

SEPTEMBER 1975



# BULLETIN





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— BULLETIN —

# AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland.

## CLUB OFFICERS

### PRESIDENT:

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

### VICE-PRESIDENTS:

L.F. Rankin,  
Phone 84-164 Papakura,  
3 Arthur Place, Papakura.  
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,  
HSN 38-335

### CHAIRMEN 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  
HSN 38-335

Building : M.H. Lawson,  
7 Devon Road, Bucklands Beach.  
Phone HWK 42934  
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



JUDY HANBURY/ADRIENNE FENWICK IN THEIR WELLA MARINA COMPETING  
IN THIS YEAR'S HEATWAY RALLY. PHOTO : Wallace Cole - P.O. Paremoremo

## COVER PHOTO

THE ALAN CARTER/RODGER FREETH ENTRY ON THEIR  
WAY TO A CREDITABLE SECOND IN CLASS PERFORMANCE IN THE 1975  
HEATWAY RALLY.

ARTHUR BAYNES PHOTO



# 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.

## 17TH SEPTEMBER - WEDNESDAY EVENING - TRIALS INSTRUCTION:

Another map reading exercise on the Pukekohe map - N47 Pt 46 3rd Edition 1974. Starts at 7.30 p.m. at the Clubrooms. As a follow up, the theory of tonight will be put into practice on Saturday. As the map required is a new edition, anyone requiring a copy should ring Peter Batten, 594-874 before Wednesday.

## 18TH SEPTEMBER - 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.

## 20TH SEPTEMBER - SATURDAY EVENING AND DANCE

To be held at the Clubrooms 8.00 p.m. to midnight. Good Band. Admission \$1.50 single.



20TH SEPTEMBER - SATURDAY AFTERNOON - CLUB TRIAL:

Starts at New Zealand Motor Corporation, Papakura at 2.00 p.m. This will be a follow on from the instruction evening where the map reading theory will be put into practice and use the same roads. Map required N47 Pt 46 Pukekohe 3rd Edition 1974. Also a clock. Plotted by John Busch and Peter Batten.

21ST SEPTEMBER - SUNDAY HILLCLIMB - 1ST ROUND CLUB CHAMPIONSHIP

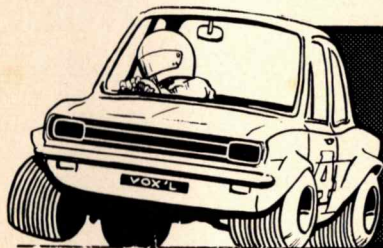
Chamberlain Road, Bombay. Classes : 0 - 1000 cc, 1001 - 1300 cc, 1301 - 1600 cc, 1601 - 2500 cc, 2501 cc and over, plus sports cars and single seaters. Entries on the day between 9.00 a.m. and 10.00 a.m. Entry Fee \$2.00. Current Membership Card, Competition Licence, Driver's Licence. Also required, approved safety helmet, fire extinguisher, overalls, etc. Under 20 year olds to have entry form (available from Clubrooms) signed by a parent or guardian.

24TH SEPTEMBER - WEDNESDAY EVENING - MID WEEK TRIAL:

Starts 6.00 p.m. at the Clubrooms. Please bring a sealed clock. The Bistro Bar will not be open at the finish but provision will be made to purchase tea at the end of the event.

5TH OCTOBER - SUNDAY AFTERNOON TRIAL:

Starting at 1.00 p.m. at the Clubrooms, the trial will last approximately 4 hours to finish back at the Clubrooms. Essential map N37 Helensville, 3rd Edition 1973 required. Plotted by Ray Wilson.



**OPEN &  
INVITATION**

6TH SEPTEMBER - SATURDAY - REIDRUBBER G.T. RALLY:

Promoted by the Northern Sports and Tokoroa Car Clubs, this invitation event will run through New Zealand Forest Products Forest at Tokoroa.

6TH SEPTEMBER - SATURDAY - NATIONAL OPEN TRIAL:

Promoted by Victoria University Car Club, the Zyliss Midnite Trial is an 11½ hour event starting at Taihape at 12.30 a.m.

7TH SEPTEMBER - SUNDAY - MANFEILD RALLYCROSS:

Manawatu Car Club are promoting another rallycross at their new Manfeild course. Entries available from the Secretary, Manfeild Rallycross, P.O. Box 1959, Palmerston North.



13TH SEPTEMBER - SATURDAY - MERCURY TROPHY TRIAL:

This round of the Mercury Trophy Series has been cancelled. This was to have been organised by the Thames Valley Car Club.

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 cc, 1201 - 2000 cc, 2001 - 2400 cc, 2401 - 4300 cc and 4301 cc and over. Prize money totals over \$5,000.

21ST SEPTEMBER - HILLCLIMB AND BENT SPRINT:

Promoted by the Pukekohe Car Club this event will be held at the Ridge Road Farm, Pokeno. The venue will be sign-posted from the top of the deviation. Entries on the day from 8.30 a.m. to 9.30 a.m. but NO late entries will be accepted. Further details from the secretary of the meeting, Mrs K. Hull, P.O. Box 174, Pukekohe. No rally grips, mud grips or any other grooved tyres will be allowed on the bent sprint circuit.

27TH SEPTEMBER - SATURDAY - MARLBORO RALLY CHAMPIONSHIP - FINAL ROUND: Promoted by the Northern Region Rally Consortium, the rally will cover 870 km through the Waikato, Mangakino and Maramarua area.

4TH OCTOBER - SATURDAY - INVITATION TRIAL:

Northern Sports Car Club have invited Auckland members to enter their Enthusiasts Trial which will start at 10.00 a.m. at Mangatawhiri. Map N53 pt 54 and a sealed clock will be required. Duration approximately 6 hours.

5TH OCTOBER - SUNDAY - GRAND TOURING SALOONS LONG DISTANCE RACE SERIES - LEVIN - FINAL ROUND:

The final round of the winter series catering for production saloons including E49, GTHO and XUI's are eligible.

11TH OCTOBER - SATURDAY - OPEN TRIAL:

This trial, promoted by the Rotorua Car Club, is the one that was set down for the 23rd August which had to be postponed. Entries from the Rotorua Car Club, P.O. Box 365, Rotorua.

