

NOVEMBER 1975



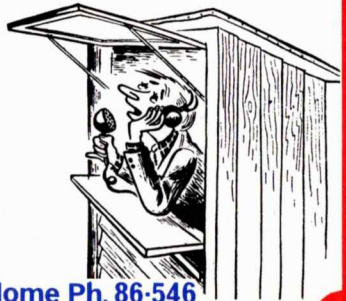
# BULLETIN



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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.

EXECUTIVE:

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

CLUB CAPTAIN:

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

DEPUTY CLUB CAPTAIN:

R.R. White, Phone HSN 38-335  
18 Cyclarama Cres., Massey.

CHAIRMAN OF SUB COMMITTEES:

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

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

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

Speed : R.R. White,  
Phone 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.

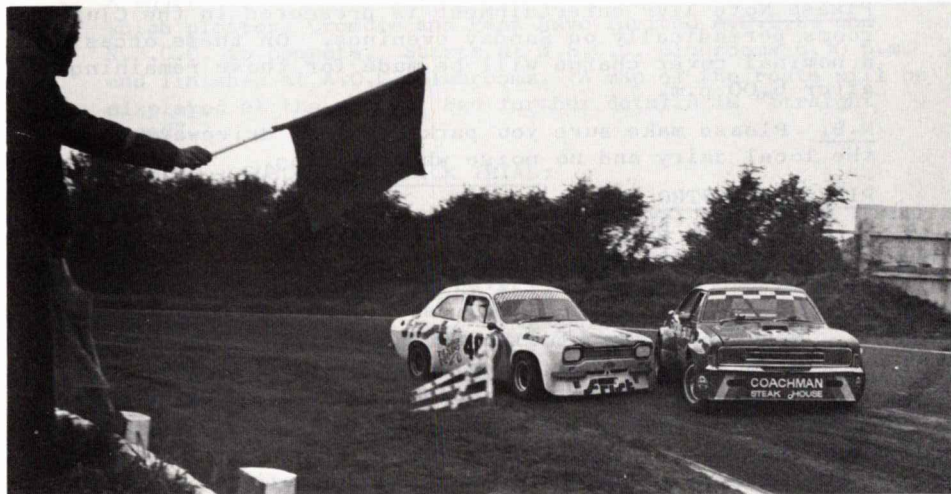
Bulletin : Post to P.O. Box 2018,  
Auckland. Phone 364-658 (Bus).

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.



BRUCE BELLIS (CORTINA) AND BRYAN BLACKBERRY (ESCORT) HAVE TRAFFIC PROBLEMS DURING THE ROTHMANS MEETING AT PUKEKOHE.

**COVER PHOTO**

CHRIS PARKINSON (8) DEMOLISHES A TRACK MARKER WHILE COLIN SURREY (17) MOTORS BY IN THE AMCO JEANS SALOON RACE AT THE ROTHMANS MEETING AT PUKEKOHE ON 12TH OCTOBER.

**PIX - WALLACE COLE -- P.O. PAREMOREMO**

# 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. Three 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 Clubrooms 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.

## 8TH NOVEMBER - SATURDAY - ECONOMY TRIAL:

Starting at 1.00 p.m. at the Potters Wheel Car Park, New Lynn, this is a straight forward three hour event with the emphasis on driving. No maps required but bring a sealed clock. Finishes at the Potters Wheel and covers an interesting variety of roads.

## 9TH NOVEMBER - SUNDAY - HILLCLIMB -

This is the second round of the Club Championship Series. See Open and Invitation Events for further details.

20TH NOVEMBER - 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.

22ND NOVEMBER - SATURDAY - DISCO NIGHT:

The top band, The Music Convention, will provide music to dance to and the strobes, projected lights and oil lights will provide the atmosphere. Tickets will be available at \$3.25 single which will include ale and punch and the night starts at 8.00 p.m.

23RD NOVEMBER - SUNDAY - SPRINT MEETING - PUKEKOHE:

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 9.30 a.m. and 11.00 a.m. Sprint will comprise 2 laps around club circuit, standing  $\frac{1}{4}$  mile along back straight and bent sprint through Tappendens Hairpin. Requirements are club membership card, competition licence and medical certificate (except for standing  $\frac{1}{4}$  mile straight sprint) driving licence, helmet, fire extinguisher, overalls, etc. Under 20 year olds to have entry forms signed by parent or guardian

27TH NOVEMBER - THURSDAY EVENING - TIMEKEEPING INSTRUCTION TRIAL:

A short trial mostly in daylight (daylight saving time) to which plotters Crombie and Peat have invited A.U.C.C. and N.S.C.C. to compete. Starts at N.S.C.C. Clubrooms 6.30 p.m. and finishes at A.C.C. Clubrooms. A map of the route will be displayed at the start. See further details in "Straight Ahead".

30TH NOVEMBER - SUNDAY - GIMMICK TRIAL:

Starts at 2.30 p.m. at the Auckland Railway Station to finish two hours later at Riccardo's Hot Pools at Parakai. A family end of the year event with a swim and barbecue at the finish. Further details elsewhere in this Bulletin.

7TH DECEMBER - SUNDAY - CLUBMANS RACE MEETING:

To be held at the Pukekohe 1.2 km circuit. Production saloons, modified saloons, sports cars, Formula Fords and Formula Vees. Scrutineering and documentation at the venue 9.30 till 11.00 a.m. only. Practice commences 12 noon. Racing 1.00 p.m. Usual racing requirements including MANZ medical certificate. Entries accepted by phone and should be directed to Miss C.E. Dewar, 273 Kapa Road, Auckland 5. Phone 588-274 (Res). Entries close Wednesday, 3rd December. Late entries may be accepted to fill undersubscribed fields. Please contact Eric Mallard, 677-519 if you can help out as a flag or grid marshal. Our annual end of the year barbecue will be held after the meeting on the circuit property. We will provide some fires. Bring your own steaks, etc.

 **TYRES DUNLOP RETREADS**



# OPEN & INVITATION

## 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 - BARDHAL HILLCLIMB - ROUND 2:

Chamberlain Road Bombay. Classes 0 - 1000 cc, 1001 - 1300 cc, 1301 - 1600 cc, 1601 - 2500 cc and 2501 cc and over, production sports cars and sports and single seaters. Entries on the day 9.00 a.m. to 10.00 a.m. Entry fee \$2.00. Light refreshments will be available. This is also the second round of the Club Championship. 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 GTX, modified production saloon cars and Formula Vee. Scrutineering and documentation in the morning with practice commencing at 11.00 a.m. First race at 3.00 p.m. Events conclude at approximately 7.30 p.m. in this twilight meeting. Entries from P.O. Box 22-362, Auckland.

## 22ND NOVEMBER - SATURDAY - GOLD STAR HILLCLIMB:

Entries available from Hawkes Bay Car Club, P.O. Box 323, Hastings.

## 27TH NOVEMBER - THURSDAY NITE TRIAL:

John Crombie and Rod Peat are organising this dead simple restricted invitation trial which will be based on timekeeping. Starts at Northern Sports Car Club Clubrooms at 6.30 p.m. and finishes at Auckland Car Club Clubrooms.

## 30TH NOVEMBER - SUNDAY - GOLD STAR HILLCLIMB:

Ridge Road, Pokeno. Entries from Pukekohe Car Club, P.O. Box 174, Pukekohe.

## 30TH NOVEMBER - NATIONAL RACE MEETING - MANFELD:

Events for P.O.S.B., Gold Star Championship, Formula Ford, Castrol GTX Saloons and Formula Vee. Entries available from Manfield Autocourse Promotions, P.O. Box 1959, Palmerston North.

## 6TH DECEMBER - SATURDAY - NATIONAL RACE MEETING - LEVIN:

Events for P.O.S.B. Gold Star Championship and Castrol GTX Saloons. Entries from Levin Motor Racing Circuit Ltd, P.O. Box

989, Palmerston North.

7TH DECEMBER - SUNDAY - BARDHAL HILLCLIMB - ROUND 3:

Hungary Creek, Puhoi. Promoted by Hibiscus Coast Car Club.  
Entries on the day from 9.00 a.m. to 10.30 a.m.

14TH DECEMBER - SUNDAY - BARDHAL HILLCLIMB - ROUND 4:

Bright Road, Waiuku. Entries on the day 9.00 a.m. to 10.00 a.m.  
No late entries after 10.00 a.m. Promoted by Pukekohe Car Club.



# ***BENSON & HEDGES 1000***

FINAL RESULTS - PUKEKOHE - 14TH SEPTEMBER 1975

<u>Outright Winner:</u>			<u>Laps</u>	<u>O/Pos</u>
1st	Leo Leonard/Gary Sprague	Chrysler Charger	278	1st
<u>4301 c.c. and over Class:</u>				
2nd	Rod Coppins/Geoff Sutherland	Chrysler Charger	277	2nd
3rd	Kevin McNamara/N. Crichton	Chrysler Charger	276	3rd
4th	David Oxtou/Garry Pedersen	Leyland P76	273	5th
<u>2401 - 4300 c.c. Class:</u>				
1st	Ralph Emson/Doug Bremner	Triumph 2.5 PI	266	10th
2nd	Paul Adams/Sue Adams	Triumph 2.5 PI	260	19th
3rd	Sydnerly Gardiner/R. Gardiner	Ford Falcon	255	26th
<u>2001 - 2400 c.c. Class:</u>				
1st	Alwyn Marshall/Keith Yeates	Mazda RX2	275	4th
2nd	Ron Kendall/Bill Shiells	Mazda RX2	261	18th
3rd	Roly Doyle/Frank Bray	Mazda RX2	256	25th
4th	Peter Maxwell/Dave Winter	Mazda RX2	238	28th
<u>1201 - 2000 c.c. Class:</u>				
1st	Wayne Jones/George Wilson	Datsun 180B	267	8th
2nd	Roger Hood/Michael Draper	Ford Cortina	264	12th
3rd	Rod McCallum/Barry Phillips	Datsun 180B	264	13th
4th	Stephen Emson/John Woolf	Ford Cortina	261	17th
<u>0 - 1200 c.c. Class:</u>				
1st	Dennis Marwood/Grant Walker	Datsun 120Y SSS	266	9th
2nd	Barry Vuyk/Grant Aitken	Datsun 120Y SSS	266	11th
3rd	Steve Dymand/Rex Elshaw	Datsun 1200 SSS	263	14th
4th	Warwick Chandler/G. Nicholls	Datsun 1200 SSS	262	15th

Team Prize:

Chrysler	Leo Leonard/Gary Sprague
(Todd Dealer Team)	Rod Coppins/Geoff Sutherland
	John Armstrong/Graeme Richardt

E.G. Mallard  
Secretary of the Meeting  
29.9.75



# Afternoon Trial



20th SEPTEMBER 1975

Not having done any trialling for some twelve months, the map reading night seemed a good time to start again. I must admit it was short and sweet, but covered all relevant points and we learnt a lot and it did not run into a night of reminiscing about past trials. So it was, we turned up at N.Z.M.C., Papakura, on the Saturday, all rearing to go.

