

OCTOBER 1975



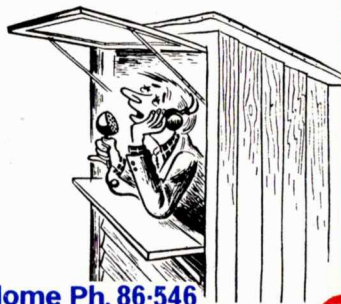
BULLETIN



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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,
12A Levaut Place, Pakuranga.

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.

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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 HSN 38-335
18 Cyclarama Cres., Massey.

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 HCK 42-934

Rallies : A.L. McWatt,
Phone 889-494 (Pvte)
176 Methuen Road, Avondale.

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.



THE CHRYSLER CHARGER OF ROD COPPINS AND GEOFF SUTHERLAND WHO TOOK SECOND PLACE OVERALL IN THE BENSON & HEDGES 1000.

COVER PHOTO THE COCA-COLA BOTTLERS LEYLAND P 76 DRIVEN BY CLUB MEMBERS DAVID OXTON AND GARRY PEDERSON, WHO FINISHED A CREDITABLE FIFTH OVERALL IN THE BENSON & HEDGES 1000.

PIX = Ross Cammick Ph. 558-913

COMING EVENTS



**CLOSED
CLUB**

5TH OCTOBER - SUNDAY - AFTERNOON TRIAL:

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

16TH OCTOBER - 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.

19TH OCTOBER - SUNDAY - EXPERTS TRIAL:

The annual Experts Trial starts at the Clubrooms at 12.30 p.m. and will last approximately 4½ hours to finish back at the clubrooms. Simple map reading for beginners and experts on essential map N47 pt 46 Pukekohe 3rd Edition 1974. The Bistro Bar will be open from 6.00 p.m. Plotted by Bruce and Wendy Sergeant.

23RD NOVEMBER - SUNDAY - SPRINT MEETING - PUKEKOHE:

Standing ¼ mile sprint, bent sprint through Tappenden Hairpin and a lap round the club circuit. Further details next month.

7TH DECEMBER - SUNDAY - CLUBMAN'S RACE MEETING - PUKEKOHE:

Full details of the above event will be published next month.



**OPEN &
INVITATION**

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 Paeroa required. Approximate duration 6 hours.

4TH OCTOBER - SATURDAY - SPRINT:

A $\frac{1}{4}$ mile standing sprint is being run at Bright Road, Waiuku by Pukekohe Car Club. Entries on the day from 12.00 p.m. to 1.00 p.m.

5TH OCTOBER - SUNDAY - HILLCLIMB

Pukekohe Car Club's hillclimb will be run at Bright Road, Waiuku, as part of their speed weekend. Entries on the day from 9.00 a.m. to 10.00 a.m.

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:

The City of Rotorua Trial is an $8\frac{1}{2}$ hour event starting at 9.00 a.m. Entries close 3rd October with the Secretary 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. Late entries close Tuesday, 7th October with Eric Mallard, C/- P.O. Box 11-129, Ellerslie. A social evening will be held at the clubrooms from 7.30 p.m. to 10.30 p.m. Meals or snacks will be available from the Bistro Bar. A good band has been engaged. No admission charge.

12TH OCTOBER - SUNDAY - NATIONAL RACE MEETING - TERETONGA:

Events include the first round of the P.O.S.B. Gold Star Championship.

19TH OCTOBER - SUNDAY - BARDAHL HILLCLIMB ROUND 1:

First round of this season's Bardahl series will be run by Northern Sports Car Club at their Cossey's Farm, Drury venue. Entries on the day from 9.30 a.m. to 11.00 a.m.

19TH OCTOBER - SUNDAY - NATIONAL RACE MEETING - RUAPUNA:

Events include the second round of the P.O.S.B. Gold Star Championship.

26TH OCTOBER - SUNDAY - NATIONAL RACE MEETING - BAY PARK:

Events include the second round of the Shellsport Championship, together with Castrol and Formula Vee Championship rounds. Entries from Bay Park Raceways, P.O. Box 2197, Tauranga South.

26TH OCTOBER - SUNDAY - NATIONAL RACE MEETING - TIMARU:

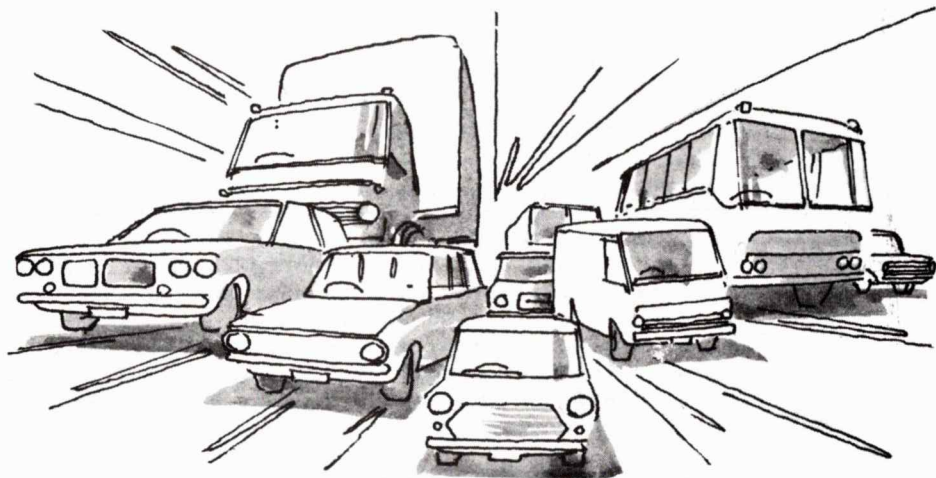
Events include another round of the P.O.S.B. Gold Star Championship.