12TH OCTOBER - SUNDAY - ROTHMANS NATIONAL MOTOR RACES - PUKEKOHE:

Promoted by the Auckland Car Club, events include the first round of the new ShellSport Championship for modified saloon cars, Formula Vee Championship and Formula Fords. Entries available from Eric Mallard, C/- P.O. Box 11-129, Ellerslie. Entries close on Thursday, 25th September, at 12 noon.

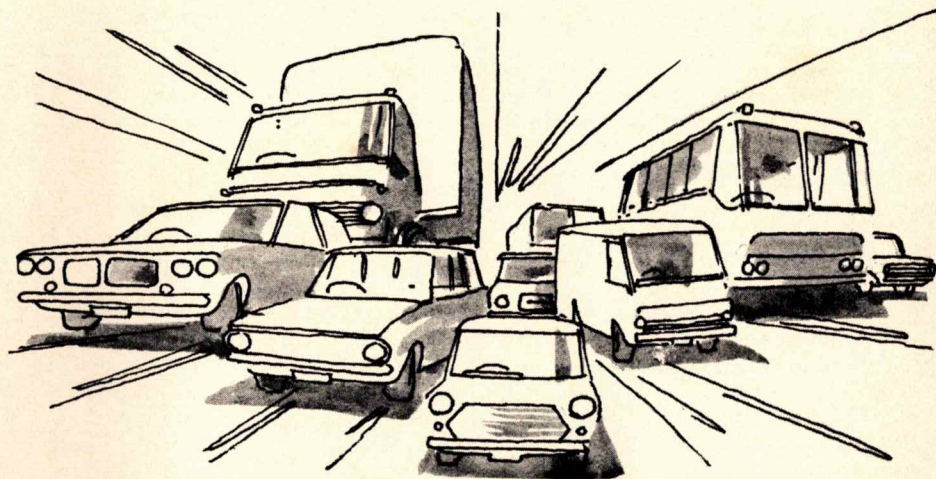


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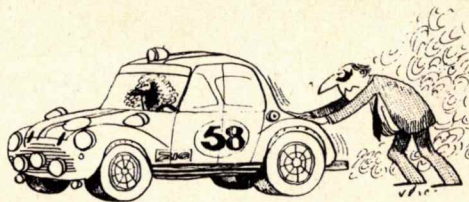


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# MID-WEEK TRIAL

23rd July



It was with some apprehension that we set forth on Peter Sergeant's Midweek Trial and this feeling seemed well founded when, on leaving the motorway at Te Atatu we encountered a manned check giving us a blank. We were later to find out that we hadn't missed anything. However, this little trick certainly served its purpose in giving us a false impression of the complexity of the trial and causing us to waste precious time checking out the next few instructions only to find that they were quite straight forward. Talking about time, this was forgotten about for the whole trial after we encountered the odo check on the motorway giving an official distance of only 4.3 km when our odo read about three times as much. A pity about this mistake as the lack of timing resulted in several equal placings in the results.

The trial comprised a number of fairly short sub-sections contained in a compact area which resulted in there being checks all over the place, a fact we discovered while checking out our previously mentioned false impression. At one crossroads where we had an overriding go left, we noticed a check straight ahead, another behind us and a third (manned this time) to our right. The courage of our convictions prevailed and we went left, hoping we would get the three checks at later stages. This was to be the case, although we did encounter one fairly well known triallist, the owner of a written-off Escort, who had tried the manned check a little earlier than he should have and had received about 12 blanks! Anyway, this sort of thing kept the trial very interesting and we successfully negotiated several sections with overrides including a very good "backwards" section and a short scenic drive through Kauri Road, in the right direction since the sign at the first end did not exist. In fact, on further reflection, the sign at the other end shouldn't have existed either but if you thought that at the time you would have got an off-course check.

After this came the contentious issue that involved us in considerable argument at the end. We were instructed to "Pass Kelly Road" and the Kelly Road sign was illegible from our direction of approach, a fact that according to the organiser made the instruction impossible. For the following reasons, this is definitely not so:

1. Appendix T states that signs facing opposite to your direction of approach cannot be quoted. The instruction is not quoting a sign.
2. By looking backwards as you passed through the intersection you could read the other side of the sign.



Four instructions earlier you had just come out of Kelly Road so you must have known you were passing that road unless you have a hopeless memory, in which case you shouldn't be trialling.

Well, that was my reasoning and it was finally and rather grudgingly accepted at about 11.30 p.m. that night.

Back to the trial, after a very rough drive through Carter Road we were told to go right after passing a de-restriction sign. This sign was defined in the A.S.R.'s and a quick check showed that the bar on the sign sloped the other way, so straight ahead to a manned check. What should have been a straightforward drive back to the Clubrooms after this ended up with us going around a few circles in Blockhouse Bay and finally ending up on a beach! Apparently an arrow was missing or something. Anyway, we finally made it back, settled our argument and probably forgot to thank Peter for a very good trial. Thanks Peter.

DOUG & CAROL.

RESULTS:

POINTS LOSS

1st= S. Hamilton	0	19th= R. Grice	1620
1st= B. Sergeant	0	19th= J. Partridge	1620
3rd D. Bone	180	22nd J. Ferrall	1980
4th L. Shanks	360	23rd G. Hutchinson	2160
5th W. Parkin	540	24th D. Ingram	2340
6th R. Wilson	720	25th J. Cragg	2520
7th= W. Milnes	900	26th M. Finch	2700
7th= E. Jarvis	900	27th= R. Stephens	2880
7th= L. Phillips	900	27th= C. McCormick	2880
10th= R. Viskovich	1080	27th= K. Bowles	2880
10th= P. Stone	1080	30th P. Goulter	3240
12th= K. Burnitt	1260	31st= J. Steward	3600
12th= K. Turner	1260	31st= T. Scott	3600
12th= D. Stanaway	1260	33th D. Bullas	3780
15th= W. Maskell	1440	34th G. Bennett	3960
15th= N. Lowe	1440	35th= J. Falconer	4680
15th= M. Redshare	1440	35th= S. Mabbett	4680
18th J. Miners	1490	37th R. Lilly	5040
19th= C. Hudson	1620	38th P. Coleman	5630