After leaving the motorway and turning right over the bridge, we came to a sign which in effect said "check on other side of road". Resisting the temptation, we went on to find an arrow for a right turn, which brought us to check "Onions", a U turn, next left, back into the manned check and the start of the map reading. Having done very little we were a bit apprehensive about it all, apart from stupidly dropping "Onions", the second time things went well.

A good trap, we thought, was "D.U." placed about fifty yards up from the intersection, which meant if you reversed back from the check to the intersection you missed check "Some" on the other side of the road in a gorse bush. We knew when arriving at check "U" that we had not reached our next grid reference, but being new to the game, did not know we had to re-plot into the same grid reference, so dropping another check. We seemed to get through the rest of the trial quite well, seventh or halfway wasn't too bad a place.

To Peter Batten and his helpers we would like to say "well done" for a very informative map reading evening and a good trial which has us keen to learn more at the next one.

Thank you,

JACK & JILL POWELL

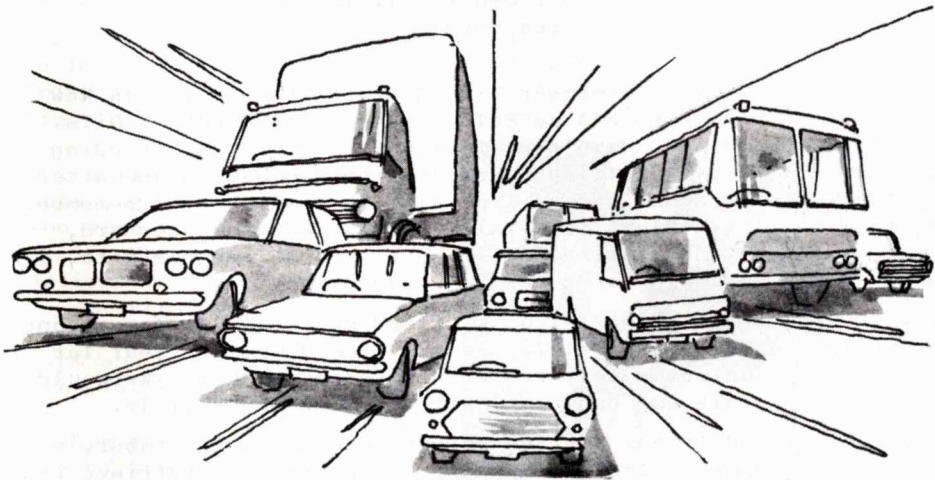
## RESULTS OF SATURDAY AFTERNOON INSTRUCTIONAL TRIAL : 20TH SEPTEMBER

		<u>POINTS LOST</u>
1st	I. Stephenson	96
2nd	P. Cameron	650
3rd	B. Milnes	752
4th	P. Radich	818
5th	P. Bateman	838
6th	D. Thomson	1216
7th	J. Powell	1432
8th	C. Hudson	1440
9th	W. Kiesanowski	1450
10th	D. Laycock	1472
11th	N. Lowe	1517
12th	G. Hutchinson	1575
13th	L. Baigent	1757
14th	M. Redshaw	2069



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**TAUPO:** 117-125 Tongariro Street, Phone 991

**WELLINGTON:** Waterloo Quay, Phone 44-133

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# SHOUTS & murmurs



. . . M.A.N.Z. Area Steward, Kerry Lay, has resigned his position. We thank Kerry for his assistance and advice to this Club while he occupied this important office. Taking Kerry's place will be popular Jim Scott from Paeroa. We congratulate our own Ian Ivers who will be acting as Deputy Area Steward to assist Jim.

. . . Members will remember Mike Stewart when he was in New Zealand several years ago as Sales Manager for Duckhams Oils. Now back in England, Mike's promotions result in his spending most of his time travelling overseas from Duckhams headquarters in Kent. In a recent letter from Mike he wished to be remembered to all at this Club, especially Messrs. Wheaton, Bernard, Lucas, Mallard and Stapley. Mike says that he and his wife, Jan, hope to see us again for a few jugs some time.

. . . Reported missing is the Auckland Car Club Cup for second prize in the Light Car Trial. It was picked up last year for R. Gould but unfortunately was not passed on to him. We would love to have this cup back again if you know where it is.

. . . At our Rothmans Meeting at Pukekohe on 12th October, a wallet was reported lost. The owner is anxious to retrieve this and especially his driving licence. If you could help, please contact Grahame Kerr, 91 Point England Road, Auckland 6, Phone 578-922.

. . . Congratulations to Hilary and David Childs on the birth of their daughter recently.

. . . Club Member, Mike Marshall, will be a guest speaker at the Royal Oak Lawn Tennis and Squash Rackets Club on Monday, 1st December 1975. The function is the Coruba New Zealand Squash Player of the Year Award at Trillos, Westhaven, at 6.00 p.m. We hear that along with Mike, who will speak on rallying, are Precious McKenzie (Weightlifting) and Doug Mason, an ABC commentator from Australia. Members wishing to attend this function should contact Georgina Wright, Phone 657-191, 10.00 am to 2.00 pm. Tickets are \$12.00 a double.

. . . Advice from M.A.N.Z. is as follows:-

Registration of Competition Vehicles - With reference to previous advice on the above matter from further investigation it has been discovered that competition vehicles must be registered at a minimum under E Type plate registration to gain advantage of the provisions of the Accident Compensation Act. Therefore, in spite of our previous advice that registration was not required on closed or private venues, this was not correct.

Competition Licence System - Further to the amendments that were made earlier this year to the system of up-grading licences to National Racing Licences, it has been decided owing to the paucity of club and invitation meetings during the first months of the season this year where a competitor has already had an observation on either his restricted or non-racing licence he may take his second observation during practice for a National Meeting at the discretion of the promoter of that meeting. This amendment will be valid until 31st December, 1975.

. . . On Tuesday, 14th October, by invitation from the Auckland City Council, Club President, Barry Webber, and wife, Marilyn, represented this Club at a civic reception for the Prime Minister of Malaysia, Tun Badul Razak and his wife, Toh Puan Rahah.

. . . This Club was well represented at a charity luncheon put on for the benefit of the Murray Halberg Crippled Children's Trust at the Grammar Club, Newmarket, on Wednesday, 8th October. Guest speaker was ex World Champion, Graham Hill.

. . . We congratulate Reg Cook and Pauline Sanderson who were married recently at St. Phillips Church, St. Heliers Bay, Auckland.

Reg, of 'Schick' Datsun fame, was true to form and used Datsun vehicles for his wedding party.

Pictured at right is Reg and Pauline with one of the three Datsun 260C wedding cars supplied by Nissan Motor Distributors (N.Z.) Limited.

(Photo : Anthony Henry Ltd)

. . . We are delighted to see Shell Oil New Zealand Limited taking an active part in the promotion of motor racing for this season with their involvement in the Shell Sport Championship.

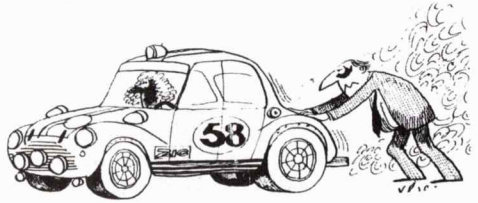
Congratulations go to Club Member, Jack Nazer, on winning the first round of the Shell Sport Series.



GET WITH **DUNLOP**

# MID-WEEK TRIAL

24th SEPTEMBER 1975



We arrived at the Clubrooms (early for a change) munching on hot chips and other goodies for tea. Being the first there we set off as Car No. 1 and successfully navigated ourselves onto the Southern Motorway and off at the Otara exit. Saw Check Bandy and on to the next instruction "Follow to WAIOURU RD". We sat at the intersection and spelt out the sign and were just about to travel in the direction in which it pointed when suspicion made us check our Additional Supplementary Regulations and found that we could only follow an AA fingerboard and the quoted sign did not comply with this. Straight ahead down the road and picked up DDDDU just as we were about to give up. Back on track again and a sneaky instruction "Go right" - we found the first little track on the right and clapped our hands with glee but missed the second little track and dropped the second RR check - over confidence is a definite sin in trialling.

On to pick up a DUL just past Somerville Road because City of Manukau was not quoted and then UL because MASONS RD was a sign on its own and NO EXIT was a separate sign. This took us to our first womanned check, Diana Hamilton, who was successfully bogged in the mud on the side of the road. We would here like to thank Diana and her mother who never fail to turn out to do a check.

The next instructions took us through some favourite trialling roads with good traps such as "Go right at GRASS ISLAND" - very tricky we thought - that has to be a sign. Sure enough there was a sign at the relative intersection but the sign read CRASS ISLAND - on to get a DUL check. Same trap with a C for a G on TRIC RD. Up a few more roads and round a few more corners until an intersection which quoted a sign with a small km so straight ahead for another check. This subsection ended at CHECK TWICE. From here we traversed a big circle back to the Clubrooms during which we picked up checks for a STOP sign not being at an intersection, not going left at one traffic island when instructed to go left at traffic islands; going left at crossroads even though one road was a no exit road (the overrider for the subsection read "NO EXIT ROADS do not exist" meaning that a sign did not exist and not the no exit roads); and going right at a sneaky sign that, thanks to a rather large bolt, read CRYERS RD MANU KAU CITY".

A straight drive on the motorway back to the Clubrooms with time allowed to buy tea on the way. But - a sting in the tail - third to last instruction "Follow MAY RD" - as in the first trap this was not an AA fingerboard so straight ahead to pick up Pete Stone who gave us a few extra instructions to get us to the Clubrooms.

Many thanks to Doug Bone, Carol and all others involved in the organisation of this extremely good trial.

