

AUGUST 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.

VICÉ-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. Batten, Phone 594-874 (Pvte)
96 Ruawai Road, Mt Wellington.

DEPUTY CLUB CAPTAIN:

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

CHAIRNEN 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.
Phone HWK 42934

Rallies: A.L. McWatt,
Phone 689-494 (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, MIKE MARSHALL AND ARTHUR McWATT, WINNERS OF THIS YEAR'S HEATWAY RALLY PRESSING ON IN THEIR MOTORCRAFT ESCORT.

PHOTO : Wallace Cole - P.O. Paremoremo

COVER PHOTO

ON BEHALF OF THE AUCKLAND CAR CLUB, LES McLAREN PRESENTS KEN SMITH WITH THE DENIS HULME TROPHY. (SEE SHOUTS AND MURMURS).

Photo - MILAN FISTONIC Phone TGN 5295

COMING EVENTS



CLOSED CLUB

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

CLUBROOM HOURS:

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

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

Please Note live entertainment is presented in the Club periodically on Sunday evenings. On these occasions a nominal cover charge will be made for those remaining after 6.00 p.m.

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

PIT STOP BISTRO BAR:

Thursday Evenings	- Light Snacks Available
Sunday Evenings	- 6.00 p.m. - 9.00 p.m. Meals available at very reasonable prices.

Menu for meals usually includes Sirloin and T Bone Steaks, Ham Steaks, Scallops, Fish, Oysters, Sausages, Eggs, Chips, Hamburgers, etc. Family groups are welcome.

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 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. Entries have closed but any additional information can be obtained from Linda and Peter Shanks - Phone 596-587 after 6.00 p.m.

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

Departs on Friday at 6.00 p.m. and returns approximately

10.30 p.m. on Sunday at the Clubrooms. Meals are included morning and night, but not while travelling to and from Ruapehu. Transport is included and a dance is provided free on Saturday evening. Entries are closed but any additional information can be obtained from Maurice Cargill, Phone 599-059 (Bus) or 873-383 (Res) or John Pickard, Phone 572-172 (Bus) or Hsn 46-805 (Res).

16TH AUGUST - SATURDAY - POOL CHAMPIONSHIP:

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

21ST AUGUST - 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.

31ST AUGUST - SUNDAY - CLUBMAN'S RACE MEETING:

To be held on the Pukekohe 1.2km circuit. Production saloons, modified saloons, sports cars, Formula Fords, Formula Vees, etc. Scrutineering and documentation at the venue 9.30 till 11.00 only. Practice commences 12 noon. Racing 1.00 p.m. Usual racing requirements called for including MANZ medical certificate. Entries accepted by phone and should be directed to Miss C.E. Dewar, 273 Kapa Road, Auckland 5. Phone 588-274 (Res). Entries close Wednesday 27th August. Late entries may be accepted to fill undersubscribed fields. Light refreshments available at the Circuit. Persons able to help with flag marshalling and other duties on the day please contact Eric Mallard, Phone 677-519 (Res) or 593-108 (Bus).

21ST SEPTEMBER - SUNDAY - HILLCLIMB:

Full details in next month's Bulletin.



**OPEN &
INVITATION**

2ND AUGUST - SATURDAY - OPEN TRIAL:

Promoted by the Hutt Valley Motoring Club, the event will start at Dannevirke and finish ten hours later at Hastings.

3RD AUGUST - SUNDAY - GRAND TOURING SALOONS LONG DISTANCE RACE SERIES - ROUND THREE - BAY PARK:

150 laps of the Bay Park Circuit. Classes 0 - 1300 c.c.,

1301 - 3000 c.c. and 3001 and over. Production Saloons including E49, GTHO and XUI's are eligible. \$2,400 prize-money. Supporting programme includes Formula Vee and Mini 7 Races.

10TH AUGUST - SUNDAY - MANFEILD RALLYCROSS:

Manawatu Car Club are organising this event at their new course at Manfeild. Entries available from the Secretary, Manfeild Rallycross, P.O. Box 1959, Palmerston North.

16TH AUGUST - SATURDAY - GOLD STAR TRIAL:

The Waikato Gold Star is promoted by a consortium of Hamilton and Thames Valley Car Clubs. Starts from Fenn Motors, Waihi, and finishes 350 km later at Hamilton Car Club. Duration 8½ hours. Entries from P.W. Crabb, Burbush Rd, R.D. 8, Frankton.

23RD AUGUST - SATURDAY - SPRING INVITATION MERCURY TROPHY TRIAL:

Auckland Car Club's contribution to the Mercury Trophy Series will start from New Zealand Motor Corporation, Papakura, at 11.00 a.m. and finish at the Clubrooms approximately 6 hours later. Maps required are N47 pt 46 Pukekohe and N51 Onewhero. Entries are now open with the Secretary, Mrs Kerry Pearce, 3 Verena Place, Green Bay. (Phone TGN 8364). Plotters are Spencer Pearce and John Killmartin who have promised a clean, simple event, straight out of the book. The Spring also incorporates the Light Car Trial for under 1200 c.c. cars, so leave the gas-guzzler at home and bring Mum's shopping basket.

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

Promoted by the Wellington Motor Sport Association, the rally will cover 650 km north east of Masterton and the Ngaumu Forest areas. Entries from the Secretary, W.M.S.A. 80 Wydham Rd, Pinehaven, Upper Hutt.

6TH SEPTEMBER - SATURDAY - REIDRUBBER GT RALLY:

Promoted by the Northern Sports and Tokoroa Car Clubs, the event will run through New Zealand Forest Products Forest at Tokoroa. Entries and A.S.R.'s available from the Secretary, 1975 Reidrubber GT Rally, P.O. Box 6954, Wellesley Street, Auckland.

13TH SEPTEMBER - SATURDAY - MERCURY TROPHY TRIAL:

This final round of the Mercury Trophy Trial Series is promoted by the Thames Valley Car Club. Entries will be available from P.O. Box 22, Paeroa.

14TH SEPTEMBER - SUNDAY - BENSON & HEDGES 1000 - PUKEKOHE:

New Zealand's premier standard production saloon car race. A full field of 40 cars will contest this 1000 km 9 hour event on the 3.5 km circuit. Classes 0 - 1200 c.c., 1201 - 2000 c.c., 2001 - 2400 c.c., 2401 - 4300 c.c. and 4301 c.c. and over. Prize money totals over \$5,000.

27TH SEPTEMBER - MARLBORO RALLY CHAMPIONSHIP - ROUND 4:

Promoted by the Northern Region Rally Consortium, the rally will cover 870 km through the Waikato, Mangakino and Maramarua areas. Entries from the Secretary, Northern Region Rally Consortium, P.O. Box 9495, Newmarket.



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.

