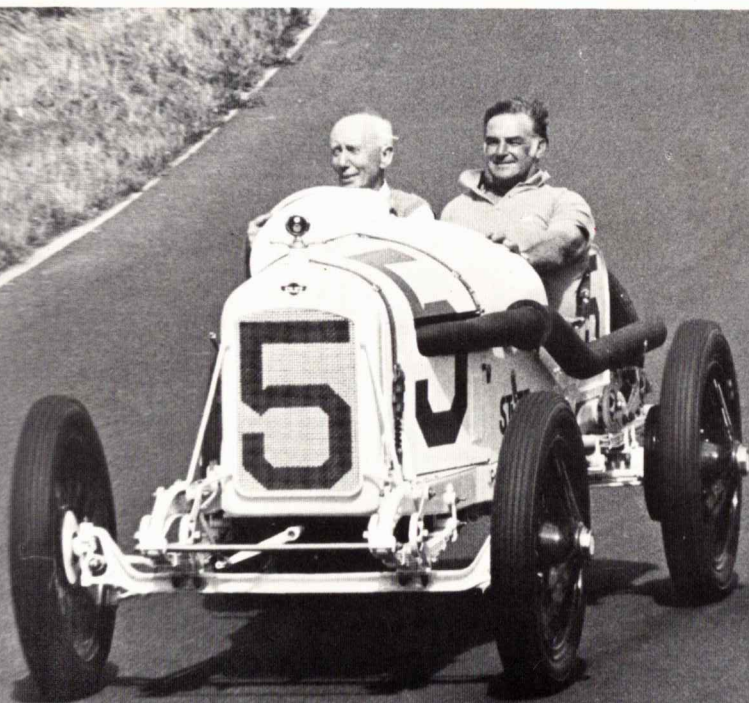


April 1976



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.D. Webber,
12A Levaut Place, Pakuranga
Phone HCK 49-959

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 Cyclorama Cres., Massey.

CHAIRMAN OF SUB COMMITTEES:

Club House : M. Cargill
Phone 599-059 (Bus)

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.



CLUB MEMBER BOB HOMEWOOD MOTORING AT FULL PACE DURING THE ROTHMANS MOTOR RACES AT PUKEKOHE ON SUNDAY, 7TH MARCH 1976.

ACTION PHOTOGRAPHY Ph 760-009

COVER PHOTO

THE 1913 STUTZ DRIVEN BY OWNER AND RESTORER LEN SOUTHWARD ACCOMPANIED BY LAURIE POWELL, GRAND PRIX STARTER, AT THE PETER STUYVESANT SPONSORED GRAND PRIX MEETING PUKEKOHE 1976

PHOTO - MILAN FISTONIC Phone TGN 5295

COMING EVENTS



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.

10TH APRIL - SATURDAY - POOL CHAMPIONSHIP:

This event will be held at the Clubrooms commencing at 3.00 p.m. Entries on the day for this doubles championship. All participants must be members of the Auckland Car Club.

11TH APRIL - SUNDAY EVENING - AFTER RACE SOCIAL:

This will follow the Dunlop Motor Race Meeting and will be held at the Clubrooms. No cover charge will be made and the Bistro Bar will be open for the meal of your choice. Come as you are from the track.

15TH APRIL - THURSDAY - CLUBNIGHT 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.

21ST APRIL - WEDNESDAY - NIGHT TRIAL:

A straight forward two hour trial to keep you in practice for the Mercury Trophy Trials. Starts at 525 Great South Road, Penrose (MacEwans) at 6.30 p.m. Finishes at the Clubrooms and provision will be made to buy your tea on the way.

26TH APRIL - MONDAY EVENING - LADIES NIGHT:

This is a chance for all lady members, wives of members, etc., to get together. A hairdressing demonstration has been arranged. The evening will commence at 8.00 p.m. and finish at 10.00 p.m. with supper supplied.

9TH MAY - SUNDAY - CLUB CIRCUIT TROPHY MEETING:

Pukekohe 1.2km circuit. Races will be provided for all the usual circuit machinery. Standard Production Saloon Class is reserved for "off the floor" models fitted with standard road tyres. Cars to G.T.X. specs should be entered as modified saloons. Annual trophies will be awarded to the winners of the first round of scratch races. Scrutineering and documentation at the venue between 9.30 a.m. - 11.00 a.m. Practice commences 12 noon. Racing 1.00 p.m. Usual racing requirements called for including M.A.N.Z. medical certificate. Under 20 year old competitors also require a Cadet Licence Authority. Entries accepted by phone and should be directed to Mrs R. Brown, Telephone 678-739 (16 Wayne Place, Mt Roskill). Entries close on Wednesday, 5th May. Late entries may be accepted to fill under-subscribed fields. Light refreshments available at the circuit. Persons able to help with flag and marshal duties on the day, please contact Eric Mallard, Phone 677-519 (Res) or 593-108 (Bus).

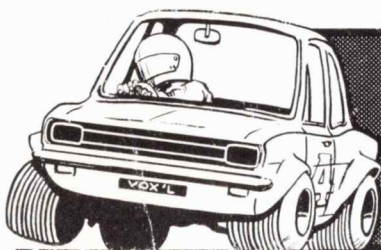
15TH MAY - SATURDAY EVENING - SHIPWRECK DANCE:

There will be a prize for the best dressed couple at this dance. Tickets will be \$1.50 each but the number will be limited. These tickets will be on sale shortly at the Clubrooms.

23RD MAY - SUNDAY AFTERNOON - FASHION PARADE:

The Parade will commence at 2.00 p.m. and finish approximately 4.00 p.m. featuring both ladies and menswear. There will also be racing outfits modelled by Club members. Light refreshments will be served and the tickets will be \$1.50 each.

 **DUNLOP**
leading the field to give you the best



OPEN & INVITATION

3RD APRIL - SATURDAY - MERCURY TROPHY TRIAL:

First round of the season's trophy trials, promoted by Auckland Rallies & Trials Club.

4TH APRIL - SUNDAY - NATIONAL RACE MEETING - MANFEILD:

Championship events for Shellsport, Sportscars and Formula Vee. Also Mini Seven and Formula Ford events.

10TH APRIL - SATURDAY - DUCKHAMS HILLCLIMB SERIES:

Final round at Andersons Farm, Paremoremo. Entries on the day 9.00 to 10.30 a.m. with Auckland University Car Club.

11TH APRIL - SUNDAY - DUNLOP MOTOR RACE MEETING - PUKEKOHE:

Promoted by the Auckland Car Club, events include championship rounds for Formula Ford and Sports Cars, two qualifying heats for Unipart Mini Seven Saloons and Amco Saloon Series. Also Clubman's Saloons for cars with a lap time of 1min 20 seconds or slower. Five lap handicap races will also be run. Late entries close 7th April at P.O. Box 11-129 Ellerslie.

11TH APRIL - SUNDAY EVENING - AFTER RACE SOCIAL

An invitation is extended to competitors and their teams to attend the Auckland Car Club's Bistro Dinner and Dance night to be held at the Clubrooms at Mt Roskill from 6.00 p.m. Good band arranged and admission is free.

17TH/18TH APRIL - PALL MALL RALLY CHAMPIONSHIP - ROUND 1:

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

18TH APRIL - SUNDAY - UNION TRAVEL INTERNATIONAL RACE MEETING

BAYPARK - Final championship rounds for Shellsport saloons, Amco Mini Seven, Motorcraft Formula Fords and Formula Vee. Also championship round for sports cars. Promoted by Bay of Plenty Motor Racing Association.

24TH APRIL - SATURDAY - MERCURY TROPHY TRIAL:

Second round of the series will be incorporated in Thames Valley's Lemon and Paeroa Open Trial. Entries to P.O. Box 22, Paeroa.