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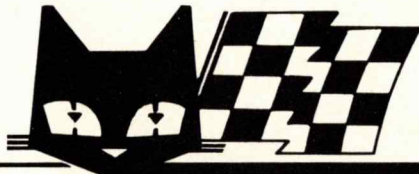
# SHOUTS & murmurs



- . . . Club member, Ian Stapley of Sandringham Tyre Service, 439 Dominion Road, Mount Eden, informs us that he now has available Shell No. 1 Powerful Racing Fuel and Shell Special Methenol. This will be made available on request and is available in one to 46 gallon lots. Should you wish to take advantage of this service please phone Ian Stapley, 686-222.
- . . . Congratulations to Ray Stodart and Dreenagh Majstrovic on their recent engagement.
- . . . We hear that Glennis Palmer and Pat Cargill, the only girls entered in the Club Pool Tournament, beat the reputed 'Sharks' of the Club, Terry Molloy and Ian Palmer (husband of Glennis) and ended up coming 7th on the ladder.
- . . . We hear unofficially that Steve Hamilton is the 1975 Gold Star Trials Champion. This is the first time an Auckland Car Club member has won this title. Congratulations Steve on a wonderful effort.
- . . . Overheard at the August Film Evening was the statement that Kevin McNamara and Neville Crichton are going to win the Benson and Hedges this year in their A.C. Gill/Monaco Motors Chrysler Charger.
- . . . Don Halliday is campaigning in Australia with his Escort. We wish the Halliday Brothers every success.
- . . . Congratulations to Kevin McNamara and Margaret on the birth of their second daughter.
- . . . The latest Dino Ferrari 208 1990 c.c. was on display at our Film Evening in August. We thank Tim Bailey of Continental Car Services for making this available.
- . . . We are pleased to report that the standard of behaviour in the Clubrooms has been of a highly acceptable standard. We remind members, however, that dress in the Clubrooms at all times must be of a standard acceptable and that good behaviour be maintained. This will help your fellow members who are, in fact, your duty officers.

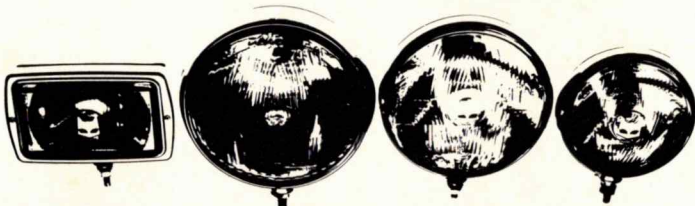
 **DUNLOP**  
**AQUAJET**





**S.E.V. MARCHAL**

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# THE ROTORUA TRIAL

2nd ~ 3rd  
AUGUST



On a fine Saturday, and in high spirits, we turned right into Stoddard Road on the start of the Annual Rotorua Trial. We picked up JOHN just before the Motorway and proceeded, despite high winds, south. Encountering a manned check in Flays Road, we reported in, but were rapidly passed by a fellow trialist who obviously didn't realise it was there! After missing the angle of Portsmouth Road (plus check) we arrived back on Highway One. After detour right into Pioneer Road; alas the next T junction was interpreted incorrectly and a slight difference of opinion followed! (And how.) Going South we detoured on and off State Highway One; during which time we congregated en masse on a very startled Rangiriri resident's front lawn contrary to our navigator's instructions! Fortunately for those who mis-read the Waiterimu 12 km sign, a quick dip in the Waikato River was avoided, also a reward of a DUR check. A very sneaky check WAIKATO TIMES, slowed our speed to reverse (you don't believe me do you) to make sure, as did half a dozen other triallists. Who fell into the PLOTTERS ERROR AND TURNED RIGHT? Not us. Passing Horsham Downs School (2 signs) from the wrong direction, we began Section One, Subsection B, which for novices we accomplished reasonably well until No. 19, when the instruction and road differed and a herd of cows didn't make navigating any easier. CONTROL was finally sighted at Cambridge and we gratefully had lunch, and resumed speaking terms.

Thirty minutes later rejuvenated we set off on the final stage of the day, to find all the signs spelt back to front on our instructions - panic (LLEPS TNAC EW).

However, we staggered through and arrived after reading BANG FOR BANC (too nonchalant) and also missing WENDY waiting in Tapapa Road. A fairly straightforward run over the Mamakus led us to the Travelodge Check Control obviously placed for those too keen to quench their thirst. After a hot swim and a few drinks we went to the evening's function, which was well organised, and boosted by a member of the Club singing along with the band.

 TYRES **DUNLOP** RETREADS



SUNDAY:

Slow to rise and slower to start (who ever suggested reverse starting order) we left from Control and enjoyed a beautiful though slightly chilly run out of Rotorua to a very aptly placed ICE check. We then started the straight line section to find the beginning confusing, due to a slight plotter's error but we all ended up on the right road eventually after a few detours. There were cars going in every direction! We located the elusive Waharoa Cinema (barn, cow-shed or whatever?) and end of the section.

We proceeded on to Te Aroha for lunch taking special care to note that no exit roads were deemed not to exist, and obtaining a few devious checks on the way.

After lunch another set of instructions whereby quoted A.A. signs were spelt backwards. After successfully getting BOND (NOT 007) behind a Toi Toi bush we passed several competitors' cars going in the opposite direction, which unnerved us completely. However we persevered and picked up many more checks (very surprising, we were getting as cunning as Peter Shanks). Pride goes before a fall however and we missed the stop sign by the Hauraki Hotel. As we were starting to feel the effects of the weekend, we appreciated the straightforward run home to the Clubrooms, where sympathetic fellow competitors and an excellent meal awaited us. Many thanks to the organisers for a most enjoyable and well planned weekend, we thoroughly enjoyed it.

"THE FOUR MUST-GET-HERES"!

