

JUNE 1975



BULLETIN



1

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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.H. Webster, Phone 595-282
23 Maraia Road, One Tree Hill.

VICE-PRESIDENTS:

L.F. Rankin,
Phone 84-164 Papakura,
3 Arthur Place, Papakura.
R.E. Brown, Phone 678-739,
16 Wayne Place, Mt Roskill.

SECRETARY AND TREASURER:

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

EXECUTIVE:

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

CLUB CAPTAIN:

P. Hatten, Phone 594-874 (Pvte)
96 Ruawai Road, Mt Wellington.

DEPUTY CLUB CAPTAIN:

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

CHAIRMAN OF SUB-COMMITTEES:

Club House : G.L. Spear, Phone
75-180 (Bus), 600-997 (Res)

Trials : J.H. Crombie, Phone
POP 46-181 (Bus).

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

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

Building : M.H. Lawson,
7 Devon Road, Bucklands Beach.

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

Bulletin : Post to P.O. Box 2018,
Auckland. Phone 364-658 (Bus)

Membership Secretary:
B.J. Hamilton, Phone POP 48-520

Competition Licence Officer:
J.T. Molloy, Phone 654-048 (Evgs)

Security Officer:
H.G. Southee, Phone 607-682

Custodian:
W. Ferris, Phone 674-071



CLUB MEMBERS ROD AND TERESA MILLEN OPPOSITE-LOCKING IT ON THEIR WINNING WAY IN THE CLUB'S 1975 MARAMARUA RALLY.

COVER PHOTO MEMBER OF PARLIAMENT FOR EDEN, MIKE MOORE, FLAGS AWAY CAR NO. 1, THE LANCIA DRIVEN BY ANNETTE LEVET IN THE 1975 TISCO GOLD STAR TRIAL WATCHED BY TISCO'S JACK CHRISTIE (RIGHT).

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.

14TH JUNE - SATURDAY EVENING - 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 and details in the display advertisement.

19TH JUNE - THURSDAY - CLUB NIGHT AND FILM EVENING:

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill at 8.00 p.m. Good motorsport films, supper and general discussion. New car on display.

25TH JUNE - WEDNESDAY EVENING - MID-WEEK TRIAL:

This trial will start at the Otara Shopping Centre Car Park at 6.00 p.m. finishing at the Car Club Clubrooms approximately 2½ hours later. No maps required but a sealed clock will be necessary. Usual entry fee charges. Bistro Bar open at the conclusion of the trial.

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

This function will commence at 7.00 p.m. Tickets are \$2.50 each and on sale now. Large selection of wines and cheeses.

GET WITH **DUNLOP**

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

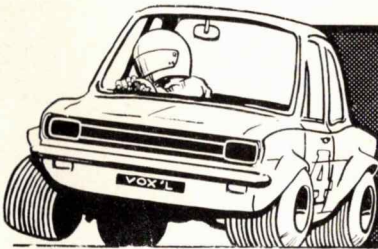
This year's social weekend trial to Rotorua will depart from the Clubrooms at approximately 10.30 a.m. Saturday morning and will arrive at Travelodge, Rotorua late that afternoon. (Sunday times are much the same). There will be a buffet dinner and dance at Travelodge from 8.00 p.m. to 12.00 p.m. on Saturday 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:

Departs 8th August at 6.00 p.m. Returns approximately 10.30 p.m. 10th August at the Clubrooms. Cost per person is \$29.00 which includes meals, morning and night, but not while travelling to and from Ruapehu. Transport is included and a dance is provided free of charge on Saturday evening. Extra Costs are \$7.00 Ski Hire for the weekend, Meal to Ruapehu on Friday night and return on Sunday. Approximately 25 cents per chair to the top of the mountain. No alcohol to be carried in the bus at any time. \$10.00 Deposit. Balance to be paid by 28th June. Deposit and balance refundable only if booking is sold by the first week in August 1975. To book the full lodge out, 126 persons are required and three coaches provided. All further enquiries should be directed to Maurice Cargill, Phone 599-059 (Bus) or 873-383 (Res) or John Pickard, Phone 572-172 (Bus) or Hsn 46-805 (Res).

9TH/10TH AUGUST - INVITATION RALLY:

This event has now been cancelled due to problems with venues and the prior commitments of the organising committee. We apologise for any inconvenience caused.



**OPEN &
INVITATION**

1ST JUNE - SUNDAY - GRAND TOURING SALOONS WINTER RACE SERIES -
ROUND ONE - MANFELD - First round of a series of four long distance races open to production saloon cars, including "super cars", i.e. Charger E49, and allowing certain modifications.

7TH JUNE - SATURDAY - EBBETT MOTORS MERCURY TROPHY TRIAL:

Six hour event. Starts Ebbett Motors, Main Street, Huntly at 12 noon. Finishes at Hamilton Car Club Clubrooms. Entries close 2nd June. Late entries accepted. Enquiries re entry forms etc., to the Trial Secretary, Mrs A. Neal, 36 Fairview Road, Hamilton, Phone 54-434 Hamilton.

7TH JUNE - SATURDAY - THE CHRISTCHURCH STAR GOLD STAR TRIAL:

Based in Christchurch and organised by the Canterbury Car Club.

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

A ten hour event also based in Christchurch.

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

Five hour event. Start : Roselands Shopping Centre, Papakura, 10.00 a.m. Late entries accepted until 9.00 a.m. on the day. A.S.R.'s etc. from P.O. Box 174, Pukekohe. This is a Mercury Trophy Event.

22ND JUNE - SUNDAY - GRAND TOURING SALOONS WINTER RACE SERIES -

ROUND TWO - PUKEKOHE - 100 laps (280 km), 2.8 km G.P. circuit with chicanes in. Class breaks - 0-1300 c.c., 1301 - 3000 c.c., 3001 c.c. plus. Production saloons including "super cars", Charger E49, GTHO, XUI, etc. \$2,000 prizemoney. Supporting programme includes races for modified saloons, Mini 7, Formula Vee. Entries close 5th June with the promoters, N.Z.I.G.P. Inc., P.O. Box 11-129, Ellerslie. Phone 593-108.

22ND JUNE - SUNDAY - COCA COLA BOTTLERS RALLYCROSS:

800 metre circuit at Mystery Creek, Kaipaki (near Hamilton Airport). Practice commences 10.00 a.m. Racing 12.30 p.m. Entries close 11th June with the Hamilton Car Club, P.O. Box 6029, Hamilton.

28TH JUNE - SATURDAY - M.G. CAR CLUB MERCURY TROPHY TRIAL:

A.S.R.'s and entry forms available from P.O. Box 6483, Auckland.

6TH/12TH JULY 1975 - HEATWAY INTERNATIONAL MOTOR RALLY:

Event commences in Auckland and finishes in Wellington. Further information in 'Rally Roundup' column.

27TH JULY - SUNDAY - COCA COLA BOTTLERS RALLYCROSS:

800 metre circuit at Mystery Creek, Kaipaki (near Hamilton Airport). Organised by the Hamilton Car Club. (See details as per the event held on 22nd June).

28TH JULY/1ST AUGUST - MONDAY/FRIDAY - 1975 MOBIL ECONOMY RUN:

Distance of event is approximately 1875 kilometres. Standard production saloons under 12 months old. Supplementary Regulations, Entry Forms, etc., from the Secretary, Mobil Economy Run, P.O. Box 27-308, Wellington. Sponsored by

Mobil in association with Radio New Zealand. Organised and promoted by the Rally Organisers Association of New Zealand Limited.

30TH/31ST AUGUST - MARLBORO RALLY CHAMPIONSHIP - ROUND 3:

Starts at Masterton on Saturday, 30th August. For further details write to P.O. Box 27-308, Wellington.

27TH/28TH SEPTEMBER - MARLBORO RALLY CHAMPIONSHIP - ROUND 4:

Local entries will close on 30th June 1975 with the Marlboro Rally Secretary, P.O. Box 27-308, Wellington. N.B. Entries opened with the Championship entries and local entries are almost full. See Rally Roundup for further details.



EXIDE TROPHY

The allocation of points for this trophy has been amended for the current year. Points will be awarded for Club events as follows:-

All events not divided into classes - 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

All events divided into classes - 10, 8, 6, 4, 2, each class.