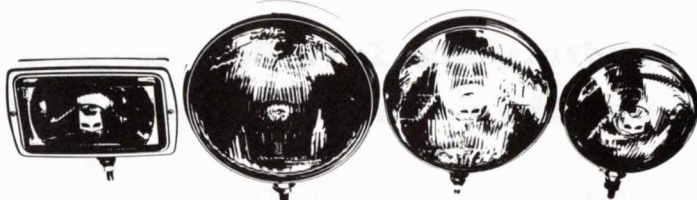
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**S.E.V. MARCHAL**

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POINTS LOST

1st	Linda Shanks	229
2nd	Ray Wilson	559
3rd	W. Milnes	561
4th	I. Stephenson	598
5th	L. Baigent	762
6th	C. Hudson	1508
7th	W. Kiesanowski	1680
8th	B. Douglas	1919
9th	R. Grice	2246
10th	G. Hutchinson	2425
11th	G. Woodman	2439
12th	K. Erbs	2441
13th	G. Bennett	2711
14th	N. Lowe	2771
15th	M. Redshaw	2803
16th	G. Norton	3109
17th	C. Goodson	3535
18th	J. Falconeer	3715
19th	L. Ritchie	3840

## 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.

# HILLCLIMB

SEPTEMBER 1975

No.	Competitor	Car	C.C.	Run 1	Run 2	Run 3	Run 4	Run 5	Place
A 6	Geoff Bawden	A/Cooper	998	42.878	42.384	42.120	43.296	40.933	2nd
A 77	Dave Oliver	Mini 7	850	40.843	41.158	-	-	-	1st
B 1	Leslie May	Escort	1300	39.924	37.202	38.130	37.573	40.753	1st
B 2	Geoff Hewitt	M/1100	1098	41.898	41.360	40.516	40.253	-	6th
B 3	John Riddell	Viva	1159	41.272	42.977	42.469	42.821	45.048	8th
B 4	Warren Maskell	Escort	1298	45.450	-	45.691	-	48.402	13th
B 7	Keith Latrobe	Escort	1298	42.832	42.254	41.777	41.569	42.715	10th
B 8	Evan McLaren	Escort	1298	43.045	-	41.511	40.724	40.803	7th
B 11	Brian Whitaker	Escort	1298	42.337	42.266	42.402	42.677	42.807	11th
B 12	Ian Porthouse	Escort	1100	-	-	-	-	-	
B 31	Laurie Baigent	Simca	1100	42.148	41.556	41.588	42.132	41.535	9th
B 15	John Steward	A40 Farina	1298	43.874	39.537	37.980	40.159	38.249	2nd
B 22	Wayne Parkin	Escort	1298	39.103	39.757	40.289	38.765	39.307	3rd
B 24	Rod Peat	Datsun	1171	44.081	41.845	40.106	39.917	40.284	4th
B 29	Des Gulland	Wolsley	1098	46.508	45.492	45.492	45.032	45.073	12th
B 30	Chris Hebden	Mini	1275	42.932	41.794	41.918	42.625	40.058	5th
C 9	Rex Farrell	Cortina	1600	42.742	40.162	40.811	39.605	41.112	4th
C 16	Mike Limbrick	Cortina	1576	44.327	44.637	38.553	38.390	38.215	2nd
C 18	Geoff Boyle	Escort	1600	43.200	41.906	78.074	43.716	42.254	6th
C 20	Rob Carn-Bennett	Escort	1560	38.202	39.251	38.101	39.366	38.877	1st
C 23	Mike King	Avenger	1500	41.553	40.982	40.550	42.091	41.753	5th
C 28	Dave Morrow	Escort	1598	40.827	40.063	39.082	39.928	38.882	3rd
D 10	Bill Hewson	Hillman	Hunter 1725	42.309	41.677	40.397	46.712	41.435	4th
D 17	Tom Priest	Mazda	2292	40.127	40.019	39.180	38.291	38.310	2nd
D 19	John Wilson	Viva	2000	42.334	41.680	40.875	-	-	5th
D 26	Howard Collier	Escort	1780	37.071	38.120	54.725	-	-	1st
D 27	Brian Franklin	Escort	2000	-	40.570	-	-	-	4th
D 31	Garry Mathews	Triumph	2495	40.595	40.459	40.375	42.210	41.014	3rd
D 32	Rod Millen	Escort	1998	-	-	37.479	-	-	

No.	Competitor	Car	C.C.	Run 1	Run 2	Run 3	Run 4	Run 5	Place
E 5	Graham Ogg	V6 Buggy	3000	37.183	39.403	36.519	37.420	35.829	2nd
E 14	Garry Sutton	Torana	2638	39.597	43.058	39.954	39.419	37.837	1st
E 21	Ted Jarvis	Cresta	3300	45.159	43.036	43.168	42.710	41.275	3rd
E 25	Mark Parsons	Monaro	5559	40.487	63.874	-	-	-	-
F210	D. Phillips	M.E.R.	1380	36.016	35.436	35.716	42.480	36.869	1st
F 2	Barry Weaver	M.G.B.T.	1800	39.779	39.707	38.402	38.391	38.478	3rd
F 3	Andy Lowe	M.G.B.	1798	43.049	40.479	42.480	40.985	39.309	4th





# HILLCLIMB

SEPTEMBER 1975



PIX = Ross Cammick Ph. 558-913



# SUNDAY AFTERNOON TRIAL

5th October



We were still recovering from our 10 hour drive in the N.S.C.C. Enthusiasts Trial and still had a few outstanding claims on our minds when we set forth in the rain on Ray Wilson's Sunday Afternoon Trial.

There was little to worry about in the A.S.R.'s, only an unusual order of priorities that kept us thinking even though no traps were pulled on it. Section 1 took us along the North-West Motorway, through Riverhead where we noticed the small "km" in our instructions and into the Albany area where we had to U-turn to follow RIDGE RD which was pointing back the way we came. Unfortunately, a missing sign spoilt another trap, or was it that someone really did try to proceed into GLENMORE RD.

After encountering a funny looking character in a yellow Escort, we followed a straight line diagram and picked up a good trap on a split entry intersection that was not quite shown as such in the instructions. These straight line maps are becoming a bit more common lately and most people seem to know what they're doing nowadays. Section 3 took us map-reading on the Helensville map into what I feel was a really well plotted section. It was, perhaps, a little difficult for beginners but several off-course checks kept everyone more or less on the right course. We used a small road that had a "no go" point plotted slightly off the road itself and then picked up a check in a no-exit road, which we were supposed to go into to pass a named road. Even though we got this check, I don't agree with Ray's thinking on this as I feel that you cannot plot your way into a blind road on the assumption that you will find a check in it. If you don't, you cannot get out of the road without doing an illegal U-turn. Using MACKYS RD took us for one of the roughest drives I've been on, even counting the track before the ford the previous day, and I certainly wouldn't like to try and get through this "road" after any rain. On our way through we noticed a check behind us and this had us thinking for a while before we realised that we had to use part of the same road again on the next instruction. We decided it was too rough and headed for the other end to get the check. We were lucky we did this because, at the other end, we found a herd of a thousand cows heading into Mackys Road that would have completely blocked our route. After spending ten minutes finding WILSONS RD, we headed for the control and got Section 4's instructions.

This section started off with an overrider telling us that R meant left and L meant R! In other words, they both meant left and we later collected an amended overrider at a check after realising this trap. The first numbered instruction told us to do a U-turn and, according to the A.S.R.'s all numbered instructions had to be executed at intersections. So, ahead along a no-exit road for about five miles until we came to a track leading off it where we U-turned and got a check. Talking about no exit roads, these were not supposed to exist in Section 4 so I don't know how we managed to start the section in one, far less drive up it for five miles! ▶

Section 5 contained a list of 20 alternate "Go Left" and "Go Right" instructions with no signs quoted anywhere. We were dreading this but never got to carry most of them out because a missing check ruined what later looked like a very well planned route around the Old Railway Road area.

So back to town, where we finished after unnecessarily going ahead at GRASS ISLAND because we didn't read all the instructions on the back of a check board. The whole trial took us about four hours and it was a pleasant change to use the roads up North again.

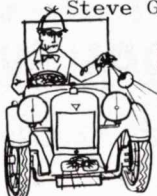
The only criticism I have of the excellent trial was the use of off-course checks or, more specifically, the penalty of 180 that was incurred if any were encountered. I have no objection to these being used to prevent people getting lost, but as this is virtually their only purpose I really don't think any penalty should be associated with them.

Thanks again Ray and all the helpers for a really good trial.

THE BLUE CORTINA

RESULTS: (First Ten Places Only)

		<u>POINTS LOST</u>
1st	Doug Bone	130.0
2nd	Ivy Stephenson	193.5
3rd	Steve Hamilton	226.5
4th	Bruce Sergeant	576.0
5th	Linda Shanks	796.5
6th	Chris Hudson	954.0
7th	Laurie Baigent	1834.0
8th	Wayne Kiesanowski	2011.0
9th	Peter Bateman	2370.0
10th	Steve Gillard	2522.5



**GIMMICK TRIAL**

**30th November**



To round off what has been a very busy year for triallists we have arranged a little run up to Parakai on Sunday, 30th November. The trial will commence from the Auckland Railway Station, head north over the Iron Coat-hanger, through Albany to Dairy Flat, then across country to Helensville and to Parakai.

We have booked a private pool area at the Riccardo's Tourist Complex. This consists of four various sized pools, filled with some of the lovely hot mineral water.

The trial will be a simple gimmick affair, ideal for the wife and family, friends and non-triallists alike.

If you do not wish to compete in the trial you are most welcome to head north to Parakai in your own time, to arrive at Riccardo's from 4.00 p.m. onwards.

Don't forget, if you should wish to partake of dinner at the pool side after your swim, take your food (barbecue if required) and of course your refreshments - high and low octane, etc.

Further enquiries to Linda and Peter Shanks, phone 596-587 after 6.00 p.m.



# DON HALLIDAY IN AUSTRALIA

After several weeks of battling with Banks, Insurance Companies, Reserve Bank, etc., over the \$15,000 Bond required by the Australian Customs (to be lodged in that country), we managed finally to depart for Australia. We had only booked the Capri out by air on 3rd August pending settlement of this matter. The car was not tested in time to ship, and it was rather ironic that I had to go back to the very place where my accident occurred, to test!! This was due to the closure of the Pukekohe Circuit. We preferred to have the car tested here, rather than ship it over unfinished and perhaps strike problems so far from home.

