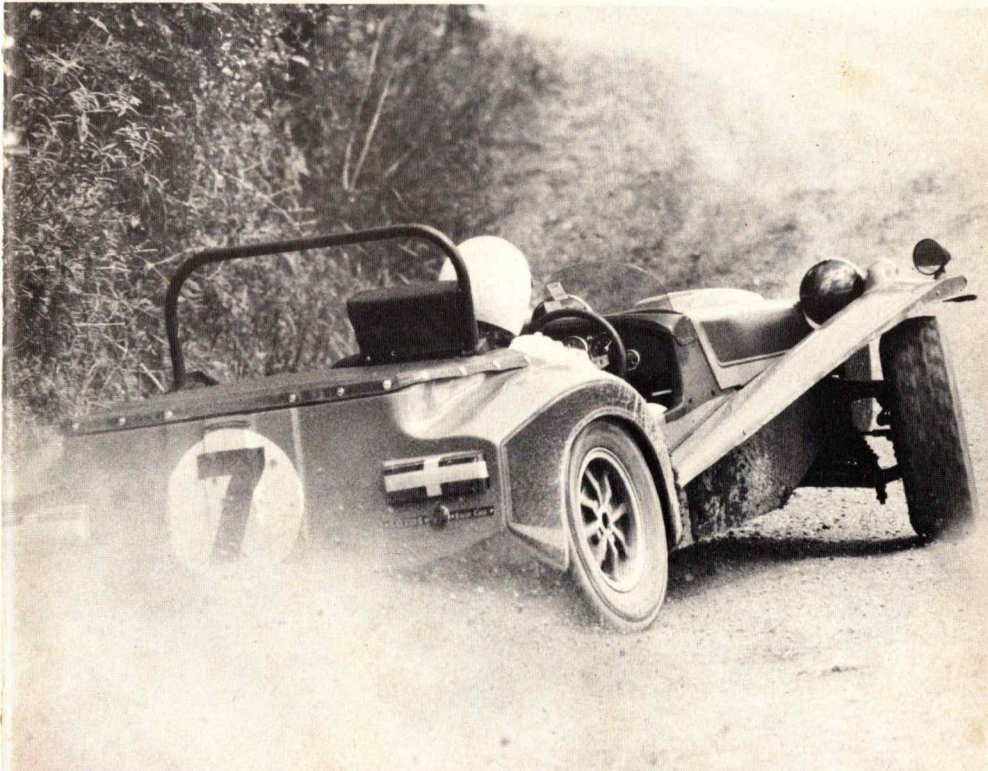


December 1975



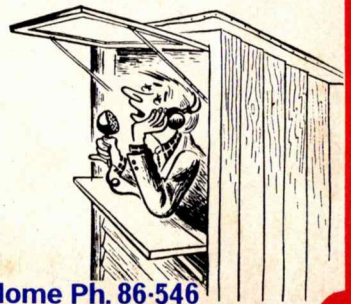
BULLETIN



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1

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— BULLETIN —

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(Established 1932)



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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 (Pvt)
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 (Pvt)
176 Methuen Road, Avondale.

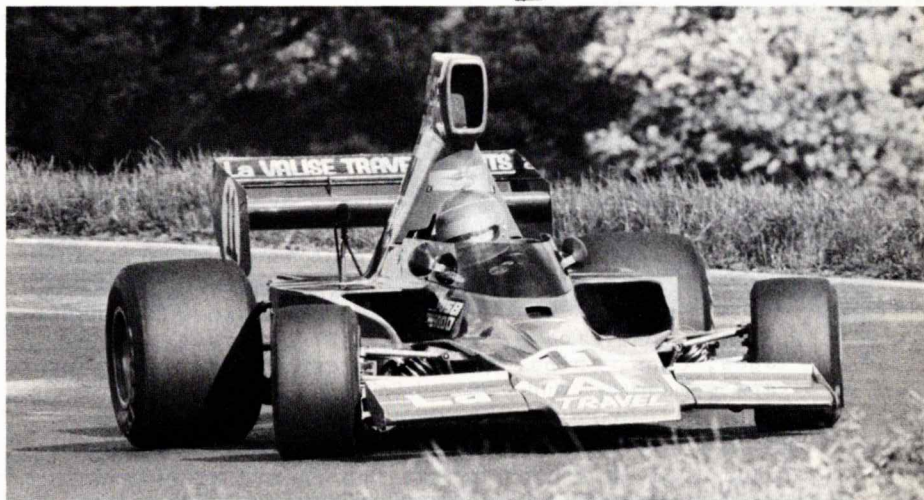
Bulletin : Post to P.O. Box 2018,
Auckland. Phone 364-658 (Bus).

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

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

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

Custodian:
W. Ferris, Phone 674-071.



KEN SMITH TAKES THE LA VALISE TRAVEL LOLA TO VICTORY IN THE SECOND HEAT OF THE POSB 5000 CHAMPIONSHIP ROUND AT PUKEKOHE.

COVER PHOTO HOWARD COLLIER POWER SLIDES HIS LOTUS UP CHAMBERLAIN ROAD DURING THE BARDAHL HILLCLIMB ON 9TH NOVEMBER. (NOTE THE REV COUNTER)

PIX = Ross Cammick Ph. 558-913

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.

7TH DECEMBER - SUNDAY - CLUBMANS RACE MEETING - BENEFIT DAY

The funds from this meeting will be in aid of re-sealing the track. Invitation event for N.S.C.C. members. 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. 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, sausages, etc. Refreshments also available.



TYRES **DUNLOP** RETREADS



14TH DECEMBER - SUNDAY AFTERNOON - CHILDREN'S XMAS PARTY:

To be held at the Clubrooms commencing at 2.00 p.m.
Prior registration of kiddies attending has been called for (see enclosure with November Bulletin). Santa will also be there with all the goodies.

20TH DECEMBER - SATURDAY - GYMKHANA

To be held on the outer car park at Western Springs.
Entries on the day from 11.00 a.m. to 12 noon. Classes and regulations as listed in the November Bulletin.
Points for Exide and Sandringham Tyre Service Shield.

20TH DECEMBER - SATURDAY NIGHT - XMAS SOCIAL AND DANCE:

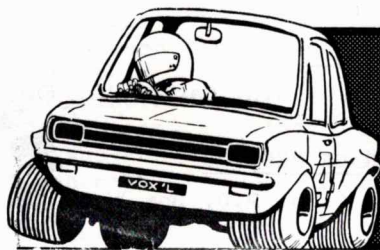
To be held at the Clubrooms from 8.00 p.m. to 1.00 a.m.
Music will be provided by the top band, "The Music Convention". This is always a popular event so make sure you get your tickets before they run out.

25TH JANUARY - SUNDAY EVENING (ANNIVERSARY WEEKEND) - DANCE

To be held in the Clubrooms commencing at 7.00 p.m.
A cover charge of 50 cents will be made. Bistro Bar also open for meals, etc.

28TH FEBRUARY - BEACH DRESS DANCE - SATURDAY NIGHT

Further details of this dance will be issued later.
Tickets will be \$1.50 each and the dance commences at 8.00 p.m.



**OPEN &
INVITATION**

7TH DECEMBER - SUNDAY - NATIONAL RACE MEETING - LEVIN

Events for P.O.S.B. Gold Star Championship, Formula Ford, Castrol GTX Saloons, Formula Vee and Mini Seven

14TH DECEMBER - SUNDAY - BARDAHL HILLCLIMB

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

14TH DECEMBER - SUNDAY - INTERNATIONAL RACE MEETING - MANFELD

Events for P.O.S.B. Gold Star Championship, Formula Fords, Castrol GTX Saloons, Mini Seven and Formula Vee. Entries close 5th December at Manfeld Autocourse Promotions, P.O. Box 1959, Palmerston North.



21ST DECEMBER - SUNDAY - BARDAHL HILLCLIMB

Andersons Farm, Albany. Promoted by Auckland University Car Club. Entries on the day 9.00 a.m. to 10.00 a.m.

28TH DECEMBER - SUNDAY - INTERNATIONAL RACE MEETING - BAYPARK

Events for P.O.S.B. Gold Star Championship, Formula Fords, Castrol GTX Saloons, Mini Seven, Formula Vee and Go Karts. Entries from Baypark Raceways, P.O. Box 2197, Tauranga Sth.

2ND JANUARY - FRIDAY - BEACH RACING - TAHUNA BEACH

Further details from Nelson Car Club, P.O. Box 231, Nelson.

3RD JANUARY - SATURDAY - NEW ZEALAND INTERNATIONAL GRAND PRIX

PUKEKOHE - First round of Peter Stuyvesant Series for Formula 5000 cars. Supporting events include championship rounds for Shellsport Saloons, Motorcraft Formula Ford, Castrol GTX Saloons, Sports Cars and the final for P.O.S.B. 5000 cars. Entries close 11th December at the N.Z.I.G.P. P.O. Box 11-129, Ellerslie.



11TH JANUARY - SUNDAY - INTERNATIONAL RACE MEETING - LEVIN

Second round for Peter Stuyvesant Series, also Shellsport, Formula Ford, Formula Vee and Sports Cars. Entries from Levin Motor Racing Club, P.O. Box 57, Levin.

18TH JANUARY - SUNDAY - INTERNATIONAL RACE MEETING - WIGRAM

Third Round for Peter Stuyvesant Series with Shellsport and Formula Ford Championships. Entries from The Motor Racing Club, P.O. Box 448, Christchurch.

18TH JANUARY - SUNDAY - BARDAHL HILLCLIMB

Bald Hill Road, Waiuku. Promoted by M.G. Car Club. Entries on the day 9.00 a.m. to 10.30 a.m.

18TH JANUARY - SUNDAY - GRASS TRACK RACE MEETING

Further details from Rotorua Car Club, P.O. Box 365, Rotorua.



25TH JANUARY - SUNDAY - INTERNATIONAL RACE MEETING - TERETONGA

Fourth round for Peter Stuyvesant Series with Shellsport, Formula Ford and Castrol GTX Championships. Entries from Southland Sports Car Club, P.O. Box 543, Invercargill.

25TH JANUARY - SUNDAY - GRASS TRACK RACE MEETING

First round of a series of Grass Track Meetings to be run by Pukekohe Car Club.

25TH JANUARY - SUNDAY - GOLD STAR HILLCLIMB

McLeans Road, Waipu. Promoted by Northland Car Club, P.O. Box 596, Whangarei.