P. JUKES	10	K. STONEMAN	8	P. THOMPSON	5
C. PARKINSON	10	K. STRAHAM	8	N. LOWE	4
R. HARRINGTON	10	G. LANCASTER	8	W. PAINTER	4
D. HALLIDAY	10	A. BAKER	8	D. SMITH	4
G. MORRIS	10	R. HANLEY	8	R. CARN-BENNETT	4
R. WILLIS	10	B. ROBSON	8	C. REED	4
G. McCRYSTAL	10	L. SHANKS	7	P. GOULTER	4
G. CAMPBELL	10	J. KILLMARTIN	6	M. COX	4
R. STONE	10	N. BEGOID	6	M. MICHAEL	4
B. KIDD	10	M. FINCH	6	R. COMER	4
S. EMSON	10	J. PEARSON	6	J. RICHARDS	4
R. MILLEN	10	G. CRAWFORD	6	R. GRICE	3
S. HAMILTON	9	B. WHIPP	6	S. ALGIE	2
D. BONE	8	G. OGG	6	M. HANNELL	2
J. HARVEY	8	I. PEACOCK	6	R. BICKERTON	2
T. McLEAN	8	M. MOORE	6	L. MAY	2
P. ROBINSON	88	F. ROACH	6	P. HONG	2
W. BLAKEMORE	8	G. McGREGOR	6	L. EVANS	2
K. CROCKER	8	C. SMITH	6	K. LANCASTER	2
				J. DONALD	2
				A. LEVET	1



TYRES **DUNLOP** RETREADS



President's Message

On behalf of the Executive Committee I have pleasure in reporting to Members on the activities of the Club during the financial year which ended on 28th February 1975.

It has been another busy year for the Club and a glance at the record of our activities will show that they have been many and varied.

MEMBERSHIP:

We have continued to grow and are by far the largest Car Club in New Zealand and, indeed Australasia. Our financial membership this year was 1,338 members and 207 wife memberships. It is pleasing to note that a high percentage of members were active in our many events. The number of members who gained points for the Exide Trophy shows their active interest in participation of all types of club events.

I take this opportunity to thank Ben Hamilton who again performed the duties of Membership Secretary. He has been a corner stone of the Club Executive and with his wife, Marlene, has put countless hours of his personal time into administering Club membership records and associated tasks.

FINANCE:

You will all be aware through your personal circumstances that costs are forever increasing. These rising costs and the ever present element of inflation in our economy has a big effect on Club finances.

Club membership subscriptions increased just prior to the termination of our last financial year and it may well be that before long membership subscriptions will have to be re-considered with a view to a further increase. We are fortunate that our financial position remains healthy. Our net income totalled \$8,835 after allowing for depreciation of \$2,473. The net book value of Club assets rose from \$63,913 to \$72,748. This has been a financially successful year but prudent management will have to be continued to maintain this record.

CLUBROOMS:

Members have made full use of the Clubrooms during the year and they are undoubtedly the Club's greatest asset.

The Bistro type food available from the kitchen upstairs has been very successful and our thanks go to Eric Mallard and his family for the preparation of such high quality meals at such reasonable prices.

A complete renovation of the upstairs area was planned and is under way. A new floor, carpet, curtains, lighting and ceiling modifications will greatly enhance this area. The area above the kitchen will be closed in and used as a film projection room, committee room and storage space.

Our Custodian, Bill Ferris and his wife, Marg, have again

looked after the Clubrooms in a manner far beyond what should be expected from them. They have put in much personal time and effort in maintaining and decorating the Clubrooms. They have been with us now for some seven years and their efforts have earned the thanks of every member who uses these facilities. The Executive Committee are indeed grateful for their services.

CLUBHOUSE SUB-COMMITTEE - GRAHAM SPEAR (CHAIRMAN):

Informal evenings were held each Thursday and Sunday and were regularly well attended. Eleven film evenings took place during the year.

A wide variety of social activities included three socials and dances, a Beer and Burger Evening, a Wine and Cheese Evening, a Discotheque Night and four Dine and Dance Evenings. There were a number of events held after race meetings, gymkhanas, and hillclimbs.

The Children's Christmas Party was again well patronised.

The Annual Ball was held at the Mandalay Ballroom on the 15th June and was very successful. Eric Mallard once again looked after the organisation of this function which is the social highlight of the Club's year and we are indebted to him for his help.

TRIALS SUB-COMMITTEE - BOB WILLIAMS (CHAIRMAN):

Trialling in the Club has maintained its popularity and a good variety of events was staged during the year. These included four afternoon trials, six mid-week trials, a learner's trial, a weekend trial to Rotorua and the Experts Cup trial. ▶

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DETERGENTS

After hours — Contact Club Member, Ray Easton, Phone GLE 7657.

"EASY" PRODUCTS ARE USED EXCLUSIVELY AT THE AUCKLAND CAR CLUB CLUBROOMS.

Our Spring Invitation Trial was included in the Mercury Trophy Inter-club Series. An Economy Run was held in September and proved popular.

Trials Instruction Evenings were held for new comers to the sport and proved to be of assistance to them.

TISCO (N.Z.) Limited again generously sponsored our MANZ Gold Star event in May and we are indeed grateful to TISCO (N.Z.) Limited for this continued support.

RALLY SUB-COMMITTEE - ARTHUR McWATT (CHAIRMAN):

During the year a Rally Sub-Committee was formed and two rallies were held in the Maramarua State Forest. Rallying is currently a very popular branch of motor sport and events require much planning and fore-thought. We are fortunate to have experienced rallyists to assist us in this area. Our two rallies at Maramarua proved to be outstandingly successful.

SPEED SUB-COMMITTEE - BOB WHITE (CHAIRMAN):

Four hillclimbs were held at Chamberlain Road including one invitation and one GoldStar event. A sprint meeting was held at the Meremere Drag Strip.

Five gymkhanas were held and proved popular with competitors who have only the family saloon to compete in. Both grass and sealed venues were used.

RACE SUB-COMMITTEE - LES RANKIN (CHAIRMAN):

Two National and four Club Circuit meetings were held at Pukekohe. A grass track meeting was held in March.

We offer our sincere thanks to Dunlop and Rothmans for their continued support of our national race meetings. Unfortunately public support of motor racing has declined and, in fact, our initial return from national race meetings in terms of effort expended is pitiful. This is not attributable to this Club alone. In fact, motor racing on a national level has shown an extremely poor financial return. Fortunately competitors' enthusiasm at Club level is as strong as ever and drivers continue to enjoy racing on the Club Circuit.

BULLETIN:

The cost of the Bulletin remains high, notwithstanding a reduction in net cost from last year. Despite the high cost of the Club magazine I feel that it is the common denominator to all members irrespective of what form of motor sport they follow. Each member receives a club magazine each month with reports therein on all aspects of Club activity. It is a showcase for the Club and is distributed widely throughout New Zealand to many people and organisations including news media, other clubs and sponsors.

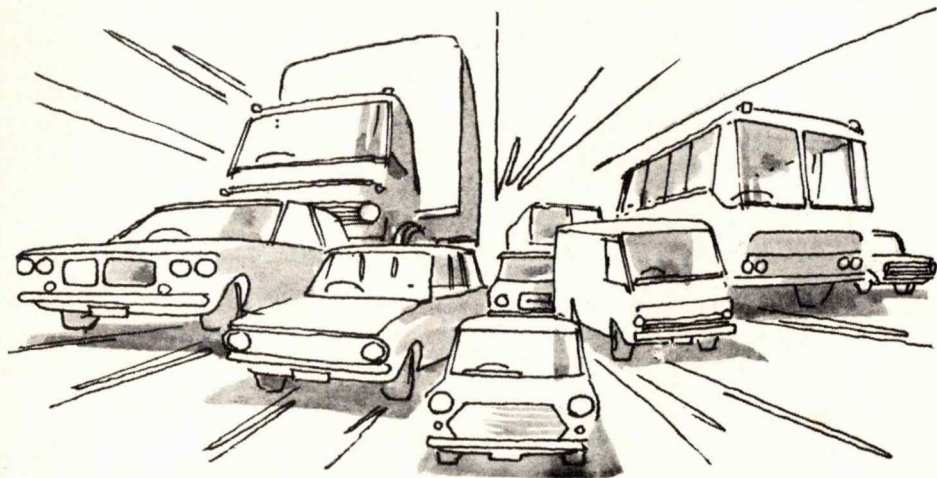
We are indeed grateful to the many writers and photographers who voluntarily donate their efforts to produce what, I feel, is by far the best Car Club magazine in New Zealand. We thank those people sincerely.

N.Z.I.G.P. (INC):

The Club was represented on the Board of Control by Messrs. Rankin, Martin, Ivers and Bruce, and their effort in this capacity is greatly appreciated by the Club Executive. Our Director on Grand Prix Management Limited was again Mr Jim Waygood and he has performed this duty for many years. A long standing member and administrator of this Club, Jim does a wonderful job for us in his capacity as our Director.

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

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TAURANGA: 140 Cameron Road, Phone 89-083

TAUPO: 117-125 Tongariro Street, Phone 991

WELLINGTON: Waterloo Quay, Phone 44-133

BLENHEIM: Main Street, Phone 89-156

CHRISTCHURCH: 250 Durham Street, Phone 60-072

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



Haere Tonu mai
DOMINION
Rental cars

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

Our dividend from Grand Prix was \$1,000 and is no more than could be expected in the light of such a poor financial return from motor racing this year.

