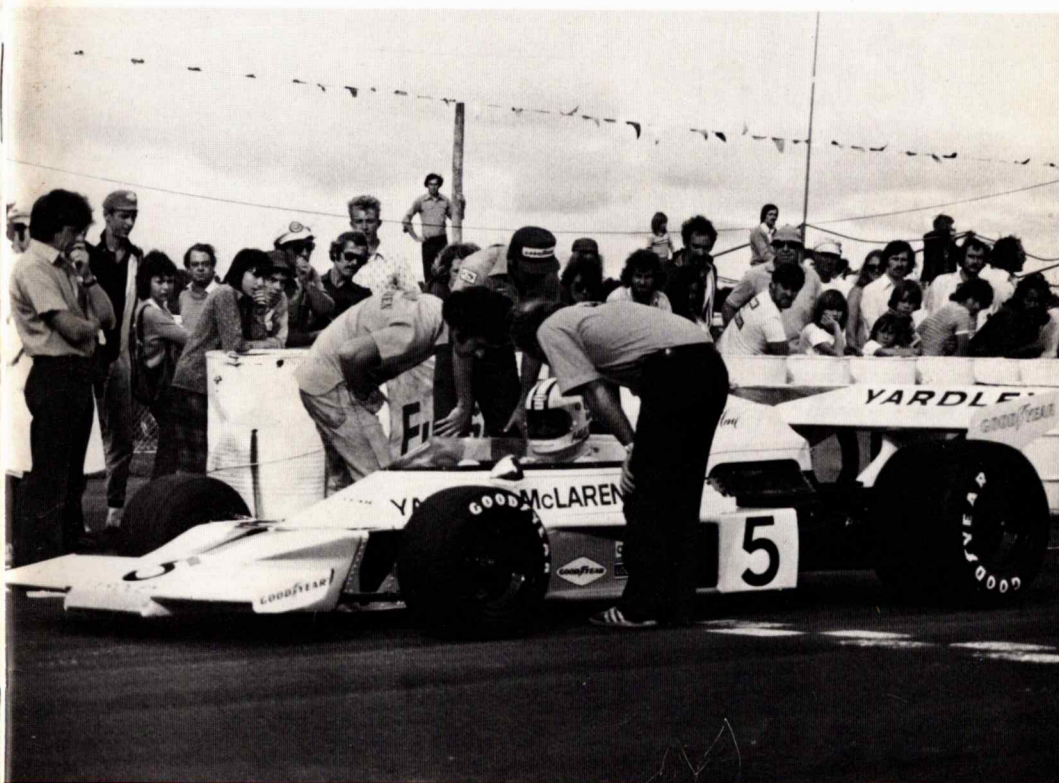


MAY 1976



BULLETIN



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1st N. Lanksheer | ★ B.N.Z.W. Series
1st A. Wolfe |



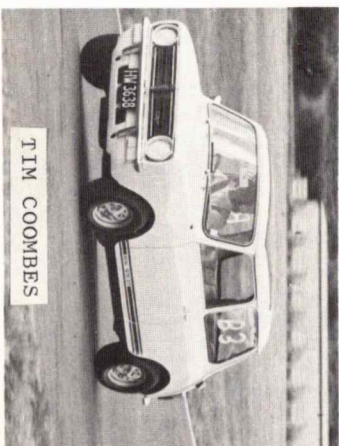
**On-track, on-road and off-
nothing beats the Champ.**