26TH JANUARY - MONDAY - SPRINT MEETING

Wainui Road. Promoted by Hibiscus Coast Car Club, 270 Main Road, Orewa.



1ST FEBRUARY - SUNDAY - GOLD STAR HILLCLIMB

Cosseys Farm, Drury. Promoted by Northern Sports Car Club,
P.O. Box 22-362, Otahuhu.

7TH FEBRUARY - SATURDAY - DUCKHAMS HILLCLIMB SERIES:

To be organised by the Auckland University Car Club and
run at Andersons Farm, Paremoremo. Entries on the day.

28TH FEBRUARY - SATURDAY - DUCKHAMS HILLCLIMB SERIES

Venue will be Andersons Farm, Paremoremo. Organised by
Auckland University Car Club, this is the second round
of this series. The other two rounds will be held on
27th March and 10th April, further details of which will
appear in the February Bulletin.



**NEW
MEMBERS**



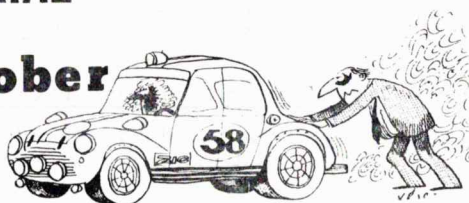
We sincerely welcome the following new members and hope
to see them taking an active part in Club events. New members
are cordially invited to seek the assistance and advice of
any Club Official (see Page 1) to help them settle in.

Daniel Flynn	Henderson	Humber 80
Noeleen Fielding	Henderson	Escort
Maureen Gardiner	Auckland	Austin Mini
Michael Austin	Newmarket	Jaguar XJ 6
Mr & Mrs John Crothers	Glenfield	Escort
Alan Gribble	Mt Roskill	Capri
Robyn Gribble	Mt Roskill	Capri
Harold Wotten	Swanson	Holden
Agnas Wotten	Swanson	Holden
Leo Faherty	Parnell	Vauxhall Victor
Deborah Faherty	Parnell	Vauxhall Victor
Paul Hart	Henderson	Toyota Corona
Barbara Weller	Rothesay Bay	Mitsubishi 16L GS
Paul Fraser	Avondale	Hillman Avenger
Peter Mortlock	Glenfield	Cortina
Bruce Airey	Pukekohe	Mini 1000
Neil McCook	Epsom	
John Proctor	Mangere	Humber Snipe
Colleen Proctor	Mangere	Humber Snipe
Robert Pratt	Laingholm	Vauxhall Velox
Christine Pratt	Laingholm	Vauxhall Velox
Neville Otto	Auckland	Holden
Douglas English	Pakuranga	Datsun 1600
Kenneth Hicks	Ngaruawahia	Formula Vee
Michael Green	Hobsonville	Fiat 1500
Peter Nicholson	Devonport	Holden H.T.
Richard McCulloch	Mt Eden	
Raymond Woolhouse	Manurewa	Elfin Formula Vee
Peter Dotchin	Auckland	
Nigel Roskilly	Birkenhead	



'Experts' TRIAL

19th October



After starting late due to some cause and proceeding to complete the second instruction we realised that we had left our map and clock back at the Clubrooms. After a quick detour we were back to the instructions which took us to the Pukekohe Map for a well plotted sub-section two of basic trialling traps.

Sub-section 3 was mapreading with competitors spelling ESCORT RS 1600 across the map. Each letter was at a point on the map and you proceeded from point to point until you had spelt Escort RS 1600; you were not go through any point until you had gone through all the points before it. Although it looked difficult it was quite straightforward.

Sub-section 4 was a backwards section and traps were thick and fast. One instruction which caught a few was the last, "Proceed to CHECK", this should be spelt backwards. The next sub-section was another mapreading which used most traps available without having competitors claiming or complaining. One instruction was "Use BURROW RD to pass HILL TOP RD" you must use all of Burrow Road before you think of passing "HILL TOP RD".

Sub-section 6 took us back to the Motorway and sub-section 7 to the Clubrooms, with the sting in the tail, "Follow M'WAY NORTH to join motorway". The A.S.R.'s had told us that "to follow a sign competitors are to proceed in the direction that the fingerboard is pointing", not the arrow.

Thanks to Bruce and Wendy Sergent and all who helped.

RESULTS:

POINTS LOST

1st	Steve Hamilton	164
2nd	Peter Sergent	399
3rd	Linda Shanks	514
4th	Peter Batten	845
5th	Ivy Stephenson	920.5
6th	Doug Bone	1542
7th	John Kilmartin	1585
8th	Bill Milnes	1902
9th	Garry Hutchinson	3885.5
10th	Bob Stephens	4401
11th	Robert Grice	4610.5
12th	N. Lowe	4901
13th	Robin Bennett	5129.5
14th	L. Bennett	5868
15th	Bruce Anderson	6348
16th	Rick Emery	6355

FLAT

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Haere Tonu mai
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Bardahl Interclub Hillclimb Series

9th NOVEMBER



The second round of the Bardhal hillclimb was held at our venue at Chamberlain Road, Bombay. With overcast weather and a not too hopeful forecast we set up shop. Unfortunately only one paddock was available as the rest were in hay, so with parking at a premium and pedestrian traffic at the top of the hill, we had to be on our toes. Entries closed at 10.00 a.m. with the number at sixty-three.

Drivers briefing took place and a point was made that the practice run was just that and no 'Hollywoods' would be allowed also turning around in driveways would be stopped. Somehow we managed to fit all the competitors cars into the small paddock and out again.

After the Steward had inspected the hill and given the o.k. practice started at 11.05 a.m. and the first timed run at 12.15. It is interesting to note that the times were mainly in the 40 seconds range, Geoff Bawden being one of the exceptions who had his first run quicker than the other two runs.

Apart from a heavy shower which caused problems to our timing switches with dampness temporarily the day proceeded without mishap and the times gradually fell and in some cases, like John Stewart, competitors managed to lower their times quite considerably, John actually chopping six seconds off his time.

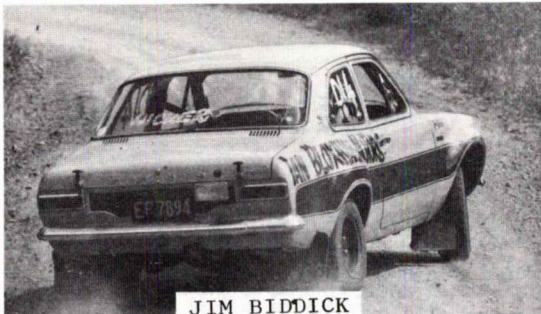
With everyone going faster, the outcome of the day was in doubt until the last car had finished, giving Ron Brown a hard time computing which Club was where, with M.G. holding first by a narrow margin and P.C.C., A.C.C. and N.S.C.C. swapping places every few minutes as the final results show. An interesting fact is that the M.G. team were all driving Escorts. Could they be M.G.'s in disguise or do they have one at home. Anyway it was good to see another Club having a go at this event, but what happened to the Triumph and Hibiscus Clubs. I am sure that a stronger team could have fronted, for Triumph had only one entry, Keith La Trobe, and Hibiscus Club's only representative was John Riddle, both of whom are A.C.C. members who wanted to help another Club. It is a pity that their efforts were to no avail as they had no other drivers to back them up.

F.T.D. went for the first time that I can remember to the Escort of Andrew Walker of M.G. His time was a mighty 33.544 - one that will remain unbroken as regrettably that was the last of Chamberlain Road.

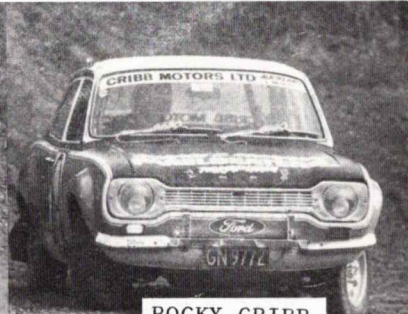
To the competitors who took part I would like to say thank you for being co-operative with the officials who with a large field had their hands full, and to the members of the Speed Committee, Mike Harold, Allison Gordon, Ron Brown, Phil Eldrich, Paul Levis, Graham Mortonson and Dennis Morton together with the many other helpers, my thanks for making the event a success.