John Falconer	Howick	Cortina
Robert Ward	Tauranga	Escort 1300 GT
Mark Maclean	Tuakau	Austin Mini
Mark Cooper	Papatoetoe	Standard 10
Malcolm Redshaw	Mt Roskill	Vauxhall Viva 2000 GT
Paul Ellis	Avondale	Cortina 1600
Paul Dalley	St Johns	Vauxhall P.B.
Roderick Stevens	Titirangi	Citroen
Desmond Stanaway	East Tamaki	Citroen
Graham Stanaway	Otahuhu	Ford Corsair 1500
Alan Shaw	Mt Roskill	Zephyr
Bryan Gore	Henderson	Mini
Rick George	Mt Albert	Triumph Herald
Richard Armstrong	Western Springs	Triumph 2000
Raymond Urwin	Takapuna	Mazda RX4
John Rolfe	Auckland	Hillman Hunter
Chris Goodson	Mt Albert	Cortina
Robyne Cheak	Henderson	Mazda RX 3
Yvonne O'Donnell	Glendowie	Escort 1100
Alison Gordon	Glendowie	Ford Anglia
Mary Sadler	Mt Albert	
Terence Cargill	New Lynn	Holden
Elaine Cargill	New Lynn	Holden

WANTED

The Club requires the services of a capable Club Member to take charge of the Pukekohe Club Circuit Scrutineering Department. A qualified motor mechanic is preferred, however someone with a good technical knowledge and an understanding of MANZ Schedule 'A' would be able to officiate in this position. Prospects of advancement to National and International Meetings.

Contact Eric Mallard - Phone 677-519 (Res) or
Ron Brown - Phone 678-739 (Res)



MID-WEEK TRIAL

25th June 1975



The June mid week trial, plotted by Bruce and Wendy, checked by third crew member Peter Batten, started at the Otaru Town Centre and drew 29 crews out on a cold miserable night. The A.S.R.'s were reasonably straight forward and eventually our start time came round. Off we went along East Tamaki Road, left at SHELL sign (passing a well known fibreglass canoe maker on the right), right at traffic lights, right into Chapel Road, aha, an unmanned check, then the odo check. As we only had miles on our odometer, we made a note of the distance and crossed our fingers that no turns on distance would occur.

Next instruction was turn left at a sign but the sign was not totally visible from the correct direction of approach so ahead we went to get ADUR. Then go left at MURPHYS RD MANAKAU CITY which was a mis-spelling. We then travelled around Stancombe Road picking up a few more simple traps and then off Ormiston Road towards Whitford. Half way up we checked out a greasy farmer's track as a straight ahead (the track was greasy - not the farmer) which rewarded us with another unmanned U turn check. Then onto a manned check who gave us our next set of instructions.

First problem here was the second instruction which said Keep Howick sign on your left. Now what they wanted you to do was go left, instead of passing the sign on your left, but my South Island friends tell me that you must keep going in an anticlockwise circle around the sign, presumably until a man comes out and gives you a delete instruction but I digress.

We went up the hill but our courage of conviction ran out and we didn't get the check. Down the mud road at Whitford to get not one but two well placed checks, then off towards the Tip. Turn into a TRIG RD sign then we had a stay on this road for 5.4 kilometers. Much multiplying and cross division gave me a long division sum that I still hadn't worked out when the delete and U-turn check came up. Then another manned check who gave instructions to get back to the Clubrooms and take twenty minutes off at Royal Oak for chicken or pizzas, but before we could do anything our radiator hose called enough and burst. After cutting the line in half and stuffing a pair of spark plugs down we got away, very late. Another wretched distance in kilometers, a straight ahead, and turn left at a sign that wasn't at the intersection. Then a follow a sign that wasn't there, down the motorway and back to the Clubrooms where, despite the delay at the Colonels, there were a lot of people eating chickens (Beware the Rooster's Revenge).

A good trial and thanks to all those who helped, particularly the manned and womanned checks out in the cold.

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Haere Tonu mai
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RESULTS OF MID WEEK TRIAL:

1st	S. Hamilton	352	15th	P. Goulter	2019
2nd	L. Shanks	388	16th	C. Hudson	2219
3rd	P. Sergent	507	17th	D. O'Gormain	2506
4th	I. Stephenson	797	18th	G. Greaves	2508
5th	D. Bone	894	19th	D. Stepeh	2521
6th	M. Finch	1103	20th	G. Peacock	2716
7th	R. Wilson	1117	21st	R. Jones	2721
8th	R. Viskovich	1256	22nd	G. Johnston	2741
9th	B. Watson	1418	23rd	R. Lilly	2759
10th	B. Grice	1516	24th	G. Hewitt	2863
11th	J. Miners	1521	25th	B. Keach	2939
12th	R. Senne	1593	26th	W. Maskell	3202
13th	G. Hutchinson	1806	27th	S. Mabbett	3374
14th	B. Milnes	1879	28th	B. Douglas	3795
			29th	K. Bowles	-

SHOUTS & murmurs

. . . Funny the way successful competitors pick up useful tips. Mike Marshall tells us that the 1972 R.A.C. Rally Film, which we have shown a couple of times at the Clubrooms, helped him a lot. During the course of promotional activities in a large Auckland department store he had to sit through this same film fifteen times in a week. His attention became focused on the suspension of all participating cars and the actions and reactions of each individual competitor's suspension. He assures us that this led him to make modifications which proved highly successful to his present Heatway winning Escort. He says that it is now just like running on railway lines. We wonder what modifications he will come up with if he ever becomes involved with a similar type film for the Railway Enthusiasts Club.



. . . Congratulations to Club Member, Fred Silk, on his recent marriage.

. . . There was an extremely large attendance at our July Film Evening. Heatway Rally drivers, Blair Robson, Rod Millen and John Woolf gave their impressions of the Heatway Rally and later in the evening after attending a previous function, Mike Marshall and John Bryson also gave their impressions.



Congratulations to

Steve Millen and John Woolf on winning the Auckland Car Club "Unofficial Team Prize" (See Rally Roundup). John Woolf received his cheque for \$35.00 from Club President, Barry Webber.

. . . At the July Film Evening the Dennis Hulme Trophy and the Bruce McLaren Motor Racing Trophy were awarded and it was wonderful to have Les McLaren present these trophies on behalf of the Club. The Denis Hulme Trophy for the most successful club member in racing this season went to Kenny Smith (see front cover) and the Bruce McLaren Motor Racing Trophy went to Don and



Rob Halliday (pictured above) for endeavour. This award to the Halliday brothers was unique in that it was the first time that the trophy was awarded to a saloon car driver and in this case because of their joint effort to the two Halliday Brothers.

. . . Drivers requiring racing numbers should apply to N.Z.R.D.C., (R. Lee), P.O. Box 3914, Wellington, giving their name and address, type of car and cubic capacity and class of racing to be compted in. Only drivers who apply will receive a permanent number for the season. A fee of \$1.00 is charged for this service. The closing date for applications is 22nd August, 1975 and the number lists will be completed and forwarded to promoters and each applicant on 3rd September 1975.



HAPPENINGS



From time to time the New Zealand motor racing scene degenerates into a sulky spoiled mood. Such moods are often the result of reading in the news media that Australia is to run a round of the World Formula One Championship. After years making such claims the Australians may have to give up such flights of fancy, for the Formula One Constructors Association have just announced that they are seeking £160,000 per round for 1976. Would it not be fair to ask those Australians concerned to put their money where their mouth is?

It appears that the New Zealand Motor Race Promoters have at last taken the logical step of adopting the British version of F5000. This allows for the accepted stock V8 engines up to 5 litres plus FIA Group 2 engines from 2750 - 4000 c.c., thus allowing the Ford Essex V6 engine in for the coming Peter Stuyvesant Series. The Australians are still having a meeting with

themselves over the issue.