25TH APRIL - SUNDAY - MARAMARUA FOREST RALLY

Promoted by the Auckland Car Club, this invitation event will be similar to previous Maramarua rallies. Limited to 120 entries, documentation and scrutineering will take place on Saturday, 24th April, between 1.00 p.m. and 3.00

p.m. at the Onehunga Testing Station, Princes Street, Onehunga. The event will start at Maramarua State Forest Headquarters at 8.30 a.m.

1ST MAY - SATURDAY - TISCO GOLD STAR TRIAL:

Promoted by the Auckland Car Club, the TISCO Gold Star Trial is the first championship round this year. The first car will leave Hamilton at 9.00 a.m. After approximately three hours trialling a lunch break will be provided at Cambridge. After lunch, the trial will head through Morrinsville, Te Kauwhata, the Bombay Hills and Pukekohe to finish at the Auckland Car Club Clubrooms in Mt Roskill. Entries close 19th April with Mrs D. Hamilton, Flat 1, 65 Jaemont Avenue, Te Atatu.

1ST/2ND MAY - PALL MALL RALLY CHAMPIONSHIP - ROUND 2:

Promoted by Marlborough Car Club, P.O. Box 473, Blenheim.

22ND MAY - SATURDAY - MERCURY TROPHY TRIAL:

Third round of the Trophy series is promoted by Auckland University Car Club, P.O. Box 22-360, Otahuhu.

23RD MAY - SUNDAY - COCA COLA RALLYCROSS SERIES:

Second of a series at the Kaipaki venue. Promoted by Hamilton Car Club, entries close 12th May to P.O. Box 6029, Hamilton.



HALLIDAY RACING DEVELOPMENTS

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ALL ENGINE MACHINING

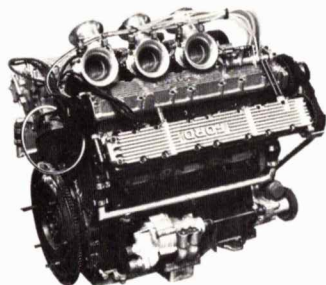
**FULL HEAD MODIFICATIONS
— ANY STAGE**

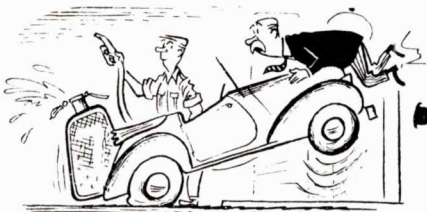
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SUSPENSION MODIFICATIONS





Economy Run

29th FEBRUARY

The Economy Run, which was to be held late last year, but was postponed following an internal haemorrhage in plotter Phillip Shanks' engine, was held on 29th February - you know that day when all the bachelors develop 24 hour deafness.

The bulletin told us that results would be worked out on a straight consumption basis and that there would be no trialling traps.

Unfortunately for the organisers it was a beautiful sunny day with lots of other events on and only 12 crews entered, the rumoured "works drivers" failing to eventuate. After documentation at the Potters Wheel, who have donated us new Drivers' Cards, we went around the corner to the local gas station where Alan Jack supervised topping up and sealed the petrol tanks. Much shaking of cars to get rid of those last pockets of air. Back to the start with the super light featherfoot.

Away at last and we got lost on Instruction 3. Back on course and we were taken round the Henderson suburbs, a few unmanned checks to make sure we weren't taking any short cuts and then up Mountain Road, along the Scenic Drive where almost everyone missed a check in a little road blocked off by picnickers. Eventually the check was deleted by the organisers.

On to the lookout where we found a manned check and we were .1 litre late. From the Scenic Drive we were taken over some interesting back roads, almost all the back roads in fact, to get to Muriwai Beach. We found it very helpful that the organisers not only gave us a speed schedule but worked it out for us so we knew our expected arrival times. The speeds were not slow but quite quick and it became very difficult to remember the gas saving techniques we had learnt on the Mobil Run.

Up McEntees Road we were told to stay for so long before going right at Tee. Well we forgot to note the odo but as we had had this trick pulled on us before, we took a flyer to the left and got a check. Then on to Bob White, who we visited again on the way home.

A well organised event. Thanks to all the organisers and checks.

THE THIRD MAN

ENTHUSIASTS FIT
DUNLOP SP RADIALS



RESULTS:

		Actual	Results (inc. Penalties)	
		M.P.G.	Litres per 100 km	
Noeline Fielding	Escort 1100	21.61	18.80	1st Class 1
John Crombie	Datsun 1200	58.21	7.82	1st Class 2
Ivy Stephenson	Datsun 120Y	43.09	8.53	2nd Class 2
Phil Jukes	Fiat 124 ST	38.42	8.85	3rd Class 2
Bill Milnes	Cortina 1300	42.62	8.93	4th Class 2
Doug Bone	Cortina 1600	34.36	10.03	5th Class 2
B. Galloway	Escort 1600	28.36	16.99	6th Class 2
R. Jones	Hillman Hunter	27.86	17.93	7th Class 2
K. Fell	Triumph 2000	19.26	18.49	8th Class 2
Bob Grice	Escort 1600	21.08	18.80	=9th Class 2
M. Redshaw	Vauxhall 2000	20.86	18.80	=9th Class 2
G. Ferran	Falcon 4100	19.26	17.22	1st Class 3



EUROPEAN RALLY SCENE

For several years Per Eklund and Stig Blomqvist have been inseparable as team mates in the Saab team, with Eklund playing the role of "shadow" as Saab often put it, to the mastery of Blomqvist. On the home ground of the Swedish Rally, the two came together in a straight fight with the odds as even as they have ever been, and they engaged in a fierce personal duel which remained close for the entire event, Eklund eventually beating Blomqvist by 106 seconds. In identical cars, neither of which gave any trouble, they were unhampered by any team instructions other than that they should finish and what ensued was one of the most exciting tussles seen in rallying for some years.

In the most slippery of conditions brought about by fresh snowfalls during both halves of the rally, the determined struggle for supremacy by the Saab men meant that no one else got a look in. The three works Lancia Stratos were completely trounced, their power advantage being an embarrassment on the fresh snow. Both Waldegard and Walfridsson put their cars off the road, but Sino Lampinen continued to finish fourth, more than 38 minutes behind Eklund, which is more a Safari score than that of a sprint type European event. Third place went to Anders Kullang in an Opel Ascona, 24 minutes behind the leader.

Much of the going was on roads affected by fresh snow, the dread of winter rally drivers, but the Saabs had the disadvantage since they were running at the head of the field for most of the time, clearing tracks through the snow for those who came behind.

TULIPEN

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PICNIC TRIAL

6th March



With a Herculean effort I struggled from my death bed the other Saturday and set off with my cold to see the results of the combined Trials and Club House Sub-Committees' event. I'm talking, of course, about the Picnic at Long Bay and the trial to it.

We set out from the Clubrooms with our set of "gimmick" instructions requiring us to answer a number of devious questions and collect a list of items. Some of these items were quite straightforward but others, such as a "clockwork orange" or a "stick in the mud", had us thinking very hard at what sort of symbolism was meant, especially after being told at the start that the picture on my Tee Shirt contained the answer to one of the clues. At the end, however, Crombie couldn't remember why this was said as there was no connection whatsoever.

After travelling through Dominion Road and down Queen Street answering questions all the way, we crossed the Harbour Bridge and, still answering questions, entered Takapuna. Here I decided to obtain our orange (to wrap my watch around - the symbolism bit was forgotten) and an egg. After a strange look from an Indian fellow in the fruit shop, I visited the adjacent dairy for a single egg. This was duly produced with much mirth from the shopkeeper, who asked whether I had my orange or not. Strange that, since we're supposed to be the first car. Our discussion progressed to pre-decimal coinage old coins (something else we had to collect) and it transpired that the fellow collected such things. He produced a 1948 Florin and said that if I wanted anything earlier, I would have to return it. Well, you wouldn't think anyone could beat 1948 would you, so I settled for that.