BOB WHITE

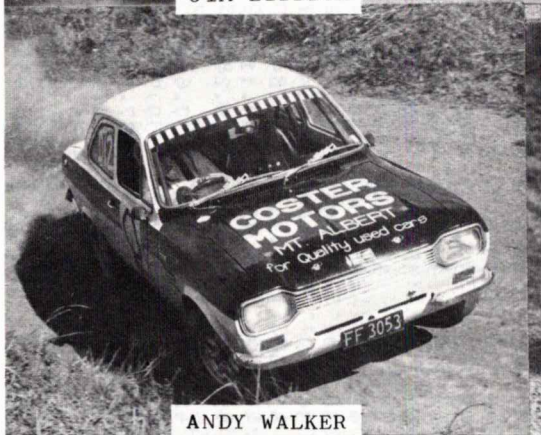
 TYRES **DUNLOP** RETREADS



JIM BIDDICK



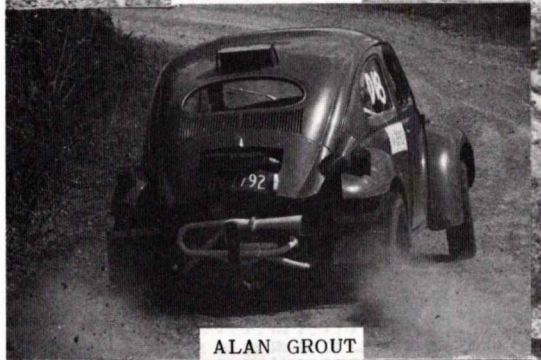
ROCKY CRIBB



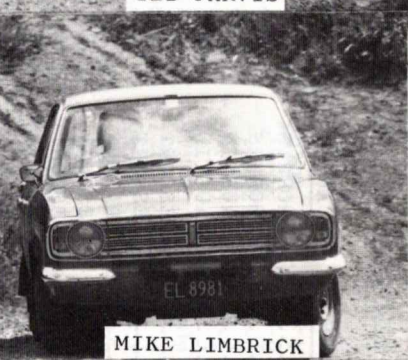
ANDY WALKER



TED JARVIS



ALAN GROUT



MIKE LIMBRICK



PETER HANNAFORD



GARY SUTTON

BARDAHL INTERCLUB HILLCLIMB SERIES : ROUND 2 : 9TH NOVEMBER 1975

NO.	COMPETITOR	CLUB	CAR	C.C.	RUN 1	RUN 2	RUN 3	F.T.D.	PLACE
A 1	K. WOOD	N.S.C.C.	MORRIS	970	38.125	35.183	34.235	34.235	1ST
2	C. GIBSON	A.U.C.C.	MORRIS	998	46.636	37.306	37.429	37.306	2ND
3	G. BAWDEN	A.C.C.	AUSTIN	998	38.878	39.818	41.664	38.878	4TH
4	T. GLADSTONE	A.C.C.	AUSTIN	998	42.708	38.502	-	38.502	3RD
B 1	L. MAY	A.C.C.	ESCORT	1298	38.434	36.672	37.196	36.672	
2	W. MASKELL	A.C.C.	ESCORT	1298	46.840	42.909	42.312	42.312	
3	S. LITTLE	N.S.C.C.	DATSUN	1172	45.070	40.908	40.687	40.687	
4	N. LOWE	A.C.C.	ESCORT	1298	40.931	38.109	38.541	38.109	
5	M. FINCH	A.C.C.	ESCORT	1298	45.568	45.250	41.238	41.238	
6	G. HEWITT	A.C.C.	MORRIS	1098	40.874	39.119	37.721	37.721	
7	M. REYNOLDS	A.U.C.C.	MINI	1275	40.614	36.794	36.147	36.147	4TH
8	P. HANNA	N.S.C.C.	MINI	1100	43.968	39.679	38.316	38.316	
9	L. BAIGENT	A.C.C.	SIMCA	1100	40.536	38.542	38.229	38.229	
10	A. TURNER	A.C.C.	ESCORT	1298	42.765	39.339	38.477	38.477	
11	K. LA TROBE	TRIUMPH	ESCORT	1298	40.576	39.368	38.153	38.153	
12	E. McLAREN	A.C.C.	ESCORT	1298	42.959	38.874	38.116	38.116	
13	W. PARKIN	N.S.C.C.	ESCORT	1298	39.658	36.762	36.087	36.087	3RD
14	J. STEWART	A.C.C.	A-40	1298	41.040	35.450	38.005	35.450	2ND
15	O. EVANS	N.S.C.C.	ANGLIA	1298	38.080	36.894	36.628	36.628	5TH
16	A. JOHNSTON	A.C.C.	ESCORT	1300	36.809	35.409	34.579	34.579	1ST
17	J. RIDDLER	HIBISCUS	VIVA	1159	43.218	42.146	43.890	42.146	
18	D. GULLAND	A.C.C.	WOLSELEY	1098	47.939	44.151	43.117	43.117	
19	B. SARNEL	M.G.	AUSTIN	1029	41.658	37.365	39.284	37.365	
C 1	B. HARTWICK	N.S.C.C.	ESCORT	1598	42.495	39.610	37.618	37.618	
2	J. NICKLEN	N.S.C.C.	HUMBER	1592	40.981	41.297	39.974	39.974	
3	M. LEVERS	A.C.C.	ESCORT	1598	41.829	38.115	37.963	37.963	
4	V. SMITH	N.S.C.C.	ESCORT	1594	41.490	37.289	RETIRE	37.289	5TH
5	R. FARRELL	A.C.C.	CORTINA	1600	40.894	38.090	36.944	36.944	3RD
6	M. LIMBRICK	A.C.C.	CORTINA	1576	36.868	35.409	34.344	34.344	1ST
7	C. TAYLOR	PUKE	ANGLIA	1500	39.428	40.232	36.956	36.956	4TH

C	8	B. TREVOR	A.C.C.	ESCORT	1598	41.407	38.493	38.014	38.014
	9	B. HARE	M.G.	AVENGER	1500	42.686	39.009	39.263	39.009
	10	R. JAMES	M.G.	DATSUN	1596	56.684	37.532	37.324	37.324
	11	A. COLLIER	PUKE	ESCORT	1598	43.777	49.533	40.058	40.058
	12	B. MACKROW	A.C.C.	ESCORT	1598	48.087	36.324	36.003	36.003
	13	P. HANNAFORD	A.C.C.	DATSUN	1595	41.314	39.419	37.894	37.894
D	1	N. BURCH	N.S.C.C.	100E	2270	44.914	39.780	49.832	39.780
	2	C. JOHNSTON	N.S.C.C.	TRIUMPH	1998	40.710	37.601	36.250	36.250
	6	G. PHILLIPS	N.S.C.C.	MAZDA	942	40.008	38.320	38.688	38.320
	7	P. MCKENZIE	A.C.C.	CORTINA	1608	42.544	38.921	39.053	38.921
	8	J. WILSON	A.C.C.	VIVA	2000	41.401	38.429	RETIRED	38.429
	9	M. CLARK	N.S.C.C.	ESCORT	1761	38.271	36.665	36.516	36.516
	10	I. GRIMMER	N.S.C.C.	FIAT	1608	43.755	40.107	38.730	38.730
	11	K. SKIFFINGTON	A.C.C.	ESCORT	2000	41.113	48.132	38.158	38.158
	12	A. WALKER	M.G.	ESCORT	1779	33.718	34.123	33.554	33.554
	14	J. BIDDICK	A.C.C.	ESCORT	2000	38.317	38.768	34.836	34.836
	15	B. RHODES	M.G.	ESCORT	2000	37.521	34.785	36.863	34.785
	16	T. PRIEST	A.C.C.	MAZDA	RX2	38.804	40.232	36.181	36.181
	17	R. CRIBB	M.G.	ESCORT	1973	36.405	34.802	36.850	34.802
	18	A. GROUT	A.U.C.C.	V.W.	1950	37.443	38.776	36.514	36.514
E	1	T. JARVIS	A.C.C.	CRESTA	3300	43.730	39.894	38.864	38.864
	2	R. DICKSON	PUKE	CORTINA	3498	36.663	36.220	37.820	36.220
	3	R. ATCHINSON	PUKE	V.W.	2700	35.124	38.149	33.804	33.804
	4	G. SUTTON	A.C.C.	TORANA	3300	41.328	39.112	37.089	37.089
	5	R. COOPER	N.S.C.C.	CORTINA	3000	38.991	35.490	35.585	35.490
	6	B. WATKINS	PUKE	TORANA	3300	36.428	36.351	33.931	33.931
F	1	B. WEAVER	M.G.	M.G.B.	1800	36.766	35.626	RETIRED	35.626
	2	M. ANDREW	M.G.	M.G.	1870	42.059	38.117	36.734	36.734
	3	A. LOWE	M.G.	M.G.	1798	47.414	37.909	38.059	37.909
	4	H. COLLIER	A.C.C.	LOTUS	1558	44.273	37.343	35.253	35.253
G	1	S. BROWNE	A.C.C.	LOTUS	850	46.492	38.091	36.611	36.611
	2	G. OGG	A.C.C.	V-6	3000	35.925	65.115	34.230	34.230
	3	R. BROWN	A.U.C.C.	G.M.C.	4700	38.370	36.456	35.330	35.330

OFFICIAL TEAM RESULTS:

1st M.G. Car Club (9 Points)

D12	A. Walker	Escort	1779 c.c.	33.544
D15	B. Rhodes	Escort	2000 c.c.	34.785
D17	R. Cribb	Escort	1973 c.c.	34.802



103.131

2nd Auckland Car Club (6 Points)

G 2	R. Ogg	V-6	3000 c.c.	34.320
C 6	M. Limbrick	Cortina	1576 c.c.	34.344
D14	J. Biddick	Escort	2000 c.c.	34.836

103.500

3rd Pukekohe Car Club (4 Points)

E 3	R. Atchinson	V.W.	2700 c.c.	33.804
E 6	B. Watkins	Torana	3300 c.c.	33.931
E 2	D. Dixon	Cortina	3498 c.c.	36.220

103.955

4th Northern Sports Car Club (3 Points)

A 1	K. Wood	Mini	970 c.c.	34.235
E 5	R. Cooper	Cortina	3000 c.c.	35.490
B13	W. Parkin	Escort	1298 c.c.	36.087



105.812

5th Auckland University Car Club (2 Points)

G 3	R. Brown	G.M.C.	4700 c.c.	35.330
B 7	M. Reynolds	Mini	1275 c.c.	36.147
D18	A. Groutt	V.W.	1950 c.c.	35.514



107.991



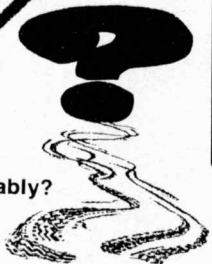


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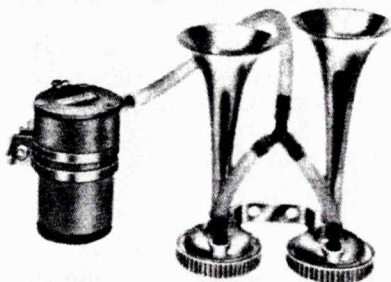
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LETTER BOX



The following letter was received from world famous motoring correspondent, Eoin Young.

6th November 1975.

F.B. Webber, Esq.,
Auckland Car Club Inc.,
P.O. Box 2591,
AUCKLAND.

Dear Barry,

Thanks for the steady supply of A.C.C. Bulletins to keep me in touch with what's happening in your part of the world and just to show you I read them from cover to cover, here's a note on your mention of Ford and Peugeot beating Elf Team Tyrrell to the draw on a six-wheeler. It looks as though N.H.H. was sucked in with Ford's publicity shot of their Escort put out as a spoof after the new Elf-Tyrrell was announced. In fact the response to the dummy picture has been so great that Ford are seriously considering building an Escort like that to tour the Motor Show circuit!