James Hunt's fantastic win in the recent Dutch Grand Prix was no flash in the pan. For whilst he may not have won the French Grand Prix he did finish second, two seconds down on Nicki Lauda's Ferrari.

Graham Hill's latest recruit to the Embassy Hill Formula One Team, Tony Brise has fulfilled all the promise of his earlier racing career. In the short time Brise has been with the team not only has he placed the Hill F1 car in the front half of the grid but has also gained his first Championship point.

Whilst we may all decry the introduction of the chicanes to the Pukekohe circuit, their value in terms of safety cannot be questioned. It has been announced that Silverstone, venue of this year's British Grand Prix will have an extra few feet added to its lap distance by the installation of a chicane at the very fast Woodcote Corner. Considered to be one of the fastest corners on any racing circuit in the World Woodcote it will be recalled was the spot where Jody Scheckter caused a major accident during the British G.P. some two years ago.

Wings, to be or not to be, that is the question. After announcing that from next year on racing cars would be banned the CSI and the Formula One Constructors are to form a joint committee to investigate the subject. Naturally the move would cause great consternation as it was claimed such a move would render the work work on single seaters totally ineffective. The subject of tyre widths is also to be discussed - again.

A most interesting speaker at the Auckland Car Club July film evening was Mr John Bryson, an Australian journalist who co-drove the Alfa-Romeo Alfetta in the Heatway Rally. It seems that the gentleman in question has not heard the 'remark' "When the Flag Drops, the STOPS!" No doubt we all look forward to he and Evan Green putting in a better performance in the forthcoming Southern Cross Rally.

Many people it seems were disappointed in the low numbers of overseas competitors in the 1975 Heatway Rally. When one looks at the international calendar and sees that there are a number of top rallies on at about the same time as the Heatway throughout the world, then the number of foreign contestants was quite healthy.

FOR THAT PERSONAL ATTENTION SEE A.C.C. MEMBER TED THOMPSON FOR DYNAMIC BALANCING

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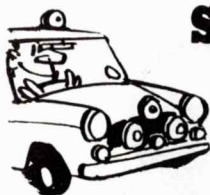
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SOUTH ISLAND VENTURE

STEVE HAMILTON

We left Auckland Thursday, June 5th, our destination Christchurch. The venue "Christchurch Star" Gold Star Trial. This was our second attempt at interpreting South Island trials as we had been down two years previous.

Anyhow one thousand two hundred and ninety kilometers and two chunders later we arrived at the Canterbury Car Club Club-rooms to be briefed about the forthcoming event. After documentation we settled down to a few social tubes with the natives, renewing old acquaintances and telling a few yarns. Talk about publicity! It was incredible. The Christchurch Star gave two middle pages to promote the trial. It also gave daily editorials on visiting crews leading up to the event itself.

The day of the trial was cold but fine as we headed out of the Christchurch Star's carpark. We requested an early number as we thought interpretation may prove difficult. It was not long before we ran into a major problem, the organiser had an instruction to go right at a stop sign. The sign was at least 20ft before the intersection so therefore you proceeded ahead looking for a STOP sign at an intersection. This was not so, the organiser required you to go right at the first sign. We kept going! - trying to prove the courage of our convictions to pick up a delete check. This check was however a lot later in the section so we ended deleting the wrong C.R.I.

We ended up lodging and winning a protest which returned us 1590 points! Their map-reading was superb, A1, well done Mr Charlie Parry. This man must be the best map-reader in New Zealand. He used every trap in the book and more. The whole map-reading section was water-tight with no complaints possible.

One of the fascinating aspects of trialling in the Christchurch area is the number of fords. One day it can be dry as a bone, the next with a bit of rain, a raging torrent. The Christchurch Star photographer was there taking photos for the Sports Paper that night and we were lucky enough to collect a centre page picture.

When provisionals were published we were placed 7th - a wee bit disappointing but certainly not disheartening. We would be back the next week.

The second Gold Star Trial was the R.A.T.E.C. trial plotted by Barry Higham, otherwise known as "Raindrops". The trial proved to live up to it's reputation as being one of the best in the South Island. This trial had something like one hundred and fifty checks! Throughout the trial a lot of use was made out of home-made signs and there was a trap on just about every intersection. Provisional placing for this event was again 7th.

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Not to be outdone and to hell with the expense, we flew down to Dunedin the following weekend to compete in the T.A.A. Gold Star Trial. This proved the highlight of our expedition and was certainly worth burning all that midnight oil. This trial, John Busch described as the most hair-raising map-reading section he has ever attempted.

Eighty-three map-reading instructions covering a total of three hours. The scenery during this trial was superb, snow covered hills, ice covered roads, trees tinged in snow all added to the atmosphere. It is at this point I must thank Ian Caldwell and his crew for giving us a tow start, as the cold had got the better of our car. The close friendship of the competitors and the willingness to help out when required was one of the high points of our trip and we would like to thank everyone concerned. It was very warming to find an open fire at the lunch break as it was cold and snowing outside. A chance to thaw out the brain and toes was very welcome. We seemed to rise to the occasion after lunch and were lucky enough to finish 1st - our first taste of victory in the South Island.

Our journey completed in Dunedin we returned to Picton to catch the boat on what must be one of the roughest trips possible! From Wellington we travelled to Taupo where we had the misfortune to blow the car up - still we got home.

Both Pete and myself would like to take this opportunity to thank our wives, Clarinda and Diana, for emptying their Cookie Jars to make our ambitions possible.

If we don't succeed this year, we will be back to chase the coveted Gold Star next year.

STEVE HAMILTON

Trials Trophy Points

L. SHANKS	63	S. PEARCE	6
D. BONE	46	P. THOMSON	5
B. SERGENT	44	R. GRICE	4
P. SERGENT	41	P. GOULTER	4
S. HAMILTON	19	J. MINERS	4
P. LEVET	16	R. WILSON	4
I. STEPHENSON	15	K. TURNER	3
P. JUKES	10	R. VISKOVICH	3
W. MILNES	10	S. ALGIE	2
J. CROMBIE	7	B. WATSON	2
M. FINCH	7	A. LEVET	1
J. KILLMARTIN	6	M. STUBBS	1

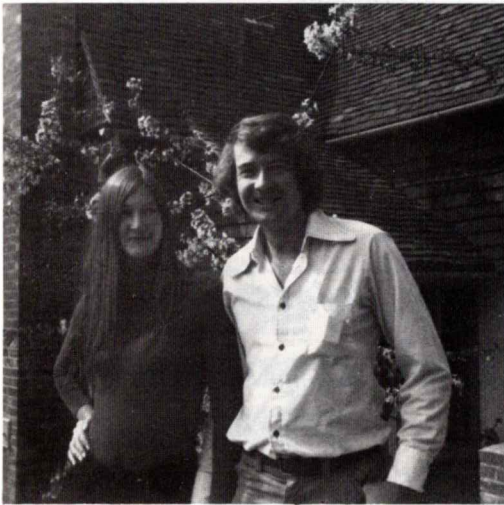
 **DUNLOP**
AQUAJET

DAVID CHILDS IN EUROPE

(Club Member, David Childs, writes on his recent trip to Europe)

We arrived in London in the middle of April 1974, after flying over via Hong Kong. This was to be our base for our European working holiday. Finding London terribly cold after the New Zealand summer, we decided to head straight on to the Continent, hoping to find some warmer weather. We bought a Thames Caravanette and headed for Paris.