26TH OCTOBER - SUNDAY - GOLD STAR HILLCLIMB:

At the Redwood Pass venue, this event is promoted by

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8TH NOVEMBER - SATURDAY - GOLD STAR HILLCLIMB:

At the McLeans Road Venue, the event is promoted by Northland Car Club, P.O. Box 596, Whangarei.

9TH NOVEMBER - SUNDAY - BARDAHL HILLCLIMB - ROUND 2:

Venue will be Chamberlain Road, Bombay. Classes 0 - 1000 cc, 1001 - 1300 cc, 1301 - 1600 cc, 1601 - 2500 cc and 2501 cc and over. Also Sports and Single Seaters.

Entries on the day 9.00 a.m. to 10.00 a.m. Entry Fee \$2.00.

Organised by the Auckland Car Club.

16TH NOVEMBER - SUNDAY - NATIONAL RACE MEETING - PUKEKOHE:

Promoted by Northern Sports Car Club, events include championship rounds for P.O.S.B., Formula Ford, Castrol and Formula Vee.

**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.

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SHOUTS & murmurs



. . . Owing to an unfortunate accident in the Reidrubber G.T. Rally, Ray Wilson's co-driver, Stuart Morgan, is in Tokoroa Hospital with serious leg injuries. Stuart is reported to be well and is in Ward 2, Room 9.

. . . Current New Zealand Gold Star Champion, Club member, Steve Hamilton, admitted to us that he and John Busch took a wrong turning in the recent Reidrubber G.T. Rally and became lost. A different story from his usually accurate trials navigating.

Last month we stated that Steve was the first Club member to become a New Zealand Gold Star Trial Champion. In stating this we overlooked the past performances of Pukekohe course announcer, Don Hadfield, who was, of course, twice New Zealand Gold Star Trials Champion during the sixties.

. . . We hear that the crew of Reg Cook's Mount Cook Airlines sponsored Charger when changing brake pads in the Benson and Hedges 1000 performed the task with such speed that the wheel bearings were left lying on the pit road when the car rejoined the race. Needless to say Reg returned to the pits one lap later to "get his bearings".

. . . The 1976 Tisco Gold Star Trial will be plotted by the current New Zealand Gold Star Champion, Steve Hamilton.

. . . Congratulations to Alan and Margaret Boyle on the birth of their son and to Neil and Carol Mallard on the birth of their son.

. . . Club member, David Oxtton, made interesting comments on this year's Benson and Hedges 1000 to the large crowd at our September Film Evening.

. . . We hear from reliable sources that Leo Leonard is considering a Leyland P76 for next year's Benson and Hedges.

. . . Efficiency reigned in the lap scoring team at the recent Benson and Hedges. A computer result was posted showing all places and positions fifty minutes after the conclusion of the race and these ultimately became the final results as no protests ensued.

ENTHUSIASTS FIT

DUNLOP SP RADIALS



Reidrubber *GT RALLY*

(DOUG BONE WRITES FROM THE HOT SEAT OF JIM BIDDICK'S ESCORT)

We were sitting in that den of iniquity in Stoddard Road the other Thursday, quenching our unlimited thirsts, and discussing the recent Reidrubber G.T. Rally when I realised that unless somebody other than your regular "Rally Roundup" writer produced an article then you would probably never hear about Kevin's downfall in the rally. So, having aroused your interest I can now describe the rally and mention Kevin's escapade later.

Friday, after scrutineering, we spent a very comfortable night sharing a fantastic motel unit with Jim Donald, who was sharing a double bed with Chris Porter! It was a change to get a good night's sleep compared to our usual economy jobs on the Marlboro Rounds in \$1 night cabins and in sleeping bags on sitting room floors. A great amount of publicity must have been given to the rally in Tokoroa because there was quite a considerable crowd to watch the 120 starters the next morning and at various points through the rally we came across large crowds of spectators.

I can't remember much about the first Special Stage because there wasn't much of it. Something like 4 km of sealed, pot-holed road with a couple of tricky corners, especially where the road surface changed from dry to wet.

Special Stage 2 was really fantastic. 33.2 km of fast (our speedo reached 110 mph!) then tight roads with sudden surface changes from large rocks to soft clay to fast metal with numerous ruts and a six inch thick tree across the road. However, these were well "cautioned" but I would say that we would have felt less of the bumps had we taken them flat our rather than slowing down but then I suppose not everyone has \$300 worth of Bilsteins. It was somewhat encouraging to see Mike Marshall sitting at the side of the road with, I believe, broken front suspension in Judy Hanbury's Marina and Jim really got stuck in on this stage and we were placed seventh overall after the first two stages.

Stage three, 45 km long, proved to be our downfall. A short distance into the stage we broke a back axle and the car stopped - funny that with a limited slip diff. Anyway, one of the few spare parts we carry in the car itself is a rusty old axle and, 20 minutes later, after dropping the bolts in the mud and standing on them we were back on our way and quickly passing other cars.





Not for long though did our normal pace remain because we came to a "bear right" intersection where both roads were "bear rights" and the arrow was on the left side of both roads. My quick thinking promptly took us up the wrong road and, because of the numerous other cars that had obviously been there, we did not realise we were wrong until our odometer came up for the next instruction and all we could see was U-turn

marks everywhere! Back we slowly went hoping nobody came the other way and cursed the organiser for not erecting a "No Road" sign. Apparently, quite a number of cars took the wrong road and I believe it was when returning down this road that Ray Wilson had a rather serious roll in his Mini.

