Gary Johnson	Glendene	Escort
Mr & Mrs Malcolm Clark	Birkdale	Escort Mexico
Bruce Laloli	Herne Bay	Triumph Vitesse
Neville Hogan	Glenfield	Anglia
Leonard Blake	Papatoetoe	Corvette Stingray
Mick Begovic	Mt Albert	Mazda RX2
David Parton	Avondale	Escort GT
Grant Whittaker	Green Bay	Austin Mini
Gary Goodwin	Torbay	Hillman Hunter
Oliver Newbegin	Remuera	Porsche 911T
Ross Dimery	Te Atatu South	Hillman Minx
Graeme Cook	Otahuhu	
Kirk Stoneman	Greenlane	Datsun 240Z
Geoffrey Painter	Avondale	
Bryce Papesch	Eden Terrace	Jaguar
Marko Drasko	Mt Roskill	
Murray O'Donnell	Mt Roskill	Escort GT
Mr & Mrs Stuart Stubbs	Herne Bay	Mini

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Walter York
Trevor Jobling
Campbell Jones
Michael Hutchinson
Michael Peet
Peter Goulter
C. Stolper
Robert Hayman
Adrienne Kay
Michael Keeble
Robert Sefton
Garry Wolsey
Barrie Rhodes
Michael Fenwick
Frederick Morton
Richard Hanley
Richard Richardson
Andrew Whittome
Kevin Oakden
Edward Ellerton
Alec Hoskin
Mark Hayward
John Kershaw
Graeme Bullock
David Stevenson
Ian Ferguson
John Chatterton
Laurie Baigent
Geoffrey Mann
Anthony Austin
David Nathan
Ray McQuod
Leonie Donald
Jeannie Latter

Manurewa
Blockhouse Bay
Tuakau
Milford
Wellington
Mt Roskill
Grey Lynn
Mt Eden
Browns Bay
Glenfield
Rotorua
Howick
Mt Eden
New Lynn
Birkenhead
Manurewa
Mt Eden
Takapuna
Waimauku
Feilding
Freemans Bay
Pakuranga
Remuera
Te Kauwhata
Sandringham
Auckland
Pakuranga
Milford
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Papatoetoe
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Titirangi
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Falcon
E Type Jaguar
Cortina GT

Escort RS
Fiat 132
Ford Anglia
Ford Escort
Hillman
Honda Civic
Mazda
M.G.B.
Austin Healey Sprite
Escort
Austin Cooper
Fiat 128
Mini
Morris Cooper S
Mazda
Datsun 1200
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Torana GTR
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Hillman Avenger
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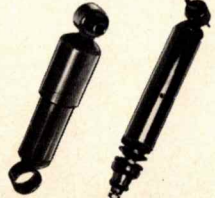

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