M.A.N.Z.

Our levy and subscription paid to M.A.N.Z. rose from \$595 to \$892.

GENERAL:

A Special General Meeting was held on the 20th June 1974 regarding amendments to Club Rules.

During the year the Club assisted with the Motor Show held at the Epsom Showgrounds.

Club Vice-President, Les Rankin, was elected as a Vice President to the New Zealand International Grand Prix Incorporated and we congratulate Les on this appointment.

The Exide Trophy, an award made to the best all rounder in Club competition this year went to Andrea Morley. This trophy is one of the most valued in the Club and for the first time was won by a woman. We congratulate Andrea on her success.

Club triallists took an active part in the Inter-club Mercury Trophy Trials events and thanks to their efforts this Club won the Series.

As a member who has devoted many years of service to the Club, Eric Mallard was made a Life Member. He has served on Committees and as President with great dedication and the extent of his services and personal time will never be known. He continues to serve on the Executive Committee and members of that committee are privileged to benefit from their association with him.

Our Secretary-Treasurer, Mr G.J. McKinstry has now completed his fifteenth consecutive year in this position. As an accountant he is involved in a busy city practice but during his long association with the Club he has always made himself available to assist club officials in their duties. His assistance to the Executive Committee has always been greatly appreciated and he has been of great personal assistance to me in matters concerning our financial situation. I would hesitate to enter into any commercial transaction without first seeking his guidance. We sincerely thank Garry for his assistance. A partner in the same accountancy practice is Peter Carpenter who readily avails himself to assist the Club wherever necessary and the sincere thanks of the Executive go to Peter for his help.

I thank all members too numerous to mention individually who have come forward during the year to assist the Executive Committee in the sometimes onerous task of looking after Club affairs. The Committee realises that such assistance was readily given and thanks each and everyone of you sincerely for what you have done.

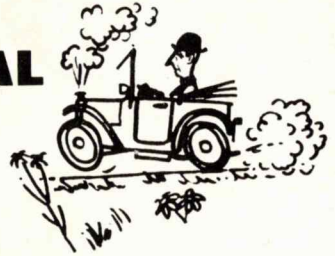
F.B. WEBBER
PRESIDENT





GIMMICK TRIAL

27th April



Sitting on the start line we answered Q. 1 by noting down our odometer reading. We then proceeded as told and got the odo check O.K. Now came the "tricky bits". Q. 2 was answered out of the Bulletin and in order to answer Q. 3 we had to go to the answer to Q. 2. Confused? Me too. The clues to Q. 4 were derived from a Champion advertisement in the Bulletin. Finding our answer outside Champion, we proceeded to Repco in Panmure to answer Q. 5. Q. 6 was answered at the top of Mt. Wellington and Q. 7 was answered out of the Bulletin.

Following the route given to us in the C.R.I.'s we came to Remuera Rd. where Q. 8 and Q. 9 were answered, the latter being at Kings School. From the clues given we discovered our next stop to be Lucas in Newmarket where we found the answer to Q.10 alright. Q. 11 was to be answered "while were on the move" but we had arrived at our next stop long before I had answered it. Dad finally found it in the Bulletin and we began to answer Q.12. For those of you who answered the question with one more ad. than the plotters had planned, one of the ads. was actually painted on a board which was placed directly behind the window and would not have been spotted if sitting in your car.

The clues to the next question brought us to John W. Andrews. We must have spent about fifteen minutes looking for the answer, but we finally found it and continued on down to Dominion Rentals to answer Q.14. Up to the old Salvation Army Barracks, which was the answer to Q. 15, another question which took a long time to find the answer to, but this time we were saved by another crew who gave the show away by looking at the answer which was about 20 feet above our heads.

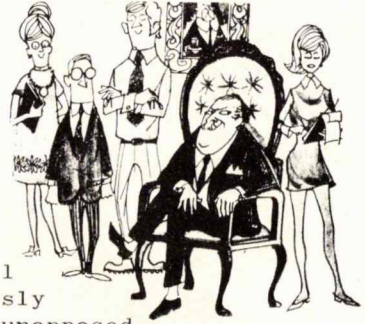
The next stop was Spears Speed Shop and yet another long time was spent in answering the question asked. I must have looked at the answer at least six times but ignored it as I thought it did not have anything to do with the answer. Q. 17 was answered from the back page of the Bulletin. Q. 18 had us a little worried as we had driven about two miles without finding anything and this always worries us. Just as we were about to turn around and have another go we found the answer painted on the side of a railway over-bridge. Relieved we carried on to answer Q. 20 correctly and Q. 21 incorrectly. The answer was not just "Tavern", but "Leopard Tavern". Carrying on to New Lynn we answered Q. 22 without too much trouble.

Back to the Clubrooms to answer a couple of mileage questions and to the final control.

We wish to thank the plotters for an excellent event and a great bit of Sunday motoring, but how we won it I'll never know.

THE JUKES TEAM

SHOUTS & murmurs



. . . This year's Annual General Meeting was held on Wednesday, 30th April, at the Clubrooms and was attended by those members who show an active interest in the Club's affairs. In the election of Club Officers several changes took place. Ron Brown (previously Club Captain) became a Vice President, unopposed. Willard Martin vacated this position and was elected back to the Executive Committee. Ben Hamilton was re-elected to the Executive Committee. Maurice Cargill was elected to the Executive Committee.

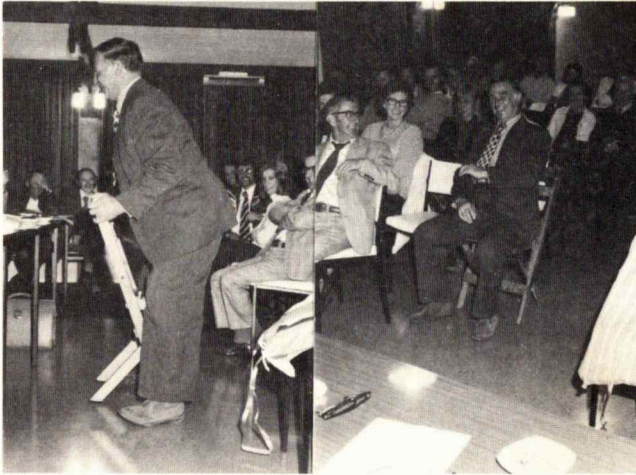
Peter Batten and Bob White stood for the position of Club Captain and Peter was elected. Bob has since been re-appointed Deputy Club Captain by the Executive Committee.

An updated list of Club Officers appears on Page 1 of this Bulletin.

. . . For some years now various Executive Committees have endeavoured to replace the hard old wooden chairs upstairs with something more comfortable for members to sit on at film evenings, meetings, etc. Despite all good intentions nothing ever eventuated. For many years Laurie Powell has been the person who has done most to get the Committee to replace this furniture. Over the years he has, (inter alia) - requested, demanded, threatened, persuaded, cajoled, begged, moaned, requisitioned, pushed, stirred, asked, moved, grizzled, lobbied, gesticulated, connived, contrived, schemed, attacked and generally done everything possible to speed up the acquisition of the new chairs.

Lo and behold! The new chairs arrived in time for the Annual General Meeting in this year of our Lord 1975. ➔





In recognition of his long outstanding concern for members' comfort—starting at the bottom—the Executive Committee granted to Laurie an Award of Merit and what more befitting than one of the folding chairs so close to his "heart". Laurie is seen in these pictures accepting the presentation, unwrapping it, assembling it, and finally

succumbing to years of habit by sitting on it at the meeting.

. . . Congratulations to Bruce Sargent (pictured right) on winning the Exide Trophy, one of this Club's most valued and sought after cups.

. . . Peter Tchernogovsky, long standing member and well known Chief Spectator Marshal at Pukekohe was awarded the Horace Robinson Trophy at the Annual General Meeting. This trophy is awarded by the Executive Committee each year to the member (other than an Executive Committee member) considered to have been of the



greatest assistance to the Committee during the year. Congratulations Peter. (Peter can be seen in the photograph on the left receiving the trophy from Vice President, Les Rankin).

. . . Des Bell retired from the Executive Committee at the Annual General Meeting. We thank Des for his help in all aspects of Club activities.

. . . Congratulations to Mike Boyle and Wendy Gasson who were recently married.



. . . Club members Wayne McMath and John Lawton have recently left for overseas. We understand Wayne will be back in October but John's length of stay is indefinite.

MARAMARUA RALLY

20th APRIL



PIX-- MILAN FISTONIC Phone TGN 5293

April 20th saw our Club's fourth Maramarua Forest Rally. The event was held in fine weather with dust proving a problem to most competitors, together with the slippery surface which saw the forest a lot trickier to drive on than last year.