Stages four and five with lengths of 22 and 14 kilometers respectively were similar to Stage Two with plenty of ruts, slips and sudden slushy clay patches. Instructions were very tight with intersections coming up at rapid intervals separated quite often by only 200 or 300 meters, hardly enough time to zero the Halda and call the instruction before we were into it. This sort of thing kept me really working and I got little time to enjoy the spectacular views of the forest that often presented themselves. Throughout these two stages our car was producing an ominous whine from the diff, which was getting progressively louder.

Nevertheless, we decided to press on with the 51 km Stage Six with the encouraging remark from Jim; "We're not going to finish this stage you know". This was the longest stage of the rally and was really enjoyable apart from the fact that the noise in the diff was so loud that I couldn't say a word. We barely finished the stage, coasting along the final five kilometers of sealed road and crossing the finish line amid loud rattles and rumblings that seemed to be coming from the motor, the gearbox, everywhere.

Stage Seven we watched and were suitably impressed by the speed Paul Adams and Jim Donald (in Blair Robson's car) reached on the long sealed straights. After tea we stood in the dark and the rain to watch the last two stages and noted to our surprise that Kevin Lancaster did not appear at the booze-up until about 11.30 p.m. that night when, amid many inebriated jeers and rude comments he told us that he got stuck in some mud and couldn't get the car out. The hilarious part about it though was, that he wasn't even on the official route at the time! He was trying to take a short cut when he saw a "No Road" sign, U-Turned, and got well and truly stuck. A pity, I suppose, because he was doing pretty well at the time.

On reflection, I think it was a terrific rally, very well organised with few hold-ups and I'm sure everyone will join me in thanking the organisers and the sponsors for putting on this really great event. I'll certainly be looking forward to next year's bigger and better version.



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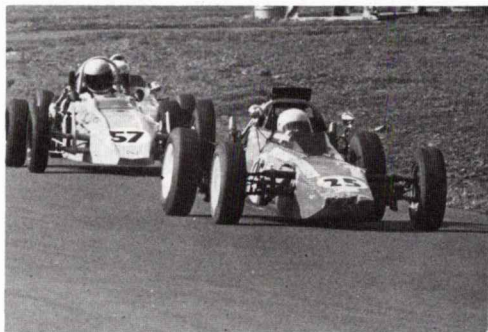
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CLUB CIRCUIT

31st AUGUST



ROBIN PIKE LEADS WAYNE PAINTER



NICK BEGOVIC LEADS RON KENDALL



BARRY SHARP



MERV NEIL LEADS ALAN WOOLF



JOHN STEWARD



GRAEME DE PINA

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KIRK STONEMAN



VERNON McLAREN



MIKE ANDREW



JOHN RIDDELL LEADS RAY WILLIS



GEORGE SHEWEIRY



LAURIE BAIGENT LEADS ROD BICKERTON



TYRES

DUNLOP

RETREADS



First off, I must apologise for misleading anyone when I said in this column last time that A.C.C. were first in the Octagon Trial. When the results did come out apparently we were only second which meant A.C.C. yet again (third time running) has to finish with a win to take the Mercury Trophy in the last round. As I write this the results for the Spring Invitation are still being decided upon. As provisional results stand (and a very big thank you to Des Bell and Willard Martin who completed results on the night) Snasher's team have pipped us to the post, but there is this matter of whether a numeral is a letter or not, which, if it is, may change things. It was a big disappointment to see Thames Valley cancel their Mercury Trophy round (guess who won it last year?) but John Kilmartin and Spencer Pearce certainly had a whole book full of new ideas for the Spring which was apparently well enjoyed.

Big moan for this month is again the behaviour of some triallists. Again I hear of the media reporting citizens action groups against rallying, and I know they were referring to a trial. If we keep up this stopping on public roads, well advertised by check boards, etc., how many counties will we have left? In the interests of our own sport it's about time we kept to the 80 kph limit whether we like it or not (I don't) and use our brains instead to get a few more checks. As the first triallist said, "It's better to be on course and late, than dead on time and off course".

We have still got quite a calendar of trialling left for this year, including G.T. 1.5 and G.R. 005's Auckland v Northern effort, so let's see if we can reach 1976, when points for unmanned checks drop to 100 and thus discourage speeding, without further public outcry.

A couple of months back I recently enjoyed an entire week of travelling at less than 80 kph whilst observing on the MOBIL Economy Run. For those of you who think this may have been boring, don't believe it. In fact the list of observers read like a who's who from trialling with Warren Denton, Norma Leggoe, Gary Foothead, Glenda Wishnowski and others too numerous to mention. The list of drivers read like a racing and rallying who's who, with Paul Fahey, Graeme Lawrence, Ralph Emsan, Dennis Marwood, not to mention the fifty-six others. Some of the divisions or 'stages' such as the Ohuru Road were full scale rally roads and have you ever tried to drive briskly over a winding metal road, saving petrol, and fearful of the official observer noting that you were transgressing the road code. Bob

Kidd had a well deserved win in the Triumph 2.5 TC (with over-drive) but other club members, including the Hanburys, Steve Hamilton, Rob Wylie, Ralph Emson, obtained performances on the road that to me are still a little out of reach.

See you next month.

G.R. 005



AUTO SPORT & MOTOR RACING SHOW

Watch for the New Zealand Motor Show coming up at the Epsom Showgrounds between October 24th and November 2nd. Organisation this year is being handled by the same committee who do the Easter Show, Boat Show, etc., and who are endeavouring to make the show "come alive". Organisation to date, together with local and imported arena acts etc., would suggest that they are well on the way to achieving this.

The Auckland Car Club once again will be participating in the Autosport Section and we will naturally be relying on members for both manual and material support in various ways,

A Driveathon is to be held in conjunction with the Show mainly as a promotional stunt but also to break the existing World record. This will involve the continuous driving through twenty-four hours for seventeen days of six cars being supplied by various manufacturers. It is envisaged that two people will take over a car for a twelve hour period on a three hour driving, three hour resting basis. They will drive around a predetermined route of approximately three hours duration. Both ourselves and Northern Sports Car Club are supplying the drivers for the cars and a number of additional people, male or female, are required to do one, two or several days or nights.