ROTORUA TRIAL RESULTS:

		<u>Points Lost</u>
1st	Steve Hamilton	1020
2nd	Doug Bone	1158
3rd	John Kilmartin	1218
4th	Phil Shanks	1470
5th	John Busch	1476
6th	Bruce Sargent	1578
7th	Bob Viskovich	2040
8th	Ross Senne	2190
9th	Adrian Mowatt-Wilson	2844
10th	Peter Bateman	3168



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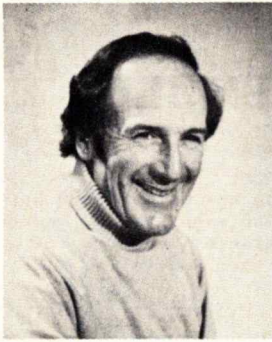
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## IN EUROPE WITH GEORGE HORNE

GEORGE HORNE, FATHER OF CLUB MEMBER, STEVE HORNE, IS AGAIN VISITING EUROPE WITH HIS WIFE, MARIE. AND WRITES THE FOLLOWING. THE LETTER RECEIVED FROM GEORGE AND MARIE WAS DATED 28TH JULY 1975 AND WE QUOTE IT IN ITS ENTIRETY.

I don't know whether today's date means anything to you, or how much I may have told you about my plans for our holiday, but here we are at the Nurburgring.

And why today?

Well, today is the fortieth anniversary of one of motor racing history's great events (in my opinion anyway) - Tazio Nuvolari's victory in the 1935 German Grand Prix, when he defeated the combined teams of the all-powerful Mercedes and Auto-Union factories. You may remember he drove a Tipo B 3.8 litre Alfa Romeo to do it - a car quite out-dated alongside the sophisticated and very advanced "Silbernpfeilen" of Germany. All the accounts I've read of that afternoon describe it as a fantastic race, and it was possibly the high point of Nuvolari's remarkable career.

So it occurred to me that it might be a good idea to try to commemorate this anniversary somehow - and might be getting a bit past adventures like this by the time the fiftieth anniversary comes along! And I dreamed up the idea of driving a suitable car around the 'Ring a couple of times as nearly as possible at the same time of day, this day, as Nuvolari would have crossed the Start-Finish line in 1935.

It had to be an Alfa, of course, and, as luck would have it, and due to the great generosity of a member of the Club you know quite well, I was able to get my hands on one for this commemorative drive. An Alfasud T1 in fact, brand new, and Italian racing red to boot; the ideal car for the job! Many thanks to Stephen!

So that's what Marie and I have just done! Driven around the 'Ring, which I'd never seen before (and what a fantastic circuit it is too) and remembered Tazio, and the golden age of motor racing and some of the people who made it happen.

It wasn't difficult to arrange when we finally got here. We'd come from Le Mans, where we'd been visiting an old friend who remembers the 1924 French Grand Prix at Lyons and Count Zborowski and "Sammy" Davis in the Miller - that was to become Gerry Mathieson's Miller (tell Gerry, and give him our regards).

I told my story about Nuvolari to Frau Schneider, who is the ever-helpful Secretary to the Director of the Nurburgring - she speaks English beautifully, which is wonderful for us poor Englander/Kiwis in this land of impossible language - and she very kindly arranged for me to do as many laps as I liked to mark the day. I am greatly indebted to her for all her help -



and at very short notice too!

So there it was, done! Beautiful sunshine all the way; wonderful scenery; and the whole Nurburgring to display a lovely little Alfa on. And just Marie and myself, Frau Schneider, and one or two others, remembering Tazio on a great day forty years ago.

Photos taken, and all recorded!

Thought you'd like to know!

Regards,

GEORGE AND MARIE.



## LETTER BOX

Dear Friends,

A lot of members around the Club have been giving a helping hand to the various Committees at Rallies, Race Meetings, Hill-climbs, etc., and I would like to say thank-you to all those who have helped in the past and hope that you will be willing to help again this coming season.

To all new members, the best way to become known and meet members, apart from club nights, is to help out at various events. As regards the Speed side, for which I am responsible, it has over the years introduced several people into motor sport and I am sure that if you can give us any help at all it will make the running of these events so much easier and competitors certainly appreciate a smooth running event.

As regards the Speed side, we can always use anyone who can read a stop watch or use a radio or just wave a flag, so if you would like to help any of the committees, please phone the chairman listed on the front page of this magazine. To any member wanting to know anything further as regards assisting at the various events, please phone me at home HSN 38-335 or see me any Thursday evening at the Clubrooms. Usually all sub-committee chairmen are in attendance at Film Evenings which is the third Thursday of each month.

BOB WHITE

Deputy Club Captain - Chairman Speed Committee

 **DUNLOP**  
**AQUAJET**

# HEATWAY

## Rally from the co-driver's seat

by Arthur McWatt

ARTHUR BAYNES PHOTOS

From 3rd in 1971, 2nd 1973 to  
first in 1975.

After four years of trying we finally made it in this year's Heatway. The preparation of our car for other Heatway Rallies has sometimes been hectic, time-wise. This year was no exception and I considered it to be the worst ever.

Building up the Mark II Escort was carried out in six weeks working weekends and nights.

Some may think we build our cars in well equipped Ford workshops, but as usual it is built in someone's garage.

This time Dave Parton's garage was used and most of the work was done by Mike, Dave, Murray O'Donnell and myself, with Tony May of Tune Mobiles carrying out the electrical work.

Mike's driving experience is always referred to when explaining his success and although obviously true, I consider his engineering ability and attention to detail in the building of the Escort also plays an important part. The car had not been tested prior to the Heatway and Mike's only concern was whether the braking balance would be right. The only problems





experienced on the Heatway were the bending of the driveshaft which happened when attempting to carry on with a flat tyre with the driveshaft 5" closer to the road. A large rock hit the driveshaft bending it and putting it out of balance. The resultant vibrations caused the hydraulic hose to the slave cylinder to work loose and possibly caused the starter to pack up. However the service crew managed to recitfy all these problems without losing any time. The elastic holding Mike's overalls up also failed but I think this was due to fatigue and Rod Millen came to the rescue with a safety pin from the first aid kit. (Who says we don't need all those MANZ regulations)!

I must admit where Mike threw the car into the first corner at Woodhill I held my breath and let it out two corners later. When Doug Stewart's Lancer came into view I was a little surprised and was even more surprised when he pulled over to let us pass.

At Maramarua we had our closest shave of the rally. Mike was finding it a little difficult to get used to the problem of the speed the car was arriving at the corners and we were involved in two spins here, one getting the Escort up on two wheels.