Finally, a couple of days before, it was "all go", with not an Airline Ticket or Travellers Cheque in sight. However, we made it. In spite of the Bond arrangements being finalised here, we encountered problems on the other side in trying to clear the car, but these too, were ironed out with assistance.

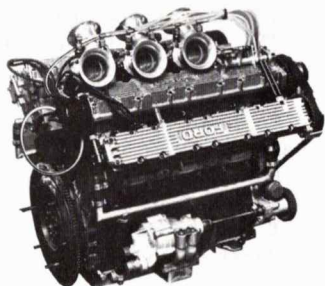


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At my first meeting at Calder on August 10th, I qualified fourth in my heat. In the main race - down came the rain, and with no wet tyres and on a new track I could do very little, but even so, was not far behind Moffatt in a similar situation. As soon as the race was over, the sun came out.

When Rob flew back to New Zealand I shipped the car down to Tasmania where I was met at Devonport by a cousin, who had arranged a tow car and trailer and also the use of a secluded farm garage, not far from his home in Georgetown. Much work and checking was done on the Capri, though as the rain continued, my spirits sank lower.

It cleared for the flight in on 31st August of Rob and our parents, but three days later as we drove down to Hobart, we ran into heavy rain again. This eased before practice and race day although the ground was bogged and the pits in places a real mudbath. I was out on the track first on the Thursday and again on Friday. We made several changes to the springs between then and Saturday's official practice.



Competing against Australia's best, very highly competitive and professionally prepared cars with terrific back up teams, out of sixty cars entered in the three qualifying heats, I made fifth fastest time. On the Sunday morning I cut this to fourth and was in that position on the grid for the main race.

Sunday dawned fine and cool - there had been snow on the high hills and temperatures of 13<sup>o</sup>. Baskerville is a great track with its up and down hill one mile circuit. The crowds poured in till saturation point was reached. With proper marshalling, I think many more could have been accomodated, but the huge crowd had exceeded expectations.

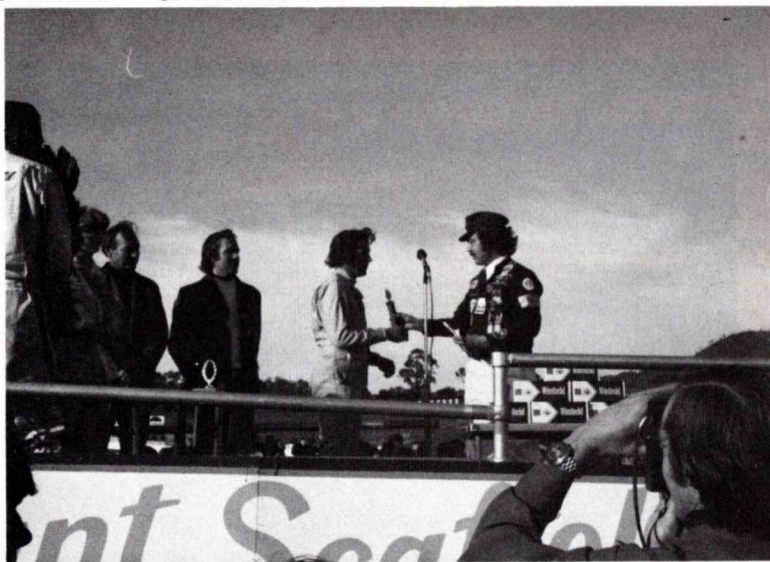
For such a small place and Car Club to stage an international event of this magnitude (and it's undoubted success) was a real feather in their caps and I'm sure they will be far better prepared next time.

Tension mounted as time drew near and everyone was getting their orders!! Dad stood by with a spare battery and Jim Richards'

jumper leads for the one minute horn. (This was in case of failure as push starts mean disqualification). "J.R.'s" team was ready for any such happening and one bright soul asked, "What if they both don't start?", and was promptly jumped on!

One Minute Horn, press the button and both engines roared into life and everyone heaved a sigh of relief.

From flag fall the incidents began with McCormack spinning at the first esses. I will not elaborate on this race as I think it has probably been fairly well covered in the newspapers and motoring magazines. It was, however, a terrific boost for us after the accident and expense, together with months of repairs on the Capri, to take it to third place, especially as I so very nearly downed the latest and higher horsepower Works Cologne Capri and broke the previous lap record. I am gaining experience in the tough racing on all these different tracks and the fuel pickup is some experience we have gained through Baskerville.



My back is still a problem though I can drive o.k. but still on only 30% of my normal working capacity. I drove a hard 20 laps and was a little tired, although highly elated at the finish. It was good to have so many Kiwis over in support. We also feel a sense of achievement in that of the top four, we are the only ones with no financial backing and have made it completely on our own.

Sunday 12th October we fly out for our next meeting at Calder in Melbourne on 19th October and by the time you read this article you will know the results of this race. We have also been invited to compete at Adelaide on 26th October and we will do our very best to carry on the good work we started with in Tasmania.

After the final round in December we hope to ship the Capri back to New Zealand for the local scene. We have already received offers from some promoters and at this stage will only run on these circuits as after all we have been through this year, we are no longer prepared to run the Capri without at least covering expenses.

DON HALLIDAY



**STRAIGHT  
AHEAD**



Well it appears that we haven't won the Mercury Trophy this year but we still gave the winners a good run for their money. Congratulations to Auckland Rallies and Trial who seem to have a mortgage on the trophy. Without in any way belittling A.R.T.C.'s efforts, it would be good to see another club with this trophy. Until last year only two (count them - two) clubs had won the trophy, Northern Sports Car Club and A.R.T.C. sharing it equally I think and then along came Auckland Car Club. For a short period this year it appeared that our friends at Auckland University were going to head us both off but you can never be sure in this game until the final tally is made.

However, in another field, even though the results of one trial haven't come to hand (no clues but it was held in Otago), it appears that Steve Hamilton with John Busch and Peter Meggison have convincingly captured this year's Gold Star Trial championship. For the second year running Ted Pearce with Barry Higham and Peter Merrifield have come second and no doubt will be trying even harder next year.

I see that our Editor has picked me up on an error I made in stating that Steve was Auckland's first Gold Star Trial winner, and I apologise sincerely to Don Hadfield for this oversight and for that matter I now recall that Carl Rabbidge, Bob Kidd, Ross Haldane and Blair Robson, all now A.C.C. members, have won their Gold Star Trials, Blair winning three times which I think is equalled only by one John Gallagher.

Appears we are still suffering from the disappearing checks problem and I understand that Ray Wilson's Afternoon Trial was troubled by this phenomenon.

Just for a change this month yours truly is converting our (A.C.C.) midweek trial into a limited invitation event. The trial is basically a timekeeping instruction trial with perhaps the odd trap (mis-spelling) thrown in. Now in case you get put off by the thought of timekeeping, we will of course be showing you a map of the course, but this time we will show it to you before the trial starts! Now what could be easier? As I had to con me old made, GT 1.5 into checking this trial, it will start at 6.30 p.m. (daylight saving time) at N.S.C.C. Clubrooms (off Great South Road) and will finish at our own clubrooms. Note that it's a Thursday. No Exide Points will be awarded but with daylight saving you don't need lights. Map will be on display at the start. Meet new friends from A.U.C.C. and N.S.C.C. and some old ones.

G.R. 005



**DUNLOP**

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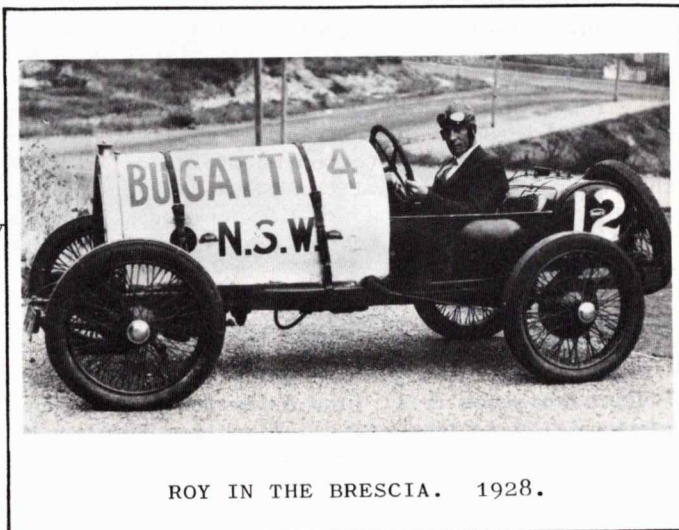
# Tribute to A.J. Roycroft

by A. R. E. (Dick) MESSENGER.

A link with early motor racing in New Zealand was broken on 20th September, when A.J. Roycroft passed on. "Roy" was a well known rider of motor cycles in the days of grass track racing on the old Takapuna horse race track - one of the popular motoring events of the early twenties. Some very famous names were made on Takapuna. "Roy" took to cars a little later when car racing started on Muriwai Beach, his main interest being the N.Z. Light Car Cup, after it had been limited to cars of not over 1500 c.c. His first notable mount was a Type 23 Bugatti, basically a touring model as were the other early racing cars on Muriwai, but like all "Bugs" capable of some tuning. When Hope Bartleet brought a "Brescia" Bugatti over from Sydney in 1927 and won the Light Car Cup with it, Roy realised that his car, fast though it was, could never be a match for such specialised racing types. He acquired the Brescia from Bartleet and became a regular competitor with it on the Beach and on Hennings Speedway, when that was opened in 1929.

Business was interfering with his racing, so Roy sold the Brescia to the late Claude Edwards, but Roy did not lose interest in motor racing and

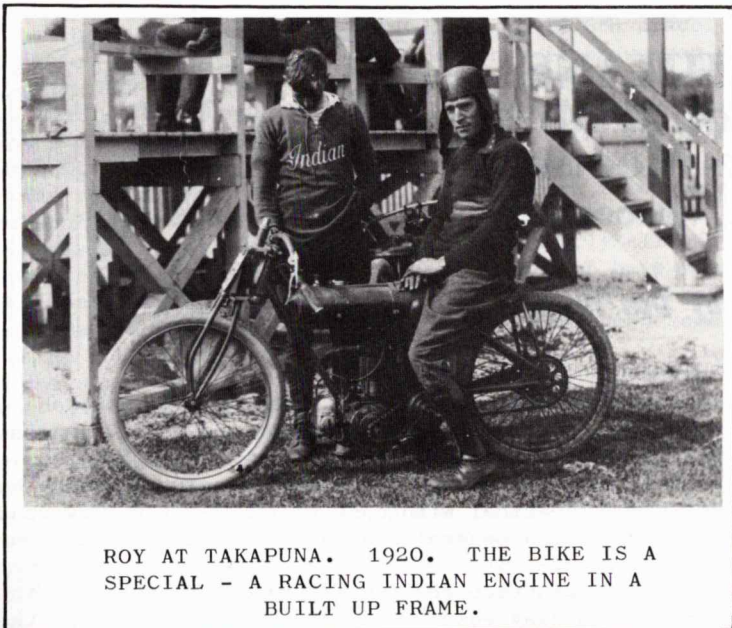
was one of the very early members of the N.Z.M.R.D.A., when it was formed in 1932. Twenty years later, I naturally roped him in to help promote my brain child, the International Grand Prix, and he served on the Board of Control for the first year or so. His drive and influence were a great help in getting it off the ground.