That decision was to be our downfall for, on reaching Long Bay, we found that Trevor Tohill collected old coins and just happened to live near the Car Club and had produced an 1896 penny! With Crombie's strangescoring system this resulted in Trevor winning the trial even though half his questions were answered wrongly. Not to worry, it was good to see a number of non-regular trialists taking part in the event and I'm sure everyone enjoyed themselves at Long Bay. I didn't see it happening, but I understand that in one event Peter Shanks managed to throw his egg into the air, break it on his own chin, and spray everyone behind him quite successfully..

It was a bit disappointing to see such a small number of people there, considering the size of our Club membership, but the game of softball, the sack races (with 4 people to a sack), the lolly scrambles and the barbecues later went off very well.

Thanks to John Crombie for the trial and to Maurice Cargill and Bob White for the events afterwards.

DOUG AND CAROL

RESULTS:

1st	Trevor Tohill	180 points
2nd	Doug Bone	179 "
3rd=	Alan Verry	177 "
3rd=	Linda Shanks	177 "
5th	Malcolm Redshaw	163 "
6th	Bob White	156 "
7th	K. Stewart	128 "
8th	Ian Laidlaw	101 "
9th	Fred Martin	70 "



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.

Michael Adams	Kohimarama	Triumph Herald
Richard Ronayne	Epsom	
Colin Barrie	Henderson	Torana GTR
John Townsend	Papatoetoe	Mazda RX3
Dean Hayes	Birkenhead	Morris 1000
Mrs Pamela McKeown	Greenlane	Morris
Wayne Taylor	Bayswater	Holden
Michael Jansen	Otahuhu	Datsun 1200
Trevor Nash	Blockhouse Bay	Austin Maxi
Kerron Morris	Pt Chevalier	Holden
Stuart McBride	Mt Roskill	Anglia
Peter Walker	Mt Roskill	Escort
Paul Stairmand	Henderson	Cortina GT
Bryce Morrin	St Marys Bay	Hillman Avenger
Phil Robinson	Campbells Bay	Austin A70
Gregory Carew	Titirangi	Maxi
David Cooney	Rotorua	Escort RS 2000
Gregory Pringle	Glenfield	Escort 2000
Gordon McManemin	Papakura	Fiat 125
Anil Naidu	Greenlane	M.G.B. GT
Laurence Gooch	Otahuhu	Austin Mini
William Clouston	Hamilton	Austin Healey
Archibald Dixon	Mt Roskill	Datsun 240Z



Fashion Parade

Organised by the Auckland Car Club

SUNDAY AFTERNOON

23rd MAY 2 ~ 4pm

*To be held in the AUCKLAND CAR CLUB
MEMBERS' LOUNGE, 44 Stoddard Rd, Mt Roskill.*



*Both Ladies' and Menswear
will be shown*

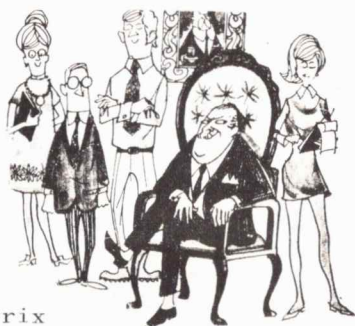
Ticket Price \$1.50

EVERYBODY WELCOME

(Men, bring your chequebook.)

TICKETS AVAILABLE FROM THE CLUBROOMS

SHOUTS & murmurs



. . . The looks on the faces of the two gentlemen in the car featured on our cover this month made us choose this fine shot for cover photo. It shows the 1913 Stutz motoring around Pukekohe circuit at the Grand Prix meeting. Driver Len Southward responsible for restoring the vehicle to it's magnificent condition and passenger, Grand Prix Starter, Laurie Powell reflect the pride with which every motor racing enthusiast viewed this car.

. . . Congratulations to Don Halliday and Cheryl Croft on their recent engagement.

. . . Exide Trophy and Sandringham Tyre Service Points are not featured in this month's issue. Anyone wishing to make enquiries regarding their positions in these trophy lists should contact Bob White, phone HSN 38-335.

. . . Here's one for you motor racing book worms. Talking to Gerry Mathieson the other day he tells us that his record time for one mile on the concrete at Western Springs Stadium has never been beaten. In 1937 Gerry recorded 67.2 seconds for the mile on the concrete in a home built chassis using a 460 Eldo 2 stroke 60 hp outboard motor. This time in 1937 was officially certified by the Amateur Athletic Union at the Springs.

. . . Congratulations to Northern Sports Car Club President Grahame Knight and his wife Robyn on the birth of their second son.

. . . The Picnic Trial held on Saturday, 6th March, must have provided some good entertainment for those taking part. The sack race must have been incredible with four people per sack. We understand that Vern Ruffles and Dennis Johnston and the girls won this event.

There appears to have been some skulduggery between the winners of the soft ball match and the event organiser, John Crombie, involving a chicken sandwich. Perhaps a new umpire



will be required for next year. Apparently Peter Shanks seems to be the one with egg (raw) on his face.

. . . We sincerely thank Peter Hill for his efforts in getting the Kenny Smith feature article this month to press.

. . . We hear that at our Dunlop National Race Meeting at Pukekohe this month Denny Hulme may do a few laps in the McLaren M23 in the form of a demonstration run. Ex Club Vice President and McLaren Director, Phil Kerr, will also be featured in the M6 GT road car built by Bruce and Mike ("the Bike") Hailwood should be there to demonstrate his prowess on a motor cycle. This will be the unique and only appearance of these three racing personalities at a circuit.

. . . The picture at right shows the result of a fire extinguisher going off accidentally in the D & W Motors Ford at Pukekohe on Sunday, March 7th at the Rothmans Motor Races.

D & W Motors always provide the follow-up fire emergency car at all major meetings at Pukekohe. We understand that no major damage occurred in this instance.



AUCKLAND CAR CLUB *Pit Stop Bistro Bar*

Sundays 6—9-30 p.m.

**Steaks & Grills, Roast Dinners, Hamburgers,
Fish, Chips, Chicken, Toasted Sandwiches.**

Children Welcome Sundays



Gymkhana

21st February



PIX = Ross Cammick Ph. 558-913

O - 1100 C.C. ENGINE OVER DRIVE WHEELS:

		Test 1	Test 2	Test 3	Test 4	Total	
A 1	L.J. Baigent	35.0	44.0	50.0	37.8	166.8	4TH
A 2	N. Wills	33.3	43.5	54.2	32.0	165.0	3RD
A 3	T. Buck	47.0	51.8	56.0	46.0	200.8	5TH
A 4	C. Graham	34.9	44.5	48.0	36.4	163.8	2ND
A 5	D. Gulland	33.0	43.5	49.5	35.0	161.0	1ST



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1 Good shock absorbers are of vital importance for your safety.

They keep your car body under control and your wheels on the road: 1 million times every 1000 km they prevent you from losing control on braking. Economize on something else.

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KONI concentrates on one speciality: shock absorbers. The goal we stick to: manufacture of perfect shock absorbers and to improve these wherever possible. Enormous research efforts are made.



3 KONIs always perform like new, because they are re-adjustable.

KONIs are simple to re-adjust, so that they will last your car's lifetime. Because of this, KONI proves to be the cheapest per mile.

4 We have already tested your car model.

KONI has shock absorbers perfectly matched for each make and every model of that make. A 'made to measure' programme of more than 2500 shock absorbers. Each car is different. Unique.