Anyone interested in taking part in this Driveathon or further information on this event may be obtained from Ron Brown, Phone 678-739.

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

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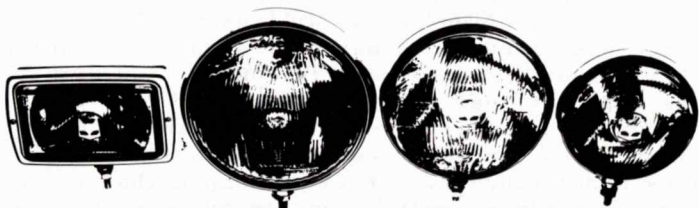
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NEW MEMBERS

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.

Kenneth Northin	Greenhithe	Hillman
Christopher Graham	Herne Bay	Austin Mini
Richard Emery	Howick	Anglia
Gary Cloake	Howick	Chevrolet
Steven Brown	Avondale	Triumph 2000
Jane Buckman	Remuera	Mini Cooper
Russell Burr	Auckland 7	Datsun 1200
Frederick Martin	Mt Albert	Valiant Charger
Edna Martin	Mt Albert	Valiant Charger
Peter Todd	Parnell	
Cherie Todd	Parnell	
Peter Armstrong	Beachhaven	Triumph TR 4
David Churches	Cockle Bay	Viva
Graeme Depina	Hamilton	Austin Cooper 'S'
Robert Donaldson	Hamilton	Formula Ford
Mark Flower	Auckland 6	Ford
Richard Kensington	Epsom	Escort
Barry Knightley	Royal Oak	Falcon
Vernon McLaren	Kelston	A40 Farina
Stephen Pearson	Orakei	Morris Mini
Robin Pike	Lower Hutt	Formula Ford
Barry Sharp	Manurewa	Fiat 127
Kevin Short	Glendowie	Galant 16 L
Peter Traille	Massey	Cortina
Barry Weaver	Howick	Holden
Christopher Henry	Papatoetoe	Triumph
John Harvey	Sandringham	Valiant AP 5
Bruce Anderson	Takapuna	Mazda RX 3
Jennifer Gould	Epsom	Holden
Gary Rush	Kelston	Hillman Imp
Mr & Mrs Gary Bunt	New Lynn	Chrysler
Raymond Meharg	Mt Roskill	Fiat 125
Paul Benfell	Mt Albert	Cortina
Philip Bernard	St. Lukes	V.W. 1200
Allen Dixon	Mt Roskill	Viva GT
Trevor Fielding	Wellington	Morris Mini
Rodney Jensen	Pt Chevalier	Fiat 128
Gary Mattson	Pakuranga	M.G.T.C.
Andrew McKay	Wellington	Datsun 1600
Mark Stevenson	Wellington	Jaguar XJ6
Peter Peterson	Western Springs	Vauxhall
Diane Norman	Balmoral	Anglia
Brian Powell	Mt Roskill	Hillman Hunter

BENSON & HEDGES 1000



ROBBIE BOOTH - FAIRMONT,
KEVIN McNAMARA - CHARGER

MARWOOD (DATSUN 120 Y), ADAMS (TRIUMPH
2500 PI), EMSON (CORTINA 2000), HOOD
(CORTINA 2000)