On his fourth attempt, victory went to Rod Millen who, with the "missus", finished about half a minute ahead of Blair Robson and John Rolfe. Clive Smith and Dave Cooke finished third with Jim Richards and Richard Halls finishing fourth, 50 seconds ahead of Jim Donald who also had the wife along for the ride.

The event lost a "wee" bit of interest over the non-starts of Dave Simpson, Ken Cleghorn, Robbie Francevic, Alan Brough and Alan Carter. Alec Isbey was still experiencing problems with water diluted oil and thus did not start the 1800 Fiat 124. Unfortunately Paul Adams blew a head gasket loading the car up before leaving for the forest and thus missed the start, although he did a few stages - very naughty!!!

The first stage started right on time with Millen taking the chequers - 5 seconds from Robson with a 2 second gap to Donald who was one second quicker than "J.R.". Clive Smith was a further second back but was three seconds clear of George Kuttel and Dave Civil. Graham McGregor was a man to note on this stage as he was only another second behind Kuttel after changing camshafts the night before!

The yumps are starting to prove quite enjoyable with their new metal surface, although a couple of cars came to grief in this stage, one being John Murphy and Ken Hogg who arrived at the start late, but instead of waiting for a new start time, they blasted off trying to make up the time and subsequently clipped a bank - enough to put them out of the event. Donald Webster retired his Renault in this stage when he lost a drive-shaft.

Stage 2 saw the flying Clive Smith set fastest time of 8:54 with Robson two seconds behind and Millen a further two seconds back. Wee Bill Hewson recorded fourth fastest time of 9:01 in the Kirk Motors Hillman Hunter!! Barry Rhodes and Dave Leigh absolutely flew through this stage for a quick 9:07 while Jimmy Richards was next on 9:12. About 1km into this stage Jim Donald lost a minute when his engine cut out, the fault being a missing ignition wire which was soon rectified.

John George and Colin Keegan withdrew their Escort on this stage while the immaculate Bob Fill/Ian Bowman Gemco Escort missed the stage when a diff split open and had to be replaced. Throughout this stage most people experienced problems with assorted spins and over-shooting on the slippery surfaces .

Stage 3, and Clive Smith was motoring with a cracking 5:34 followed by Millen's 5:45 - Trevor Tapper was next on 5:48 - 2 seconds ahead of Robson who was another second ahead of Donald with a five second gap to Richards. Graeme Nicolls and Pat Grant showed up well in this stage with the Amco Datsun to return a 6:00 four seconds ahead of Alan Mitchell's RS 1600. On equal time with Mitchell was Roger Hood who is pedalling a 1300 Corolla in great style.

Stage 4 was a boomer and super-dusty with Robson taking out 8:03, five seconds ahead of Smith who was four seconds ahead of Millen, Richards and Donald who were one second apart. Disappointment loomed when Trevor Tapper cooked things up and parked his car for the day.

There was a fair hold up at the start of the 5th stage, however, Graham and the boys soon had things sorted out and the stage opened with a slippery winding road up to a short section straight wide road, then a right hander back up to the yumps. This time we came back down the other side of the yumps, back onto the fast open road to finish the stage at the H.Q. and "munchies" time. The downhill yump section proved a bit unpopular last year with its muddy and dangerous surface, however re-metalling of this area made the run faster and more exciting.



Rod Millen swept over this stage ten seconds ahead of Paul and Sue Adams who were six seconds clear of Robson. Richards was another two seconds behind, but one second ahead of Donald. Smith was a further four seconds behind.

Lunchtime saw several withdrawals from newcomers with car sickness. Pondering over times for the first four stages, the placings were seen to be as follows:-

Smith/Cooke	26:47
Robson/Rolfe	26:56
Millen/Millen	26:59
Richards/Halls	27:29
Donald/Donald	28:15
Kuttel/Kuttel	28:21
Emson/Colebrook	28:22=
Walker/Hinton	28:22=
Mitchell/Semple	28:35
Phillips/Stowell	29:05

After lunch it was over the other side of the forest for Stage 6 - the longest of the event. By this time the dust was

really stirring up and trapping several competitors. The quickest man was, as expected, Millen at 12:23. Richards surprised all with 12:37 followed by Smith on 12:38, Robson 12:45 and Donald 12:51. Steve Emson put up a creditable performance in the immaculate Datsun 1600 with 13:16 - watch this boy in the Marlboro.

Unfortunate retirements at this stage were John Wolfe and John Bernard (Mr Coruba!) with a broken axle housing. Paul and Sue Adams were also seen to retire in a cloud of blue smoke. This stage also saw the end of Alan and Sue Johnson when their Cortina GT toppled, while Graham Vazey and George New put their potent little 1300 Escort over twice.

Stage 7 saw Robson on top with Millen 2 seconds behind. Donald and Smith were another second back with a six second gap to Richards.

The event finished with another small yump stage in which Robson took 6:49, one second ahead of team-mate Donald, who recorded 6:50 followed by Millen 6:53, Richards 6:55, and Kuttell 6:56. Smith was slowing on 7:09 with a blown head gasket.

So, another Maramarua was completed. The organisation was good, although a new timing system caused a few problems, however, the boys are pretty well sorted out now. After all, these events are the ones which to experiment with timing, etc.

I feel that yumps were thrashed a bit, although most people admitted to enjoying them the third time through.

Millen wasn't actually busting himself while Robson didn't even seem bothered. Clive Smith exceeded expectations again, while things finally came right for Jim Donald. George Kuttell was smooth and steady.

Steve Emson and John Woolfe are going to be great drivers. They've just turned 19, so imagine how quick they'll go in six or seven years time!!! Another man to watch, if he gets his exhaust troubles sorted out, is Barry Rhodes - he was putting up some very quick times indeed.

Apparently the next Maramarua is going to be quite different - half day/half night - more roads, different start point, etc., etc. but that's next year

KEVIN LANCASTER

The organisers would like to take this opportunity to thank all those Club members and non-members who made the Maramarua Rally another great successful event.

Without the support of the marshals for the crowds, the gates and the stages, we could not run to such a high standard.

Special thanks must go to Jack Fyfe who is Officer in Charge of Roads for the first class order of the roads. I am told he even graded and metalled some so we could run another safe fast event.

I hope that all people who took part in running the event enjoyed it and will be happy to assist in the future.

GRAHAM HILL
Clerk of Course



STRAIGHT AHEAD



The shouting and the tumult dies, another TISCO trial has come and gone, one of the few things remaining for me to do is to thank all you people who helped so willingly and contributed to the success of the event. One memorable impression was of running late as lead car, and arriving at the STEEL MILL sign to find eight checks patiently waiting, all of them there on time. One apology I must make is to Les Rankin and family who were there on time, but yours truly had given him the wrong instructions and he waited in the place as told, while I waited for him elsewhere - sorry Les, I will endeavour to 'fix it' next time.

Following last month's comment I have had a few verbal replies about official MANZ railway crossing signs but I need a photo to be assured that a CROSS-RAILWAY-ING sign exists.

The MANZ Conference was an eye opening experience for yours truly. Major changes to Appendix T, which changes will come into force on January 1st 1976 are : a sorting out of the great named road rule by reverting to the nearest road on either side of the road; the penalty for missing an unmanned passage check dropping to 100 points instead of 180, and falsification of entries on Drivers' Cards now being worth a minimum of 300 points and up to exclusion.

The trial for June is the Sergent affair, of which I know nothing except that it fits in between a host of other trials including Northern Sports Car Club's Gold Star Trial, Hamilton Car Club's Ebbett Motors contribution to the Mercury Series, three Gold Star Trials in the South Island promoted by Canterbury Car Club, RATEC and Triumph Automobile Association of Dunedin and M.G. Car Club's contribution to the Mercury Series.

With a little bit of luck Steve Hamilton's team will be trying for a few more Gold Star points in the South Island after his well deserved win in the TISCO so that's one crew out of the way and you others can all move up one place. Keep on trialling

G.R. 005

 **DUNLOP**
AQUAJET



1975 TISCO GOLD STAR TRIAL 3rd MAY 1975



Once again the TISCO will be the highlight of the Trials Calendar, certainly as far as our crew is concerned. Having been associated with the organisation of the event over the last five years, our efforts culminated in a win this year, first time out.

Section One A posed no problems as it was a Touring Section to Albany. From here on it was "all on". Part B of Section One contained the overriding instruction go right after every cross-roads where you complete an instruction. Many cars missed a five road intersection and Check ULSTA (incredible, so obvious). Many also fell for go right onto metal, when in fact the first road on the right was sealed for some 25 yards. No further problems, and the cars reached the Dairy Flat Control some 45 minutes later.