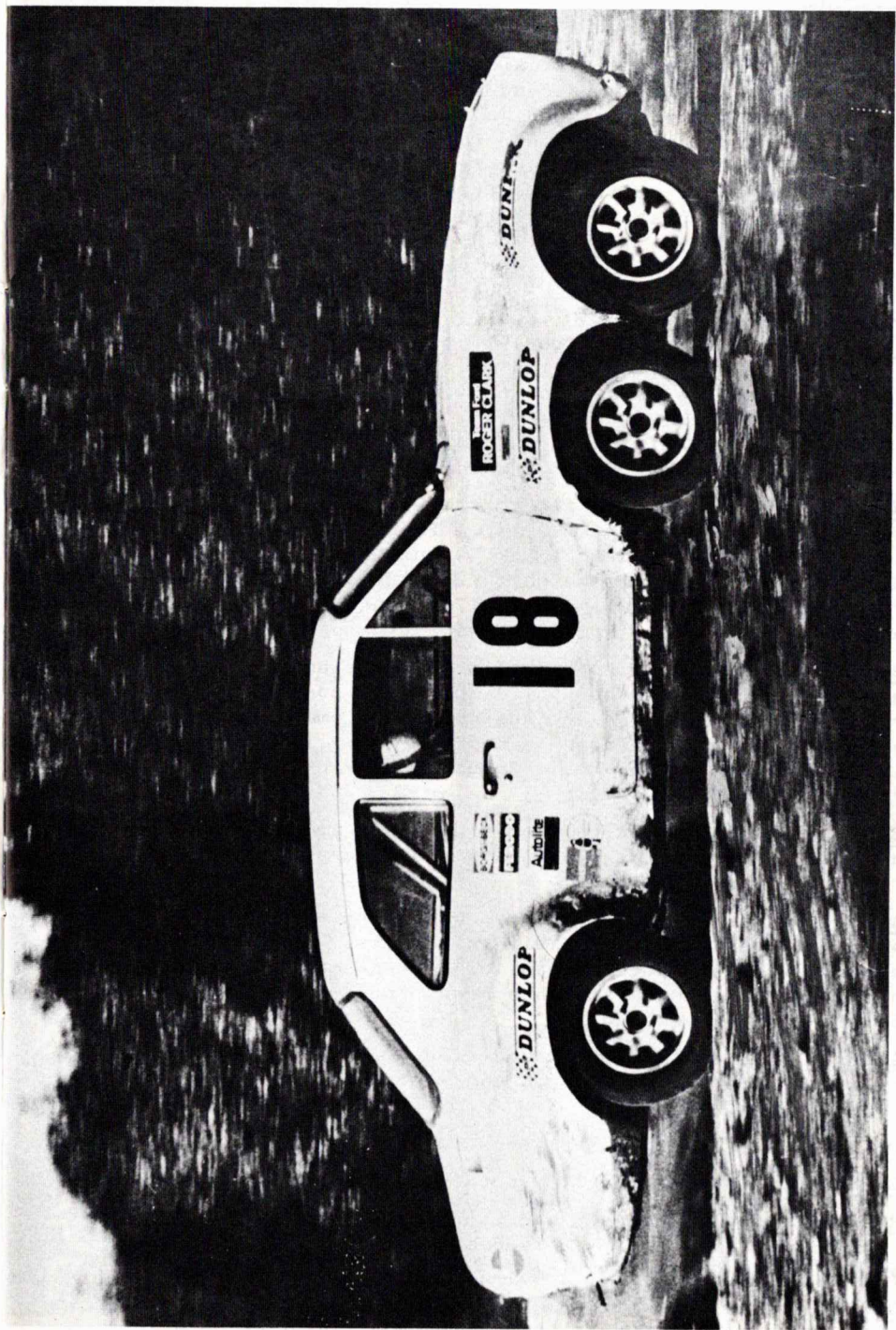
I don't know about Peugeot building a six-wheeler (but I doubt it) but I do know that the Elf-Tyrrell is the first Grand Prix car with four front wheels - there was an Indy car in 1948 called the Clancy Special which ran with four REAR wheels in tandem. I prepared all the press information and organised the launch of the new Elf-Tyrrell in London and I have enclosed the technical details in case members may be interested in the nuts and bolts side of the thing. It has been very promising in testing at Silverstone and at Paul Ricard where Patrick Depailler was only a fraction slower than Emerson in the new McLaren (which has only four wheels!) and Jody Scheckter is due to test it November 12 to give a second opinion on the new design so that Ken Tyrrell can make up his mind whether to build more six-wheelers for '76.

I'm off down to Paul Ricard for the tests and to see Jackie Stewart have a go in the new car as well! Then it's another month of chilly England before we get on that Air New Zealand silver bird and jet out to some sunshine in New Zealand - with a bit of motor racing on the side...

Yours sincerely,

Eoin S. Young

P.S. If you were wondering who looks like the next Bruce McLaren or Denny Hulme, keep an eye on young Brett Riley - a lot of the right sort of people have been noticing how well he's been going.



FORD'S PUBLICITY SHOT OF THEIR SIX-WHEEL ESCORT.

PROJECT 34

SPECIFICATION - Experimental Elf-Tyrrell formula 1 racing car

GENERAL - A six-wheel triple axle arrangement having four front wheels with the first and second axles in tandem. Front track is very narrow and is designed so that the wheel rims do not protrude outside the body line. The mid-engined rear wheel drive layout is conventional and follows current practice. Water radiators are positioned aft of the monocoque structure in a longitudinal plane so that the surface of the matrix is flush with the body. Twin oil radiators are sited at the rear and are mounted on the rear wing supports.

ENGINE - Cosworth-Ford V8, 3-litre capacity.

CHASSIS - Constructed of light alloy. A 360 deg tubular steel roll-over hoop is bolted to the rear of the monocoque and provides attachment points for the engine and upper and lower radius arms of the rear suspension. Engine is employed as a stressed member. A fabricated tubular steel frame, bolted to the engine and gearbox, supports the rear suspension.

DIMENSIONS - Wheelbase to first axle 96.58 inches (2.453m), to second axle 78.48 inches (1.993m). Front track (both axles) 45.7 inches (1.16m). Rear track 59 inches (1.50m) using a 19 inch wheel rim. Overall height 47.38 inches (1.203m) to top of air intake duct. Overall length 170 inches (4.32m). Ground clearance 2.76 inches (70mm) with driver and fuel.

SUSPENSION - All four front wheels are independently sprung using specially constructed Koni dampers and co-axial dual rate springs. Wheels are linked together by a common anti-roll bar. Rear employs unequal length transverse links located longitudinally by tubular radius arms. Suspension is by dual rate coil springs and Koni dampers.

STEERING - Rack and pinion operating first axle. Second axle linked to first axle by slave rods and levers. Steering wheel 11 inches (28cm) diameter.

BRAKES - Divided hydraulic system operating on all six wheels. Front calipers are integral with kingposts. Front discs are 8 inches (20.3cm) diameter, rear 10.45 inches (26.5cm) diameter ventilated. Braking system has been produced in conjunction with AP Racing (Lockheed).

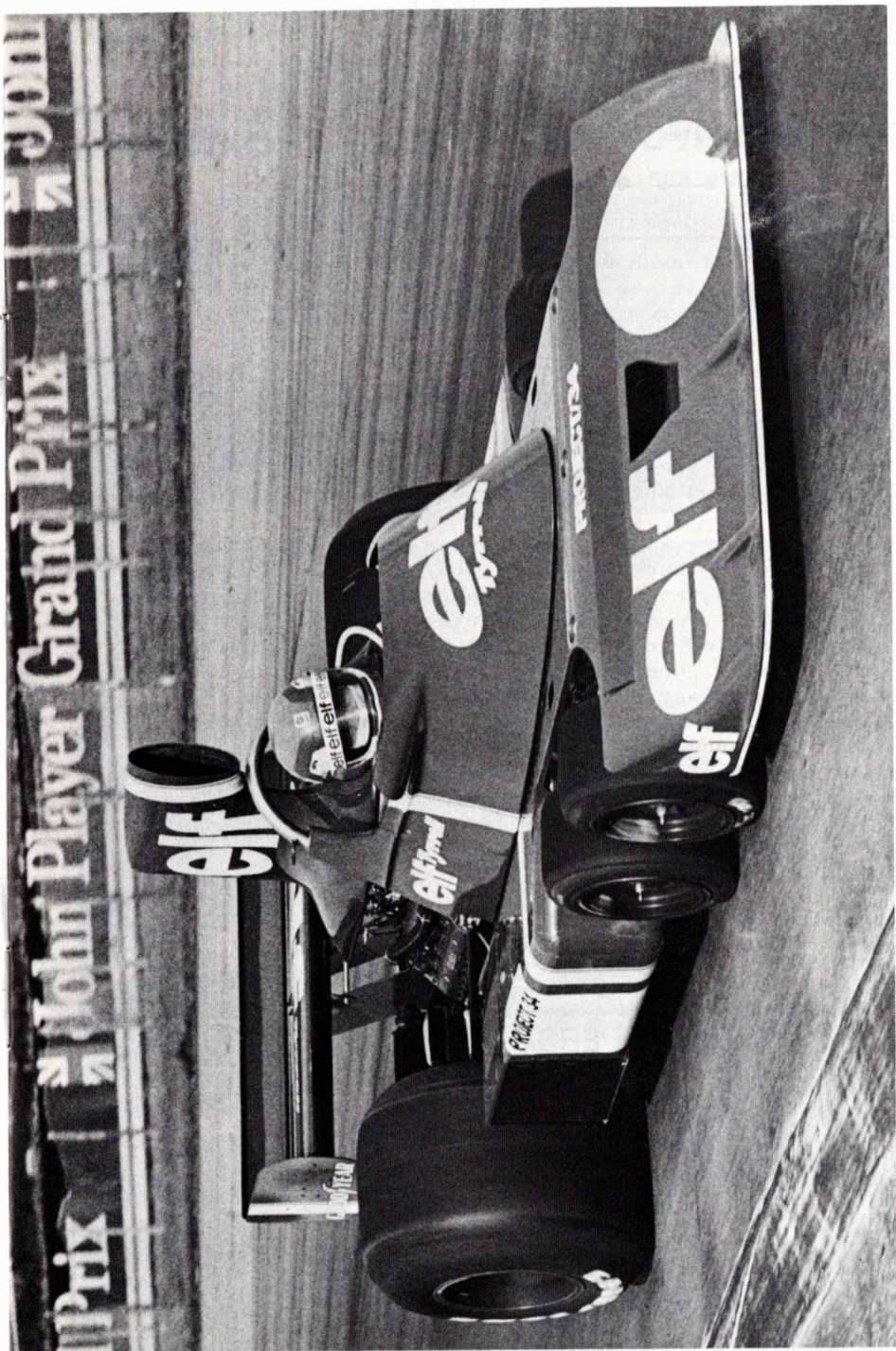
TRANSMISSION - Hewland FG400 modified to dry sump. Twin-plate Borg & Beck clutch. GKN/Löbro constant velocity joints in rear drive shafts.