It was time to move on after a week's stay in Paris. Unfortunately the van refused to start, the problem being a broken distributor and oil pump drive. At this stage I was at a loss as to what to do since my mechanical knowledge is extremely limited. As we had little 'mon' (\$) and wanted lots of fun, it meant attempting to repair it myself. After it had taken me virtually all afternoon to get the sump off, a fellow Kiwi came over and offered his assistance. This chap turned out to be Joe Wright (Graham McRae's ex mechanic) who was making his way home overland and his assistance was invaluable. If it hadn't been for his help I should think the van would still be



there today. We had to wait two weeks for the part to arrive from Britain, which turned out to be the wrong bit and THAT meant more toll calls and abuse to the firm from which we bought the van!

After being in Paris for a month, we finally got the van mobile and decided to return to Britain, sell the thing and buy a Mini Van after all, we figured parts could be got more easily all over the Continent and also Minis are much more economical into the bargain!

During this period in London we stayed with John Abbott (ex C.M.R.) whom we met in Piccadilly Circus just after our arrival in Britain. It took two weeks sitting outside Australia House to sell the Thames (Van, that is).

Then a 1000 c.c. Mini Van and tent were purchased and we were off to the Continent again! Our trip took us through France, Spain, Portugal, Morocco, back to Spain, France, then across the top of Italy and down through Yugoslavia to Greece. We really loved Greece. The van was left in Athens while we toured the Islands and slept on the beaches.

After a month's stay in Greece, we shipped the van to Brindisi in South Italy and did a fairly quick trip through the South of Italy. Because we had made arrangements to have money

waiting for us in Rome and the old finances were getting low we wanted to get there as quickly as possible. (We had five pounds and a few petrol coupons left after our arrival in Italy.)

Florence was our next stop after leaving Rome. Now the finances were a bit healthier, it meant I could purchase the odd beer. I was sitting in the garden bar of the camping ground when I was grabbed from behind and hears"Childs! What the hell are YOU doing here?" It was John (Piggy) Dare. He was working as a courier and travelling mechanic for Atrek Travel, a camping holiday firm.

Next we stopped at Venice after a trip to Pisa. At the camping ground in Fuscina (just out of Venice) there was a big festival in progress where wine was free. I think every Kiwi and Aussie in Europe was here using it as a practice for the October Fest in Munich.

From Venice we headed for Munich via Austria. We wanted to be in Munich for the opening of the October Beer Fest. It was fantastic, but very expensive. Therefore, after staying in Munich for ten days we decided to head straight back to Britain, arriving about the middle of October.

The little Mini had done it's job very well. We did just over 10,000 miles, only had one grease and oil change, put four new tyres on it and, in all, it let us down only once when it broke a fan belt.

We decided to work in London till the New Year and then go to Austria for a month's skiing. We worked in a restaurant in the West End, Hilly as a waitress and myself as a wine waiter.

During this time we went to Brands Hatch whenever our days off coincided with motor racing there ran into Terry Baker and Steve Horne there, too.

On New Year's Day we left for St Anton, Austria, for a month's skiing. We then went to Italy again to stay with some friends in Viareggio (about 40 miles North of Pisa). During our stay there the second biggest carnival of its kind in the world was in progress. The floats in the parade were huge. (Higher than the average two storey house). It was really colourful.

From Italy it was back to the West End Restaurant scene again to earn some money. Hilly then discovered she was pregnant so we decided to work in the restaurant another month, then do a quick trip around Britain and after that return to New Zealand.

We flew home via Los Angeles and arrived in Auckland just over a year after our departure from the Antipodes.

DAVID AND HILLARY CHILDS



NOTICE

A group of enthusiasts are forming an Association for Production Sports Car Racing, to organise, through the existing Clubs, races for production and modified production sports cars. Anyone interested in joining this association are asked to contact M.J. Andrew, 95 Aranui Road, Mt Wellington, Phone 598-488 (Res).

FORMULA FORD~

First Impressions

RAY WILLIS

After last football season, without playing and regular training to keep me occupied, I thought that my spare time could be best utilised by getting personally involved with a racing car of some sort. Although having had no previous connection or interest in Formula Fords my involvement and enthusiasm grew rapidly and in early December I purchased the ex Mary Carney Titan. A vast difference from the 1954 Morris Minor I have hillclimbed for the last couple of seasons.

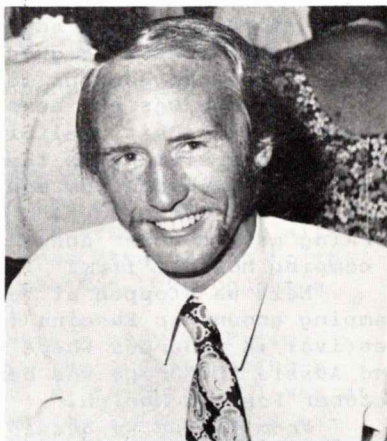
At a private practice session at Pukekohe I experienced my first drive on the full circuit in a Formula Ford and became very impressed and very intrigued as the day progressed.

Driving in the supine position was most unusual. The gear lever...., here it is on the wrong side of the cockpit. It is a short lever and there is no synchromesh. After starting off and accelerating the most obvious feature was how responsive the car seemed to be and the dominant impression the front wheels appeared to have. They protrude into your direct line of vision from the cockpit and seem to bounce and move all over the place. Although this seems excessive it must nevertheless be prevalent in a road car too but is never seen by the driver and is therefore less apparent than in a single seater.

At a club circuit meeting later in December I was fortunate enough to encounter another Formula Ford driver who was acquainting himself with his car and we had several close races. I found these races most enjoyable but above all they boosted my confidence a bit and made me aware of the necessity to be constantly improving on previous performances.

It soon became apparent to me that to extract the most performance from the car I had to be in a positive or progressive frame of mind. By this I don't mean that one should be psyched-up or anything like that, but being determined to improve on previous lap times and know that I could improve on those times.