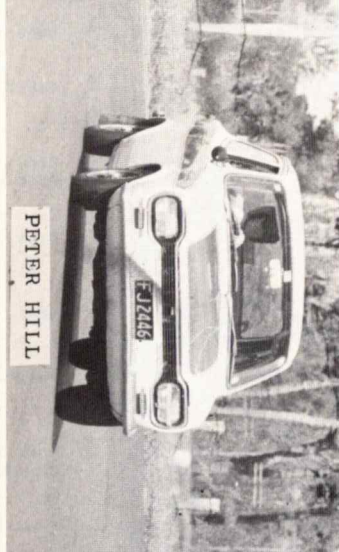
SPRINT RESULTS

21ST MARCH

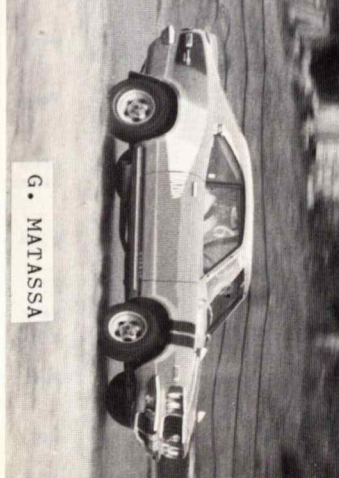
	Club	km	Bent	Total	Club	km	Bent	Total	Club	km	Bent	Total	Placing	
	Circuit			Circuit	Circuit			Circuit	Circuit			Circuit		
A 8	G. HEWITT	Mini	47.5	14.160	36.0	97.66	46.9	14.078	36.0	96.978	46.6	N.T.	35.2	4
A21	G. GRAHAM	Mini	56.5	18.121	44.8	119.421	55.8	17.676	44.2	117.676	55.3	17.649	43.3	5
A26	J. BANKS	Mini	N.T.	14.014	36.4	-	27.3	14.014	35.0	97.314	46.0	13.767	35.8	2
A30	G. MCNAMEMIN	Mini	45.5	15.883	33.0	94.383	46.0	14.257	34.0	94.257	44.8	14.207	35.6	2
A80	L. GOOCH	Mini	44.3	13.450	33.2	89.95	44.0	14.005	33.2	91.25	43.0	13.478	32.8	1
B 2	K. LA TROBE	Escort	46.7	N.T.	35.6	-	46.2	13.8	36.0	96.000	46.0	13.789	35.2	3
B 3	T. COOMBS	Mini GT	47.2	14.436	34.8	96.436	45.7	13.976	37.0	99.696	48.4	14.412	36.2	5
B 9	L. BAIGENT	Simca	47.8	14.366	36.6	98.866	47.0	14.383	35.8	97.183	47.0	14.598	36.2	4
B10	W. WYMER	Mini	47.9	14.167	35.8	97.317	47.0	14.383	35.8	97.183	47.0	14.598	36.2	4
B13	J. STEWARD	A40 Pna	45.2	13.183	41.0	89.746	43.0	13.228	32.4	88.628	42.9	13.556	32.2	1
C 1	A. WALBY	VW 1300	56.3	16.677	43.0	115.977	53.6	16.259	41.2	111.059	54.8	16.338	41.2	1
C 5	N. BAXTER-LANGLAY	Averger	46.8	14.219	35.4	96.449	63.2	14.267	34.4	111.867	45.9	14.207	34.8	3
C 7	J. SCOTT	Humber 80	45.5	14.081	34.4	93.981	46.0	14.160	34.6	94.76	50.3	15.341	38.2	1
C14	R. CARR-BENNETT	Escort	51.0	15.860	30.0	105.85	50.7	15.433	37.6	103.735	50.3	15.341	38.2	1
C18	D. BONE	Cortina	42.2	12.365	30.8	85.365	41.8	12.494	32.0	86.494	42.4	12.396	31.8	2
C25	P. HILL	Escort	41.8	12.505	31.2	85.305	48.9	14.677	37.4	100.977	48.6	14.612	36.8	5
C62	K. STRAHAN	Anglia	46.6	13.981	35.2	95.781	46.2	13.871	34.4	94.474	52.8	13.908	34.8	4
C77	B. PLATT	Escort	46.3	N.T.	34.4	94.76	45.9	14.132	46.0	106.032	46.0	106.032	34.8	4
			40.6	11.467	28.6	80.667	N.T.	11.012	29.0	37.7	10.968	28.2	76.868	1



TIM COOMBS



PETER HILL



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Fashion Parade

Organised by the Auckland Car Club

SUNDAY AFTERNOON

23rd MAY 2 ~ 4pm

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EVERYBODY WELCOME

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SHOUTS & murmurs



. . . We were delighted to have Denny Hulme, Phil Kerr and Mike Hailwood at our Dunlop Race Meeting on 11th April 1976. Mike, accompanied by Phil, did a few laps in the McLaren GT and Denny completely captured the attention of the crowd with his demonstration run in the McLaren M23. We understand that the M23 is to adorn the wall of the house being built by Denny in Tauranga.

. . . Congratulations to the Club's Chief Medical Officer, Dr Ken Orr and Kaye on their recent marriage.

. . . Congratulations also go to Kerry Brown and Penny Hall on their recent marriage.