The Rotoehu forest stage towards the end of Division One was very enjoyable but this was dulled when we heard that Blair Robson and John Rolfe had the misfortune to roll. However, they managed to get back on the road and although almost an hour late and just a minute away from exclusion at least they were still in and ready to begin what was to be a great drive back up through the field. ▶



# HEATWAY RALLY 1975



NICHOLL/FENN



COLLIER/WEBSTER



BEAN/CLIMO



COKER/MACK



CIVIL/JOCELYN RONAYNE



MULLINS/McILVENNA

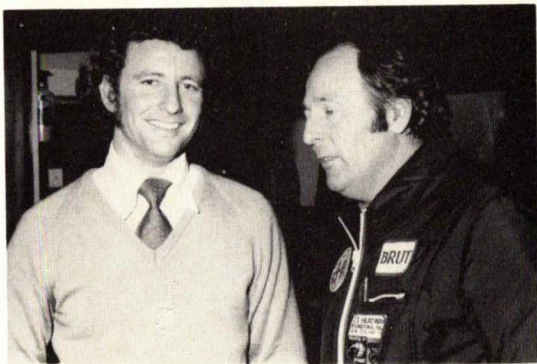


JOHNS/HAMMOND

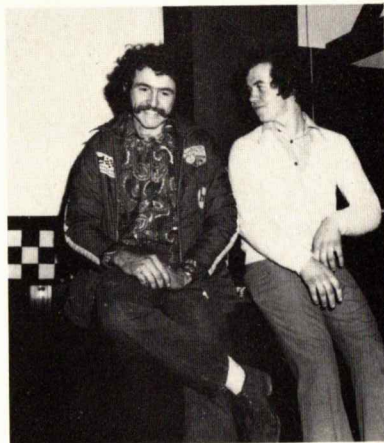
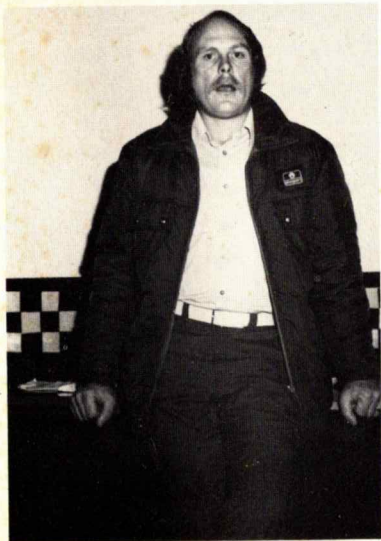
PHOTOS: Wallace Cole - P.O. Paremoreo



**Heatway  
Personalities  
at the  
Clubrooms  
17th July**



PHOTOS - MILAN FISTONIC Phone TGN 5295



ABOVE TOP: MIKE MARSHALL  
AND JOHN BRYSON.

ABOVE LEFT: BLAIR ROBSON  
ADDRESSES THE AUDIENCE.

ABOVE RIGHT: ROD MILLEN  
AND JOHN WOOLF.



LEFT: FROM ITALY, THE  
ALFA ROMEO TECHNICAL  
EXPERT AND HIS WIFE.

Division Two commenced in cold conditions and I explained to Mike that we could encounter ice by handing him a sample placed outside the control tent that was over 1" thick.

The division was a very busy one for the service crew as we bent the driveshaft on the fourth stage and spent all the available service time between the next five stages either trying to straighten or balance the shaft and keeping the car from vibrating apart.

Various attempts such as welding on weights and straightening the driveshaft in a press only slightly improved its balance.

Fortunately we were able to fit an unsuitable driveshaft into position for Parc Ferme while the damaged one was repaired and balanced while we returned to the White Heron Caravel for a welcome meal and sleep. It seemed just a little too cold to pluck up courage to run out to the hot pool.

Our other Ford team mate Colin Taylor rolled in this division but like Blair made repairs and was back in ready to carry on. We made a mental note not to let these "incidents" catch up with us.



Division Three turned out to be by far the shortest division. A cloudburst over the Tokoroa area, turned pumice roads into mud plugs and cars became bogged down causing the cancellation of one stage and times being assessed for some competitors on another. Only four stages being run we headed back to Rotorua with time to cut and polish the car.

Division Four saw us say good-bye to Dave Cooney and the girls at the Caravel and head for Napier using some of the best public roads for rallying in New Zealand. The Motu stage being especially interesting as a KIWI (with feathers) stood on the road to watch us go past and Mike almost drove off the road with shock or attempting to avoid running over what must be one of





# 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.

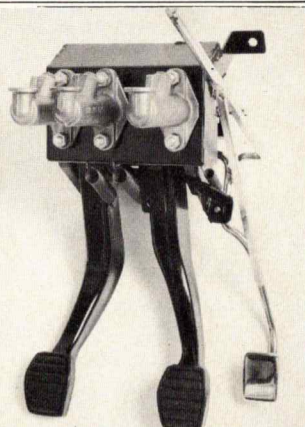
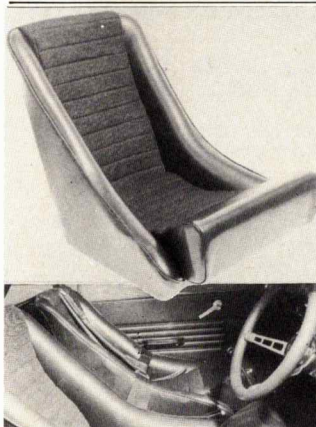
It goes without saying that I have secured Superford service support again for this season and I will be depending on their back-up service and maintenance en route in the rallies. From experience I know I can expect the highest possible standards — it'll be a great team."

*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.

Essential equipment for the man who wants the most out of his car with maximum braking efficiency. This unit incorporates twin master cylinders for a split braking system complete with quickly adjustable balance between front and rear. A sophisticated development, simply operated, to give a braking system that works how you want it when you hit the pedal.

NB Enthusiasts — All Superford equipment is designed and built to do a specific job in terms of performance or safety or a combination of both. We do not market go fast gear that simply looks pretty. We admit, some equipment changes, and improves appearance, but the prime objective is top performance with maximum safety. We are lucky to have had the practical assistance of top competition drivers, like

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.