5 Inspection of each component, an 'oldfashioned' principle.

KONI refuses to accept random tests. For your safety all vital components are separately tested. A good reputation has its obligations.



6 Patented construction.

KONI obtained its proverbial quality from the combination of high quality materials, precision manufacture and an exclusive patented system of bores, valves and springs.



7 KONIs improve your car even more.

Vibrations, shocks, banging, body roll, etc., symptoms caused by bad shock absorbers, spoil your safety and driving comfort, your suspension, steering, springs and tyres are also adversely affected. Buy KONI.



8 Only KONI will do for Formula 1.

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These sports efforts form a normal part of the research programme. The Formula 1 KONI shock absorber does not materially differ from the principle of the series product.

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O - 1100 C.C. ENGINE NOT OVER DRIVE WHEELS:

B 1	J. Riddell	Escort	39.1	46.0	52.9	46.6	184.6	2ND
B 2	D. McConnell	Escort	34.0	47.6	48.5	43.0	173.1	1ST

1101 & OVER ENGINE OVER DRIVE WHEELS:

C 1	J. McMyn	Mini	54.0	46.8	51.7	DNR		
C 2	J. Busch	Mini	33.5	40.0	47.0	34.2	154.7	2ND
C 3	S. Hamilton	Mini	32.5	41.0	46.0	29.8	149.3	1ST
C 4	J. Crombie	Clubman	34.1	42.0	45.5	35.0	156.6	3RD
C 5	A. Walby	VW	33.6	45.0	50.7	41.0	170.3	4TH

1101 - 1300 ENGINE NOT OVER DRIVE WHEELS:

D 1	P. Trotter	Anglia	54.0	48.1	51.1	37.2	190.4	3RD
D 2	W. Green	Escort	38.0	47.0	51.0	46.0	182.0	2ND
D 4	M. Adams	Herald	38.8	43.5	51.9	40.0	174.2	1ST



1301 - 1600 C.C. ENGINE NOT OVER DRIVE WHEELS:

E 1	N. Treadaway	Avenger	43.6	47.1	56.0	43.0	189.7	4TH
E 2	T. Treadaway	Avenger	40.9	49.5	59.6	42.0	192.0	5TH
E 3	R. Carn-Bennett	Escort	34.3	46.0	63.7	45.0	189.0	3RD
E 4	J. Parsons	Escort	32.4	41.0	50.2	DNR		
E 5	G. Liston	Escort	31.7	40.5	45.5	37.0	154.7	1ST
E 6	R. McCorquindale	Escort	34.7	42.0	48.0	40.6	165.3	2ND

1601 - 2500 C.C. ENGINE NOT OVER DRIVE WHEELS

F 1	G. Sibun	RX2	33.3	40.0	46.1	37.0	156.4	1ST
F 2	R. Jones	Hunter	51.3	47.0	52.0	42.8	193.1	4TH
F 3	R. Senne	125	37.0	45.0	53.2	40.5	175.1	2ND
F 4	T. Jarvis	Cortina	35.9	48.5	53.4	45.0	182.8	3RD

2500 C.C. & OVER ENGINE NOT OVER DRIVE WHEELS

G 1	M. Parsons	Monaro	55.0	51.0	57.3	74.0	237.5	4TH
G 2	L. Hill	Victor 3.3	39.0	47.0	49.5	42.0	177.5	1ST
G 3	J. Rhodens	Capri 3000	35.5	45.5	54.0	44.5	179.5	2ND
G 4	G. Peacock	XUI	40.3	50.0	54.5	40.5	185.3	3RD

F.T.D. S. HAMILTON - MINI



What's Happening

With the Beach Dress Dance and the Long Bay barbecue now behind us the Clubhouse Committee are putting their heads together to organise more good events for the rest of the year.

The Beach Dress Dance was a success with everyone taking part and coming in their beach gear. With "The Music Convention" providing the music, it was a great night.

The Long Bay Trial and Barbecue went off well. Our thanks go to John Crombie for plotting a great trial. With both committees working together, I feel we can have some great events in the future. What with sack races - that is four people in one sack - three legged races, egg races, children's races and baseball with John Crombie as umpire, a great day was had by all.

For future events we have on April 10th a Pool Tournament. We would like entries to be in on Thursday night, 8th April, so there will be no holdups on the day. See Ian Palmer if you have any enquiries about this event.

Following that event we have a free Sunday night dance after the Dunlop Motor Race Meeting on the 11th April. Bistro meals will also be served.

On 16th May we have a Shipwreck Dance. There will be a prize for the best dressed couple so start getting your outfits ready.

On the 23rd May, Sunday, we are having a fashion parade of both ladies and menswear. A special feature of the parade will be the modelling of racing gear by Club members. The parade will be held from 2.00 p.m. to 4.00 p.m. and light refreshments will be served.

The Clubhouse Committee would like to thank all Club members who have been helping us by taking back their glasses and bottles. This saves a lot of work in cleaning up the Clubrooms and also makes Bill Ferris' job a little easier.

See you next month with further information on future social events.

MAURICE CARGILL

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

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PUKEKOHE — SUNDAY, APRIL 11, 1976

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KEN SMITH

AUCKLAND CAR CLUB

It is hard to imagine how club member, Ken Smith, could have had a better season than the one that has just finished. In August 1974 Ken took delivery of a Lola T332, the first 'big banger' F5000 that he had ever driven, a radical change after years of

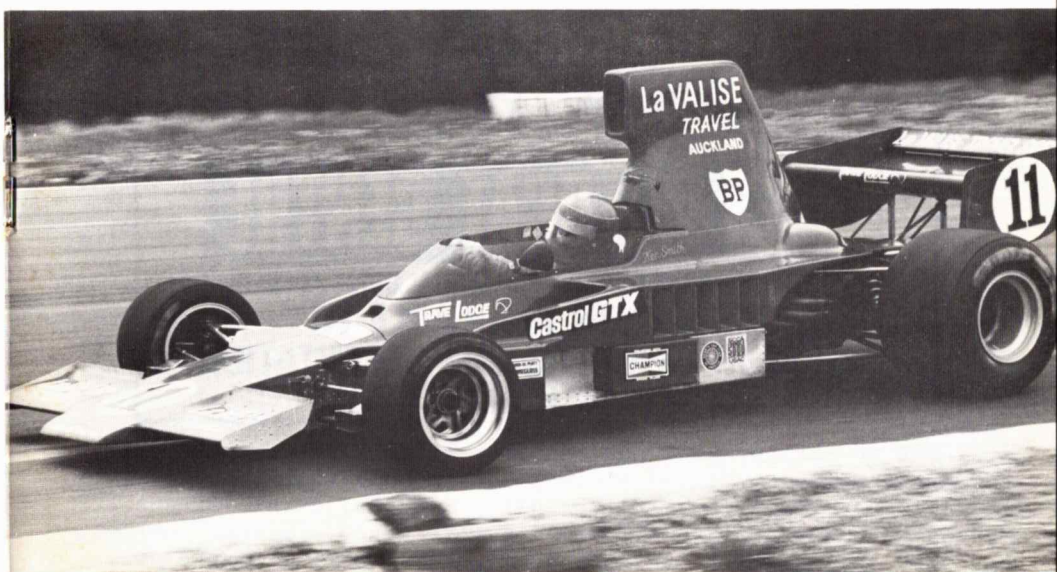
smaller cars. At that stage Ken had his ambitions firmly set on the National P.O.S.B. title but he spent that season learning about the car and how to drive it. At Manfeild last December he achieved his ambition and became National Champion even though there were still two rounds of the championship to go. The opposition was not strong in numbers, but no one would deny that Graeme Lawrence was trying his best but could not match Smith's form.