Section Two took us through Blackbridge Road (who did not read their A.S.R.'s and go left) the scene of the special stage in the 1971 TISCO. Those who did not take notice of the N.Z. Roadmakers Ltd entrance found Kevin Lancaster a little quicker than they should have. Keeping left for 2 minutes 38 seconds had numerous cars who could not convert time to distance (including us) charging through roadside tracks investigating the trial vegetation. This effort lost us ten minutes and roads were becoming very damp and slippery. Peter Sergent slid off in Shanks Road (Peter Shanks originated here rumour hath it). Peter,.... Sergent that is, was finally pulled back onto the island by some willing blokes in a Simca who apparently assisted others around the route. No doubt they will be contenders for the Alfred Bowring Memorial Cup for good sportsmanship.

Section 3 and mapreading saw the undoing of many top cars (To pass Oaia Rd competitors should have passed check BULFIT twice - hands up those that didn't) - and the instruction Use Hanham Rd caused some consternation. A very neat section finishing in Kumeu.



PIX = Ross Cammick Ph. 558 913

Section 4 was a touring section back to the Club-rooms with a good trap on Sunnyvale Rd for those who did not add up the mileages on both signposts either side of the intersection. A check BUMBIR put cars back on the common path. Thanks Neil Mallard for a tremendous first half and now to "Crafty Crombies" bit. Well after losing only 25 points at

lunch we could not expect to keep that up.

Section 5 and we dropped two checks "Cross Airfield Road" and while we didn't agree with it on the night we now feel its "well on". The road being named Airfield Road to the right and the left while not being named over the piece competitors travelled. Our second dropped check being "Follow Kingseat signs until you can go left at Charles Rd". The operative word being can. Apparently we didn't follow Kingseat signs far enough as the U turn check was some 50 yards after we turned.

Section 6 and more mapreading. Unfortunately one or two errors eliminated most of this section (apparently not Crombies section). However many competitors completed Section 6B "off the road" when in fact it was still map reading - an old but always successful trap.

Section 7 told competitors to ignore NULRP checks but this was negated by the A.S.R.'s which said unmanned checks had precedence over the C.R.I.'s. The fog was closing in by now and things were slowing down. Avoid Morley Rd saw competitors avoid the sign and travel down Morley Road. Section 7B was one of those delightful timed sections that timekeepers dread after some twelve hours on the road. "Travel 0.7 kilometers in 54 seconds" and so on. An imperfect intersection caused most

problems here. Competitors passed one but did not proceed through one. The Control at Bluff Hill Road gave instructions to travel home. "Avoid No Exit Road". Well the road ahead went some 50 yards and then there was a large No Exit sign. After travelling down the road four times we found the check. Nothing wrong with the check just our eyes - tired I guess. And so to the finish, a few



ales and the good news from a very efficient results team.

We wish to record our sincere thanks to the Auckland Car Club, the TISCO Trial Committee, particularly John Crombie and Neil Mallard, TISCO N.Z. Limited, the generous sponsors of the event, all the checks and officials and also our own sponsor, Geoff Sutherland Panel Repairs.

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1ST	S. HAMILTON	456.2	6TH	J. GREENWELL	1011.0
2ND	R. WYLIE	719.0	7TH	R. MONTGOMERY	1066.0
3RD	E. PEARCE	787.8	8TH	A. LEVET	1085.0
4TH	I. HEISTAND	812.0	9TH	W. LEWIS	1232.8
5TH	P. DICROSON	883.8	10TH	T. FAIRHALL	1233.8



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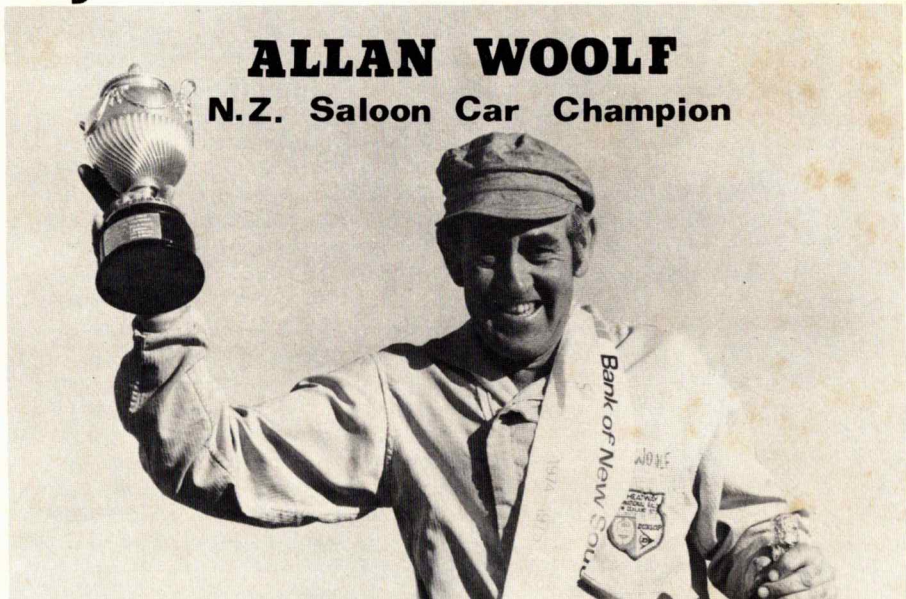
DUNLOP

RETREADS

My Most Memorable Cars

ALLAN WOOLF

N.Z. Saloon Car Champion



When it comes to looking back over cars that I have owned and trying to pick a favourite, then I have the same troubles that previous writers to this column have had, so I will run through the cars that I have most enjoyed and simply leave out the ones that I would prefer to forget. My Ford Y was really



the start of everything and it was in this car that I raced at the Ardmore Grand Prix meeting in 1956. This was the first time that saloons raced at a G.P. meeting. I think that I was a better driver in those days and I remember being quite pleased with myself when I managed to out-brake Ross Jensen's A.30!

Having competed in every long distance motor race at Pukekohe, (first the Wills and now the Benson and Hedges) I have enjoyed most of the cars used in those events, but I guess that my many years in the Triumph Vitesse made me very fond of that particular car. The 'Fizzer' as it is affectionately known has been campaigned in just about every type of saloon car series as the rules have changed over the years. This car is almost part of the family and has been used up until recently by John as a hillclimb car. We even rallied the poor thing once at Maramarua neatly removing one of the front headlights on that



steel fence post that sticks out from the bank. We didn't lose any time but we never recovered the light.

When production saloon car racing came along I bought my Holden GTR. This was my first break from Triumph for many years, but the Holden was a good strong car which took the championship in its class and was then used for the Heatway Rally in 1972. Sue and I had a good time in the rally finishing 12th overall and second in our class, we did suffer some gear box trouble but the service crew did a brilliant job to put every thing right without losing any time.

The three litre Capri followed the Torana and again I used the car for production racing and for rallying. I had a lot of fun in this car although it was out-classed in the GTX series. Perhaps the best memory is of the Heatway Rally when John and I got quite high up in the placings before leaving the road and sitting out a stage. It wasn't long after the Heatway that John and Sue used the car to run in the Glenvale taking fourth place overall. This Capri did 26,000 miles in fourteen months with only a valve grind. Then there were a couple of cars that I would prefer to forget before we bought the Macspeed car off the Halliday boys. There is really not a lot to say about this car as it is all recent history. I was very pleased that the 'Days' would sell me their baby and I would like to record how helpful they have been. Others have helped a lot too, the mechanics, the family, Ken Smith and my good bank manager. It was not all

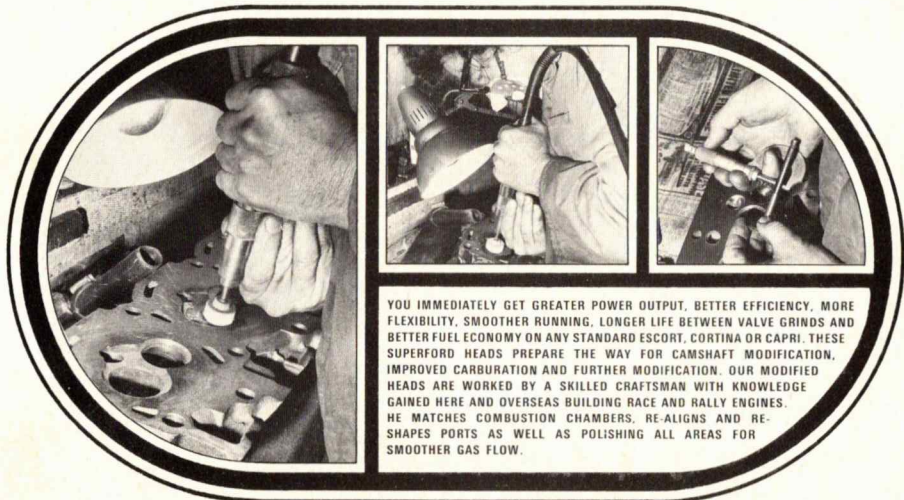


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John W. Andrew

SUPERFORD

plain sailing with motors to mend and body modifications to make but everyone was incredibly patient and it all paid off.