COOLING - Water and oil radiators supplied by Serck.

WHEELS - Cast magnesium alloy retained by centre locknut.

TYRES - Specially designed and manufactured by Goodyear. Front 10 inches rim diameter by 9 inches wide. Rear 13 inches rim diameter by 17-20 inches wide.

BODYWORK - Nose, cockpit fairing, seat and air intake moulded in resin bonded glass fibre.



EXPERIMENTAL SIX-WHEEL GRAND PRIX CAR FROM ELF TEAM TYRELL

INSTRUMENTS - All instruments supplied by Smiths.

SAFETY - Fuel cells manufactured by Marston. Self contained Graviner fire extinguishing system using a Bromochlorodifluor-methane (BCF) extinguishant. Operation by driver or by heat sensing switches. Graviner life support system providing medically pure air to the driver's helmet.



SPECIAL SMALL TYRES DESIGNED FOR EXPERIMENTAL ELF-TYRRELL

The smallest-ever Goodyear Grand Prix tyres have been designed and made at the Goodyear factory in Wolverhampton specially for the new experimental Elf Tyrrell.

The tyres have a 10-inch head diameter, 16-inch overall diameter and a 7-inch tread width to give an extremely low aspect ratio of 30 percent.

After discussions between Goodyear engineers and Elf Team Tyrrell designer Derek Gardner in August last year, the special small front tyres for the experimental 'Project 34' were designed, constructed and put through laboratory studies at Wolverhampton.

"This new tyre will become more a part of the mechanical makeup of the car than any other tyre we have made for racing", says Bert Baldwin, Engineering Manager of the Goodyear Racing Division. "The tyres will be an integral part of the 4-wheel front configuration on 'Project 34' which makes a package of tyres, suspension, braking and steering. To say that the whole idea is new is to severely understate the case"

The small tyres have been made in the normal hard and soft Grand Prix compounds for initial testing but Gardner's new design layout should favour the softer compound to give better side-loading, traction and braking with the large contact area.

Goodyear code for the new front tyre is 7.5/16.0-10. The rear tyre is 16.2/26.0-13 as used by Grand Prix teams this season.



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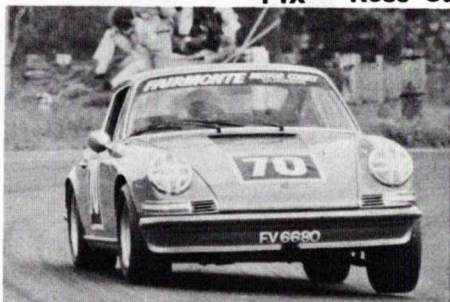
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DUNLOP MOTOR RACE MEETING

PUKEKOHE, SUNDAY, 16th NOVEMBER, 1975

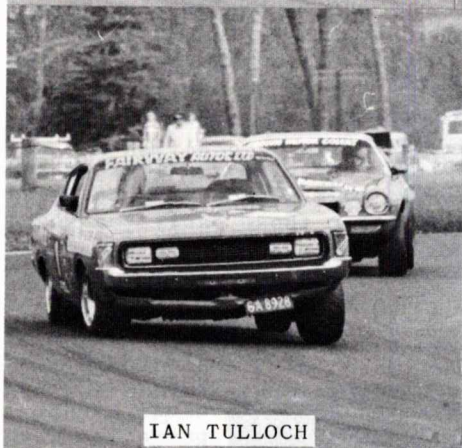
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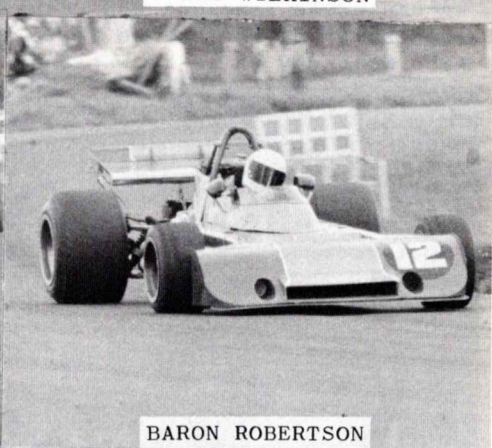
LIN NIELSON



WAYNE WILKINSON



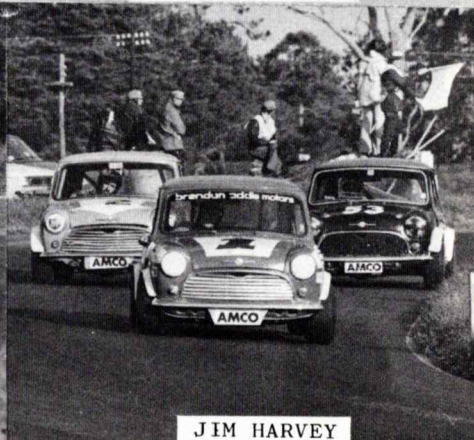
IAN TULLOCH



BARON ROBERTSON



JIM MURDOCH



JIM HARVEY

DRIVER PROFILE

ROD MILLEN

by KEVIN LANCASTER

With the rally season over and many cars in the process of being stripped down and rebuilt, we felt it to be a good time to have a chat with Rod Millen.

We wanted to find out what makes this guy tick, just how he got into rallying and how he feels about it. I called on Rod on a fine Saturday while he was busy setting out foundations for the extensive alterations to his Mairangi Bay house and found him only too happy to take a couple of hours out to answer several questions regarding himself and rallying.

Rod and his equally known brother Steve, were first introduced to speed when their father built them a go-kart when they were about six or seven years old. After those early years Rod spent most of his time surfing whilst following motor racing in general. However, one day Steve decided to compete in a hill-climb, so Rod went out to have a go in his own car, a Datsun Bluebird 1200! The Datsun was sold almost immediately after as Rod decided a Hillman Cob would be the ideal "surfie wagon",



THE DEMON "SURFIE WAGON"

known car in Auckland Car Club racing circles.



however, the usual story prevailed with a few tweaks here, a few tweaks there and thus - the ideal club competition car. The car was raced at club circuit meetings and when Rod was overseas on business Steve would race what became a well

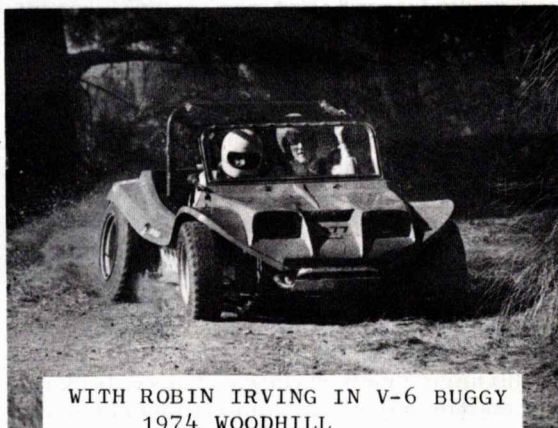


THE MOST INCREDIBLE HILLCLIMB CAR

It was while Rod was in Australia that he decided a Buggy would be good value, so he brought back a Variant motor but found it to be most unreliable. So, with a limited budget and a strong year for speed, Rod decided a V-6 Ford motor would be good value. He was strongly advised not to attempt such a mod-

ification, so he carried on to prove to everyone he was right and in three weeks Rod and his father presented the now famous V-6 Buddy at their first hillclimb at Cossey's Farm. They didn't enjoy much success at that particular event but after that, they never looked back, setting course records on every hill except about one in the Auckland area.

In April 1972 Rod competed in his first rally - the Heatway. Rod, with Rex Rattenbury, drove a 1600 cc Escort right up to eighth place until falling back to 40th with various problems. Later that year the Northern Sports Car Club ran what they described as a "Sporting Trial" within the Woodhill Forest. The event was about the first club rally ever held in New Zealand with Rod and brave navigator, John Garner, taking the V-6 Buggy to a well deserved victory with Rex Rattenbury coming second.



WITH ROBIN IRVING IN V-6 BUGGY
1974 WOODHILL

Then, in May 1973, the inevitable happened, Rod lined up with the new top Escorts of Mike Marshall and Blair Robson, again at Woodhill. Spare me days, if Rod didn't damned near blow the pants off them until he went off course and finished up fifth. Rod's navigator for this event was one Robin Irving who wanted to compete in the Heatway but wasn't really interested in driving but more so in navigating for one of the quicker boys - Rod got the drive and in an unknown quantity in rallying - a rotary Mazda. Although he tipped over on to his roof, he still took sixth place outright; first in class; first production car and first private entry - Rod Millen had made his mark and was here

to stay! The 1973 season concluded with a terrific rally at the now legendary Maramarua Forest. Rod's Buggy spent most of the day on five cylinders but he still won three stages and finished third outright behind Marshall and Robson.

The week after Maramarua Rally, Rod and Steve co-drove in the Benson & Hedges 500 in a Triumph 2.5 P.I. and were most spectacular in the slippery, wet conditions. Unfortunately they were forced to retired with a broken axle while easily leading their class.

The 1974 rally season looked dismal for all as the Shell Rally, the Heatway and Marlboro rally championship were all cancelled owing to the fuel crisis, but the season eventually took a complete new look with the advancement of several club rallies. The first two of these, Waitangi and Woodhill saw the finish of the brutal V-6 Buggy as a coil failed at Waitangi and the gearbox broke at Woodhill. Thus, Rod arrived at the third event, Maramarua, with a completely standard Mazda RX3 and began a string of well deserved third placings. He not only finished third at Maramarua but also at Rotorua, Canterbury, Maramarua 2 and at Tokoroa. He won his second rally in pouring rain at Master-ton when he headed off Blair Robson in the Ngaumu Forest Rally.

Rod completed the 1974 season by driving Robin Irving's Holden Statesman De Ville in the M.R.R.C. event and finished about 20th. However, he was certain of about 11th or 12th place when two of his good stages were cancelled. So, after finishing third in the Rally Pilots Association

Championship, Roddy headed off to Aussie for the attempt on the Southern Cross Rally. Lousy luck hit the Millen Mazda Team when the rear axle housing broke and the lads just didn't have a spare, so Rod was out whilst lying fourth - on the last night!