ROY IN THE BRESCIA. 1928.

He acquired a couple of really first class racing cars in the early post war years, but having given up racing himself, these were for his son, Ron, to drive. First came a P3 Alfa Romeo, a very famous 3 litre supercharged type, used by the Scuderia Ferrari, in the days when they were the racing organisation for Alfa Romeo. The second car was the  $4\frac{1}{2}$  litre V12 Ferrari, ex Rosier, which he brought out for the Grand Prix at Ardmore. Unfortunately, this car suffered from the lack of a team of factory mechanics to prepare it and the sole mechanic/driver exhausted himself working all night on it and had to withdraw. It may be mentioned that sponsorship, such as you enjoy today, did not exist twenty or more years ago, owners and





ROY AT TAKAPUNA. 1920. THE BIKE IS A SPECIAL - A RACING INDIAN ENGINE IN A BUILT UP FRAME.

drivers were in it for the fun. Roy was one of those real sportsmen who laid the foundations for the sport you now enjoy.

DICK MESSENGER

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# ROTHMANS National Motor Race Meeting

SUNDAY, 12th OCTOBER, 1975

by *Don Hadfield*

PIX — Ross Cammick Ph. 558-913



The opening round of the 1975/76 season was at Pukekohe on 12th October, the meeting sponsored by Rothmans, and again run and organised by the Auckland Car Club. Not a very envious position for most promoters to be involved in the first meeting of the season because it is usually problematical with cars that are not really ready to race, oil spillages and generally highlighted with crashes during the practice session.

As far as the practice session was concerned at least the crashed cars stayed away this time, but they certainly had their share of problems with cars that were just not ready to race, or basically just could not appear as were unable to be ready in time. Notably, problems for Grant Walker, first time out in the Superford Capri, now owned by Cran Judge of Pukekohe, had a burst oil line problem which caused a few anxious moments, but they managed to fix it. The P.D.L. car, it had problems with a diff. and they certainly had a fair bit of work to sort it out. In practice P.D.L. finally finished up the quickest, but only a fraction ahead of Walker. Great things were expected from Jack Nazer in the Lady Victorious, but he had problems getting a wheel off the car and in the end had to take it away and remove it forceably by gas axe or some other means.

On the Race Day - the first race of the day was for Formula Vee. Again the two Complan cars of Ian Hodge and Manfeild promoter, Rob Lester, basically dominated the scene. But out of nowhere came Mike Finch who raced rather inconspicuously down the field last season, in fact was placed 16th in their basic Championship if the number is anything to go by, he has bought the car owned by Norm Lankshear, which was taken to the top of the Championship Pole last year, he came through from the rear of the Grid and in fact drove quite a tremendous race with this car to be well up on the second lap and getting right through to second place on the fourth, to finish second in that race.

In the second race it was a different story, he



PHIL ANDERSON

was certainly right there from the word go, but had a big lose somewhere on the circuit and finally finished up in 6th place. Not a bad effort for a driver driving a new car, but it shows you what a good car that car must be. Certainly a very good effort indeed and it was a pity after being second the first time round, that he should have a big lose and drop himself right down the field and have to work his way back from there.

It seems that in the Formula Ford brigade there is nowhere near the number of cars they had last year, but of course this was not a championship round. When they turned up, nearly all of the top runners were painted black - just about enough to have your own "All Black" team. This made them very hard to distinguish because though the numers were white on the black body, they need some distinguishing roundel with which to pick them out.

From the word "Go", it was Collins and Haskett who had a very good race up until the time that Crocker came up to knock them off the leading position, this being Kim Crocker too, not Allen as we were used to last year. So Kim Crocker won the first heat with reasonable ease from Peter Haskett, with Phil Anderson in the ageing Lotus - ex Robbie Booth - in 3rd place, Frank Bray was 4th, followed by Phil Foulkes 5th. Great things were expected from



TERRY COLLINS

Robert Wilson who was driving a Paliser, but it appears he didn't get ready in time.

Later in the day they held a handicap race and it was Grant Campbell in the very new Titan Mk 9 that managed to win this one from the aforesaid Robert Wilson. In third place was Ray Willis definitely improving over last year's performance, and he was followed home by Frank Bray.

In the first of the Shellsport Races, namely the

0 - 1300 it was Reg Cook all the way once again in the Schick Datsun, a long way back to Barry Phillips (Mini) and then Stephen Emson in another Datsun which is having its first race, and went particularly well and should be a good force to reckon with once he gets going. Dick Cook in an Escort also went very well, but he finished back in fourth place.

In the 0 - 4200 Shellsport Race it was Rex Hart all the way without too much bother, followed home by Allan Woolf who was really driving his heart out, particularly going round through Champion Curve. A very much improved Bryan Blackberry was right there, followed home by the incredible Cook - a 1300 car in 4th place, and not that far away behind him was again Stephen Emson. I think the highlight of this race was the fact that Cookie had a good practice and was pretty hard to shut down by the 4200 cars, and to keep a 1300 car up near the front as they did throughout shows either the high quality of the 1300 cars of both himself and Stephen Emson, or the very poor

GET WITH **DUNLOP**

standard of some of the 4200 cars that hope to be competitive this year. It seems the hybrid specials with V8's in them just don't work, but we will have to wait and see whether they will improve throughout the season.

The big race, which was of course the Shellsport Championship round from which the N.Z. Champion will come this year, is the 0 - 6000 cars, of course featuring many of the big names. There was P.D.L. and Leo Leonard, Grant Walker driving the Superford Cologne Capri ex Fahey, this one should be a fair sort of challenge. Looking down the rest of the field we should have had all sorts of mixtures, Peter Wall in a Ford Cortina with a V8, Bill Leckie in a Capri with a V8, and so on, a very good consistent Bruce Bellis now improving the capacity of what was a 5 litre Cortina to 5.7 so let's hope he has the consistency and reliability that he had before. Merv Neil in a normal common garden XUI was in there challenging as well, down the field Greg Lancaster, Robin Tanner, Jack Nazer, Allan Woolf and so on, but the race was to be up in front where the action was going to be. It was Leonard who led for the whole distance, right up in front, but for the first three laps Grant Walker was content to be right in behind him, then underbraking coming down into Tappendens Corner on the 4th lap it looked for a moment like he was trying to go round the outside, but a total brake failure caused Grant to go leftwards to miss the rear of the P.D.L. Mustang and disappeared on the very wet slippery grass at a fairly high speed, down the embankment to finally jump the creek and there the car remained for the rest of the day. A great shame that one because the P.D.L. car didn't look terribly happy out in front, puffing smoke and generally blowing sparks and soot, and later in the day finally expired with a broken differential. Bryan Blackberry drove mighty race to come home 3rd with Jack Nazer a long way back in 4th place. It was to prove fortuitous for Jack to be in that position because of his win later in the day, he finished up overall winner, but Blackberry was certainly the highlight of that event, trying very hard all the way, particularly in the second heat to get around the very much more powerful and faster car of Bruce Bellis, and Bellis of course coming adrift in the first heat and smashing it into the bank at Castrol corner, giving the back of the car a very nasty dent in the boot lid. But Bruce Bellis came back in the 2nd heat in the Coachman Steak House Cortina to finish 2nd with Blackberry 3rd and Robin Tanner scoring probably his first ever Championship points in 4th place.

In the Shellsport Handicap race a little later in the day Warren Blakemore managed to have a fairly comfortable run away win and Reg Cook tried desperately hard when he realised that away up ahead of him there was a blue Mini that he should have caught, but Reg came home 2nd, and in 3rd place was Alan Carter in a very



JACK NAZER



STEVE MILLEN

crowd pleasing demonstration in the Medley Bourbon Datsun.

Lastly, but certainly not leastly, though I may be accused of being biased, the best two races of the day came from the AMCO Jeans Saloons, ex Mini Seven cars, racing for the second round of their Championship.

Lyn Rodgers, ex champion of a few years ago was a great force to reckon with, and he led for the first two

laps, but it was John Dale driving Les Parkinson's car who took over on the 3rd lap to lead to the finish flag, but a very tight competition it was. Jim Harvey was right there in the middle of all this cut and thrust along with Rodgers and Dale and it was Harvey who managed to wrest second place away from Rodgers, although Rodgers set a new circuit record for this class of car in the process. No. 1 Andrew Blackberry brought home the 4th position, still being consistent as always, and this is how Andrew managed to win the Championship last season. A very much improved Colin Surrey was in the next place, followed home by Murray Cox.

The Handicap Race was a tremendous effort and there were so many different leaders on so many laps that it was really rather difficult to decide who was going to be what. On the first time round we had one of the ladies of the race, there are now five running in this series, and that was Jenny Hamlyn who led first time round, on the second time round we had a change of leader, John Forbes, then it changed again to Peter Carroll leading for the next two laps with Harvey just moving to sneak home to take the chequered flag, but was later relegated out of the first place because of a short circuit round a chicane apparently to miss one of the other competitors who was using all the road, and so it was yet another lady driver in the event, Patricia Langley, daughter of Doc. Langley, who came home and took the winning position - her third ever drive. It was certainly exciting at one stage due to the shower of rain during this race, there were twelve cars off the circuit, some seven of them down at Castrol Corner, and the other five adrift almost at the same time at Tappendens, and it was only the fact that there were so many cars racing in this series that we didn't have a totally deserted track at the time.

It was all very exciting and very crowd pleasing, and from my point of view particularly, AMCO certainly got a great exposure with tremendous racing.