If I am allowed to add a paragraph on to the end of this, I would just like to ask the clubs and officials of the sport to do their best to make it as easy as possible for new competitors to come into the sport. It isn't like it was when I started in the Ford Y, now the poor old car would have to have a full harness, fire extinguisher, roll bar, to say nothing of hydraulic dual braking systems! Surely for hillclimbs, club circuit and drags a crash helmet and seat belt is enough. After all, there are extinguishers within sight of each other. When I took our new family Capri to Western Springs for a bit of fun I was expected to drill holes in the floor for an extinguisher and yet there were marshals around the quarter mile track with extinguishers. If we look to new club members to become the champions of the future then we should make it as easy as possible for them to get started. Thanks to everyone who has helped me since the old Ford Y.

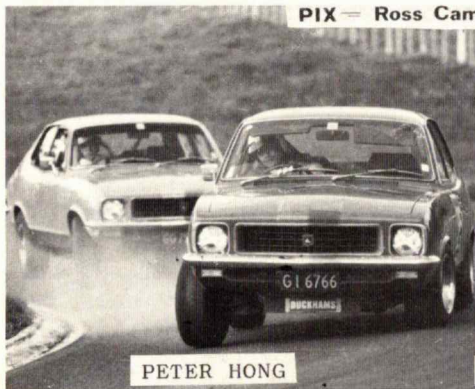
ALLAN WOOLF



PUKEKOHE CLUB CIRCUIT

4th MAY

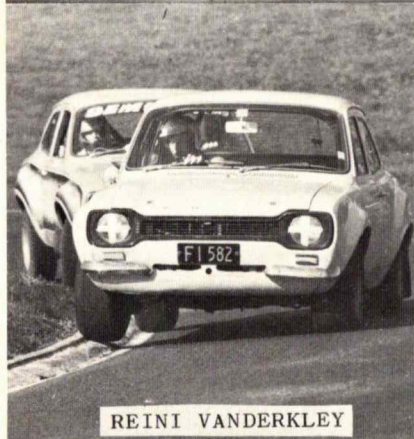
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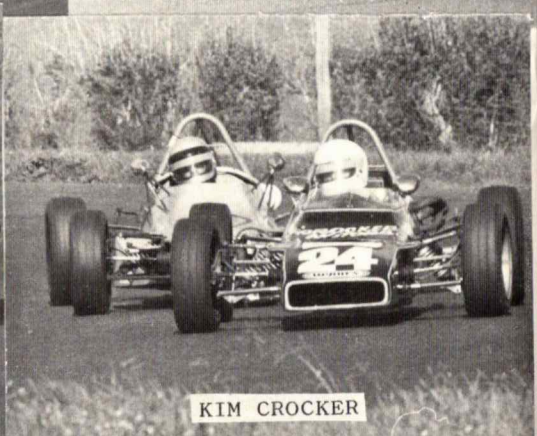
PETER HONG



ROD BICKERTON LEADS DUNCAN SMITH



REINI VANDERKLEY



KIM CROCKER



HAPPENINGS



The Annual Council Meeting of the Motor Sport Association is behind us for yet another year. Every third year this conference is held in Auckland and affords those who are interested the chance of observing the proceedings.

As at any similar gathering one is charitable enough to recognise that all delegates present have the interests of motor sport at heart. Though at times an onlooker may be forgiven for thinking that the object of the exercise had been forgotten.

People who have attended conferences of any standing regardless of the cause are well aware that there exists a group of delegates whose interest lies more in convincing the assembled gathering of their procedural knowledge rather than displaying their knowledge of the "cause".

It is possibly pleasing to the adherents of mediocracy that this "more knowledgeable than thou" group were represented at the MANZ Conference.

Whilst one accepts that all factions within motor sport come in for their share of criticism it was pleasing to note that generally the Annual General Council meeting got through its business without the factions attacking each other.

Vice President Keith Douglas of Invercargill in his report made mention of the advantages of the Advisory Committees which supplanted the Advisory Councils.

It is quite certain that with the increasing business that motorsport finds itself involved in the Advisory Committees set up to deal with the various sectors of the sport are the best thing that has happened to the administration of our sport.

Executive member Jim Scott made a very good point when he stated that without the Advisory Committees MANZ would never be able to deal with the amount of work which is processed at the present time.

Many people associated with motor sport ask what the purpose of the Advisory Committee is. One could cynically say that they save the AGCM sitting through three days of confusion argument and interjection over matters affecting trialling, racing and speed events.

Under the present situation which really is ideal the administrators at MANZ Executive level are able to get on with the business of governing the sport without having to suffer major alteration to policy at each AGCM as the chosen delegates see fit.

MANZ during its life time has been the recipient of some harsh comment and often unfair abuse, with the ease of communication with the Secretary General today there can be little excuse on the part of all people involved in the sport claiming that it is hard to communicate with MANZ. What some critics of the system never tell their audience is that they have never

tried to communicate with the MANZ office.

Those who claim difficulty in communicating with MANZ have also often overlooked that members of the Executive Committee are spread throughout New Zealand. One of the advantages of the present governmental system is that those Executive members are always ready to listen and are quite accessible to anyone who wishes to contact them.

However it is rather stupid for an Executive member to be told what is wrong with the sport over the telephone or in the paddock without facts and figures being presented to support the claims.

When a Member of Parliament presents a petition to the House he is doing so on behalf of the petitioners. He has not written the text himself.

Is it not therefore only proper that a similar system should operate in motorsport.

Those who have something to say to the administrators at all levels of this sport of ours will find that an objective letter stating the problem and an indication of the solution will always receive a reply.

THANKS --

With the racing season now over, we sincerely thank all personnel associated with our racing promotions at Pukekohe, both National and Club, and offer our sincere appreciation for their involvement.

It is perhaps some measure of their ability that it is generally conceded that Pukekohe has some of the finest racing services in Australasia.

L.F. RANKIN - RACE CHAIRMAN

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EUROPEAN RALLY SCENE

Amilcare Ballestrieri shot back to winning form when he won the Elba Rally, the 11th round in the European Rally Championship. It was his first victory since the Tour of Sicily last year and the first ever for Alfa Romeo in a major event.

The rally cars from Turin had endless disasters on the island of Elba, with the entire Fiat team retiring, Verini and Paganelli through a crucial head gasket failure and Bacceli with a half shaft failure. All the leading private Lancias also retired, a Stratos and four Beta Coupes. Whatever the state of the motor industry, the Italian teams believe in the publicity aspects of rallying and Fiat and Alfa Romeo are competing at home as hard as ever.

After four stages, Verini's Fiat 124 was out and Rohrl's Opel Ascona started another spate of punctures which ruined his Costa Brava Rally. Paganelli retired and Blomqvist was beginning to suffer gearbox trouble in his last appearance in the Saab 96.

Anna Cambiaghi went off in her Alfetta and was busy urging spectators to push her back again when the red hot brakes caught the grass alight. The car was devoured in the fire that ensued.

Andruet's Alfetta was leading Ballestrieri's similar car from Beccheli and Rohrl. On the final stage of the first night, Rohrl broke his half shaft, probably due to the strain of several punctures.

The second night was the same as the first, being four laps of the island. Andruet had high hopes, but his car stalled at a hairpin and wouldn't restart. The delay cost him 15 minutes plus road penalties and he drove as though there was no tomorrow in his chase to regain lost positions.

Baccheli was now leading in the Fiat, but this was not to last for long as he broke a half shaft. This gave the lead to a surprised Ballestrieri from team mates Svizzero and Pittoni. Svizzero lost concentration and went off the road.

1st	Ballestrieri/Gigli	(Alfetta GT)
2nd	Pittoni/Pittoni	(Alfetta GT)
3rd	Cambiaghi/Bertocci	(Fiat 124)
4th	Andruet/"Biche"	(Alfetta GT)

TULIPEN



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MARLBORO



RALLY CHAMPIONSHIP

ROUND 4 (FINAL)

27th/28th September 1975

The final Rally in this series begins in Hamilton at 1 p.m. on Saturday 27th September and the route planned proceeds to Awakino, Pio Pio, Pureora, Mangakino, Arapuni, Tauranga, Waihi, Maramarua to Auckland, arriving approximately mid-day on the 28th September.

Overall distance is approximately 870 kilometres, including approximately 400 kilometres of special stages.

The event shall be split into 3 divisions, with meal and refuelling breaks between them at Pio Pio and Tauranga. Other refuelling and service time has been allowed en route.