What happened in 1975 we all know, with Rod winning the Maramarua, two Marlboros, a second at Woodhill and thirds in the Heatway and Easter Rally, but most of all - the Marlboro New Zealand Championship. Rod made another attempt on the Southern Cross and finished eighth only to be disqualified by "Aussie Officialdom!!! Rod's front suspension tower brace, across the engine compartment, wasn't a homologated one, so he was made to remove it. Now if none of the cars had this brace, none would finish the rugged event! Thus all other cars had them - but were homologated.



GET WITH **DUNLOP**



Eventually the Mazda's towers bent inward, so the boys fixed plates to the tower tops and bolted them to the bonnet with 1" bolts and nuts, thus the bonnet was all that was holding the car together! Now the "officials" regarded these bolts as bonnet pins which were illegal on all cars - although they're a safety precaution!

Secondly, Rod broke his chassis rails in the

Heatway and as both the New Zealand and Australian Ministries of Transport don't allow butt welding on chassis rails, metal patches had to be welded across the breaks. But our Aussie "mates" regarded these patches as additional strengthening and told Rod he should have installed new chassis rails. BUT says Rod, to do this would entail butt welding which was illegal by the Ministry of Transport! So our highly intelligent mates told Rod he should have brought a complete new car!!! Rod was unable to continue with any appeal owing to lack of finance.

Whilst on the subject of the Mazda, the car ran this season with a large 13B motor which transmitted 196 b.h.p. at the rear wheels through a special competition gearbox. Now this gearbox is complete with its own oil pump and filter arrangement and is worth a handsome \$3,000! The car runs a normal limited slip diff and Bilstein suspension all round. But we must remember, behind every good car and driver there is an equally good back up crew. Rod's navigator is Mike Franchi of "Rotor-sport" fame and the car is maintained by the famous "Shorty" James, Robin Irving and Brian Franklin. Ron Kendall assisted in Australia and Roy Thompson has assisted greatly on engineering various components for the car.

Rod drove Fred Watchlin's rather competitive Escort RS 2000 in a couple of club rallies this season and made an interesting comparison with the Mazda. He found the car slower around the corners and not as quick on downhill sections, however, he found the car to feel a lot firmer over the rough surfaces by far.

Having great respect for his fellow competitors, Rod rates Mike Marshall, Blair Robson, Steve Millen, Paul Adams and Trevor Crowe the best in the country, not in any order and excluding himself. He also feels Trevor Crowe made a great impact on the rally scene this year and is obviously the man to watch. As well as his fellow competitors, Rod respects all the organisers and feels with Murray Thompson's go-ahead and Arthur McWatt's knowledge of what rally drivers require, they must be the best organisers in the country by far. He feels the rally situation in New Zealand at the moment, is a good one, and feels the Marlboro Series was run well, with sponsored 24 hour events



TAKING N.Z. CHAMPIONSHIP

allowing anyone who gets a puncture, etc., a chance to keep in the running. Rod holds no interest in getting involved in the organisation side of rallying but said he wouldn't mind setting up arrows or a similar job

Rodney has preferences to roads, preferring closed public road stages to forestry stages; however his favourite roads lie within the Maramarua Forest. He said he enjoyed the 1975 Heatway more than any other event he has done, especially his big dice with Steve. Passing each other on stages together with the untold bull....ing which went on, Rod felt was unreal fun!

At this stage I brought up the fact of Rod going the rally way whereas his elder brother Steve went more racing inclined. Rod says he got bored easily on the circuit whereas he finds rallying more challenging with not knowing what's around the corner and having to read the road properly as you've only got one chance to get it right.

According to Rod, the best thing he's ever done in rallying going to Mazda, while the biggest mistake he's ever made was tipping Robin Irving's Mazda onto it's roof in the 1973 Heatway. The only damage Rod did this season was a dent on the bumper on Paekakariki Hill after a spin, although he had fourteen spins all season!! Most of us have heard of the vigorous battles Rod engages in with Paul Adams over such small stakes and believe me, it's no joke. Those guys go hammer and tongs just to win a couple of ales - why?

Because they're in the sport for fun and this is how they achieve it. I suppose it is like Mike Marshall and another famous rally star having 20 cents on a stage at Tokoroa this year.



THE STYLE OF A TRUE CHAMPION

The Millen Mazda is up for sale at the moment but with the first round of next year's Pall Mall Championship closer in April, Rod isn't really concerned if the car isn't sold. He says he'll be quite happy to run the same car again as it wasn't as damaged after the Southern Cross as everyone had reckoned. He's also busy with alterations to his house, so time will be short before next season. Whatever happens he'll definitely be sticking to Mazda!

Rod is married and lives in Auckland's North Shore with attractive wife Teresa and son Rhys. He's a surveyor by trade and doesn't have any interests outside rallying, except racing a Monaro production car at Auckland's Waikaraka Park Stock Car Circuit. Rod is extremely enthusiastic about the drive and describes the Monaro as "real magic".

Roddy has said he enjoys competing for the Auckland Car Club, especially in a team which takes off the team prize in an event, e.g. this year's Heatway.

He says he wishes to do for the club what the club has done for him.

I could have continued chatting with Rod for hours as his personality is as unique as his rally driving but I conversed long enough to realise that this year's championship is merely the beginning of what is to be one of rallying's most challenging and memorable success stories. To Rod and his crew we can only wish good luck for the future and we will always offer our support in any way possible.



THE WAIKARAKA MONARO "REAL MAGIC"

KEVIN LANCASTER



Photo Credits:

Rod Millen
Hillman Cob
Buggy in Hillclimb
Buggy at Woodhill
Mazda in RPA Championship
Mazda in Reidrubber
Mazda winning Championship
Mazda in Heatway
Monaro

Rex Rattenbury
Kevin Lancaster
Kevin Lancaster
Ross Cammick
Ross Cammick
Dennis Green
Ross Cammick
Dennis Green
Rex Rattenbury

 GET WITH **DUNLOP**



SHOUTS & murmurs



. . . Club President, Barry Webber, is at present in hospital but we hope it will not be too long before we see him back down at the Clubrooms.

. . . Ex C.M.R. mechanic, Ray Grant, has accepted a position as Formula 1 mechanic with McLaren Racing.

. . . Congratulations go to Greg and Sue Lancaster on the birth of their daughter recently.

. . . Recently Club President, Barry Webber and his wife Marilyn, attended a function at Griffiths Speed Centre for a presentation to Rod Millen as top rally driver. Pictured below is Rod receiving the Marchal Medal from Mr Ken Griffiths



. . . Griffiths Performance Equipment have also announced that they give discounts to Club Members. We understand that this service has been available to members for some time but we thought this would be a good opportunity to remind you of this.



TYRES

DUNLOP

RETREADS

Three top seating combinations from Superford



Like all Superford equipment these three seats have been especially designed for safety and personal comfort to help improve your personal performance as a driver.

Two of the three seats have been personally designed for Superford by top rally driver Mike Marshall who has gone to extreme lengths to develop suitable seats for both rallying and road use. Before starting to design his own seats Mike studied the competition seating used by Ford's Works Team while overseas and then carried out further research with a group of local chiropractors who were studying seat construction as it relates to driver fatigue.

After more careful thought and planning he then built and tested his own special rally seat which was also used to carry him to victory driving the Superford Escort in this year's Heatway. Mike and Ray Stone then went on further to develop the perfect road car seat which would give maximum driver comfort thereby reducing driver fatigue.

J.W. Andrew Superford division are now pleased to be able to offer to the public these seats which will fit any make or model car.

Rally



1. A fully supporting Mike Marshall rally seat that reduces fatigue in the longest, toughest drives. Safe, strong, comfortable. Straightforward fitting, this seat has been accident tested in a number of incidents and will meet the needs of the most demanding enthusiasts. And they look great too!

Grand Touring



2. Top of the range road seat especially designed for Superford by Mike Marshall to reduce road fatigue on the longest drive while increasing driver comfort even on the shortest run. Sturdily constructed with a tubular steel frame these beautiful units have been finished in the latest colour keyed vinyls with a matching fabric centre panel. These seats not only look good but are essential for the motorsport enthusiast.

Reclining



3. Fully reclining MKII Escort seats. These units are the very latest design in bucket seats and make ideal replacement units for MKI or II Cortinas and the early model Escort. Or if you want a better grade of seat that improves the look of your car this could be the seat for you. All three seats can be supplied with adjustable sliding frames or a tilt mechanism depending on the application you prefer.

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.

This range of seats covers every requirement. A rally seat of proven comfort and safety for the competitor. A touring seat of unexcelled comfort and appearance for the enthusiast. And of course a true economy reclining seat

that enables you to get rid of that bench seat.

When you set out on a 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 Ltd LMVD
Please contact Ray Stone.

Trade enquiries welcomed on these seats.

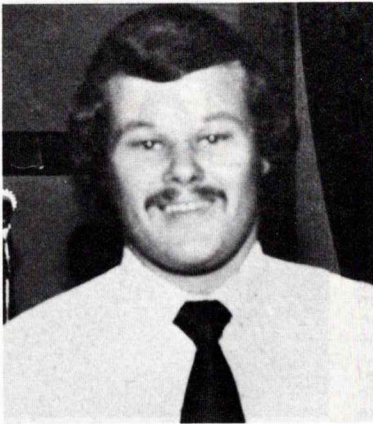


Call, write or telephone Ray Stone at John W. Andrew Limited LMVD, P.O. Box 8520 Auckland, Telephone 364-280.



John W. Andrew

SUPERFORD



MIKE FRANCHI

writes...



It's difficult to apply to paper a little of the many experiences incurred over thousands of kilometers covered in a rally season with Rod Millen.

When Rod approached me about taking the hot seat for the 1975 rally season I wondered whether my nervous system would allow me to undertake what seemed to be a nerve racking experience. I was to be proved wrong after the first few special stages although I can well remember sitting on the start line of the first special. After cramming my head into the old helmet, tightening up my harness, a quick visual inspection of the roll cage and before I could finish a short word to the man above, we're away.

The speed and power of the cars driven by top drivers such as Rod is shattering and with no steering wheel or pedals in front of the hot seat a co-driver must have complete confidence in his partner or he will fast become a stuttering idiot.

The system Rod and myself worked last year on pre-rally planning and preparation seemed to go along without any major problems although the occasional shortage of beds cropped up a couple of times when at the last minute someone else was in the crew. I found one of the most time consuming aspects of rallying was the booking of planes, boats and accommodation, etc., which is one of the many important jobs behind the scenes of this great sport. Rod concentrated on the car which kept him busy just about every night of the week and weekends and with the enthusiastic help of many others working till all hours of the night, the Millen Mazda completed all events this season with no real major problems.