And so the day wound up with one shower, although it rained very badly everywhere else - not particularly good racing, except as I said from the AMCO Jeans Saloons and the two Formula Vee races, the rest of it was pretty ho hum, and we shall have to wait and see - it could have been a mighty race in the 6 litre cars, and it should be interesting to see how Walker will go when Nazer is going properly and the P.D.L. car of Leo Leonard is right there in the action. ➤

Meantime we will have to wait and see - next round of course is down to Manfeild, and then on to Bay Park, then back to Pukekohe in November for the Twilight Meeting run by the Northern Sports Car Club

DON HADFIELD

# Shell SPORT

## *Trials Trophy Points*

L. SHANKS	150	M. FINCH	7
B. SERGENT	136	R. GRICE	6
D. BONE	123	J. BUSCH	6
S. HAMILTON	105	S. PEARCE	6
P. SERGENT	69	W. PARKIN	6
I. STEPHENSON	31	N. LOWE	6
W. MILNES	26	P. GOULTER	4
P. THOMSON	25	J. MINERS	4
R. WILSON	18	E. JARVIS	4
P. SHANKS	17	L. PHILLIPS	4
P. LEVET	16	K. TURNER	3
J. KILLMARTIN	14	R. SENNE	3
R. MONTGOMERY	12	P. BATEMAN	3
A. VERRY	12	B. DOUGLAS	3
P. JUKES	10	S. ALGIE	2
C. HUDSON	10	B. WATSON	2
L. BAIGENT	10	A. MOWATT-WILSON	2
R. McQUOID	10	A. LEVET	1
R. VISKOVICH	8	M. STUBBS	1
G. GREAVES	8	P. STONE	1
B. MORICE	8	G. HUTCHINSON	1
W. KIESANOWSKI	7	S. GILLARD	1
J. CROMBIE	7		

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**MOTOR RACE MEETING**

PUKEKOHE, SUNDAY, 12th OCTOBER, 1975

**MOTOR SPORT PHOTOS**

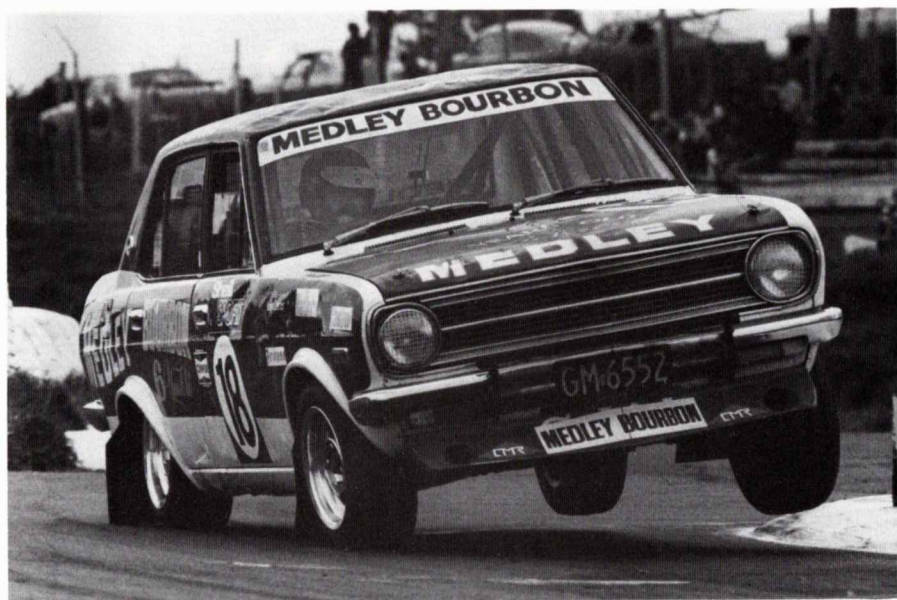
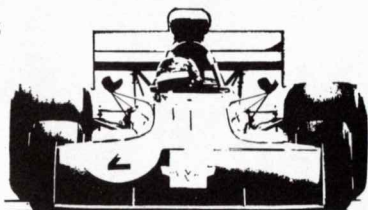
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ALAN CARTER TWO WHEELS THE MEDLEY BOURBON DATSUN 1200  
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CHRIS PARKINSON LEADS COLIN SURREY AND JIM HARVEY IN THE AMCO  
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GRANT CAMPBELL IN THE NEW PERCY MOTORS LIMITED TITAN MK 9  
FORMULA FORD LIFTS A WHEEL IN THE CHICANE.



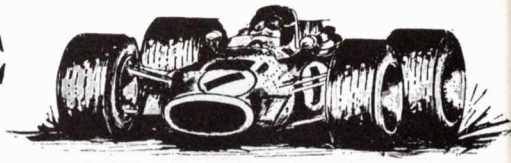


STEVE EMSON IN THE EMSON RACING DATSUN 1200 HOLDS OFF DICK COOK FROM WELLINGTON IN THE FORD ESCORT.



GRANT WALKER IN THE CRAN JUDGE RACING FORD COLOGNE-CAPRI PRESSING ON THROUGH THE CHICANE.

# TRACKSIDE



... As a result of Roy James crashing his regular Lola T360B at Silverstone the previous week Ted Wentz was out in the prototype Lola T362 and it immediately proved everything that the American had said about it by finishing a close second. "In fact if I could have got ahead at the start we would have won - there just wasn't any way to get through", said Wentz.

The car features interesting new suspension which doesn't incorporate the damper within the spring, rather the shock absorber is angled in the opposite direction and the two components are quite some distance apart. The car also features Bilstein shock absorbers rather than Konis and ventilated disc brakes.

In private testing the car has been going incredibly quickly. At Snetterton Wentz reports that he has been a full second under Brise's Atlantic record and at Silverstone has recorded a 1m 25.9s lap. His best time in the older Atlantic car - he has won two Atlantic races at Silverstone in it - was 1m 27.9s at Silverstone and his best lap in the F2 race with the same car running a 2 litre engine was 1m 26.1s. During testing at Silverstone the American driver Bobby Rahal also drove the prototype and was delighted with it.

At Oulton Park Wentz lowered the outright circuit record to 56.8s in the T362, however in official testing he had clocked a 56.3s lap. The car certainly looks promising and we understand the suspension ideas are incorporated in the new F5000 car which is also currently undergoing tests.

... Bob Evans was offered the seat in the second Lotus 72 for the United States GP, but felt obliged tactfully to decline the offer in deference to the wishes of BRM's management. Bob's contract with the BRM team hasn't been renewed as yet, but he's been busy testing the revised V12 P201 over the past couple of weeks with promising results.

It must have been a very difficult decision for Evans to take. He has never driven a Cosworth-powered F1 car in a race before now (although he's tested an Embassy Lola), but it's likely that his future contract with BRM might have been jeopardised by his accepting the Lotus offer. A shame, for Evans' tenacity in the slow BRM market has put him out as a worthwhile proposition this year.

... An angry Roger Penske came out to attack the Formula 1 Constructors Association "transfer system" at Watkins Glen, a system which most F1 Constructors deny even exists.

"I've just been informed by Bernie Ecclestone that he wants £30,000 for John Watson", an almost speechless Penske recounted, "and I've told him there's no way". Ecclestone firmly denies that such a transfer system exists, commenting: "Forget it, there's no system". But we know perfectly well that a drivers' meeting took place recently during which Watson sought to find support for his point of view. The most incredible aspect of the whole affair is that Watson's contract with Ecclestone ends at the end of 1975.

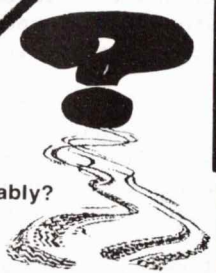


Insist on

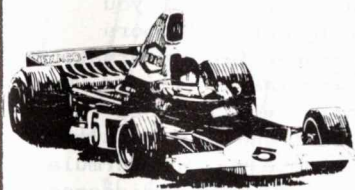
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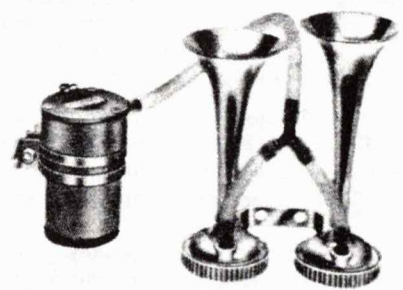
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. . . The RAC is to bring in examinations for senior officials at race meetings and, ultimately, all other speed events. A Motor Sports Training Trust has been launched with the specific aims of improving and rationalising the standards of officialdom in motor racing. Part of the scheme is to set up a series of appropriate examinations, as well as preparing suitable curricula and generally filling an educational role.

. . . F5000 Blues - "We don't like it"- that was the almost unanimous verdict of the F5000 drivers at Silverstone when asked what they thought of having Atlantics in their races next year. Here is a selection of their comments:

Alan Jones : "It's ridiculous .... but I suppose it's the next best thing to rollerball! Suppose, at Brands Hatch, say, you have an F5000 on pole, then an Atlantic outside it, then two more Atlantics on the second row, with all the other 5000s behind them. What's going to happen at the start, before they even get to Paddock?"

Tom Walkinshaw : "I don't think it'll do F5000 any good".

Richard Scott : "Ideally they shouldn't be there, of course. But it's the health of the formula that will dictate what happens.

Peter Gethin : "It's very good for Atlantics. But, as I've said all along, Formula 5000 could be a super formula, especially as at the moment you have Formula 1 and then nothing. But you would have to make it a proper international formula with more money, fewer races, more foreign rounds and proper full international circuits. It will be much more dangerous - for instance, in a wet practice you could end up with Formula Atlantics right across the front row. Yet at the start there's no way that the 5000s won't go round them, or over the top of them. For a club day, club formula it's a very good idea, but for an international formula I disagree with the idea entirely. In any case, there's a good chance that we'll go to the States next year".

Ian Ashley : "It doesn't really concern me. Quite honestly, I'm through with F5000 at the end of this year - I've got to try something else, either F1 or F2".

David Purley : "I don't think we'll be running in it next year. In fact at the moment I don't think we'll be running in anything. I don't want to do F2 again, because I didn't enjoy last year and F1 is really a bit too expensive.

Bob Evans : "Well, that's knocked on the head the idea of it being a stepping stone formula for the young driver. I mean, no-one will take it seriously now".

Tony Dean : "I don't reckon it actually - but I couldn't care bloody less, because I reckon I'll just be spectating next year".