Before my first National Meeting I endeavoured to arrange some sponsorship for the

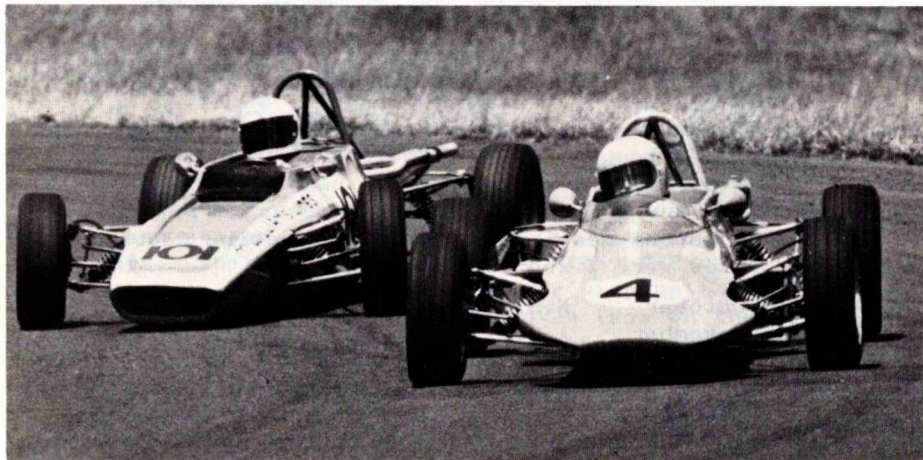


remainder of the season, and fortunately this was forthcoming from McWilliams Wines and Easy Products Limited. I am extremely grateful to these two companies for their assistance. Motor racing had always appeared to me to be both demanding and expensive but I never envisaged the costs and time involved in preparing a car could be so great. After all in a field of twenty-eight or thirty cars I was only about 19th or 20th in grid positions and other quicker drivers would have had greater expenses than me so sponsorship no matter how great or small is virtually imperative.

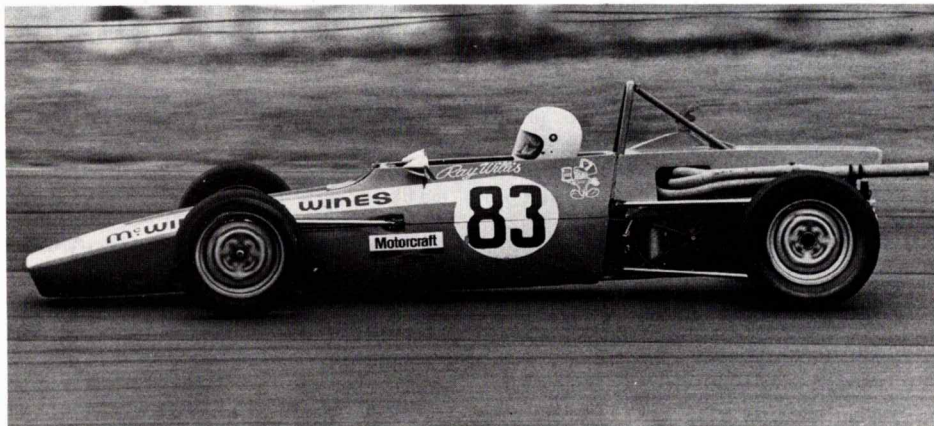
The Baypark meeting at Christmas time proved to be very enlightening and most beneficial to me in that I became more acquainted with the car and learnt more about suspension settings, etc. However, during our second race that day I made another acquaintance, the fence at Tappenden's Turn. Apart from knocking off the left front suspension, breaking a shock absorber and nearly giving my spectator mother a heart attack, damage was minimal.

I have found Baypark a comparatively uninteresting circuit really because the corners are all constant radius and lack variety, whereas Pukekohe has the hairpin, two chicances, and fast corners like Champion Curve. Manfield, on the other hand is tremendous to drive on and is obviously my preference.

I can recall once at Pukekohe as I was following another car into the Shell Chicane he got halfway through the chicane and careered off onto the inside. My immediate thoughts were "What on earth made him spin off like that?" Whereupon upon exiting the chicane the rear of my car spun around and I spun off onto the grass on the outside of the circuit. Having ended up facing the direction from which I had come I saw a flag marshal clambering onto his earth embankment exuberantly waving a red and yellow oil warning flag. There was more oil about than the Tiri oil rig will ever find.



Incidents like this are not frequent and are usually discussed and joked about by most of the Formula Ford drivers after a race, at which time it is not uncommon to hear of someone having climbed up over so-and-so's wheel while braking



for a corner or taking to the grass to avoid hitting someone else.

My impression of Formula Ford is that it is an extremely competitive class of racing. Irrespective of how fast or slow you are, there is always some other competitor who is prepared to dice with you for tenth place or even twenty-second place or wherever you might be in the field.

I treat motor racing as an interest and obviously derive from it tremendous satisfaction and enjoyment. Car preparation is viewed similarly. I am grateful to Doug Reid for his invaluable assistance in this respect throughout the season. A season which to me has brought many new friends, an intensified interest in motor racing and a fantastic amount of pleasure.

RAY WILLIS



Bardahl Interclub Hillclimb Series

At the recent meeting of Bardhal promoting Clubs the following dates were fixed for hillclimbs:-

19th October	N.S.C.C.	Cosseys Farm, Drury.
9th November	A.C.C.	Venue to be advised
7th December	H.C.C.	Hungry Creek Road
14th December	P.C.C.	Bright Road, Waiuku
21st December	A.U.C.C.	Anderson Farm, Albany
18th January	M.G.C.C.	Baldhill Road, Waiuku

The Triumph Sports Car Club have been contacted and their date will be advised when received.

It was hoped that shifting the dates forward so as not to clash with the start of the Rally season would help to get more Clubs enthusiastic in the series.

Graham Spear reports



I have just returned to Auckland from servicing the 1975 Heatway Rally with Cibie lighting. Gone are the days when I was the only person running a lighting back-up service, in this year's rally there were no less than four lighting service vehicles from four different firms. This year's Heatway Rally was more a test of driving skill than a fatigue and endurance test as some of the past events appeared to be and I think the competitors were pleased because of this. The first three places in the Heatway Rally were filled by Aucklanders, Mike Marshall, Steve Millen and Rod Millen and all three drove brilliantly to even finish this tough event. As there will probably be several photographs and articles on the Heatway either in this Bulletin or next month's, I will go off on a different track.

Rumours seem to abound and change as they are passed around. A classic example of this is that after a report that a marshal from Control Group 7 hit and killed a stag, damaging his radiator and front mudguard, a rumour then started that Mike Marshall had hit a deer and damaged his car. The spread and coverage of this rumour was unreal. Another rumour had Rod Millen 11 minutes in front of Mike Mashall and this really got the Ford Team moving. I think they sorted this one out quickly and avoided the ridiculous growth and changes that rally rumours seem to generate.

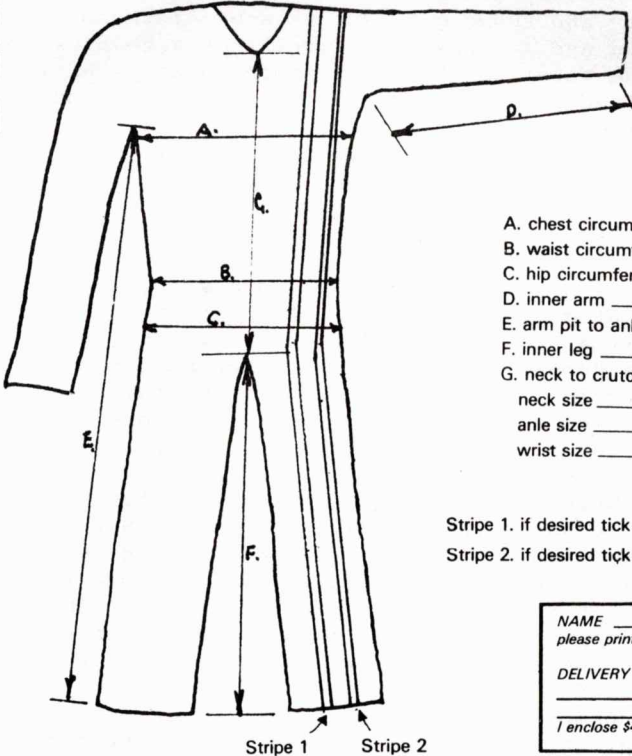
TV 1 film men purchased a 100 Watt Super Oscar long range rally light from me to which I had fitted a handle, switch and eighteen feet of wire with clips so it could be fitted to the car battery. This was for filming at night but proved a little spotty and I later changed the lens to a driving type. They seemed quite impressed with the light, particularly when driving as the passenger sat inside the car and shone the light out onto the road ahead.