. . . Engagement congratulations to Peter Sundberg and Suzanne Goldsbro.

. . . Your club membership subscription is now due and early payment would be appreciated. If it remains unpaid then next month's issue of the magazine will be the last one you receive.

. . . At the Club's next film evening on Thursday, 20th May, we hope to have Les McLaren to present the Denny Hulme and Bruce McLaren racing trophies.

. . . Congratulations to Club member Jack Nazer on winning the New Zealand Saloon Car Championship in Lady Victorious, the promise he has made since first starting to build the car.

. . . The format for this year's social highlight will be a dine and dance rather than a ball. The Executive Committee realises that in this day and age a ball may be somewhat formal for the average member. This year we are again going to Mandalay but the scene will be different. There is no Gold Star Trial prizegiving incorporated with the function and there will be a buffet dinner early in the evening. This will be a dine and dance evening and we hope that members will take advantage of the relaxed atmosphere to come along and enjoy themselves.

Table bookings will be available at the Clubhouse from 3rd June. A separate advertisement appears elsewhere in this issue of the bulletin giving you details of this function.

. . . The Bistro food bar upstairs in the Clubrooms continues to maintain popular support. Sunday night features meals for the family at reasonable prices and members and families are more than welcome to come along and enjoy this club facility. Eric Mallard continues to provide this facility for members and those of us who have sampled his excellent meals will agree that the Auckland Car Club is the place to eat on Sunday evenings.



. . . Auckland Car Club member, Danny Vettoretti of Plough N.Z. Limited with the two cars he is sponsoring under 'Maybelline' colours. Left: Jenny Hamblyn's Mini 7. Right: The 'Wella' Rally Marina driven by Judy Hanbury and Adrienne Fenwick. We wish the girls every success with their motoring.

. . . The new chairman of the rally sub-committee, Kevin Lancaster, was one of the very few to do a complete 180 degree spin for the benefit of a large crowd of spectators at the crossroads near the headquarters during the recent Woodhill Rally. Despite his "Hollywood", he drove very well to finish a commendable 16th overall.

. . . The winner of the Trials Trophy for 1975/76 is Linda Shanks. Points are awarded for all closed club trials and for competing for Auckland Car Club in Mercury Trophy events. Congratulations Linda on a terrific performance.

. . . The winner of the Novice Trials Cup goes to Bill Milnes. Congratulations Bill.

. . . We have been advised that the address of the National Executive Secretary for The New Zealand Racing Drivers Club is
 Mr B.I. Hill,
 P.O. Box 15-421,
 New Lynn,
 AUCKLAND. 7.

All future correspondence in respect of The New Zealand Racing Drivers Club should be forwarded to the above address. For private communication, correspondence should be addressed to 124 Mt Albert Road, Auckland 3. Telephone 892-758.

DUNLOP
AQUAJET



At our Dunlop Motor Race Meeting at Pukekohe on Sunday, 11th April, Denny Hulme kindly agreed to present two trophies. The picture at left shows him presenting the N.Z.I.G.P. President's Cup to Club Member, Dave McMillan, for winning the Motorcraft Formula Ford Championship and Dunlop Motor Race. Dave is obviously delighted to receive this from Denny.

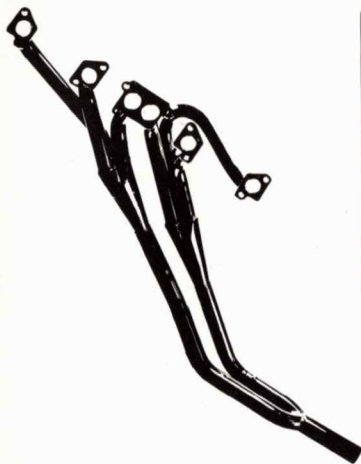
Another trophy presented by Denny was the Westover Endeavour Trophy on behalf of The New Zealand Motor Racing Drivers Association. This trophy went to a delighted Phil Foulkes of Papatoetoe, but at the time the presentation started he was stationary with his Kea Formula Ford on the back straight. Fast work and transportation by Ian Ivers got him to the start finish line on time to receive the trophy from Denny.



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THE ROTORUA TRIAL

The Annual Rotorua Trial is being held this year on the weekend of 17th/18th July. This year's event has been plotted by Doug Bone and Carol O'Halloran. The trial is to start from the Clubrooms on Saturday, 17th July at 9.00 a.m. with a tour to Rotorua via Waihi and the other side of Lake Rotorua, with the first car arriving between 3.30 p.m. and 4.00 p.m.