The series was not without its drama, at Christchurch a post race engine inspection revealed a chip out of a big end bearing. Fortunately the engine had lasted the distance but it had to be rebuilt before the next meeting. At Levin Ken was entered in the Australia versus New Zealand match race. He made it clear that he would only drive in this event if it were held after the championship round, just in case there was a mishap. Sure enough he won the important race but was then involved in an accident with Jim Murdoch in the match race which resulted in suspension damage. At Manfeild on the following weekend an almost identical series of events took place. Smithy only needed one point to secure the title, but not being one to cruise around and collect the championship the easy way he went all out to win the second heat. This he did after an excellent standing start, then followed the second round of the trans-Tasman match races, and with it another accident which would have put the Lola out of the Championship round had it been scheduled after the match race. Stewart locked up into the hairpin running into the La Valise Lola's exhausts. Both cars left the track and ended up one on top of the other. The photos of this are quite interesting and clearly show a very neat round hole in Stewart's front left hand tyre where it was punctured by Ken's

exhaust. Fortunately the championship was already secured but the team did strip the car down and rebuilt it before Bay Park. The car handled badly at Bay Park as some rear suspension parts had been straightened and refitted due to the replacements not arriving in time, these were replaced for the Grand Prix meeting as was the motor. This motor is interesting as it is a 'Smith Special' being built up completely by Ken, Morrie and Barry Miller. This same engine that won the G.P. remained in the car for all the following races in both countries. Bearing shells were replaced and the top end was checked once but the motor never came out of the chassis.

So with the P.O.S.B. title behind him Ken qualified on the front row for the G.P. He recounts the story best from this point -

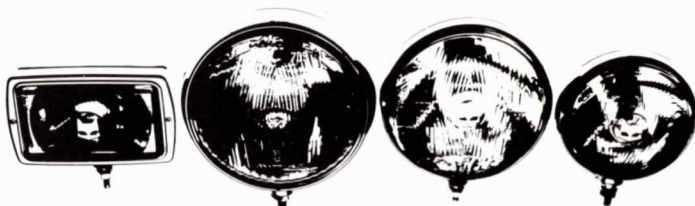
"We certainly didn't do everything right that's for sure. I had fitted new brakes before the race and did not think that it would be necessary to bed them in. I was wrong! Early in the race I just could not brake late, I honestly thought that the things would never come right, that's why I had to let Max go and then waved Lawrence through. But the fun started long before that. I got one hell of a fright when Redman went through that chicane on the back straight. I was so startled I honestly didn't know whether he had passed me on the inside, outside or over the top! Then when he was past I thought 'this bugger is going to win, he will open up a gap and be so quick through the twisty bits we will never see him again'. Fortunately that didn't happen and we soon hauled him in. Then when I was in the lead and Allison was 22 seconds behind I had all the things in my mind about it being the Grand Prix and the possibility of being the first resident Kiwi to win it. Poor Morrie was having a worse time than me I reckon being in the pits. Then she started to cut out over Rothmans and even though I only had a lap to go I pointed to the tanks. I mean there is no way that you would stop once you were over the hill on the last lap but





S.E.V. MARCHAL

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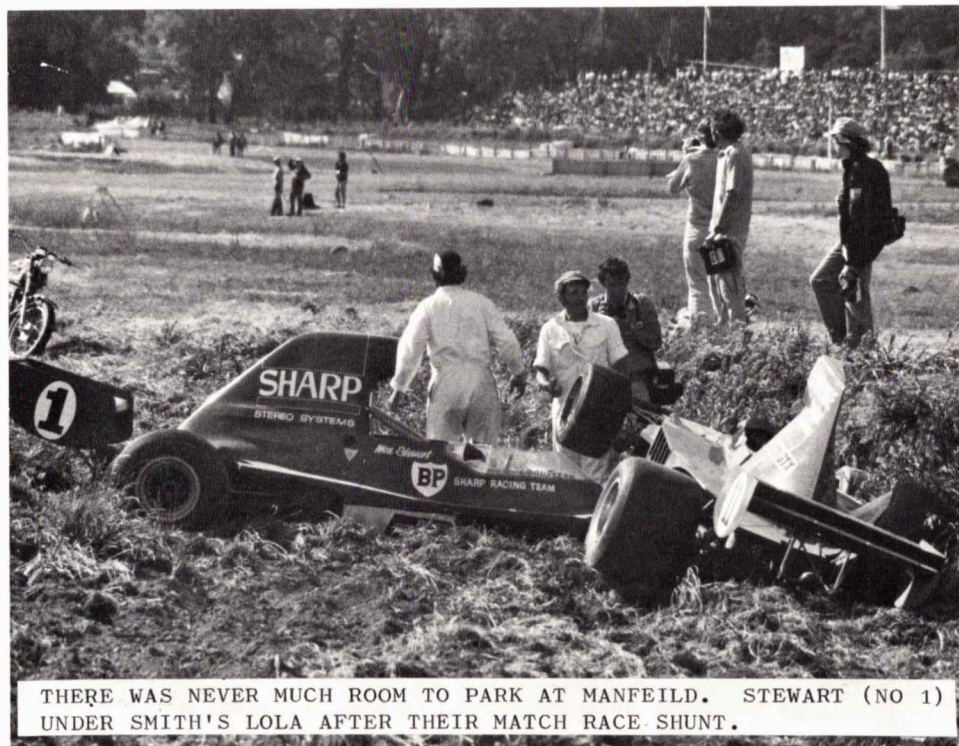
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THERE WAS NEVER MUCH ROOM TO PARK AT MANFEILD. STEWART (NO 1) UNDER SMITH'S LOLA AFTER THEIR MATCH RACE SHUNT.

you get confused. Anyway Max Stewart twigged that I might need gas so he and Morrie got ready just in case. I even remembered that you could accept the flag from the pit lane, everything was going through my mind! But we won it and it is the best win that I have ever had. It was a great thing to receive the trophy from Les McLaren and I have got about a million photos to help me remember it! But it wasn't just my effort, the family have always been behind me with Morrie doing a lot of the work along with Barry Miller. Then Dorothy (Mum), rarely misses a race meeting and young Karen does the stop watches along with Maureen. So really everyone that helped was in the winner's laurels along with La Valise, Travelodge, Castrol and BP (the BP guy made \$10 on the deal through a bet with the Shell tanker driver!).

At Manfeild the next week I thought that we must have left all the luck in Auckland. A brand new rain tyre threw a tread and even at 30 mph the bloody car was all over the road. But we weren't well organised and the only spare we had wouldn't go on, so I went back out on slicks to skate all over the place for a miserable ninth. Still it was the only time I was placed lower than fourth all season so I can't complain too much. And of course given a choice I would plum for a win in the Lady Wigram which we managed the following weekend. If any of the bookworms in the Club can tell me if a driver has ever won the GP and the Lady Wigram in the same season I would be very pleased to know. I associate these two races with something special, sort of New Zealand classics, Clark, Stewart, Hill and all those guys have raced there. I like Wigram, I reckon that it is pretty safe and

I don't really agree with Eoin Young who seemed to rubbish the circuit in one of the magazines. But I am rambling on a bit.

Teretonga was a second place that might have been a win. if! I don't like Oran Park but it rained and I came in early for the right tyres so we got a third there. Man, if you think it was wet at Manfield, you should have seen Adelaide. I had to drive close to the edge of the track because if you were out on a normal line you could not see the marker boards before the corners. But we won at Adelaide so it didn't matter how wet it was. In Melbourne we got fourth after a few problems. I nursed the motor home and then we just checked it out ready for Surfers. But as you know the track was under water so after two attempts the meeting was cancelled leaving me second in the Aussie Rothmans Series behind Vern Schuppan.