I booked my accommodation through the Heatway Rally organisation and stayed at the Travelodge in Rotorua for the first three days. This was really mighty. They fed us well and their Smorgasbord meals were fantastic with up to five different cuts of meat straight from the oven (ham on the bone, beef, mutton, pork and corned beef), hot crumbed chicken portions, fish, prawns and all the other things that are normal with a Smorgasbord meal. I think I over-ate during my stay in Rotorua but the discomfort was worth it and I would recommend the Travelodge in Rotorua to anyone. On the fourth day I stayed at the Consolidated Motor Inn in Napier. This was reasonable. I had $5\frac{1}{2}$ hours sleep, got up and has a Smorgasbord meal but even though I entered the dining room at 12.35 p.m., several of the plates were empty and although Mr Anderson of Griffiths Equipment recommended the Pizza pie, I didn't even see the empty

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pizza plate on the table. I could see that to get a good meal at the Consolidated Motor Inn I should have fitted racing shoes and raced into the dining room dead on 12 noon. I finished my meal carefully watching for replacement plates to arrive but dipped out. I then went and paid the bill and got the fright of my life - 9½ hours stay and one meal for two at the Consolidated Motor Inn cost \$39.50. I think the Heatway booking organisation should notify people booking through it before hand if this type of expense is to be incurred in a ten hour stay. If all the accommodation and meals for eight days were as unfair as this it would cost almost \$400. On the fifth and final day I stayed at the Hotel St George in Wellington and this helped me to recover from the Napier shock as this hotel is very good with colour T.V. in our room and all the mod cons. Meals were excellent and I ate well. I was at the St George Hotel for 24½ hours, had two meals and paid half the price of the Consolidated Motor Inn.

I suppose this sounds like a wine and dine article but because I am travelling and staying in different places around the North and South Islands I tend to compare places and change accommodation in each town until I get the best value for money.

I arrived back in Auckland and went straight to the Auckland Car Club Clubrooms for a quick refreshment before going home exhausted. However, when I got home I seemed too bright to go to bed so sat up and talked over a few drinks until 2.30 a.m. Perhaps one gets used to the odd hours of eating and sleeping during the Heatway Rally.

GRAHAM SPEAR

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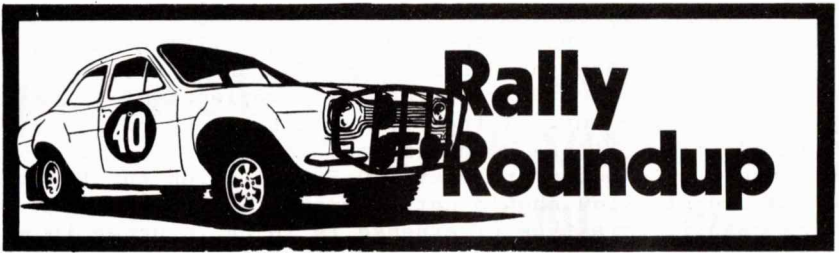
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1975 HEATWAY RALLY:

No doubt about the great effort by Mike Marshall and crew to take this year's event by a handsome thirteen minutes. Steve Millen and Robin Weiheipana drove to an incredible second place with little brother Rod Millen and Mike Franchi a terrific third. I won't go into the details as you'll be hearing about the rally for the next twenty years - and some!!!

The Auckland Car Club can only be proud of it's boys for taking the Teams Prize and having five of it's entrants in the first ten. For those who haven't heard, the Club tried an experiment which was organised by Ron Brown and myself at rather late notice. Rather than enter about four teams at thirty bucks a shot, we only entered one, which comprised:

Mike Marshall/Arthur McWatt	- Escort RS 1600	1st
Rod Millen/Mike Franchi	- Mazda RX 3	3rd
Blair Robson/John Rolfe	- Escort RS 1600	9th

For the rest of our members competing, we ran a competition which saw a ballot arranging them into six teams of two cars. The highest team to finish received \$70.00 from the Club which was presented at the last film evening. The extremely worthy winners of this award were Steve Millen (2nd) and John Woolf (6th) while our "official" team entry came away \$300 richer, thanks to Heatway!

Congratulations are also due to Howard Collier and Colin Webster who won the consolation event in their Datsun 1600.

I would like to thank, on behalf of the Club, all the crowd marshals at the Maramarua Forest Special Stage who, under the guidance of Graham Hill, did such a great job in controlling the large crowd in near pitch black darkness. Up to 500 spectators were seen on one area of road alone!!!

The night before scrutineering for the event an evening was held by the Rally Pilots Association for competitors, crews, etc. During the course of the evening the Manager of the Great Northern Hotel, Bob Henderson, was presented with a large photo mural of Roddy Millen in action. Bob has been a good friend of the Rally Pilots in his co-





operation in supplying facilities for the various meetings and functions. This particular function was well represented and proved most enjoyable for those who attended.

1975 REIDRUBBER RALLY - 6TH SEPTEMBER:

Once again Reidrubber will be sponsoring the Tokoroa Rally promoted by Northern Sports and Tokoroa Car

Clubs. The event has a total distance of 360 km of which 300 km will comprise special stages. The rally will start at Tokoroa at 10.00 a.m. and finish there at approximately 8.00 p.m. with scrutineering at Tokoroa on the Friday night and a prize-giving immediately after the event.

I have been advised that none of the slushy roads used in the Heatway will be used as the rally has been slightly re-routed to avoid these. Entry forms are available from The Secretary, 1975 Reidrubber GT Rally, P.O. Box 6954, Auckland. Entries close with the Secretary on 16th August.

A total prizemoney of \$650 has been offered as well as a host of trade prizes. A good idea the promoters have introduced is a prize of \$5.00 to the fastest car in each class on each special stage, thus spreading the prizelist a bit more evenly. This rally is NOT to be missed.

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

This 24 hour, 850 km event is really going to sort the men from the boys - it is a really tough rally with all types of surfaces imaginable.

Division One starts in Hamilton on the Saturday afternoon and proceeds with three lengthy special stages through Kawhia, Waitomo and Awakino to finish in Pio Pio for a meal.

Division Two is real tough and uses a couple of closed roads, one of which is partly grass at one point and proceeds to a couple of stages of the Pureora Forest, the second of which contains the smoothest to the roughest, to the tightest, to the fastest, to the funniest roads possible in New Zealand rallying - in fact this stage even runs the full length of an aerodrome strip - at midnight!!! From Pureora there is a short service break and then off to the Whakamaru Forest for a toughish stage and then to the longest stage, in the Mamaku Forest - approximately 80 km long. The division then uses a private forestry road and finishes in Tauranga for more munchies.