RAY WILLIAMS - CORTINA,
ALWYN MARSHALL - MAZDA



DAUNTSEY TEAGLE - LEYLAND P 76



JOHN DYMAND - DATSUN 1200 SSS



PIX = Ross Cammick Ph. 558-913

L. TO R. WILKINSON (CHARGER),
MAXWELL (MAZDA), NICOLLS (DATSUN)



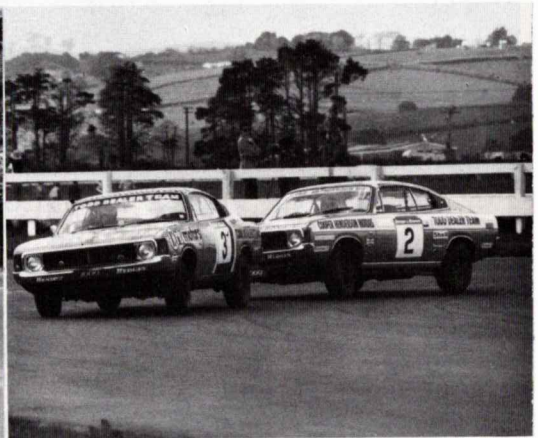
NEVILLE CHRICHTON - CHARGER



JOHN ARMSTRONG - CHARGER



GEORGE WILSON - DATSUN 180B



ROD COPPINS LEADS LEO LEONARD



ROBBIE FRANCEVIC LEADS
GRAHAM RICHARDT



DAVID OXTON - LEYLAND P76



OUTRIGHT WINNERS LEO LEONARD AND GARY SPRAGUE

Photo: Wallace Cole - P.O. Paremoremo

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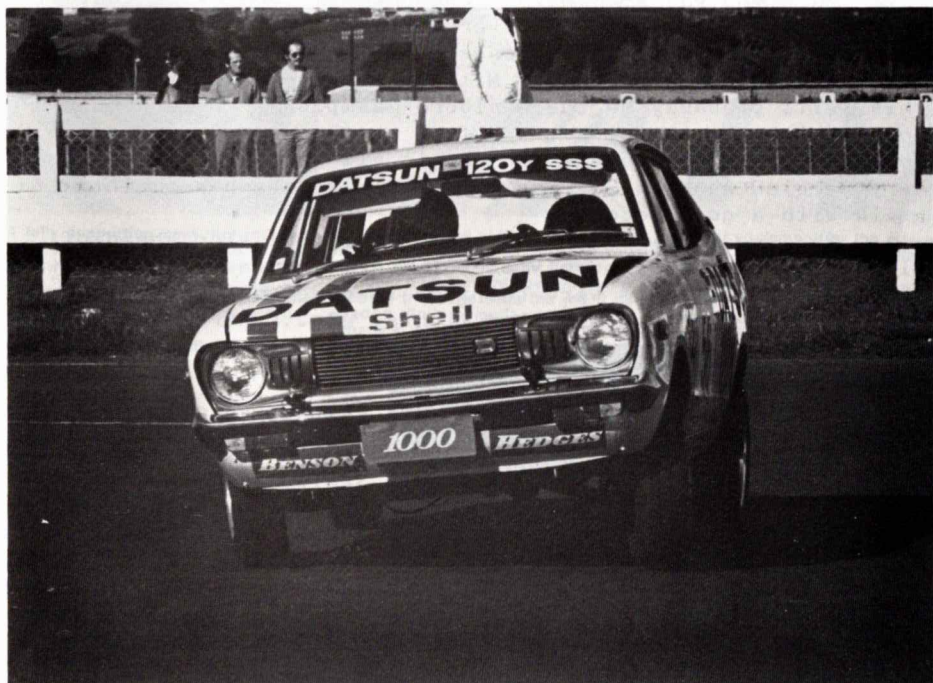
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LEO LEONARD, CHARGER, IN THE LOOP.
Photo : Ross Cammick Ph. 558-913



DENNIS MARWOOD, DATSUN 120Y SSS AT THE ELBOW
Photo : Wallace Cole - P.O. Paremoremo



M.G. RIVERHEAD EVENT:

Last month I forgot to mention this mighty and well organised event which was won by Jim Donald and Chris Porter. The event was held on terrific twisty roads in the Riverhead Forest. Second place proved a surprise with John Woolf and Jim Biddick finishing in a tie. Fourth was the quick Andy Walker RS 2000 Escort. The rally is covered fairly well in Motor Action so I won't go into major details. I would like to comment on the organisation which was, in my opinion, of a high standard for such a small club's first attempt. Full credit must go to Quentin Phillips, Dave Winter and Ian Miller for their efforts. The Auckland Car Club helped out by lending arrows, etc., and Graham Hill did trail car with Geoff Sibun while Alan Draper (of "Onga" fame) and myself did lead car with Ian Miller.

MARLBORO - ROUND 3:

This one was a boomer - some drivers commenting that it was the best rally they had ever competed in. As predicted in last month's bulletin, the roads were fairly smooth and twisty. There was no stopping Rodney Millen who, by the time you read this, will probably be the Marlboro Champion. Trevor Crowe looks fairly sweet for second after another convincing drive for fourth place. Young Mike did it all wrong but doesn't seem very worried about it. Good to see Blair Robson back into it again with a good second.

The seeding was a right shambles with Taylor ahead of Millen!!! - and that's only one of the minor cases!!! I always thought seeding lists were compiled in order to prevent overtaking, broken windscreens and lights, etc., whereas this seeding appeared to provoke it.



REIDRUBBER G.T.

What a grouse rally! Sealed surfaces, smooth metal, rough stuff, chunky metal, pot-holed seal, slips, ruts, sand, and even a tree which one had to drive over! - and that do afterwards was just too much! Paul Adams finally found reliability to win from Dave Civil and Jim Donald



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.

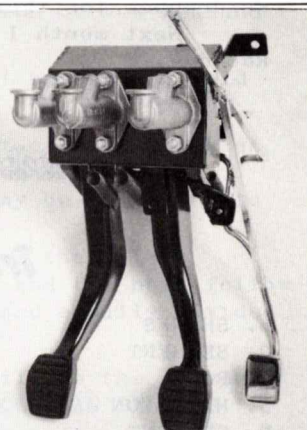
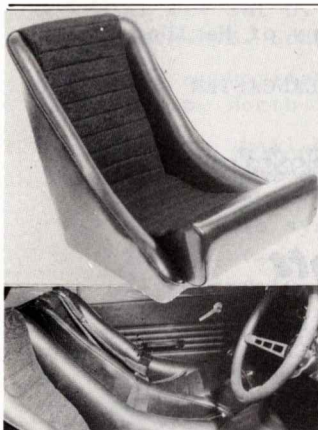
I have always received invaluable technical assistance from Ray Stone and his team and, together, we have solved many technical difficulties. This has contributed greatly to my success. It goes without saying that I have secured Superford service support again for this season and I will be depending 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

Rally Seat Roll Cage Pedal Box Assembly

All as fitted to New Zealand's top rally cars including the highly competitive Mike Marshall Escort



A fully supporting seat that reduces fatigue in the longest, toughest drives. Safe, strong, comfortable. Straightforward fitting. Developed for Superford by Mike Marshall from practical experience to meet the needs of the most demanding enthusiast. And they look great, too!

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



who were second equal. Jim had Blair Robson's car and was revving it by ear but after seven stages discovered he was only revving to 6500 rpm! The next two stages he took it to 8000 and won both of them! Mike Marshall was driving Judy Hanbury's "Wella" Marina but damaged the front end on the second stage.

There was quite a bit of damage done with Ray Wilson's Mini and Ollie Comer's Skoda being two of the write-offs. The general opinion after this event is that organisers MUST use distinctive "no road" signs which must be positioned with the same purpose of a caution sign - where everyone can see it.