Schuppan and Purley both had interesting comments about our standard of racing. They both reckoned that our motors were better than the ones in Europe and that we would show up well over there. As far as learning to set the big car up goes, back last season Peter Malloy helped us set the car up. He is brilliant at that. (In fact at that time he was keen to help me beat Graeme Lawrence so that Warwick Brown could win the title). Now we can set the car up OK as we kept all our notes from each track in our little book. Chris Amon and Graham McRae also helped that first year. So we had a good run being on the front row of the grid for every race in New Zealand. Pole for Adelaide and Pole with fastest lap at Wigram. The only improvement we would have liked on the car would have been the



MOST OF THE SMITH TEAM - JOHNNY, MAUREEN, MORRIE, BARRY MILLER, KEN, THE TYRE SALESMAN(?) MUM AND ANGUS. NIECE KAREN MISSING.

15 inch rims like Graeme. Needless to say they have just arrived!!

But as a parting suggestion to finish with, how about the Auckland Car Club arranging a challenge match of the Lola against Denny Hulme's M23 Formula One? Now that would be interesting."



Trials Trophy Points

L. SHANKS	175	P. BATTEN	7
D. BONE	149	S. PEARCE	6
B. SERGENT	146	W. PARKIN	6
S. HAMILTON	120	N. LOWE	6
P. SERGENT	78	R. FERRALL	5
I. STEPHENSON	56	B. GALLOWAY	5
W. MILNES	52	B. WHITE	5
P. THOMSON	25	P. GOULTER	4
A. VERRY	20	J. MINERS	4
J. CROMBIE	19	E. JARVIS	4
R. WILSON	18	L. PHILLIPS	4
J. KILLMARTIN	18	P. BATEMAN	4
P. JUKES	18	R. JONES	4
P. SHANKS	17	K. STEWART	4
P. LEVET	16	K. TURNER	3
J. BUSCH	16	R. SENNE	3
R. MONTGOMERY	16	B. DOUGLAS	3
L. BAIGENT	16	R. STODART	3
M. FINCH	11	K. FELL	3
R. GRICE	11	I. LAIDLAW	3
A. LEVET	10	S. ALGIE	2
C. HUDSON	10	B. WATSON	2
R. McQUOID	10	A. MOWATT-WILSON	2
N. FIELDING	10	G. HERBERT	2
G. FERRAN	10	F. MARTIN	2
T. TOHILL	10	M. STUBBS	1
R. VISKOVICH	8	P. STONE	1
R. GREAVES	8	G. HUTCHINSON	1
B. MORICE	8	S. GILLARD	1
W. KIESANOWSKI	7	B. STEVENS	1
P. LIST	7	A. DIXON	1
M. REDSHAW	7		





1976 TISCO



GOLD STAR TRIAL

1st MAY 1976

Auckland Car Club's 1976 TISCO Gold Star Trial, the first championship trial of the season is to be run in a month's time on Saturday, 1st May. It is being plotted by current Gold Star Champions and Club Members, Steve Hamilton and John Busch.

Competitors will be started outside TISCO's premises at Hamilton, the first car leaving at 9.00 a.m. and after three hours trialling through the South Waikato area will reach Cambridge for a lunch break. After lunch, competitors will be heading North through Morrinsville, Tahuna and Te Kauwhata, skirting the Maramarua Forest area and on to Mangatawhiri for a short break.

The final leg will take crews through the Bombay Hills and Pukekohe to finish at the Clubrooms in Mt Roskill. Having checked the trial recently, it has the makings of an enjoyable trial, with sections to keep the driver, navigator and time-keeper on their toes.

To help us make this year's TISCO a success, we are now looking for people to do checks on the trial. It is quite an easy task and a briefing session will be held a few days before the event. Offer your services to either John Busch (phone 574-836) or myself (phone 594-874).

PETER BATTEN

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HAPPENINGS



* * * There seems to be a widely held view that the rather difficult times being faced by motor racing in this country are restricted to this country.

Some individuals for their own reasons may wish to believe that only New Zealand is affected, however, investigation of the overseas scene provides a more accurate picture.

Very recently the new Knockhill circuit in Scotland was placed in the hands of a receiver. The circuit was financed to a large degree by Mr Denys Dobbie, who made his name a few seasons ago when he ran the D.A.R.T. Sports Car Team. It is reported Clydesdale Bank alone has a secured debt in the region of \$125,000. The amount of money expended on the project to date is about \$550,000. The reasons put down for the financial position of the operation are, lack of sponsorship and very low public attendances.

Knockhill is at the present time a complex consisting of a rallycross circuit and a racing circuit of approximately 1.5 miles in length.

* * * The decision taken by M.A.N.Z. to adopt Formula Atlantic, though in all probability under the title of Formula Pacific seems to have been reasonably well received.

It is natural to expect such a decision to be viewed unfavourably by some people. In the case of Ken Smith and Graeme Lawrence, such a move coming as it does, when they are without question the leading drivers in Australasia, must be a disappointment.

However, the prophets of doom, who not long ago, cried loud and long that F5000 had reached the end of it's time, have now become the chief wailers at the funeral.

Generally the race organisers are most favourably disposed toward the new formula. It will not be a cheap class. It never has been. In fact no class of motor racing is cheap. However, it would not be unreasonable to see, next year, a number of drivers who have not been prepared to spend money on F5000 cars racing in the new class.

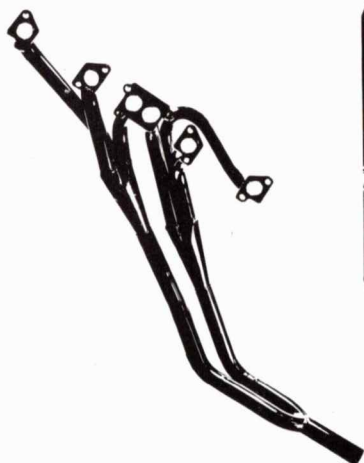
Another point not to be overlooked relates to the power of the Formula Pacific cars. Many more drivers I believe would be prepared to tackle 215 bhp - though they may not trust themselves with the 500 bhp of a F5000 car.

Though the Australian F5000 scene looks healthy on the surface, the same cannot be said for the U.S.A. The first race of the 1976 U.S. F5000 Series has been cancelled and at a recent meeting of F5000 competitors it was stated that if the major clubs, S.C.C.A. and U.S.A.C., didn't run the series, then the competitors themselves would have to do the job.

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Rothmans

MOTOR RACE MEETING

PUKEKOHE, SUNDAY, 7th MARCH, 1976

PIX = Ross Cammick Ph. 558-913



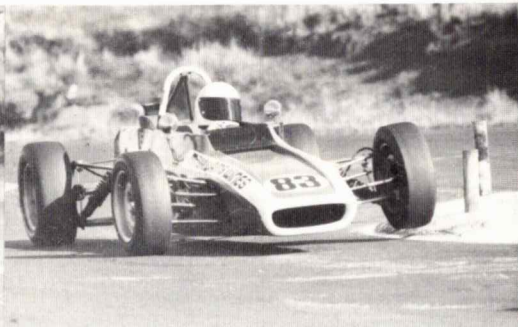
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GRANT WALKER