Scrutineering will take place at both Auckland and Hamilton on Friday evening with final scrutineering and documentation in Hamilton on Saturday morning.

The Rally is being organised and promoted by the Northern Region Rally Consortium consisting of the following Car Clubs:-

- Auckland Car Club Inc.
- Auckland Rallies & Trials Club Inc.
- Auckland University Car Club Inc.
- Hamilton Car Club Inc.
- Northern Sports Car Club Inc.
- Thames Valley Car Club Inc.

Rally Director is Arthur McWatt.

Secretary of the Meeting is Allen Cheak.

Further details may be obtained by writing to the Consortium care of the following address:

Northern Region Rally Consortium,
P.O. Box 9495,
NEWMARKET

Over 200 Marshals and Officials are needed to run this event successfully and to make it the best event of the series.

All of the above clubs are assisting and as we are one of the largest clubs, we must be able to do our share.

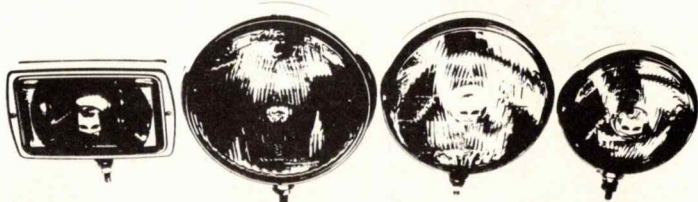
If you think you may be able to assist in any way at all please fill in the enclosed form and return it to the above address as soon as possible.

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MARAMARUA - 20TH APRIL:

Thanks to Graham Hill for doing such a grand job for his first time as Rally Director. Thanks must also go to Arthur and Ruth McWatt for the amount of time they put into the event organising, marshaling and the secretarial side of the event. All marshals and helpers did a great job.

Rod and Theresa Millen managed to win the event by about half a minute from Blair Robson and John Rolfe with Clive Smith and Dave Cooke putting up another mighty performance to finish third. Jim Richards and Richard Halls came home fourth with Jim and Leonie Donald taking out fifth.

Fortunately there wasn't as much damage done as usual although Graham Vazey and Alan Johnson were reported to have rolled their cars but not too badly. Some good performances were put up by Steve Emson and Graham Colebrook in the "ultra-quick" Datsun 1600 - 8th overall; Jim Biddick with Mercury Trophy triallist, Doug Bone, in the navigator's seat, a creditable 12th; Andy Walker and Norm Hinton finished 9th, first time out with the 2 litre mill. Others who drove well include Freddy Roach and Peter Davenport - 17th; Colin Webster and Don Burn - 16th; Malcolm Michael and Andy Lowe brought the impressive Honda Civic into 21st; Mark Reynolds and Alan Grout came in 28th in an 1100 Mini.

However, the man who must take the cake would have to be Bob Kidd, who with the famous Haldane, finished 13th. These guys, (locals at the "Richmond Return") drove a faultless rally in a reasonably standard Cooper 'S' (remember Crombie's old car) and somehow stayed on the road to finish so well up. Well done men!!!

Unfortunately, HEATWAY and MARLBORO will both be using Maramarua, so unfortunately our club is unable to have another event this year. However, I spoke to the organiser of next year's event and it looks as if it may incorporate some new forest roads, a closed public road and it may start at about 2.00 a.m. on Sunday morning. Could be worth looking forward to!

MARLBORO:

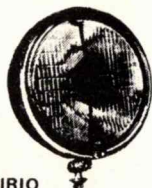
The first round of our National Rally Championship really turned out to be one for the books with the "Japs" taking the first four placings (three Mazdas and a Datsun). The usually dominant Escorts came in 5th and 6th with the rest being held up with punctures, breakdowns and assorted shunts.

The rally incorporated an extreme assortment of roads and conditions thus showing no doubt as to Rod Millen's ability as a very fast and accurate rally driver - imagine what this fella could do in an Escort!

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Unfortunately the target times had to be scrubbed owing to the clocks not being synchronised but, overall, competitors appeared to be fairly happy with the organisation and general running of the event.

Trevor Crowe and Bob Gerrard caused quite a stir with their third and fourth placings respectively, but the man who surprised most was "Revver" Trevor Tapper, who took out a mighty second place. The present champion, Blair Robson, had a bad run with a slight "off" and finally a blown head gasket on the second to last stage.



By the time you read this Round II will be history, however, at the time of writing it looked to be a fairly switched on event, with the organisers having found "sub-sponsors" for each special stage! I hope to have some more news and points scores on the Marlboro in next month's bulletin.

WAIUKU FOREST RALLY - 8TH JUNE:

Didn't know about this one until an entry form "popped" up! By the time you read this entries would have more than closed, however, if you're interested in going out for a look, it starts at 9.00 a.m. with about 80 kilometers of special stages to be held within the Waiuku State Forest.

HEATWAY - 6TH - 12TH JULY:

Well, the last bulletin came out just in time for the major route changes. Whilst it has been plagued with County Council problems, etc., the Heatway has more or less been finalised with the entire first division being cancelled. The event now starts at Waikaraka Park on Monday afternoon, 6th July. After a strop round the stocker track, the event will move up to Woodhill and then to Maramarua for a stage. The rally will then proceed south, through Paeroa for a stage in the Athenree Forest. After Athenree, the event moves to Rotorua for a few nights through the Rotorua and Tokoroa forests, after which it will go through Taupo, Murapara, Opotiki, Wairoa for a break at Napier, and thus off to Waiouru, etc., and off to Wellington.

No accurate time schedule is available at this stage, but I would imagine Motor Action and the papers will keep you informed well enough.

MOBILGAS ECONOMY RUN - 28TH - 31ST JULY:

Surprise, surprise, an economy run is to be organised by R.O.A.N.Z. and sponsored by MOBIL. No speed tests will be incorporated, although competitors will be required to maintain average speeds over outback roads and built-up areas. Competitors will probably be required to hold a National Competition Licence, however further clarification of this will be necessary. Each car will carry an observer, so the event is obviously no

light-hearted affair but a serious competition rather unusual to the New Zealand public. A draft schedule of the event is as follows:-

Monday 28th July - Start : Whangarei to Auckland
Tuesday 29th July - Auckland, Pukekohe, Paeroa, Hamilton
Wednesday 30th July - Hamilton, Te Kuiti, Taumaranui, New Plymouth, Stratford, Wanganui, Taupo Hastings.
Thursday 31st July - Hastings, Palmerston North, Paheatua Wairarapa, Wellington : Finish

GENERAL:

Heard from Murray Thompson that various Transport Department officials have complained about the behaviour of Service Crews in rallies. Remember, competitors, your service crew is a part of the rally and you will be held responsible for their behaviour.

For eligibility queries for the Marlboro, the man to contact is Ray Stone at John W. Andrew and Sons Limited, P.O. Box 8520, Auckland. However, for eligibility queries on Heatway, contact Glenn Johnston, 132 Miro Miro Road, Normandale, Lower Hutt.

Interesting to note that in a recent news release from Murray Thompson, that by popular request, the Heatway will not be stopping at Opotiki for Baked Beans!!

The Auckland Car Club Invitation Rally scheduled for August will not now be held. We are concentrating our efforts on the Marlboro Series which takes place only a week before hand and uses the same venue and officials.

Familiar rally phrases --

".... but if I had a car like Marshall's"

".... but my car's only standard"

".... wait'll I get me good engine in"

KEVIN LANCASTER



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Auckland Car Club

ANNUAL BALL

MANDALAY BALLROOM

SATURDAY, JUNE 14th



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TICKETS ON SALE





THE ROTORUA TRIAL

2nd ~ 3rd

AUGUST



August 2nd and 3rd may be nearly two months away but this does not mean you can sit back in your lounge rocker with that good old Kiwi attitude - "She'll be right, mate - plenty of time before I need to worry about booking my bed". This year we have been asked by the management of Travelodge in Rotorua to finalise reservations for accommodation by 1st July. We intend to co-operate.

As always, there are the 'regulars'. That is, those who have been before and will be returning again this year. What better recommendation can you have than members who keep coming back each year?

This year's weekend we hope will go like this:

Saturday morning around 10:30 a.m., the first car will leave the Clubrooms to head south down State Highway 1 (or thereabouts). The trial has been organised to enable the very newest trialist or even non-trialist to negotiate the route from Auckland to Rotorua and back without too much difficulty. Lunch on Saturday will be at Cambridge.

Saturday night has been re-organised slightly this year. The Travelodge have a very new conference room which will be in use for the night's function. Dinner is a buffet, with all the usual meats, salads, entrees and deserts. It is hoped that this format will create a much better Dine and Dance atmosphere. A good band from 8 to 12 has also been promised. Next morning, with the night before probably still clear in your mind you will trial back.