The results service was the best I've seen with the N.Z.F.P. Computer being used. After we hauled ourselves out of the mud and made our way back to the do, I had the results of Stages 1 - 6 thrust into my hand by John Bernard. By 2.00 a.m. we had the final results sheets available - four hours after the rally finished!

Thanks to the N.S.C.C. for one of the best rallies this year and the best I've done - ever. Thanks must also go to Reidrubber for their wonderful support.

Next month I will give a short summary of Marlboro Round 4.

KEVIN LANCASTER



Trials Trophy Points

L. SHANKS	120	J. BUSCH	6
B. SERGENT	111	S. PEARCE	6
D. BONE	97	W. PARKIN	6
S. HAMILTON	77	P. GOULTER	4
P. SERGENT	69	R. GRICE	4
P. THOMSON	26	J. MILNERS	4
P. SHANKS	17	E. JARVIS	4
P. LEVET	16	L. PHILLIPS	4
I. STEPHENSON	15	K. TURNER	3
J. KILLMARTIN	14	R. SENNE	3
W. MILNES	14	S. ALGIE	2
A. VERRY	12	B. WATSON	2
P. JUKES	10	A. MOWATT-WILSON	2
R. WILSON	9	A. LEVET	1
R. VISKOVICH	8	M. STUBBS	1
G. GREAVES	8	P. STONE	1
J. CROMBIE	7	P. BATEMAN	1
M. FINCH	7		





AMCO

MINI SEVEN SERIES

The following are the Articles governing the Amco Jeans Saloon Series for Mini Seven for the 1975/76 Season.

1. The Series is known as the AMCO JEANS SALOON SERIES and is for Mini Saloon Cars complying with the regulations as set out by the Mini Seven Association of New Zealand (M.A.N.Z. Schedule "H").
2. The approximate number of events shall be twelve, held in the North Island.
3. Points shall be awarded for each event of the series as follows -- 9 - 7 - 5 - 3 - 2 - 1. (Because of the Championship going to ten places it may be necessary to alter this system).
In the event of a dead heat in any race the points allocated to the position dead heated and the next following position shall be added together and equally divided between the drivers concerned.
4. The AMCO JEAN SALOONS Series winner will be the driver gaining the most points overall in AMCO JEAN SALOONS Series Races.
5. To be eligible for points a driver must be a financial member of the Mini Seven Association of New Zealand.
6. A driver may change cars during the season and may accumulate points in different cars provided they have been passed by the Association's scrutineers. Should a driver who has gained points become ineligible for the series for any reason, his gained points are not awarded to other drivers.
7. The fuel permitted to be used in the Series shall be limited to petrol fuel with a maximum octane rating of 130. Specifically excluded are any additive increasing the octane rating of the fuel or any specially blended racing fuels.

CONDITIONS FOR PARTICIPATION:

Cars conforming to Schedule "H".

1. Competitors must place two AMCO Eagles on the car, one

each side, on the rear panel, in front of the wheel. Such stickers to be supplied by the sponsors through Don Hadfield Services Ltd. Any deviation to be approved by the above.

2. AMCO Sticker (supplied) number plate size, in the position normally occupied by the front number plate (no deviation on this).
3. AMCO Badge (supplied) to be sewn on drivers overalls.

All of these conditions must be complied with. Any competitor not complying with the above WILL NOT compete in any events towards the 1975/76 AMCO JEANS SALOON CHAMPIONSHIP.

Also Compulsory:

Two CHAMPION Spark Plug Stickers (Approx. size 6" x 3½")
One CHAMPION Overall Badge (Only supplied if worn)
Two UNIPART Stickers (approx. size 6" x 3½")

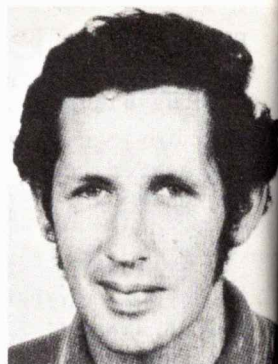
4. The Sponsors' Stickers shall remain intact for the duration of the Season and will remain even while competing in other events and while the car is being transported.
5. Competitors agree to the Mini Seven Association and the Sponsors using photographs and details of the car for advertising, press releases and reports.
6. Competitors agree to the Mini Seven Association's points system in deciding the series winner, and accept their decision as final and binding.
7. The Association may, at any time, during the series require a competitor to submit his car to Association Scrutineers for examination to ensure that the car complies with the Mini Seven Regulations as laid down by the Association.



PRIZE MONIES:

<u>1st Place:</u>	AMCO Championship	\$700	
	AMCO Challenge Trophy & Miniature	100 (value)	
	CHAMPION Spark Plug Trophy	30 (value)	
	CHAMPION Prize Money	100	
	15 Litres DUCKHAMS Oil	60 (value)	
	DUCKHAMS Jacket	14 (value)	
	UNIPART Prize Money - From New Zealand Motor Corporation Parts & Accessories Division	20	
	TOTAL CASH & AWARDS	<u>\$1,024</u>	(value)
<u>2nd Place:</u>	AMCO Championship	\$475	
	UNIPART Prize Money	20	
	10 Litres DUCKHAMS Oil	40 (value)	
	DUCKHAMS Jacket	14 (value)	
	TOTAL CASH & AWARDS	<u>\$549</u>	(value)
<u>3rd Place:</u>	AMCO Championship	\$250	
	UNIPART Prize Money	20	
	5 Litres DUCKHAMS OIL	20 (value)	
	DUCKHAMS Jacket	14	
	TOTAL CASH & AWARDS	<u>\$304</u>	
<u>4th Place:</u>	AMCO Championship	\$150	
	UNIPART Prize Money	20	\$170
<u>5th Place:</u>	AMCO Championship	\$125	
	UNIPART Prize Money	20	\$145
<u>6th Place:</u>	AMCO Championship	\$100	
	UNIPART Prize Money	20	\$120
<u>7th Place:</u>	AMCO Championship	\$80	
	UNIPART Prize Money	20	\$100
<u>8th Place:</u>	AMCO Championship	\$60	
	UNIPART Prize Money	20	\$80
<u>9th Place:</u>	AMCO Championship	\$40	
	UNIPART Prize Money	20	\$60
<u>10th Place:</u>	AMCO Championship	\$20	
	UNIPART Prize Money	20	\$40
	TOTAL VALUE = CASH & AWARDS	<u>\$2,592</u>	

Graham Spear reports



The Social Committee have planned several socials to run through until December and I will give members a run down on these.