KEVIN WESTON



RAY WILLIS



LEO LEONARD LEADS JACK NAZER

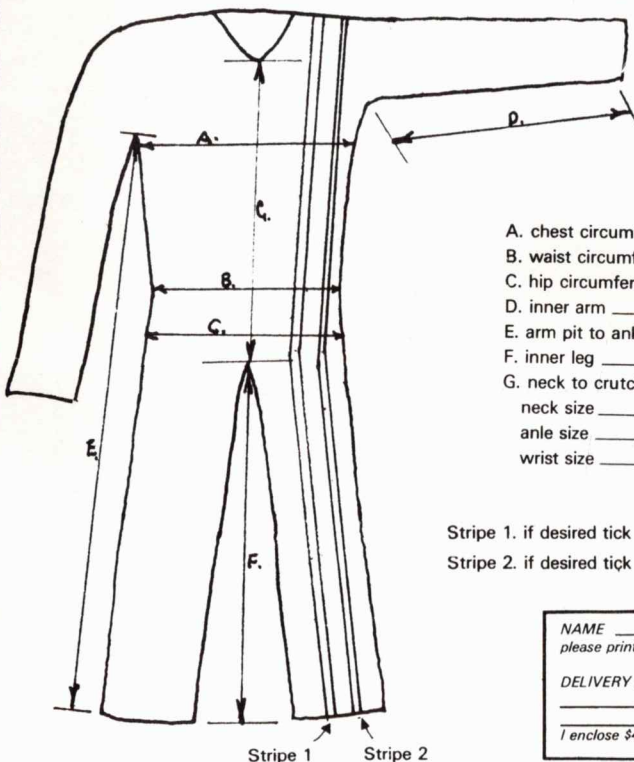


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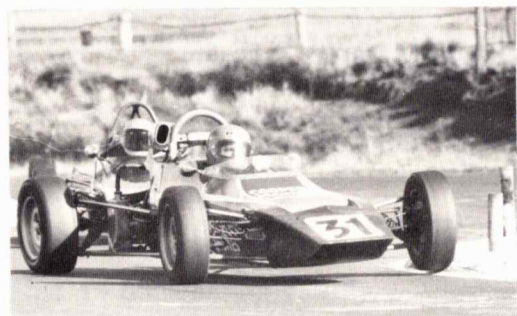
DAVE McMILLEN



RED DAWSON



JEFF HANCOCK



ROB WILSON



REG COOK



STRAIGHT AHEAD



Thank you - all those people who have put those TISCO stickers on their car windows and to those of you who, reading this friendly reminder and haven't, will look up last month's bulletin, find the thing and rush out and put it on. Thanks to all the people who have offered their services and donated prizes. We can still use a bit of manpower so if you don't intend competing, let Steve Hamilton or John Busch know.

By the time you read this Bruce and Wendy Sergeant's Trial will have been held. John Kilmartin's Armchair Trial will also have been held and all you trialists will have attempted and been given the answers to last month's mapreading exercise. Following this easy three way instruction course you all should be able to go out and clean sheet the two Mercury Trophy events this month which are A.R.T.C.'s event on April 3rd and Thames Valley Car Club's L. & P. on April 24th. Both these events have great reputations. I only have second hand details at the moment but A.R.T.C.'s Mercury Trial starts at 9.30 a.m. on 3rd April at the Glenfield Auto Services in Glenfield Road - necessary maps are apparently Auckland and Silverdale - both are the latest editions. The trial is approximately 180 kms long. Ring Brett Houston at 600-777 (work) or 449-211 (residence) for details. We want A.C.C. to win this one.

The Lemon and Paeroa starts in the town of the same name Paeroa, at 9.30 a.m. at the 'bottle'.

Also in April we have Peter Batten's club trial. All these events should be tremendous practice for the TISCO but I hear it rumoured that Lancaster and Morley intend competing in the TISCO without any rehearsals. Any further details that come to hand on the above trials will be in coming events.

So that you all may have a list of the important trials I have listed the Mercury and Gold Star events below:-

April 3rd	A.R.T.C.	Mercury
April 24th	Thames Valley	Mercury
May 1st	TISCO (A.C.C.)	Gold Star
May 22nd	Auckland University C.C.	Mercury
June 12th	Hamilton C.C.	Mercury
June 12th	Canterbury C.C.	Gold Star
June 26th	M.G.C.C.	Mercury
July 24th	A.R.T.C.	Gold Star
July 31st	Waikato	Gold Star
Aug 14th	Victoria University C.C.	Gold Star
Aug 21st	A.C.C.	Mercury
Sept 4th	T.A.A. (Dunedin)	Gold Star
Sept 18th	R.A.T.E.C. (Christchurch)	Gold Star
Sept 18th	N.S.C.C.	Mercury



1976 TISCO GOLD STAR TRIAL



1st MAY 1976

Promoted by
Auckland Car Club



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It is most disappointing to hear that Northern Sports Car Club are not going to run a Gold Star trial this year. However, the good news is that Victoria University Car Club from Wellington are to run a Gold Star this year to start in Taihape and finish at Paraparaumu. Also it is very disappointing to see that for the second year in a row, after carefully choosing a date not to conflict with any major competing event, that our TISCO date is now being shared by Round 2 of Pall Mall. There is no doubt that there is a lot of overlap between trialling and rallying, sharing many common competitors/organisers and marshals. The thing that rankles my mind most is that, having applied for our date, for what is New Zealand's most major trial and certainly having the most major sponsor, another promoter of a round of one of the most heavily sponsored series of motorsport in New Zealand is given our date without any consultation or by your leave. So much for outbursts. See you all on one of the many events.

GREENWELL, JOAN

After a drawn out period of threatened retirement, we now have evidence that Joan is going to retire (see Automart Column). Requiem will be held at the conclusion of the 1976 Lemon and Paeroa.

G.R. 006

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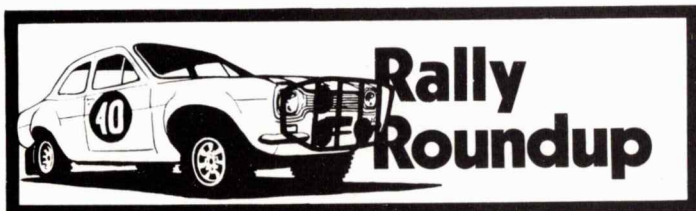
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PALL MALL 1 - 17TH/18TH APRIL:

The first round of this year's championship should prove excellent value. All in all, 15 special stages totalling approximately 290 kilometers of "all out" driving. Organisation is coming along well and together with the top quality field should be the event of the year.

Anyone who intends to go up and watch will be able to follow the spectators' supplement in "Motoraction" which will come out approximately ten days before the event.

WOODHILL FOREST RALLY - 4TH APRIL:

The N.S.C.C.'s event will be similar to last year although I have confirmation that the "Riverhead" Forest will not be used as the M.G. boys are running two events there this year.

Once again Tom Grace is running the show which will be a good one to check out as several competitors will be trying out their new cars for the Pall Mall Championship which begins a fortnight later.

MARAMARUA FOREST RALLY - 25TH APRIL:

The organisation for this one is pretty well complete except for the usual last minute dramas. Members of most clubs are taking interest and accepting the club's invitation to compete. I'm thrilled to see the interest being shown by the Hibiscus Coast Car Club who are offering their services for assistance - even though they haven't been invited to compete. Unfortunately the MANZ Yearbook limits the number of clubs invited to a maximum of ten and we are obliged to invite the clubs we have. However some of the Hibiscus boys will be running their club's stickers/banners so if you are spectating, give them a cheer and a bit of encouragement as we are always keen to see fresh blood in rallying!!!

At the time of writing we have verbal confirmation on our being able to use an extra special stage outside the forest - the West Water Afforestation Scheme (alias "Steen's Quarry") and we are indebted to the Hauraki Plains County Council for allowing us to use the road. Needless to say a special prize will go up for the fastest car over this stage.