Signed Ray Stone  
Superford Division  
John W. Andrew & Sons Ltd LMVD

*Ray Stone*



Call, write or telephone Ray Stone at John W. Andrew & Sons Ltd. LMVD. P.O. Box 8520 Auckland, Telephone 364-280.



**John W. Andrew**





the few true Kiwis left.

The battle for second between Rod and Steve Millen was really starting to hot up on this division and Mike in order to keep our margin was making sure that we kept up with the pace. The Mohaka Coach Road being one of his favourites, he really cranked the Escort up and enjoyed the stage. Napier was just waking up when we pulled up at Dalgety Wool Store and headed for bed.

The final division started bad for us with the news that our car was lying down on the front L.H. side with a flat tyre. However our alert No. 1 service crew arranged for us to pick up a spare wheel at Goodyear on our way out so that we did not have to travel the Gentle Annie Stage without a spare.

Not to be outdone, our No. 2 service crew called at Goodyear to make sure that all was O.K. and were told that there was a spare wheel for them to pick up which they dutifully did.

When I arrived sometime later to get our spare I was told it has been picked up by our Service Crew. A bit of pannicking was done before the local Rylock boys raced off and had our spare repaired while Don Hadfield asked Mike to say a few words on the ramp. Mike kept talking until the wheel came back and even had time to pose with one of the Napier lovelies.

The weather and road surface over Gentle Annie was the best we had ever experienced. "Country Calendar" was the title of the longest stage but it was too dark and the pace too hot for us to enjoy this rustic splendour. Steve Millen closed up on us after a spin and we were hard pressed to keep him at bay.

Later we blundered our way around the Flax Farm in mud and thick fog before heading via Paekakariki to the final stage of Makara. Thanks to Mike I can now front up in a leather jacket, the prize for winning this stage.

With only the drive to the finish ahead we realised the Heatway was as good as won after four years of trying and we were very happy as we were "Escorted" to the finish by four



new models signwritten for the occasion.

One complaint about the Heatway I would like to see rectified was the distribution of prize money. Competitors in the Consolation received cash awards to 10th place, whereas the Heatway itself only carried awards to 5th place.

John Woolf drove a tremendous rally to finish 6th, and out of the money, as did Blair at 9th. Some class awards (\$300) went to competitors finishing well down in placings and this seems too high a reward for the result obtained.

We enjoyed the event and must record our thanks to the organisers and marshals who put up with cold wet conditions to provide us with a great event.

The Heatway is now over for 1975 and we are planning to go to Australia for the Southern Cross in October. Other drivers who may compete from New Zealand are Rod Millen, Paul Adams, Colin Taylor, Alan Brough and Graeme Nicholls. With the drivers of this calibre going to Australia I am sure we can make our presence felt. We are also entering a team from the Auckland Car Club in the club section and no doubt it will be one of the strongest in the event.

ARTHUR McWATT

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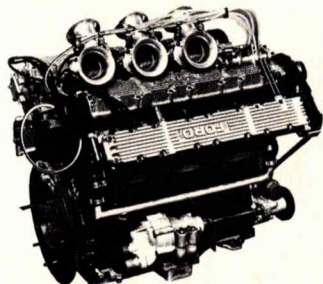
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MARLBORO - ROUND 3 - 30TH/31ST AUGUST:

By the time you read this the event will be history, however, for any of you not involved, the rally was said to be of 19 special stages over fairly smooth and safe rally roads, separated by short touring stages. The rally regularly crosses Highway 52 and uses 17 closed public roads and two stages in the "demon" Ngaumu Forest. All stages have sponsors and the lengths vary from 8 km to 36 km, which shows for a fast and exciting rally.

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

For the first three rounds, the Marlboro competitors had it just too good! The poor blighters won't know what's hit them with the incredibly large assortment of roads in the 4th round. After Division One, everyone will be smiling over the smooth roads. After the next three stages, they'll have even bigger smiles. After the next three stages some cars may be completely eliminated because the going will be mean!!!

Sponsors have been negotiated for all fifteen stages and a complete timetable is listed below. The most interesting stage will have to be the shortest special stage ever held in New Zealand - 1.0 km around the Maungerei Scenic Drive around Mt. Wellington - mighty spectator value - good publicity and it must be close to home. Detailed maps of the rally will be available with the official programme which will be available at the Clubrooms shortly for a mere 20 cents.

Anyone who is available to assist in the event as say, a block marshal (jobs where you are guaranteed to see the action), please contact me at Phone 657-088 (Home) or 592-185 (Business).

A point I must stress at this stage is the involvement of various clubs. Me ol' mates from the N.S.C.C. are running no fewer than four stages; Auckland Rallies and Trials Club 2; Auckland University Car Club 2; Hamilton Car Club 2; Thames Valley Car Club 2; Rotorua Car Club 1; Mt Maunganui Car Club and our own Club will be assisting with the finish and at a couple of meal breaks.

Timetable:

	Start - Winter Show Building - Hamilton	1.00 p.m.
Stage 1	Pekanui Road	13.2 km 1.55 p.m.
Stage 2	Houturu/Mahoe Road	26.0 km 2.30 p.m.
Stage 3	Pomerangai Road	35.7 km 4.55 p.m.
	Meal Break - Pio Pio	6.50 p.m.



Stage 4	Mahara Road	11.0 km	9.05 p.m.
Stage 5	Mahara Road North	4.4 km	9.35 p.m.
Stage 6	Pureora North	15.5 km	10.35 p.m.
Stage 7	Pureora South	51.2 km	11.10 p.m.
Stage 8	N.Z.F.P. Tatua Block	41.3 km	1.00 a.m.
	Refuel - Atiamuri		1.45 a.m.
Stage 9	N.Z.F.P. Mamaku Block	58.0 km	2.10 a.m.
Stage 10	Fletchers Block	16.4 km	3.35 a.m.
	Meal Break - Tauranga		4.40 a.m.
Stage 11	Athenree Forest	6.2 km	
	Refuel - Paeroa		7.45 a.m.
Stage 12	Matahuri Gorge	7.3 km	8.40 a.m.
Stage 13	Maramarua East	11.8 km	9.25 a.m.
Stage 14	Maramarua West	18.8 km	10.20 a.m.
Stage 15	Mt Wellington	1.0 km	12.00 noon
	Finish - Newmarket Car Park		12.40 p.m.