The third division is a relief after the second with a stage of the Athenree Forest, then to the Matahuru Gorge Road. The last of the loose metal will be with two stages at Maramarua and "yumps" time.

There is a final special stage in the heart of Auckland but we won't say where - but take it from me - it's a real honey!! Wait till next month's bulletin.



Mike Marshall relies on Superford Service

"I depend on Ray Stone and the Superford Division of John W. Andrews for all my competition performance equipment — not only when I build up a new car but also for those inevitable breakages that occur during a tough event.

I have always received invaluable technical assistance from Ray Stone and his team and, together, we have solved many technical difficulties. This has contributed greatly to my success.

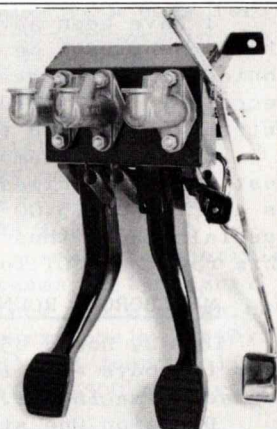
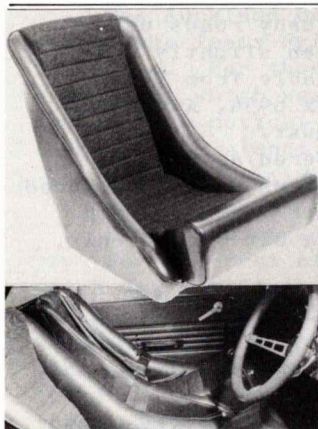
It goes without saying that I have secured Superford service support again for this season and I will be depending on their back-up service and maintenance en route in the rallies. From experience I know I can expect the highest possible standards — it'll be a great team."

Mike Marshall

3 FOR THE ROAD from SUPERFORD

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A roll cage is one of those things you hope you'll never need. But when you need it it's got to be right. Developed and built by Superford specifically for Escorts, this cage does the job if its needed. Fully complies with MANZ schedule 'A'. On top of this it adds a great deal of strength to the car and, in this context, improves handling capabilities.

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Paul Fahey and Mike Marshall, who have tried and proved our equipment. When you set out on a major modification programme please feel free to contact us for advice and practical assistance. You may find us a little conservative in our approach but we guarantee the best options suited to your budget.

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Superford Division
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All in all, 15 special stages and the finish in Auckland with a mighty do that night.

Anyone who can assist the organisers with the loan of a tent and/or caravan for the event, please contact me (Kevin Lancaster) at phone 657-088 (Home) or 592-185 (Business). Furthermore, anyone who can assist with marshalling, contact me also, or send off the application form enclosed in the June Bulletin.

GENERAL:

Last month I promised an investigation on some clubs making navigators be members for some closed club rallies. Unfortunately I have been too tied up with Heatway Teams, Consortium Rally and a touch of bronchitis to do the job properly, however, I will endeavour to do so within the next few articles.

KEVIN LANCASTER



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STRAIGHT AHEAD



Well there are certainly a lot of events coming up this month now that the annual Heatway is over. I am not quite sure why but it seems that no one is prepared to put on an event that falls anywhere near to the Heatway which results in a whole swag of events concertinaed together on either side. By the time you read this you will be preparing for or recovering from the Shanks organised Rotorua Weekend Trial. Later on this month, the 23rd to be precise, we have our round of the Mercury Trophy Series, the Spring Invitation, which is being organised by Spencer Pearce and John Kilmartin. Needless to say they have got very receptive ears and they would like to hear from anyone who can assist with doing checks on the day. Yours truly is hoping that Auckland members will again repeat last year's winning effort and add to our now notorious last minute burst for Mercury points.

As I write this I am waiting results of the M.G. Octagon Trial. Not quite sure what has happened to the results but heard on the grapevine that Hamilton's crew continued their winning way and helped make this another A.C.C. win. If this is so, then A.C.C. have 39 Mercury points but we can be sure that our friends from Auckland University and Auckland Rallies and Trials Car Clubs won't be more than four or five points behind. Final Mercury round will be than of Thames Valley Car Club and will be held on the 13th September. If this trial is half as good as last year's effort, it will be more than worth going to.

Final Gold Star Trial of this year will be on the 16th August run by the Waikato Consortium and I believe is in the very capable hands of Roger Croft.

Have been quite busy this last month. Was called on to check a trial in Hawkes Bay. On the way south I met Hamilton and Busch, who were nursing a very sick car, but were nevertheless very happy to have just won the Triumph Automobile Association Gold Star Trial in Dunedin. It's a long way there and back as their gearbox attested. However, they did fix it to good effect as their first place (unofficial) in the M.G. Trial proved. However, only a couple of weeks later on their way South to check the Tyliss Trial, the gearbox and engine both said "enough"! However, Steve, his Bank Manager permitting, will be in action for the Craik Motors and the Waikato Gold Stars and we hope that Steve will be Auckland's first (?) Gold Star winner.

G.R. 005



KEN ELDER IN AUSTRALIA



After talking to Barry Webber on my first visit to the Clubrooms in some eighteen months, Barry's enthusiasm in my writing another article for the club magazine was evident. I was a little apprehensive of writing an article as I thought that some members may think it a duplication of the 1974 effort.

The 1975 Six Hour Relay Race at Oran Park was in fact very different, insofar as the Honda Car Club of New South Wales, of which I am a committee member, decided to enter a team of five cars consisting of one L.C. Torana 3.1 litres, one 105E Anglia 1650 c.c., one MK I Cortina 1760 c.c., and two MK I Honda S 800 Sports 818 c.c. and 845 c.c.

As a team we contested the under 2 litre handicap division. Two weeks before the race, private practice at Oran Park was in order to organise team starting positions, running in new motors, fuel consumption tests and finally all our lap times. We suffered one casualty with the Cortina blowing it's motor. So now with a team of four we presented ourselves to the scrutineer, and all were O.K.'d.





The morning of the race was dull and overcast. Competing cars were driven or trailered to the track. What a disaster! The rain came down in buckets, Oran Park was awash, a sea of oozing, greasy mud! Fortunately, a couple of four wheel drive vehicles were available and operated a shuttle service towing tow-cars and trailers to the Pits.

The drivers' meeting over, and the race still on, pit crews worked hurriedly to fit wet tyres to competing cars. I had borrowed a set of Bridgestone RD 102's kindly supplied by 'Mascot Bridgestone'. The race started at 11.40 a.m. with an Indy type rolling start and spray from twenty cars rose above the track as if it were a speedboat race. For Honda Car Club the Torana was the starting car and with a much modified motor showed a clean pair of heels to a majority of competitors. Fifty-four laps later the Torana was brought in for our first change. An S800 Honda 818 c.c. belonging to the Club President took the Torana's place and was keeping up very well with the Torana's lap times.