Scrutineering will be carried out at the Onehunga Testing Station on the 24th





Mike Marshall relies on Superford Service

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

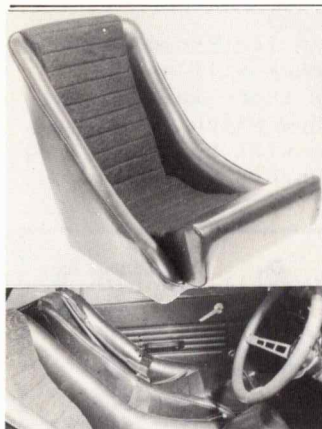
I have always received invaluable technical assistance from Ray Stone and his team and, together, we have solved many technical difficulties. This has contributed greatly to my success.

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

Mike Marshall
3 FOR THE ROAD from SUPERFORD

Rally Seat Roll Cage Pedal Box Assembly

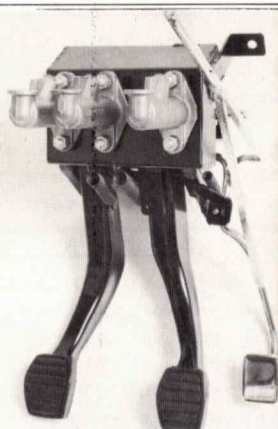
All as fitted to New Zealand's top rally cars including the highly competitive Mike Marshall Escort



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



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



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

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

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

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



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



John W. Andrew



at 1.00 p.m. and the first car starts the first stage around 9.00 a.m.

Maps and entry lists will be available at the Clubrooms on Thursday, 22nd April, as well as at Scrutineering and at the Forest Gates on the day.

PALL MALL 2 - 1ST/2ND MAY:

Haven't heard a thing, mate!!

MAY RALLIES:

Hopefully I will have some information on these in the May bulletin.

RUMBLINGS:

--- Just to keep tabs on who's doing what this year, I see Mike Marshall is campaigning the L.P.G. car under the colours of Rylock, B.P. and N.Z.I.G. Mike's contesting the Pall Mall, Heatway and several Club and Invitation rallies, as well as the Coca Cola Rallycross Series. Mike believes in giving his sponsors value all round the country and recently won the Southern Electronics Rally in Gore!!

--- See Ray Jordan's back on the scene in a Mk II Escort RS2000 with all the goodies - should prove good value.

--- As usual Masport are right into it with a Mk II RS1800 for Robson and Blair's old Mk I for Jim Donald. Blair's car is a beauty with some of the latest tweaks from England. Jim's has a quicker motor which means he could throw a spanner right into the works! Jim's kept his old car for club rallies and rallycross, etc.

--- Graham Nicolls is driving a Datsun 1200 Coupe in Group 1 this year. Disappointment has hit the team early with AMCO withdrawing their sponsorship just after the car had been painted in their colours!!

--- Colin Webster should fly this year in his Datsun 1600 which will now be running close ratio gears, a limited slip diff and gas filled shocks all round. Sponsorship has been provided by "Chunky" Pet Foods.

--- Just before I go, we could see a famous racing driver in rallying this year - Mike Moore - If he drives the rally car anything like his A40 he should fly - but then the Soames won't be doing rallies will he - panelbeating could be cheap after all, eh, Mike!

--- The fastest family in the land are up to all sorts of tricks with Paul Adams taking his missus for a spin at Maramarua, while young Woolfeys giving the old man a ride - could prove the ride of Alan's life!!!

KEVIN LANCASTER

 **DUNLOP**
AQUAJET

1976 MARAMARUA FOREST RALLY

Sunday 25th April

**FIRST STAGE STARTS — 9:00 am
MILLEN, MARSHALL, ROBSON, ADAMS, ETC.**



Maps available from clubrooms on
Thursday, 22nd. and at Forest gates.

Secretary:

Flat 2, Eden Hall,
7 Eden Cres.,
AUCKLAND. 1.



Auckland Car Club MARAMARUA RALLY



PRIZE LIST

<u>1st Outright</u>	SANYO 7570 ⁴ Multi-band Transistor Radio Value \$80.00. Plus Trophy
<u>2nd Outright</u>	CANON "Palmtronic" LD-81 Electronic Calculator - Value \$34.00
<u>3rd Outright</u>	1 Set Svezia AL2 Air Horns - Value \$31.00
<u>1st In Each Class</u>	Transcor 6 volt/12 volt Battery Charger Value \$44.00 each.
<u>1st Novice</u>	Free entry into the A.C.C. Invitation Event in August. Value approximately \$20
<u>Navigator of Car Winning Most Special Stages</u>	Phillips Car Electric Shaver - Value \$85 Donated by <u>NEWMARKET RADIO AND T.V.</u>
<u>Fastest Car Over Longest Stage</u>	2 Bottles "Bubbly"
<u>Fastest Car Over Last Stage</u>	Gift Pack of "Hussar" Products - Value \$15.00. Donated by <u>SONATA LABORATORIES</u>
<u>1st Lady Competitor</u> (Driver or Navigator)	Gift Pack of "Maybelline" Products - Value \$15.00. Donated by <u>PLOUGH (N.Z.) LTD.</u> Plus Gift pack of "WELLA" Products - Value \$15.00. Donated by <u>SONATA LABORATORIES</u>
<u>2nd Lady Competitor</u>	Gift Pack of "Maybelline" Products - Value \$10.00. Donated by <u>PLOUGH (N.Z.) LTD.</u> Plus Gift Pack of "WELLA" Products - Value \$10.00. Donated by <u>SONATA LABORATORIES</u>
<u>First Mazda</u>	\$10.00 Cash. Donated by <u>ROTORSPORE</u>
<u>First Pushrod Engined Ford</u>	EITHER 2 Luminous Safety Triangles OR 2 Escort Light Brackets. Value \$72.00. Donated by <u>JOHN ANDREW SUPERFORD</u>
<u>Highest Placed Car Over 2700 c.c.</u>	4 Cibie Super Osca Stone Guards - Value \$20.00. Donated by <u>AHI (AGENCIES)</u>
<u>Fastest Car Over Steen's Quarry</u>	\$10.00 Cash - Donated by <u>RACE & RALLY</u> <u>PREPARATIONS</u>

We are greatly indebted to the people who have donated prizes for this event. A list of winners will be published in the June Bulletin. Total Value of Prizes - \$450.00.

automart



ESCORT FRONT SUSPENSION - Shocks, 2 Armstrong (Twin Cam) Legs, complete with 100 lb springs, world cup springs, standard springs with top mounts. Shocks up-rated and done about 100 miles since reconditioning.

CONTACT KEVIN LANCASTER - PHONE 657-088 (Res)
592-185 (Bus)

* * * * *

WORKSHOP MANUAL - Hillman Avenger - All Models \$9.00

CONTACT P. STONE - PHONE 47-84364

* * * * *

HALDA SPEEDPILOT & CABLE - \$80. Two Spot Lights and One Fog Light with Mounting Bar - \$50.

CONTACT JOAN GREENWELL - 765-059 (Bus) or
583-462 (Res)

* * * * *

WANTED URGENTLY one or two 17 x 13 Goodyear Ultra Grip Rally Tyres in reasonable condition.

CONTACT KEVIN LANCASTER - Phone 592-185 (Bus)
657-088 (Res)

* * * * *

J. FENTON & CO. LTD

492 GREAT SOUTH ROAD, OTAHUHU

Ph. Oh 67-202

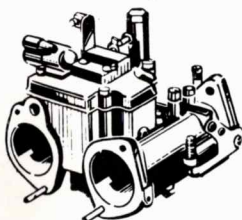
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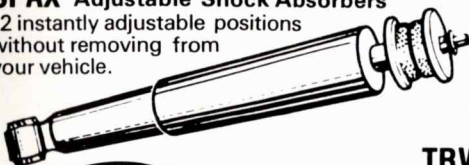


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12 instantly adjustable positions without removing from your vehicle.



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The chunky sporty steering wheel that's a must for fast driving.

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Resistant to temperature up to 1200°F



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