On the last night before we leave Auckland the time is devoted to loading service vehicles with tyres and spares you hope you won't need, along with a check list, so nothing is left behind on the garage floor. The night before the event is early to bed after mapping our service and refuelling points with the crew so every one know just where to be and at what time. As long as no one gets lost the crew are there at the end of the stage with their hot beef tea waiting to carry out any necessary servicing.

From here on, as long as you can read arrows, find one of your twenty ball point pens and understand the route book while being tossed from one side of the road to the other, you're all but there!

This season has been one of the fastest tours of time and the beautiful views and incredible sights are only caught in a somewhat blurred way. But of course none of this would be possible without the enthusiasm of the many people involved in rally organisation and officialdom and from Rod and myself a special thanks to those such people who make this sport the success that it is.

MIKE FRANCHI

MOTOR SHOW

The New Zealand Motor Show held at Epsom Showgrounds a short time ago appeared to have been well received by motor enthusiasts and the general public alike. Ken Roulston and his team (in the latter stages including Club Member, Formula Ford driver, Rob Wilson), did a good job putting the Show together although their task was probably made easier by gaining good support from motor vehicle distributors and motor trade associate companies generally. Even the various car and motorsport clubs showed more enthusiasm than previously evident at this type of show.

The Auckland Car Club stand included a nice selection of cars covering most facets of Club activities. Our thanks are due to Maurice and Pat Cargill, Ian and Glennis Palmer and Terry Molloy for their ready assistance with the project. Thanks also to Bill Whipp (Valour Formula Ford); Bryce Platt (Escort TC); Jim Donald (Masport Escort RS1600); Steve Hamilton (Mini 1300); Peter Levet (Morris Cooper 1293S); and Merv MacDonald (Mini-Minus Hillclimb Special); for the loan of cars, all incidentally, superb examples of their various competition classes. Bill and Bryce were both awarded Show Trophies. Jack Nazer's Shellsport front-runner "Freighters Victor V8" arrived following its successful Baypark outing on the same weekend as the show opened. Griffiths

Equipment "Wildcat Centre" and John W. Andrews Limited kindly supplied us with additional display material. An Engine Assembling Competition organised on the Club's behalf by Mike Harold with assistance from Pru La Trobe, Keith La Trobe, Murray O'Donnell and J.W. Andrews Limited, and sponsored by Johnson Engineering Limited (Indianapolis 500 Piston Rings), attracted a great



deal of interest. Eventual winners were the three-man Spears Motor Preparations Team, Murray Spear, Randall Edgell and Ian Burton. They completely assembled and test ran the Escort 1300 motor in 8 minutes 7 seconds. Runners up were a private team entry and a South Auckland Motors team. Most of the entered teams had had no experience with this type of speed test and many showed great promise. We hope to retain the competition as an annual event.

The "Drivathon" which was held in conjunction with the Motor Show took the form of a seventeen day marathon, with the three cars taking part stopping only for fuel and lubricant checks and driver changes, although the engines were left running throughout. A VW Golf generously made available by Motor Holdings Limited was manned by a team of drivers representing the Auckland Car Club. Others in the event were the New Zealand Motor Corporation - Austin Maxi and Northern Sports Car Club - Wrightcars Toyoto Corolla teams.

Members who had an opportunity to drive the Golf were full of praise for the handling, comfort and performance of the car and it gained many friends along the way.

Overall the "Drivathon" was a novel event and despite the loss of its original format, appeared to have been enjoyed by most who took part. Leon Marshall, who was co-opted by the Show Committee at a late hour, worked hard to co-ordinate and control the day to day running of the event.

In conclusion may we thank all members and friends who helped directly or indirectly with our involvement with the Show and Drivathon.



Shell SPORT



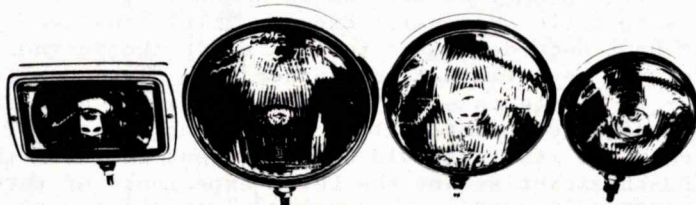
HILLCLIMB POINTS

H. COLLIER	10	R. CARN-BENNETT	5
G. SUTTON	10	J. BIDDICK	5
M. LIMBRICK	9	D. PHILLIPS	5
G. OGG	9	S. BROWNE	4
G. BAWDEN	8	M. PARSONS	4
L. MAY	8	W. PARKIN	3
J. STEWARD	8	K. SKIFFINGTON	3
T. PRIEST	8	G. MATHEWS	3
D. MACKROW	7	J. WILSON	3
B. WEAVER	7	R. PEAT	2
E. JARVIS	7	P. HANNAFORD	2
A. JOHNSON	5	B. FRANKLIN	2
T. GLADSTONE	5	A. LOWE	2
D. OLIVER	5	C. HEBDEN	1
R. FARRELL	5	M. LEVERS	1
		P. MACKENZIE	1



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STRAIGHT AHEAD



Well here it is almost Christmas again and another year's trialling is over. I would like to thank all those who have competed and helped this year, particularly all those who have helped with results and done checks, etc. Without people such as Di Hamilton and her Mum, the jobs of trial organisers would be exceedingly harder. I make this point not only to thank all the hundreds who have assisted, but to hope that the great spirit of co-operation we have had will continue. Have heard of a few resignations in other centres recently and it always concerns me that the big chop and the resignations in our sport mostly apply to the small percentage of workers.

As for ourselves, we already have next year's calendar under way with the Shanks Economy Run to be held in February, the Learners' Trial also in February plotted by Doug Bone and some instruction nights as well as an armchair trial.

Following their successful Experts Trial, the Sergeants and the Shanks have been delegated to look after the Spring Invitation. More good news is that none other than Steve Hamilton (trumpets - ta ra, ta ra - 1975 Gold Star Trials Champion) with John Busch and Peter Levet will be organising the 1976 TISCO. That statement in itself should be sufficient but with the Hamilton/Busch expertise and the Levet experience of three previous TISCOs, the 1976 event should be the best yet. It is also most gratifying to see that TISCO are continuing their sponsorship which must also make the TISCO Trial the longest running sponsored trial, together with the L. & P.

The Executive have re-alloted a trophy to the Trials Division and this trophy will be awarded to the best trialling novice. Obviously, this trophy will not be allocated to the people at the top of the Trials Trophy List, but there have been quite a few new names lately that have achieved some meritorious placings.

A lot of our club drivers did stints in the recent Driveathon and gave up time for this or for manning the A.C.C. stand at the Motor Show. Very pleasing to see that Bryce Platt received an award for best saloon car at the show. Also saw a lot of our members working hard at the Arena Lounge. Watched Ross Montgomery winning a trip to the U.S.A. As Ross has just been appointed a MANZ Steward this means I will have to congratulate him twice. In fact Ross Montgomery replaces Phil Jukes who has retired as a Steward and I would like to thank Phil for all the time he has put in over the many years.

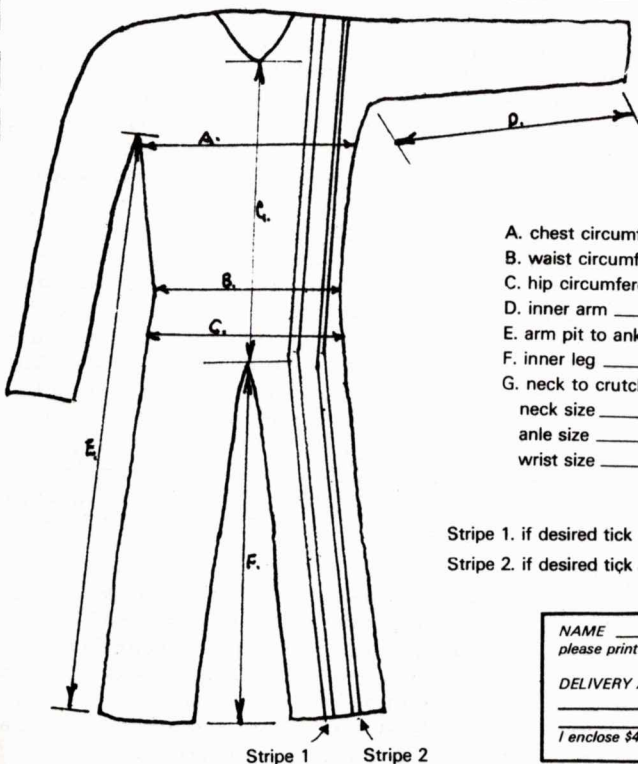
Finally, I would like to thank our friends at N.S.C.C. for lending us their gestetner when ours had run out of ink, and wish you all a happy safe Christmas.

G.R. 005

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neck size	
ankle size	
wrist size	

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Stripe 2. if desired tick colour	red	black	gold	blue

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WAIOURU - 2ND NOVEMBER:

November 2nd saw a fabulous little rally on the New Zealand Army Training grounds just off the Desert Road before Waiouru. The cleverly organised and plotted event wound its way around "Injun Camp" where the rally headquarters and service crews etc. were based for the duration of the event. In fact, anyone who was servicing just had to walk either side of the camp for about 200 yards and they saw all the action. At one corner the cars could be seen making a tight left turn, then a right and up a long winding hill. The cars got about three-quarters of the way up this hill and the next car would come into view.

Gordon Gandy and the Hutt Valley Motoring Club did a terrific job in organising the event which was won by Jim Donald and Alan Draper in the Masport Escort RS 1600. Second was the flying Ken Cleghorn in the fast Toyota Corolla. Roger Brader was clean and fast for third place with Paul Adams taking the young Woolfeys' Mazda RX3 into fourth. Fifth was Alan Mitchell's RS 1600 with Graham Moran sixth in yet another BDA. A few of the A.C.C. lads went down, including Bob Wylie, Colin Webster, Alan Carter, Howard Collier, Barry Kirk-Burnand, Clive Smith, etc., and, of course, the New Zealand Champion, Rodney Millen, who was driving Brian Franklin's 2 litre Escort but retired with a broken gearbox.

1976 CHAMPIONSHIP:

No doubt you've all heard the news that Marlboro are not sponsoring next year's rally championship. However, Pall Mall have come to the party, putting up the necessary finance. The rounds consist of the Easter Rally up North, Rotorua in May, Gisborne-Hastings in August and Blenheim in September.