All this weekend will cost is \$15.00 each. The extras are lunches, fuel and your light refreshments.

We hope you will join Linda and myself, together with the regulars, on what you should find to be a most enjoyable and entertaining weekend.

The one thing that does not matter is your age - it is a weekend for young and old alike. So let's see some action now by booking your accommodation. Who knows? - next year you may be just one of the regulars.

Remember, accommodation is limited and is booked on a first in first served basis, so don't miss out. There is a small supply of entry forms at the Clubrooms if you have mislaid the one sent with last month's Bulletin.

Linda and Peter Shanks
Phone : 596-587 after 6:00 p.m.

Feminine Viewpoint



Auckland Car Club MARAMARUA RALLY



I have been pestering Rodney for the last two years to navigate for him, and at the Maramarua Rally he gave me the opportunity, which I shall always remember. I have always gone to watch the rallies, but when you compete, you realise how much more exciting it is.

At Drivers' briefing I met other women navigating for the first time, like Leonie Donald. We were shown all the arrows and signs we would come across during the rally by Graham Hill and Arthur McWatt, then came the time to get ready for the first stage. Rodney made sure I was strapped in and helmet on secure, then before I realised we were off, and heading for the first corner.

It took a while to get used to yelling out instructions, and making sure I zero'd the Halda back after each instruction.



There were humps in the first stage, and after going over the first, I thought it was not too bad, but when we went charging over the second, I realised we were flying in mid-air and heading for the crowd. Rodney got the Mazda set up nicely for the next corner and we proceeded to control. I never realised that cars could get in such precarious positions and still keep going in the right direction.

That was the end of the first stage and I thoroughly enjoyed it.

Rodney informed me after the first stage that he could not hear all the instructions because of all the road noise so I found myself really yelling out for the rest of the rally. Each stage was different, narrow roads lined with trees and fences and open roads where high speeds could be obtained. On some stages we reached speeds of 120 mph which I found a bit frightening, but all told, the Rally to me was very exciting and enjoyable. I only hope Rodney will ask me to navigate again.

TERESA MILLEN

When my husband asked me to co-drive in the Maramarua Rally, I was really excited as us girls usually end up sitting on top of hills, or left in the rain as they race around the track having an exciting day's racing, as it seems to them; at

least this time I'd be in the action.

Finally the morning arrived with my spirits ebbing as we approached Maramarua. Drivers Briefing where everyone was very friendly and I found I wasn't the only girl co-driver which made me feel a lot easier.

Although we were well down the list of starters, we seemed to be away in no time and I found the first corner coming up fast. It was too late to back out so I decided with roll cage, crash helmet and safety harness, I was fairly safe, so I would try and enjoy myself if this was possible. By the time a few minutes had passed, I was engrossed with the instructions, flags, Zetkas, and Blind Brows, which seemed to me like a roller coaster, the stage finished. As we had no Halda, my accuracy wasn't too hot, but I was a good spotter for red flags which were well placed. I was beginning to enjoy myself but lunch break was welcomed.

With only minor delays we were back on the road. The final stage for good measure had more Blind Brows and to the delight of one photographer we flew into mid air and landed rather off key but finished the stage and rally with no mishaps, and looking forward to the next rally (if my husband will have me).

Thanks to the organisers and marshals for a really terrific day.

Back to the Club and this time I was one of the guys although some of the stories were bigger than any fish story I've ever heard.

ANN COLLIER

The one word I would use to describe my first rally would be 'fabulous'.

I'd been told several times the worst part is waiting to begin the first special stage. And it was! For a few seconds I just wanted to get out and run, but once we had started, I had a job to do; started enjoying myself, and soon wild horses wouldn't have dragged me from my seat!

There were a few scary moments but no sooner would I think, "Jeepers, I don't like this much", than we would be well and truly past!

Like every wife, I am a real back-seat driver when Jim is driving at a great rate of knots but on the rally the speed didn't worry me. I think it was because I knew there would be no other cars coming towards us en route. At one time I nearly asked Jim if he could try and go faster, but fortunately thought better of it!!

Anyway there were only two mishaps - Kevin Lancaster can't believe Jim didn't give me the verbal abuse he got when they broke down last year. We lost about a minute on the second stage and, "confession time", the navigator lost us about 20 seconds on the fifth special stage. Apart from this, the rally was great!

Why Maramarua for the wives? In my case, anyway, Jim knows the forest reasonably well and was sure I couldn't get us too lost!!!

LEONIE DONALD



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.

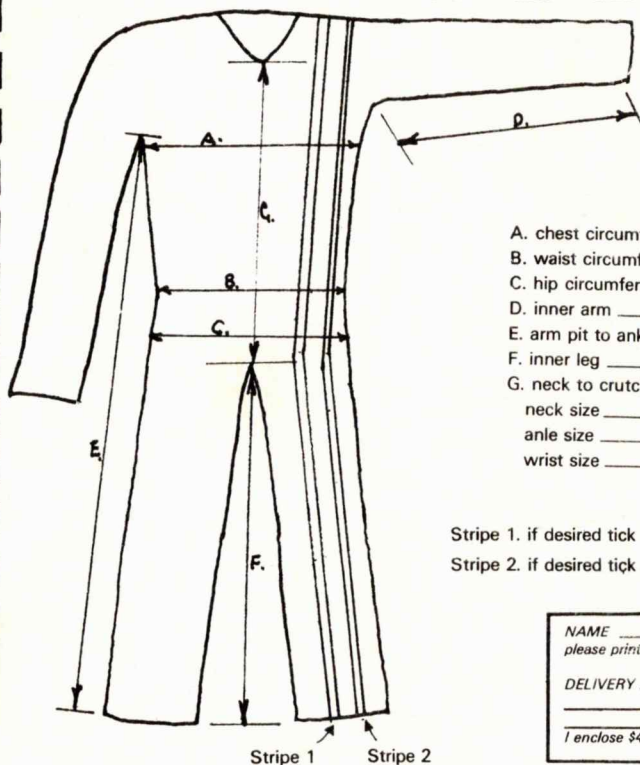
David Cox	Te Atatu	Cortina
Brian Boyle	Hillsborough	Morris Minor
George Sheweiry	Mt Roskill	Falcon GT
Robert Roydhouse	Glenfield	A40 Farina
Graeme Ogg	Murrays Bay	Millen Special
James Payne	Balmoral	
Ross Hayter	Mt Maunganui	Escort
Mr & Mrs Don Deuchar	Royal Oak	Escort
Mr & Mrs Harvey Gray	Auckland	Escort
Mr & Mrs Allister Pearson	Freemans Bay	Escort
Mr & Mrs Murray Adshead	Blockhouse Bay	Sunbeam Alpine
Mr & Mrs Peter Sharp	Avondale	Cortina
Dale O'Gorman	Helensville	Vauxhall Viva
Douglas Howland	Mt Maunganui	Escort
Christopher Smart	Mt Albert	Hillman Imp
Ian Bowman	New Lynn	Lotus Cortina
Gerard Barker	Papatoetoe	M.G.
Graham Mortensen	Mt Eden	Triumph 1200
Dale Ineson	Mt Roskill	Holden
Desmond Bullas	Glen Eden	Hillman Avenger
Bruce Smith	Mt Albert	Mini
David Hows	Mt Eden	Mini Cooper
Bruce Belcher	Rotorua	Datsun
Stewart Hunter	Manurewa	Holden Torana
Mark Surrey	Kelston	Austin 1100
Brian Hayward	Parnell	
Pekka Koskinen	Mt Albert	Mini
John Plummer	Auckland	Anglia
Philip Ornstien	Pukekohe	Hillman Hunter
Warren Stuart	Howick	Escort
Jeffery Mathews	Remuera	Holden
Hunter Utatao	Grey Lynn	Cortina
Christopher Hudson	Auckland	Zephyr
David Gow	Otara	Viva
John Ferris	Glen Eden	Thames Freighter

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PHONE KEN SMITH - 575-234 (Pvte) or 89-481 Pop. (Bus)

* * * * *

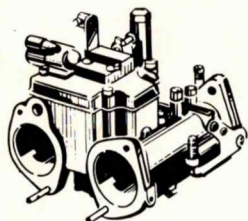
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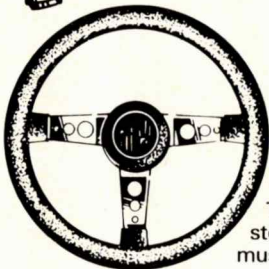
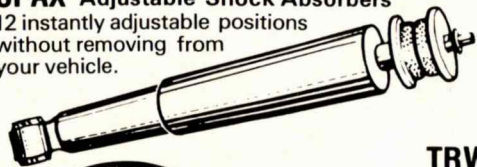


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