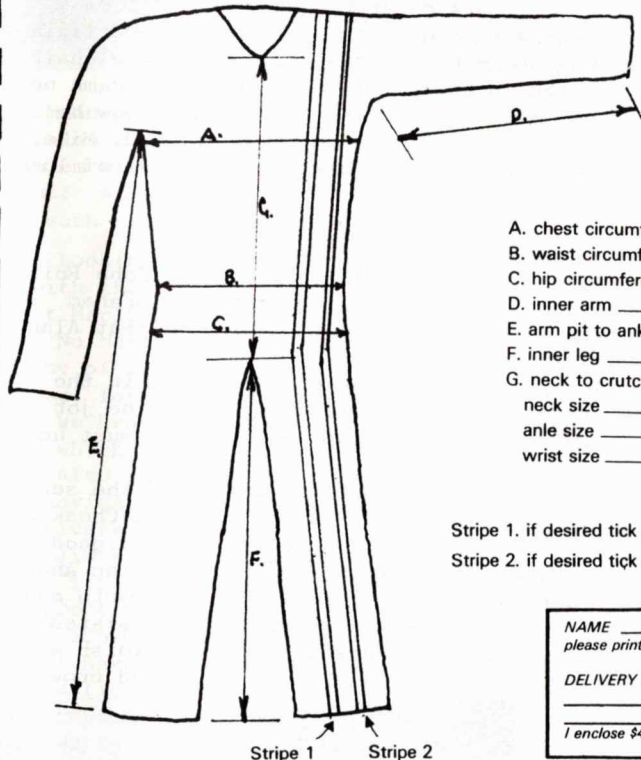
. . . Before flying out to Long Beach recently, Brian Redman put Eric Broadley's 1976 F5000 Lola through its paces at Silverstone. The new car, which hasn't yet been given a type number, performed well and Redman is optimistic about his chances in next year's US F5000 series.

Apparently the new machine closely follows the T332 configuration, although Brian says it's appreciably smaller, slimmer and lighter and the suspension geometry has been changed slightly. Redman confirmed that he'll be continuing in F5000 for 1976.

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| B. waist circumference |  |
| C. hip circumference   |  |
| D. inner arm           |  |
| E. arm pit to ankle    |  |
| F. inner leg           |  |
| G. neck to crutch      |  |
| neck size              |  |
| anle size              |  |
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ROD MILLEN:

Congratulations to Rodney Millen and Mike Franchi on their victory in the Marlboro New Zealand Championship. It doesn't seem long ago since Rod was one of the lads at the local hillclimbs striving for F.T.D. and course records. It's especially gratifying to see Rod on top as he was the man who made several peoples' hair stand on end when he competed in rallies in a V6 Buggy and damn near blew the pants off everyone after some spirited driving. Now he's in the unfortunate position of "the man to beat" so, to Rod, Mike, Shorty and all that "yahoo" gang - congratulations and best of luck next year.

MARLBORO - ROUND 4:

What a ripper - Congratulations to Blair Robson and John Rolfe on finally taking the Masport Escort to a fine victory. Graham McGregor and Gerard Barker put up a brilliant display to beat Alan Mitchell and Ken Cleghorn into second place.

Pity to see Mike Parshall and Dave Parton not finish in the L.P.G. Escort, however, I feel the Superford Team did a fine job in adapting the gear to the car, the development of which must have taken some time.

The event must have been about the best organised of the series Arthur McWatt's organising ability was obvious as was Alan Cheak's efficiency as Secretary. Cliff Boyt and Ken Coleman made a good job of plotting and Geoff Ribun did a great job in organising and co-ordinating the radio communications. I feel John Wentworth made a good show in organising and training the marshals. I assisted John and what a job training all stage marshals, start, finish and meal break; control marshals, together with road block and crowd marshals. We also co-ordinated with Mark Reynolds (Equipment Officer) who tested and rectified every part of the timing equipment. Mark's task was made even harder by the equipment not arriving until the Monday before the event owing to the lack of co-operation from other organising bodies.

I was a wee bit disappointed with Motoraction's comments (3.10.75) on the





marshalling and equipment:  
"..... no hassles with timing since the marshals had been trained and the clocks were all checked and installed just prior to the lead car coming through."

After the comments made about the Round 3 timing in the editorial of a previous issue, I was fairly astounded. Surely the almost perfect timing and general running of the event served as an example for organisers throughout the country. Especially with

the manner of training the crews over and over again, emphasising mistakes made by previous promoters, e.g. the synchronisation problem with the ROANZ clocks - which few people appear to know about! At times I must wonder if all the voluntary preparation work for such events is worthwhile.

Looking towards next year, it looks as if Woodhill will be first up with the Easter Rally. A week after Easter will probably see the first Marlboro Round.

No Maramarua has been set yet but we will keep you informed. If any of the more notable competitors of the past would like to give a hand, for a change, contact Arthur McWatt or myself.

We hear that there will be a few changes in the Masport Team next year which we will endeavour to find out in the future.

Also hear that Rob Wylie has cried enough and is looking for a job navigating next year - Rob would certainly make one of the best co-drivers around with his rally and previous trialling experience.

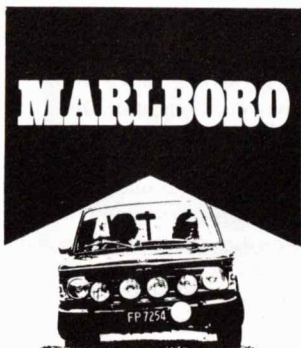
Jim Biddick got a nice kick in the guts on the 3rd Marlboro - after finishing about 19th, the results people added up his total incorrectly and have placed him officially last!! Hardly getting one's \$25.00 worth?!!

I have been asked to take over the rally column etc., in Motoraction magazine but hope this won't have too much effect on "Rally Roundup". However, if things get a bit tight, Doug Bone has offered to step in for "Rally Roundup" now and again.

If you have any rally news or you wish to plug your car, sponsor or even yourself, give me a call, phone 657-088 (home) or 592-185 (Business) and I will do all I can - after all, it's all for the good of rallying.

KEVIN LANCASTER

 **DUNLOP**  
**AQUAJET**



# RALLY CHAMPIONSHIP

## 1975 MARLBORO RALLY CHAMPIONSHIP OVERALL RESULTS

	<u>ROUND 1</u>	<u>ROUND 2</u>	<u>ROUND 3</u>	<u>ROUND 4</u>	<u>POINTS</u>	<u>PLA</u>
Millen/Franchi	20	6	20	1	47	1s
Robson/Rolfe	-	-	15	20	35	2n
Crowe/Cole	12	12	10	-	34	3r
Gerrard/Stuthbridge	10	8	6	8	32	4t
Tapper/Gooderham	15	4	4	6	29	5t
Cleghorn/Lowe	-	-	12	10	22	6t
Marshall/McWatt	-	20	-	-	20	7t
Mitchell/Ellerton	6	1	-	12	19	8t
McGregor/Barker	-	-	3	15	18	9t
Benseman/Rayner	-	-	8	-	8	10t

## 1975 MARLBORO RALLY CHAMPIONSHIP OVERALL CLASS 'A'

Crowe/Cole	20	20	20	-	60	1s
Young/Murdoch	12	15	12	15	54	2n
Benseman/Rayner	15	-	15	8	38	3r
Stewart/Neil	10	-	6	6	22	4t
Carter/Freeth	-	-	-	20	20	5t
Farley/Moore	1	4	4	10	19	6t
Waller/Burgess	4	8	2	3	17	7t
Piper Mason	2	3	-	12	17	7t
Ballinger/Nairn	-	1	10	-	11	9t
Chandler/Campbell	-	-	8	2	10	10t

## 1975 MARLBORO RALLY CHAMPIONSHIP OVERALL CLASS 'B'

Cleghorn/Lowe	12	4	20	20	56	1s
Gibbes/Davis	15	12	6	15	48	2n
Emson/Colebrook	20	20	-	6	46	3r
Robb/Gavin	10	10	4	8	32	4t
Nicholl/Fenn	6	8	8	10	32	4t
Bean/Climo	4	3	12	12	31	6t
Sutherland/Gutslog	8	-	10	3	21	7t
McGregor/Barker	-	15	-	-	15	8t
Brader/Fellingham	-	6	-	4	10	9t
Allen/Paton	2	2	3	-	7	10t

## 1975 MARLBORO RALLY CHAMPIONSHIP OVERALL CLASS 'C'

Millen/Franchi	20	8	20	2	50	1s
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# Mike Marshall relies on Superford Service

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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*

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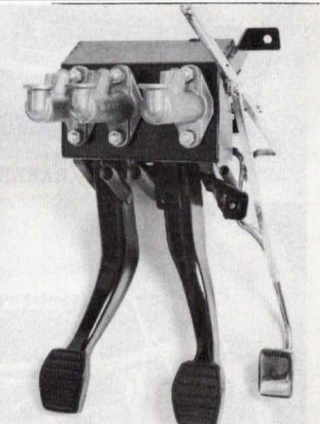
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Superford Division  
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*Ray Stone*



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**MARLBORO**

**RALLY**

**CHAMPIONSHIP**



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MCGREGOR/BARKER



MILLEN/FRANCHI



MARSHALL/PARTON



ROBSON/ROLFE

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Gerrard/Stuthbridge	12	10	12	10	44	2nd
Tapper/Gooderham	15	6	10	8	39	3rd
Robson/Rolfe	-	-	15	20	35	4th
Mitchell/Ellerton	8	3	-	12	23	5th=
McGregor Barker	-	-	8	15	23	5th=
Marshall/McWatt	-	20	-	-	20	7th
Sergel/Reid	3	4	6	1	14	8th
Phillips Stowell	2	2	3	3	10	9th
Johns/McLean	6	-	-	-	6	10th=
Woolf/Whittaker	-	-	-	6	6	10th=

## Shell SPORT



## NEW MEMBERS

We sincerely welcome the following new members and hope to see them taking an active part in Club events. New members are cordially invited to seek the assistance and advice of any Club Official (see Page 1) to help them settle in.