Our September 20th Dance will have been held prior to this article being printed and I think going by ticket sales that this will have been successful. The band for this dance is Hobson's Choice and we have not had them at the Car Club before.

On Sunday, 12th October, after our National Race Meeting at Pukekohe there will be a band at the Clubrooms. There is no charge for this evening but we will try and cover our expenses by running the popular raffles and I would be grateful if members would support these raffles as proceeds are used to better club facilities, etc. The band for this free night is the Ideals who were very popular last time they played for us. The Bistro Bar will also be in operation from 6.00 p.m. onwards for light snacks and meals.

On Saturday, 22nd November, we intend holding a Disco night and as we have done in the past, feature live entertainment instead of the normal records, etc., that are common at most discos. We have managed to book the Music Convention for this night. This is probably the most popular band we have ever had in the Clubrooms and this night should be really great. The admission of \$3.50 per head is only 25 cents dearer than last year, but as members will realise entertainment and beer prices have risen dramatically over the last year and the extra 25 cents will only partly cover these increased costs. A good range of ales as well as punch is provided at no charge and I am sure most members will appreciate this. It is planned to sell 180 to 200 tickets for this social and door sales will only be sold until 200 people have entered and then all sales will stop as we do not wish to overcrowd members.

On Sunday, 14th December, the children's Christmas Party will be held and when final arrangements are made members will receive an enclosure in the Bulletin similar to previous years.

On Saturday, 20th December, our popular Christmas Social will be held. We have booked the Music Convention for this function and this should be quite a night. After final arrangements have been made for this we will inform members more fully but this is a prior warning to keep this night free.

That just about covers the future social activity planned until the end of the year and I hope members will support these evenings with their presence and enjoy themselves on the night.

GRAHAM SPEAR

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HAPPENINGS



* * * Much noise was heard, most of it uncontrolled, when the Italian girl, Lella Lombardi was given a drive in the Formula One March Team. Miss Lombardi's rentadrive with March appears to have concluded following the Italian Grand Prix. It is said she will have a one-off drive with the Frank Williams Team for the U.S. Grand Prix.

* * * John Surtees has withdrawn from Formula One for the time being. Surtees says he will be devoting most of his energy to sorting out problems associated with one of his former sponsors. Car Construction will continue on the new T.S. 19 Formula One car and the new V6 powered F5000 car. His driver, John Watson, has been released from his obligations.

* * * Reliable sources indicate that John Watson will in fact be racing in the U.S. Grand Prix. Roger Penske has announced that he will not be withdrawing from racing following Mark Donahue's death. The March which the American was driving when he crashed is back at the March Works. Meanwhile, construction of the new Penske F1 car continues, hopefully to be concluded in time for John Watson to drive in the U.S.A.

* * * Brabham-Alfa - Nearing completion at the M.R.D. Works is a new Brabham chassis to which will be fitted a V12 Alfa Romeo engine. Testing is due to start shortly and providing progress is made one car will be raced in the Argentinian Grand Prix early in 1976.

* * * Despite expressing disappointment at the current Formula One scene, Chris Amon has returned to F.1 driving the Ensign-Cosworth. Mo Nunn, constructor of the car and a former F.2 driver of repute, is said to be delighted with Amon's efforts. It is to be hoped Chris's fortunes take a turn for the better.

* * * David Purley the man who campaigned a March in Formula One a couple of seasons back and who has been driving a V6 powered F5000 Chevron in the European Shellsport F5000 Series has commissioned Mike Pilbeam to draw up plans for a new car. Pilbeam became well known as the designer of the P210 BRM - quitting the team when it passed into the hands of Louis Stanley. Since the end of 1974 he has designed a highly successful hillclimb car and was the man responsible for the Formula Atlantic being run by Tom Wheatcroft.

* * * Third placing in the Italian Grand Prix was enough to give Austrian Niki Lauda the 1975 World Drivers Championship. With Clay Regazzoni winning the race, Ferrari concluded the European section of the Championship on the highest possible note.

* * * Formula 5000, long dominated by the Chevrolet unit until the Cosworth V6 appeared earlier this year has attracted another brand. Shadow, who have been racing in both F.1 and U.S. F.5000 have developed a Chrysler engine. With the new engine fitted, Jackie Oliver stated that the car went better than ever before. Despite two pit stops, Oliver finished fourth at Road Atlanta.

N.H.H.



LETTER BOX

Dear Members,

Over the years, this Club has been fortunate enough to have had the use of Chamberlain Road, Bombay, as a hillclimb venue. Unfortunately progress has caught up with us at last and the happy association we have had with the people who live down the 'lane' and Franklin County Council must shortly come to an end and this leaves me with the problem of finding another venue.

During the past few months various members of the Speed Committee and myself have looked at many hills, on both private and public roads, but for one reason or another they have been unsuitable, some due to location, others not enough length to be of use. I am now asking all members who may have some ideas as regards a venue, either private or public, that may be suitable and that we could look at to contact myself at the Clubrooms any Thursday evening, or phone Mike Harold 875-550 during business hours.