I think its good having a change of area and organisers as the same old roads, e.g. Matahuri Gorge, don't get another punishing and also the same old organisers, Peter Cameron, Arthur McWatt, etc., have a bit of a rest.

HOMESTEAD RALLY - 27TH MARCH 1976:

The initial details of the Homestead Rally have recently been released. The rally is to be promoted by the Wellington Car Club and sponsored by Homestead Products Limited in conjunction with the Wellington Festival of 1976.

Overall length is about 200-250 kilometers, of which 100-125 kilometers will comprise special stages on varying surfaces. Rumour has it hat the first stage is through the main streets of Wellington - and they've got permission!!! If

they have, then I say good on them for trying. Only one thing - wouldn't you feel a right gripper running down the main street of Wellington in front of about 50,000 people with a Zetka - or imagine having a big lose - mighty stuff.

Anyone who would like to be put on the mailing list for an entry form, etc., write to "The Home-stead Rally", P.O. Box 5142, Wellington.



RALLY SUB-COMMITTEE:

As the rally season has now come to an end, plans are being made for next year's events. The Club's rally sub-committee intend running at least two events, one closed club and one invitation event.

We are asking for members who have some spare time next year and would like to join the rally sub-committee to do so and assist with the organisation of these events. Previous experience is not essential but enthusiasm for rallying and a willingness to assist is what we are looking for.

Give the request a thought and if you can help, please phone Arthur McWatt, Phone 889-494 (evenings).

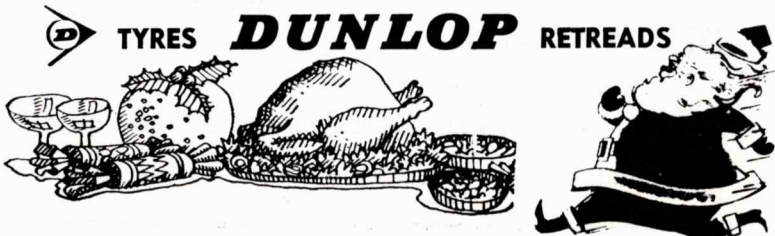
This article is the last for this year and you won't be hearing from me again until February. I suggest you all start applying or re-applying for your Competition Licences and Medical Certificates as soon as possible as your present ones expire on December 31st. One will now require different licences for racing and rallying (I wonder if they'll be half the price!!) so don't get caught out and refer to the October MANZ Newsletter for details.

In order to keep up with the news in rallying I suggest you keep your eyes on Motoraction, as the next rally is only about sixteen weeks away!!!

I've enjoyed writing these articles throughout the year and I only hope I haven't stepped on any toes. If I have, well that's tough luck. Hope you all have a good Christmas and New Year etc., (and that includes all my enemies, especially our "Cosmic" Cowboy - Rod Peat and his mate - Gerry Willis).

We'll see you next year in some clean, straight cars.

KEVIN LANCASTER





Competition Licences



The new competition licence system will be introduced on 1st January 1976.

The following procedure should be followed:-

1. Obtain Competition Licence Application Form (pink colour) from the Clubrooms.
2. Obtain the Club Competition Secretary's or other senior club officer's signature (as certification of being a financial member).
3. Forward the application form with the prescribed fee and your present licence to MANZ Office in Wellington (P.O. Box 27-002, Wellington).

If you are competing at meetings in December 1975 and need your existing licence for documentation, we suggest you retain a photocopy of the licence.

A recent photo of the licence holder must be attached to all 1976 licences.

The final date for applications to reach MANZ Office for licences required for competition in the first part of January 1976 is 16TH DECEMBER, 1975.

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HAPPENINGS



*** Two shock announcements made recently involved the withdrawal from Formula 1 of team sponsors. V.O.P. the American lead free fuel company have withdrawn their sponsorship from Don Nicholls Shadow Team.

The statement from V.O.P. says that all they hoped to achieve from the racing programme had been realised.

The second announcement involves Viceroy the backers of the Vels Parnelli-Jones Team. A spokesman for the team said they were not surprised as the contract between the two parties expires at the end of this year.

*** Undergoing recent testing at Silverstone was the Brabham-Alfa Romeo V12 F.1 car. It is hoped that tests involving fuel consumption prove more successful than the recently aborted Shadow-Matra V.12 venture.

*** The Matra V.12 powered Gitanes-Ligier F1 car was recently unveiled in Paris. Guy Ligier a former top French rugby player and former Grand Prix driver (Cooper Maserati-Brabham Repco) from the mid 1960's has received considerable assistance from Matra. The teams driver will be Jean-Pierre Beltoise.

*** For some weeks uncertainty has surrounded Jody Scheckter's plans. Late in October he confirmed he would be staying with the Elf Tyrrell Team and would also be racing a Shadow DN6 in the U.S. F5000 Championship.

*** Briton, Brian Redman, has won his second consecutive American F5000 Championship driving the Carl Haas/Jim Hall Lola. Whilst the team intended to race a Lola T400 (Hass being the U.S. Lola Agent) in the series, it was not until the final round at Riverside on October 26th that the Lola T400 was actually raced. It was more usually left in the transporter.

*** Winner of the Shellsport European F5000 Championship was Belgian Teddy Pilette driving one of the Team V.D.S. Lola T400's. The final race for F5000 in Britain was won by Peter Gethin, V.D.S. Lola T400, who fittingly enough won the very first F5000 race held in Britain, driving a McLaren M10A.

*** Leyland Cars Ltd (formerly British Leyland) have announced that they will be involved in an extensive competitions programme in 1976. On the saloon car scene the Triumph Dolomites will continue to be run by Broadspeed. The rally programme will involve the new Triumph T.R.7 powered by the 210 bhp 16 valve engine. It is expected that an Allegro will also be rallied by the team. Drivers will be "Team Captain" Brian Culcheth, Tony Pond, who is leaving the Opel Dealer Team and Pat Ryan.

The announcement will be most welcome news to all motor sport followers coming as it does only weeks after the nationalisation of the company by the British Government.

*** New F1 Ferrari announced. At the customary end of year news conference Ferrari unveiled the new 1976 car. Smaller, lighter and utilising a de Dion rear end the new Ferrari 312/T2 will be driven by Nicki Lauder and Clay Reggazoni.

N.H.H.

Clubrooms Xmas Closure

Club Members are reminded that the Clubrooms will be closed on Thursday, 25th December and Sunday, 28th December. Thereafter, the Clubroom Hours will be open as usual

Bistro Bar:

The Bistro Bar will be closed from Thursday, 25th December, but will re-open again on Sunday, 25th January.



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EUROPEAN RALLY SCENE



From a field of 118 starters which included no less than 18 cars from full factory teams, Bjorn Waldegard and Hans Thorszelius were outright winners of the Sannemo Rally, extending even further Lancias lead in the World Rally Championship. Second place went to European Champion Maurizio Verini and Francesco Rossetti in a works Fiat 124 Abarth and third to Jean-Luc Therier and Michel Vial in an Alpine Renault A110.

Of the factory cars, only four went the whole distance, retirements including both Opels, Kadett and Ascona, two Stratos and one Beta, one Alpine, three Fiats, all three Alfa Romeos and the two Escorts. The two Boreham cars went out for no more reason than running out of tyres, their stock didn't arrive in Italy in time.

Leaders throughout most of the event were Sandro Munari and Mario Mannucci in a 24 valve Stratos which was so much quicker than anything else, but a lost wheel put them out on the last stage of the first leg. From then on, the 12 valve Stratos of Waldegard took over the lead to the finish.

As a co-efficient and qualifier in the European Championship, the Spanish Rally was very much a non starter, for the series had already been decided and no real points chasers took part. Outright winners were Antonio Vanini/Eduardo Adam in a works Seat 1430 with 1.8 litre 16 valve engine, ahead of Claude Haldi/Jorge Ballesteros in a Porsche Carrera 3 litre. Leading at quarter distance was de Bagration in his Stratos but he left the road and was unable to continue. The rally was based at Madrid, was divided into two parts and was limited to 65 starters presumably to lessen the duration of road closures. Only 19 cars went the whole distance.

Driving a Datsun 710 with 1.8 litre engine, Satwant Singh/Dave Howarth were outright winners of the 2800 km Zambia Rally which finished in the City of Lusaka. The event had national status, attracted 27 starters and was being observed by the RAC following an application for upgrading to international.

At the end of October, three weeks before starting, the Lombard RAC International Rally of Great Britain had a full entry of 250 cars with six reserves. The seeding is completed and the top ten runners are : 1. Timo Makinen/Henry Lidden (Escort), 2. Bjorn Waldegard/Hans Thorszelius (Stratos) 3. Stig Blomqvist/Hans Sylvan (Saab), 4. Walter Rohrl/Jochen Berger (Kadett), 5. Ove Andersson/Arne Hertz (Celica), 6. Roger Clark/Tony Mason (Escort), 7. Markku Alen/Ilkka Kiriakki (Fiat), 8. Sandro Munari/Mario Mannucci (Stratos), 9. Per Eklund/Bjorn Lederberg (Saab), 10. Hannu Mikkola/Jean Todt (Celica)

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B. SERGENT	136	R. GRICE	6
D. BONE	128	J. BUSCH	6
S. HAMILTON	115	S. PEARCE	6
P. SERGENT	78	W. PARKIN	6
I. STEPHENSON	37	N. LOWE	6
W. MILNES	29	P. GOULTER	4
P. THOMSON	25	J. MINERS	4
R. WILSON	18	E. JARVIS	4
J. KILLMARTIN	18	L. PHILLIPS	4
P. SHANKS	17	K. TURNER	3
P. LEVET	16	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	G. HERBERT	2
R. VISKOVIICH	8	A. LEVET	1
G. GREAVES	8	M. STUBBS	1
B. MORICE	8	P. STONE	1
W. KIESANOWSKI	7	G. HUTCHINSON	1
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M. FINCH	7	B. STEVENS	1



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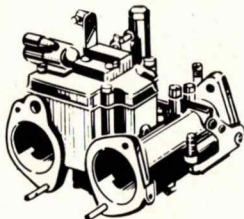
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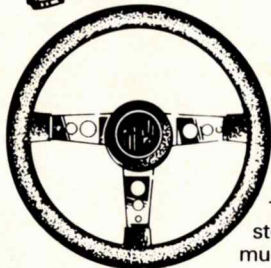


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