It's obvious by the length of this article that the rally season is drawing to a close with only one rally after the Reid-rubber G.T. However, I have still got a couple of articles to go so until next month .....

KEVIN LANCASTER



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# HAPPENINGS



\* \* \* After a number of months of speculation that Jacky Ickx may leave the JPS Team Lotus an announcement has now been made. It is reported that Ickx has been freed of his JPS obligations until such time as the new John Player car is ready. However, even that is conditional on the new machine being competitive. It is openly being stated in Formula One circles that it is highly unlikely that Ickx will drive for the team again.

\* \* \* John Player and Sons announced recently that they would be sponsoring Team Lotus for a further three years. The news must have come as a great relief to Colin Chapman who will now be able to speed up development on his replacement of the JPS Lotus 72. Chapman is also trying out a number of young British drivers for the coming season. There is the possibility that he may have two new drivers in the Formula One team. Ronnie Peterson is said to have 'purchased' the third year of his JPS contract.

\* \* \* South Africa drops Formula One. For a number of years the South African national championship has been for Formula One cars. As from January 1st, the formula is out, in it's place has been chosen Formula Atlantic.

\* \* \* Canadian Grand Prix in doubt. The problem has not arisen as a result of direct driver action rather it results from a boycott by the Formula One Constructors Association. The organisers of the Canadian GP have refused to pay the "normal" expenses necessary for a team to race outside Europe. The scheduled date for the race is September 21st, the Canadians say a race will definitely take place.

\* \* \* Chris Amon to race in U.S.A. - It has been reported from the USA that Chris Amon will be driving one of Jack McCormack's Talons in the final three races of the SCCA/USAC F5000 championship. McCormack has expressed some doubt about Australian Warwick Brown. Should Amon race the car backing will come from Norris Industries who supported the Talon team in 1974 but who have been absent so far this year.

\* \* \* Lola T400. Where to now? Currently the only chassis commercially available in F5000 is the Lola T400. Despite this the earlier Lola T332 and T330 models are achieving far more success. In both Europe and the USA the T400 is a little raced machine. One of the few teams to make progress is that of Canadian Eppie Wietzes, who has removed the T400 suspension, front and rear and replaced it with T332 units - a most expensive operation it is said. In addition the body work has been considerably modified. One can only wait and see if Lola will be producing a new car for this formula in the coming season.



\* \* \* The latest 'silly season' news from the world of Formula One makes for very interesting reading - as follows - Ronnie Peterson to Shadow or Ferrari. John Watson from Surtees to JPS-Lotus. Jean Pierre Jarier from Shadow to the new Gitanes backed Ligier-Matra team. Andretti to Shadow from Parnelli, with the little Italian Merzario joining Parnelli. The various changes are most amusing and we shall have to wait and see the outcome. After all the 'season' has just started.

\* \* \* Much has been said and heard about the possibility of a Shadow F1 car powered by a Matra V12 engine. After many 'no comments' from both companies the truth came out, yes a car would be built. Testing began recently at Silverstone, and most promising it was. The car was also taken to the Nurburgring, wheeled out of the transporter but never used. It is said that a problem has arisen over the price Shadow were to pay for the engines. Matra it is said have tried to up the price and Shadow retorted with a 'not on'. We must now wait to see if this very interesting car will ever again turn a wheel or whether it becomes another failure similar to the Brabham-Weslake V12 seen a season ago.

NHH



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# Sandringham Tyre Service Gymkhana Shield Points



Classes and regulation point scoring for the forthcoming Sandringham Tyre Service Gymkhana Series are as follows:-

Class 'A'	0 - 1100 cc	Engine Over Drive Wheels
'B'	0 - 1300 cc	Engine Not Over Drive Wheels
'C'	1101 - Over	Engine Over Drive Wheels
'D'	1301 - 1600 cc	Engine Not Over Drive Wheels
'E'	1601 - 2500 cc	Engine Not Over Drive Wheels
'F'	2501 - Over	Engine Not Over Drive Wheels

If there are only three cars entered they shall be run in the next larger class.

### TYRES:

On tar-seal, no racing compound will be permitted.

On Grass, no tyres with chunky shoulders, i.e. weather master type tyres, will be permitted.

As regards points, as in the past, 1 point for entry and 5, 4, 3, 2, 1, in each class.

Exide points are changed, as this is a class event. The first five in each class are now awarded points as follows - 10, 8, 6, 4, 2. The same number of appoints will apply to the classes at Hillclimbs and Closed Club Race Meetings, Rallies and Sprint Meetings.

Any queries regarding the Sandringham Tyre Service Series or Exide Points, phone Bob White, HSN 38-335.



## ***Trials Trophy Points***

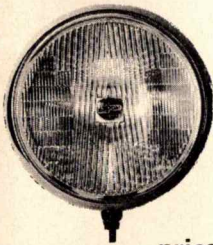
L. SHANKS	104	J. BUSCH	6
B. SERGENT	97	S. PEARCE	6
D. BONE	79	W. PARKIN	6
S. HAMILTON	57	P. GOULTER	4
P. SERGENT	57	R. GRICE	4
P. LEVET	16	J. MINERS	4
I. STEPHENSON	15	E. JARVIS	4
P. THOMSON	15	L. PHILLIPS	4
J. KILLMARTIN	14	K. TURNER	3
W. MILNES	14	R. SENNE	3
A. VERRY	12	S. ALGIE	2
P. JUKES	10	B. WATSON	2
R. WILSON	9	A. MOWATT-WILSON	2
R. VISKOVICH	8	A. LEVET	1
G. GREAVES	8	M. STUBBS	1
J. CROMBIE	7	P. STONE	1
M. FINCH	7	P. BATEMAN	1
P. SHANKS	7		



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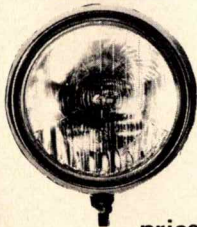
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## EUROPEAN RALLY SCENE

Despite the state of political unrest which hangs over Portugal, the Port Wine backed Portuguese Rally, hitherto known as the TAP Rally, took place virtually unhindered when Markku Alen and Ilkka Kivimaki led the 22 finishers into the Estoril Autodrome finish. In second place were Hannu Mikkola and Jean Todt in a similar Fiat 124 Abarth.