I hope someone somewhere has what we require.

Yours sincerely,
BOB WHITE
Deputy Club Captain

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EUROPEAN RALLY SCENE

When the 98 cars lined up for the start of the Rally of The Thousand Lakes, there were few people who felt that Hannu Mikkola and Atso Aho had much chance of becoming outright winners in their Toyota Corolla Levin, yet that is precisely what happened. They finished just 74 seconds ahead of Simo Lampinen and Juhani Markkanen in a works Saab 96 V4.

The first stage started just 25 yards down the road from the starting ramp, on which practice had been forbidden. But that didn't stop crews from learning it from the saddles of bicycles. Vatanen (Escort) was fastest on this short stage and also on three of the next four stages. Rainio's Saab blew a head gasket and the cylinders filled with water.

Vatanen had been described as the dark horse of the rally, but his good run didn't last long. He slipped off the road in the seventh and a stone ripped out a driveshaft and damaged the diff. Blomqvist's new 2 litre Saab had a succession of minor problems, the lights dropping after a hard landing, the electric fuel pump failed and then a swing arm broke. It was replaced pretty quickly but it took a few more stages to re-adjust the castor angle.

Just as Blomqvist had sorted things out and was making fastest times, he got caught in a Police radar for 73 kph in a 60 kph area and was excluded. At the halfway halt the order was Alen (Datsun 160J), Mikkola, Lampinen, Makinen (Escort) and Eklund (Saab). Makinen wasn't having as good a rally as expected, but he didn't seem dissatisfied with the harder than usual suspension of the Escort II.

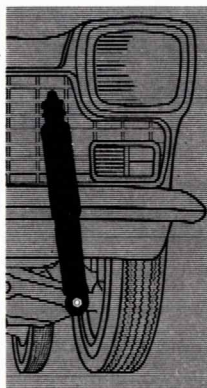
Four stages into the second half and Alen went off the road, pushing everything backwards into the pedal well. He had trouble getting out of the car and had to leave his shoe behind. Mikkola had already moved into the lead and took fastest on the next six stages to consolidate his lead.

Lampinen could well have threatened for the lead, but he was delayed during the last three stages of the first leg with severe misfiring. A piece of aluminium was found to have dislodged from the air box and had been sucked into the carburetors. Makinen and Eklund were fighting for third place all the way to the finish and were only four seconds apart at the end.

1st	H. Mikkola/A. Aho	(Toyota Levin)
2nd	S. Lampinen/J. Markkanen	(Saab 96 V4)
3rd	T. Makinen/H. Liddon	(Escort RS)
4th	P. Eklund/B. Cederberg	(Saab 96 V4)

TULIPEN

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EXIDE TROPHY

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

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

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

The following Exide Points are up to and including the Club Circuit Meeting held on 31st August 1975:-

38½	S. HAMILTON	14	J. KILLMARTIN
34	L. SHANKS	14	G. OGG
31	D. BONE	14	M. COX
24½	B. SERGENT	12	R. BICKERTON
18	T. McLEAN	12	R. CARN-BENNETT
18	K. STONEMAN	12	W. PAINTER
16	I. PEACOCK	11	M. FINCH
15	I. STEPHENSON	11	R. WILSON

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, J. CHATTERTON, G. DE-PINA, R. WHITING.

8 POINTS:

J. HARVEY, P. ROBINSON, W. BLAKEMORE, K. CROKER, K. STRAHAN, G. LANCASTER, A. BAKER, R. HANLEY, B. ROBSIN, R. VISKOVICH, J. MORTON, N. BEGOVIC, R. DONALDSON, J. STEWARD, M. NEIL, D. OLIVER, C, REED.

7 POINTS - J. CROMBIE, PHIL SHANKS

6 POINTS:

N. BEGOID, J. PEARSON, G. CRAWFORD, B. WHIPP, M. MOORE, F. ROACH, G. McGREGOR, C. SMITH, S. PEARCE, W. PARKIN, J. BUSCH, G. PEDDIE, J. WILSON, R. KENDALL, B. WEAVER, S. PEARSON, M. GRAY, P. BEVAN, R. PIKE.

5 POINTS - P. THOMPSON

4 POINTS:

N. LOWIE, D. SMITH, P. GOULTER, M. MICHAEL, R. COMER, J. RICHARDS, J. MINERS, B. GRICE, J. NYLAND, B. SHARP, P. MAXWELL, M. ANDREWS, C. WEIR, B. TREVOR.

3 POINTS:

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

2 POINTS:

S. ALGIE, M. HANNELL, L. MAY, P. HONG, L. EVANS, K. LANCASTER, J. DONALD, B. WATSON, A. MOWATT-WILSON, L. BAIGENT, K. BROWNE, A. LOWE, P. HILL, A. WOOLF.

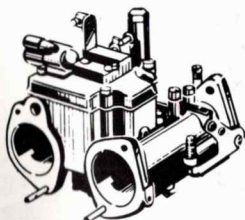
1 POINT:

A. LEVET, M. STUBBS, P. STONE, P. BATEMAN.



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Dennis Marwood well known racing driver and Managing Director of Performance Developments Ltd recommends these famous performance proved products.

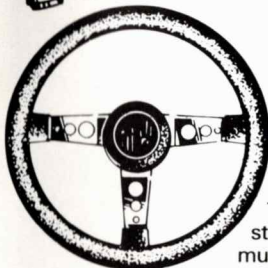
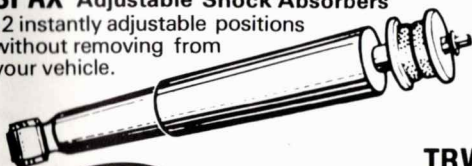


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