Some twenty or so laps later, with the rain teeming down, the Honda pitted. Wet ignition forced its retirement and so not it was my turn. After the sash had been changed I was off, all 845 c.c. of screaming Japanese slant eyed engineering excellence. After carefully navigating a very wet Oran Park for some twenty laps, I overdid it at Torana Corner and spent 4 minutes 20 seconds stranded on the infield until a kind flag marshal pushed me out of about eight inches of mud. I finished

my first fifty laps without any further problems only to find out that our fourth team member had to withdraw his Anglia due to insufficient tread (nil) on his tyres (slicks). He was unable to find suitable tyres so it now reduced the Honda Team to three cars. So out went the Torana to complete his hundred laps of our handicap.

With the President's Honda S800 not behaving at all well well he took the Torana's place while I refuelled the car and gave it a general check over. Interested Club members and drivers' girlfriends/wives saw to the food department and made sure that we were fed.

For the last two and a half hours my little Honda S800 circulated Oran Park with never a murmur, only the high pitched scream from the exhaust which changed it's tones as the revs fluctuated from four to eleven thousand. With the aid of my factory five-speed close ratio gearbox, I had a gear to suit most occasions. Apart from a loss at Torana again and a 1 minute 40 seconds time lost, I restrained myself from any 'Kamikaze' type tactics. The race finished at 5.40 p.m. with Honda Car Club taking first place on handicap, only a half a lap in front of the second place-getter; team effort being the overall winner of the day. KEN ELDER

EXIDE TROPHY

The following Exide Points are up to and including the Mid-Week Trial held on the 25th June 1975:-

L. SHANKS	27	D. BONE	14
S. HAMILTON	19	P. SERGENT	13
I. STEPHENSON	15	M. FINCH	11

10 POINTS - P. JUKES, C. PARKINSON, R. HARRINGTON, D. HALLIDAY, G. MORRIS, R. WILLIS, G. McCRYSTAL, G. CAMPBELL, R. STONE, B. KIDD, S. EMSON, R. MILLEN, B. SERGENT.

8 POINTS - J. HARVEY, T. McLEAN, P. ROBINSON, W. BLAKEMORE, K. CROKER, K. STONEMAN, K. STRAHAN, G. LANCASTER, A. BAKER, R. HANLEY, B. ROBSON.

7 POINTS - J. CROMBIE

6 POINTS - J. KILLMARTIN, N. BEGOID, J. PEARSON, G. CRAWFORD, B. WHIPP, G. OGG, I. PEACOCK, M. MOORE, F. ROACH, G. McGREGOR, C. SMITH, S. PEARCE.

5 POINTS - P. THOMPSON

4 POINTS - N. LOWIE, W. PAINTER, D. SMITH, R. CARN-BENNET, C. REED, P. GOULTER, M. COX, M. MICHAEL, R. COMER, J. RICHARDS, J. MINERS, R. WILSON, B. GRICE.

3 POINTS - K. BURNER, R. VISKOVICH

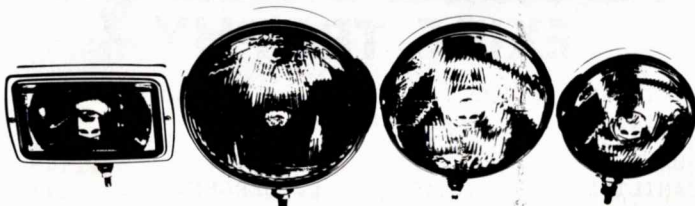
2 POINTS - S. ALGIE, M. HANNELL, R. BICKERTON, L. MAY, P. HONG, L. EVANS, K. LANCASTER, J. DONALD, B. WATSON.

1 POINT - A. LEVET, M. STUBBS



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AFRICAN RALLY SCENE



Except for Safaris of nearly a decade ago, when 404 saloons used to win regularly, Peugeot can hardly be said to have a rally winning car coming off its production line. But development of the 504 has so progressed in the past few years that the car is now sufficiently robust to keep up with, and even beat faster cars of more pronounced rallying pedigree - at least on the rougher endurance events in which sheer performance is not all that counts. In Morocco, Peugeot brought off its second World Championship win of the year when Hannu Mikkola and Jean Todt took first place in their 504 saloon.

The rally was based at Casablanca, where all the formalities took place. The first leg of just three hours duration took in one special stage between Casablanca and Rabat, where there was an overnight stop prior to the start of the rally proper. There was a reshuffling of the start order at Rabat based on the results of the first stage.

After Rabat, the rally progressed into desert regions, with two short stops at Fez and Agadir and a long one at Marrakesh. In all there were only nine special stages, but they varied in length between 76 km and 786 km.

On the first stage, Darniche's Fiat had a puncture and decided to continue on the rim until the diff gave out. Aaltonen's Ascona went onto three cylinders, which was cured when a broken rocker was replaced.

Makinen had a moment on the second stage when he jumped his Peugeot and landed squarely on its nose. Fortunately, it fell back on its wheels and he was able to continue. Makinen was also having some sort of fuel trouble, and at anything over 150 km between refuelling points, starvation was causing a misfire, but he was still holding third behind Alen's Fiat and Mikkola.

Local man Deschazenux holed the radiator of his Citroen, but emptied a packet of red pepper powder into the filler cap and the sticky congealed mess served to block the hole until he could get the radiator changed.

The Tizi n'Test special stage from Marrakesh to Agadir ran through the twisty mountainous route and was part seal and part dirt. It was expected the Fiats would take minutes off the Peugeots on this 87 km stage. Alen was fastest by two minutes from Makinen and Mikkola on 59 minutes. Waldegard's Fiat took a further three minutes, but this included two stops for punctures.

Next came the 786 km Transmarocaine stage across the desert from Bou Izakam to Rissani via the oases of Tata, Foum Zguid and Zagora. Service cars were situated at the oases and other small settlements along the stage. Makinen stopped to

change a puncture, and Alen passed him. He didn't stay in front for long, the Fiat jumped heavily into a drift, landed on a rock and caused an oil leak which also stopped the engine. The engine was so badly damaged that he could not continue.

Cousteu landed his Peugeot hard into a dry river bed and he was lucky to only bend a wheel on a boulder. Waldegard also landed in a dry river bed and although he continued, the bent prop shaft caused the drive train to give up altogether.

Makinen was fastest on this stage at 7 hours 50 minutes. Next was Mikkola 15 minutes behind and only Cousten and Neyret were under 9 hours.

On the last 205 km stage when Makinen had victory within his grasp, the Peugeot broke a drive shaft. He eventually managed to relay a message to the mechanics who put some new parts on the next car to start the stage and the crew obligingly dropped them off when they arrived at the stricken Peugeot. The whole operation cost Makinen $4\frac{1}{2}$ hours and dropped him to fifth place.

1st	H. Mikkola/J. Todt	(Peugeot 504)
2nd	B. Consten/G. Flocon	(Peugeot 504)
3rd	R. Neyret/J. Terramorsi	(Alpine Renault 110)
4th	J. Deschazeaux/J. Plassard	(Citroen DS 23)

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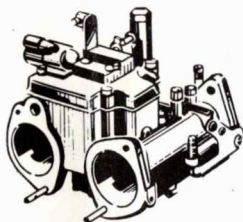
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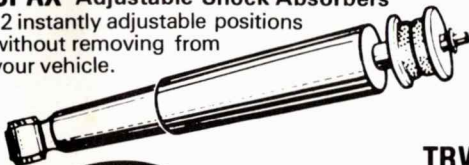


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