John Myers	Blockhouse Bay	Mini Cooper
Ian Laidlaw	Papatoetoe	Viva
Stephen Browne	Titirangi	Hillman Minx
Sidney Bish	Blockhouse Bay	Escort
Karen Clark	Glen Eden	Subaru
Michael Williams	Auckland 5	M.G. Magnette
Lewis Dornan	Mt Albert	Anglia 105E
John Fowler	Westmere	
Bruce Hatrick	Papatoetoe	Escort
Steven Brettell	Onehunga	Cortina GT
Christopher Johnson	St Johns	Dolomite Sprite
Peter Mackenzie	Papakura	Cortina
Mark Peach	Auckland	Renault
William Povey	Howick	Hillman Super Minx
Terence Riding	Mt Albert	Hillman
Scott Taylor	Avondale	Ford Zephyr
Garry Whitham	Whangarei	Cortina Mk 2
Kevin Skiffington	Manurewa	Escort RS 2000
Timothy Coombes	Auckland	Escort Sport 1300
Gerald Coombes	Hamilton	Ford GT 351
Richard Trousdale	Mission Bay	Hillman Imp
Robert Wilson	Mt Albert	Crossley 25F
Sandy Marshall	Massey	Hillman Super Minx
Barbara Marshall	Massey	Hillman Super Minx

 **DUNLOP**  
**AQUAJET**



ROD MILLEN/MIKE FRANCHI



PAUL ADAMS/DON FENWICK

# PUKEKOHE CIRCUIT

## AMENDED FIXTURE LIST

### 1975 - 1976 SEASON

<u>Day</u>	<u>Date</u>	<u>Organiser</u>	<u>Circuit</u>	<u>Meeting</u>
Saturday	9th August	Auckland Motorcycle Club	2.8 km	Test Day
Sunday	24th August	Northern Sports Car Club	Full	Sprint
Sunday	31st August	Auckland Car Club	Club	Race
Sunday	14th September	N.Z.I.G.P.	Full	Benson &
	13th September	Practice		Hedges
Saturday	27th September	Auckland Motorcycle Club	2.8 km	Castrol
Sunday	12th October	Auckland Car Club	2.8 km	Rothmans
	11th October	Practice		
Sunday	2nd November	Northern Sports Car Club	Club	Sprint/ Race
Sunday	9th November	Auckland Motorcycle Club	Club	Race
Sunday	16th November	Northern Sports Car Club	2.8 km	Dunlop
	15th November	Practice		
Sunday	23rd November	Auckland Car Club	Full	Sprint
Sunday	7th December	Auckland Car Club	Club	Race
Sunday	21st December	Auckland Motorcycle Club	2.8 km	Marlboro
Thursday	1st January	N.Z.I.G.P.	2.8 km	Testing Session
Friday	2nd January	N.Z.I.G.P.	2.8 km	Peter Stuyvesant Practice
Saturday	3rd January	N.Z.I.G.P.	2.8 km	
	Peter Stuyvesant International & N.Z. Grand Prix			
Sunday	15th February	Auckland Car Club	Club	Race
Sunday	29th February	Northern Sports Car Club	Full	Sprint
Sunday	7th March	Northern Sports Car Club	2.8 km	Rothmans
	6th March	Practice		
Saturday	13th March	Auckland Motorcycle Club	Full	Dunlop
Sunday	11th April	Auckland Car Club	2.8 km	Dunlop
	10th April	Practice		
Sunday	25th April	Northern Sports Car Club	Club	Sprint/ Race
Saturday	8th May	Auckland Motorcycle Club	Full	Race
Sunday	9th May	Auckland Car Club	Club	Race
Sunday	23rd May	Northern Sports Car Club	Club	Race
Sunday	20th June	N.Z.I.G.P.	2.8 km	Gt Saloons
	19th June	Practice		300

**ENTHUSIASTS FIT**

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# HAPPENINGS



\* \* \* Much shouting was heard when the Elf Team Tyrrell unveiled the experimented Formula One car. They were not the first team in motorsport to try the arrangement. Both Ford and Peugeot have constructed rally cars utilising four front wheels.

\* \* \* The Shadow-Matra Formula One arrangement reported in a previous issue has come to nothing. After Shadow constructing a car and testing it with the Matra engine the decision to go no further was announced after the U.S. Grand Prix.

\* \* \* Much publicity has been given to the announcement that in 1976 the British Shellsport Series will be for F5000 and Formula Atlantic cars. What has not been reported locally was the fact that Formula Atlantic will continue to have its own prestigious series sponsored by John Player & Sons as in 1975.

\* \* \* John Nicholson the New Zealander well known for his Formula One and Atlantic racing engines has indicated that he will be racing a Modus F.A. car in 1976. John has been contesting the Canadian Formula Atlantic Series driving a Tui. The venture was not very fruitful.

\* \* \* Latest news from North America indicates that the Can-Am series may be revived, though not as a sports car series but for Formula Atlantic.

\* \* \* On the 1st January 1976 a new Formula Two regulation takes effect. The major change involves engines which for many years have been production block based. The new rules permit pure racing units of 2 litres. Renault are the only company to announce a new engine. Price of the new engine is said to be about \$NZ20,000 each. However Renault may have decided not to sell the engine to customers, preferring to keep it for their own team.

\* \* \* Little has been heard of Graham McRae since he announced that it was possible he would return to New Zealand to construct race cars in Levin. With the name McRae having almost died away after so long being upheld as the future star, it is interesting to note that a McRae G.M.1 Chevrolet driven by Roy Lane has won the 1975 R.A.C. Hillclimb Championship.

Unlike the New Zealand Hillclimb series the championship in Britain is a much more civilised affair being contested on sealed hills by Formula One, F2 and F5000 machinery.

\* \* \* Three new book titles which have just been announced in the U.K. and should be worth mentioning to your friendly bookshop are -

"Jim Clark Remembered" by Graham Gould (Published by Patrick Stephens Ltd). Most reviewers considered this to be the best book ever written about the late Jim Clark.

"How to Watch Motor Racing" by Stirling Moss (Published by Gentry Books). It doesn't matter how many years have passed

since Stirling Moss retired from racing - this name is well known even among school children who weren't born at the time of his retirement. This latest book from Moss is written for the average enthusiast and is claimed to achieve what it sets out to do.

"Vanwall - The Story of Tony Vandervell and his Racing Cars" - written by Cyril Posthumous and Denis Jenkinson - Published by Patrick Stephens Ltd. The authors, both familiar names to motor racing followers, have drawn on many unpublised files and records including Vandervell's own personal papers. The book contains 176 pages and includes over 130 illustrations.

\* \* \* Followers of motor racing in the 1960's will be familiar with the name of Ron Harris, the man who ran the Ron Harris - Team Lotus F2 Team. In addition to his motor racing Harris was a film producer, a very good film producer. His company has just released a motor racing documentary entitled "One by One". Centreing on four drivers, Mike Hailwood, Peter Revson, Jackie Stewart and Francois Cevert, the film deals with the realities of motor racing.

Sadly Ron Harris died suddenly last month, just a couple of weeks before this latest film was released.

N.H.H.

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# Shell *SPORT* CHAMPIONSHIP

(FIRST QUALIFYING ROUND)

## ROTHMANS FEATURE RACE

PHOTO : Wallace Cole - P.O. Paremoremo



CLUB MEMBER JACK NAZER ON HIS WINNING WAY.

# EXIDE TROPHY

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

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

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

The following Exide Points are up to and including the Sunday Afternoon Trial held on 5th October, 1975:-

50	L. SHANKS	18	T. McLEAN	12	R. BICKERTON
46½	S. HAMILTON	18	K. STONEMAN	12	W. PAINTER
41	D. BONE	18	R. MILLEN	12	W. PARKIN
31½	B. SERGENT	18	D. OLIVER	12	B. WEAVER
31	I. STEPHENSON	16	I. PEACOCK	12	L. MAY
22	R. OGG	16	J. STEWARD	12	L. BAIGENT
22	R. CARN-BENNETT	14	J. KILLMARTIN	11	M. FINCH
20	R. WILSON	14	M. COX	11	W. MILNES

10 POINTS - P. JUKES, C. PARKINSON, R. HARRINGTON, D. HALLIDAY, G. MORRIS, R. WILLIS, G. McCRYSTAL, G. CAMPBELL, R. STONE, B. KIDD, S. EMSON, J. CHATTERTON, G. DE-PINA, R. WHITING, H. COLLIER, G. SUTTON, D. PHILLIPS.

9 POINTS - E. JARVIS

8 POINTS - J. HARVEY, P. ROBINSON, W. BLAKEMORE, K. CROKER, K. STRAHAN, G. LANCASTER, A. BAKER, R. HANLEY, B. ROBSON, R. VISKOVICH, J. MORTON, M. LIMBRICK, B. FRANKLIN, M. PARSONS, N. BEGOVIC, R. DONALDSON, M. NEIL, C. REED, J. WILSON.

7 POINTS - J. CROMBIE, PHIL SHANKS, G. BAWDEN, W. KIESANOWSKI.

6 POINTS - N. BEGOID, J. PEARSON, G. CRAWFORD, B. WHIPP, M. MOORE, F. ROACH, G. McGREGOR, C. SMITH, S. PEARCE, J. BUSCH, G. PEDDIE, R. KENDALL, S. PEARSON, H. GRAY, P. BEVAN, R. PIKE, D. MACKAW, B. GRICE, A. LOWE.

5 POINTS - P. THOMSON, C. HUDSON.

4 POINTS - N. LOWIE, D. SMITH, P. GOULTER, M. MICHAEL, R. COMER, J. RICHARDS, J. MINERS, J. NYLAND, B. SHARP, P. MAXWELL, M. ANDREWS, C. WEIR, B. TREVOR, R. PEAT, R. FARRELL, G. MATHEWS.

3 POINTS - K. TURNER, R. SENNE, L. PHILLIPS, B. DOUGLAS, P. BATEMAN.

2 POINTS - S. ALGIE, M. HANNELL, P. HONG, L. EVANS, K. LANCASTER, J. DONALD, B. WATSON, A. MOWATT-WILSON, C. HEBDEN, M. KING, K. BROWNE, P. HILL, A. WOOLF.

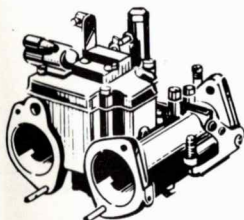
1 POINT - A. LEVET, M. STUBBS, P. STONE, G. HUTCHINSON, S. GILLA

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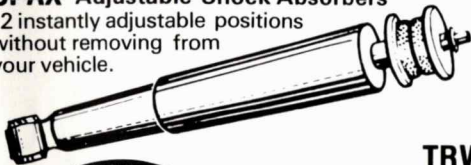


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