Outside Portugal there was much speculation concerning the effects of the power struggle on the rally, but save for few isolated incidents there was no attempt by any political faction to interfere and the rally was an unquestioned success.

The rally was divided into three legs of 11, 11 and 12 special stages with some on seal and some on gravel. This, coupled with the fact that the route was well stretched out along the length of the country, made the event difficult to service particularly with regard to ensuring that the right tyres were always in the right places.

The start was moved out of the centre of Lisbon some 20 km to the Casino at Estoril. On the way out to the start Rohrl's Ascona had to have the gearbox changed after ominous rumblings began emanating. Unfortunately, the correct type of box was not available and he had to make do with wide gear ratios.

In the first group of stages around the Sintra region, Mikkola established the lead followed by Rohrl, Alen and Paganelli (Fiat 124). In the next group, Waldegard's Toyota lost a bit of time with a puncture and Rohrl dropped back with his steering arm bent. Mehta's Datsun Violet broke a rim and found the fuel injection playing up a little in traditional Datsun fashion. Both Aaltonen and Mehta experienced intercooler failure and their co-drivers were slowly shouting themselves hoarse.

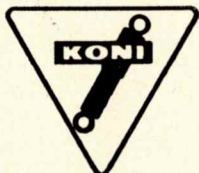
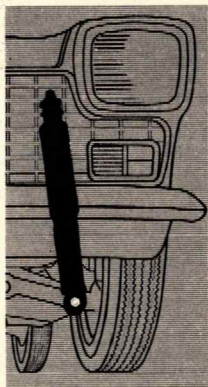
At the end of the first leg, the three Fiats were leading with Warmbold's BMW in close company. Paganelli retired early in the second leg when he clipped a small rock and the steering arm of the Fiat broke.

Before the long steep rough Arganil test, Waldegard lost first and second gear and was faced with the problem of climbing the test with nothing lower than third. He considered using reverse but decided that it would take too long, and retired. Rohrl collected a puncture and couldn't get the job out, losing considerable time in the process. Soon after, ignition trouble slowed him further and he eventually retired.

The end of the second lap and Alen led from Mikkola by 4 minutes, with Warmbold, Andersson (Toyota) and Aaltonen (Ascona) behind. Aaltonen had an incredible number of problems.



# SHOCK REPORT



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beginning with a breakage of the mounting at the top of the front left suspension. He tied it up with the handbrake cable until it could be welded up. Later the clutch cable snapped and this caused gear selection problems and it stuck in third gear soon after.

Warmbold retired the BMW when a driveshaft broke and he had to wait some time before service arrived. Andersson very nearly joined the retirement list when he had a driveshaft break, but fortunately it was just after the last stage and the Toyota service was following him to the finish.

- |     |                         |                   |
|-----|-------------------------|-------------------|
| 1st | M. Alen/I. Kivimaki     | (Fiat 124 Abarth) |
| 2nd | H. Mikkola/J. Todt      | (Fiat 124 Abarth) |
| 3rd | O. Andersson/A. Hertz   | (Toyota Corolla)  |
| 4th | R. Aaltonen/C. Billstam | (Opel Ascona)     |

#### TULIPEN



## 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.

S.A.G. Collinson	Panmure	Holden
W.G. Scovell	Northcote	
J.H. Boswell	Glenfield	V.W.
M.T. Moore	Hillsborough	Holden
P.R.B. Hannaford	Titirangi	Datsun 1600
Mrs M.A. Sergeant	Te Atatu	Zephyr
P.J. Buddle	Birkenhead	Datsun
R.J. McClymont	Takapuna	Torana
Miss C.A. Gill	Birkenhead	
W.J. Kiesanowski	Blockhouse Bay	VW
M.D. Roberts	Epsom	Triumph
T.R. Priest	Auckland	Mazda
S. Hamilton	Epsom	Hillman
J.W. Tate	Hobsonville	Escort
R.J. Smith	Grey Lynn	Holden
R.G. Dickie	Glenfield	Plymouth
Mrs P.Y. Dickie	Glenfield	
R.J. Martin	Takapuna	Holden
M.J. Moloney	Glenfield	Mini
C.D. Hunt	Herne Bay	Clubman G.T.
G.W. Boyle	Mt Roskill	Mazda
R.G. Carter	Waihi	Holden
G.E. Cornes	Panmure	Anglia
L.K. Sanders	Pukekohe	Holden
D.M. Doherty	Howick	
A.P. Trembath	Mt Albert	M.G. Midget



# EXIDE TROPHY

The following Exide Points are up to and including the Rotorua Trial held on the 2nd/3rd August.

S. HAMILTON	38½	B. SERGENT	24½
L. SHANKS	34	I. STEPHENSON	15
D. BONE	31	J. KILLMARTIN	14
		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.

9 POINTS - R. WILSON

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

7 POINTS - J. CROMBIE, PHIL SHANKS.

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

5 POINTS - P. THOMPSON.

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

3 POINTS - K. TURNER, W. MILNES, E. JARVIS, R. SENNE, L. PHILLIPS.

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

1 POINT - A. LEVET, M. STUBBS, P. STONE, P. BATEMAN.



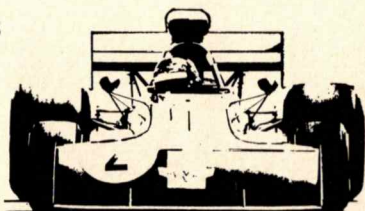
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**DANCE**

**SATURDAY**

**20th SEPTEMBER**

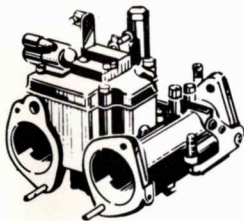






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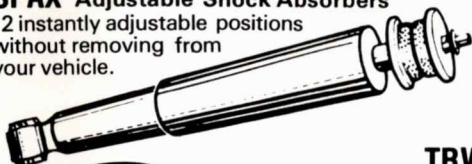


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