Accommodation is again reserved at Travelodge Rotorua and there has been a dance and buffet dinner arranged for the Saturday night with a large variety of food to choose from.

The trial home on Sunday, 18th July will start from Travelodge at 10.00 a.m. and you will return to Auckland via Te Kawhata, the first car arriving at approximately 4.00 p.m.

The cost this year is \$18.00 per person which, when you consider that this pays for two trials, dinner; bed and breakfast at Travelodge, and a dance on the Saturday night, is still a cheap weekend away.

We have it from the checkers that this year's trial could be titled "The A.C.C. Tour of Out of the Way Golf Clubs".

Should anyone wish to spend a weekend in Rotorua but not actually participate in the trials, you are most welcome. The cost per head in this case would be \$16.50. If you would prefer to do this, please indicate this on the booking form enclosed with this Bulletin.

Any enquiries regarding the trial and/or accommodation can be answered by Doug Bone - Phone 74-680, Extn 426 (Business) or Peter and Linda Shanks, Phone 596-587 after 6.00 p.m.

P.S. Doug would appreciate it if anyone would volunteer to be a check at the lunch breaks. If so, please give him a ring.



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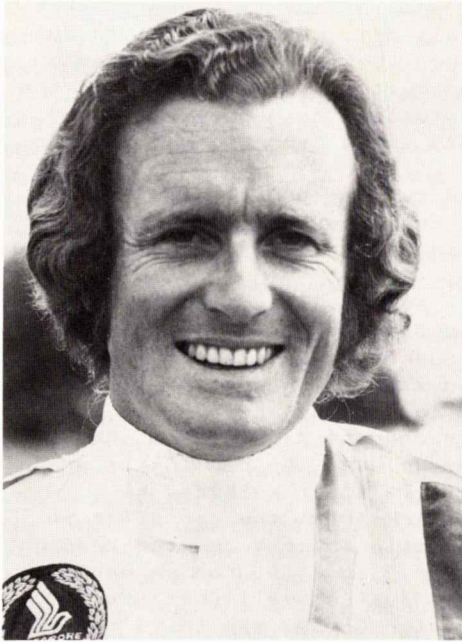
Contact D. Haynes - Phone 679-127 (Res)

* * * * *



DUNLOP

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MY MOST

MEMORABLE CAR

Graeme Lawrence

I'd never really thought about which of my many cars was the most memorable, but when I was asked to write this piece it took me only a second to decide - the Ferrari. Not because we won the Tasman Series in it - but simply because it was a real man's car!

After Chris Amon won the 1969 Tasman title in the car - then a works machine - we heard it might be possible to get our hands on it. After the series I met Chris in Kings Cross in Sydney and, never thinking really that it would eventuate, I asked him straight out if we could get it. In those days Ferrari used to scrap all its pensioned-off racers, and in fact had never sold one of its formula cars.

We had the old McLaren I had built in England - the one that Ross Calgher is now driving - so we were after a more competitive car. Chris made no promises, but said he would see what he could do. Eventually I got a letter from him saying I should write to Ferrari. I did this, getting support from Shell, who also wrote to Italy. We got a letter back in Italian, and you can imagine with what trepidation we took it along to Waikato University to get it translated. The gist of it was simply "yes, you can have it."

We wrote back to Ferrari asking how much - and nearly had heart attacks when we got the reply. But eventually we managed to come to an arrangement to get the car with a spare engine, a spare gearbox, 12 wheels, 32 ratios and every other part we could conceivably ever need.

Ferrari stipulated that they would have to re-build the Ferrari and this took a fair time. When the car was ready the season was already starting so we had it air-freighted from Rome, with help from Air New Zealand, at a cost of \$2,164. I still remember going to the airport with Henkie Iriawan, the

Shell SPORT

Indonesian driver who was racing here at the time, to collect it, in a crate with the corners all off. We had a job to convince Ferrari that if they stripped the corners off we would be able to put them back, but the cost of air-freight with the corners on was so great that eventually they agreed.

In the event it took us only eight hours to get the car ready for the track.

Getting the Ferrari was the turning point in my career. The car had done well, and had a tremendous record behind it. I knew that if I didn't do well in it there was only one reason - me!

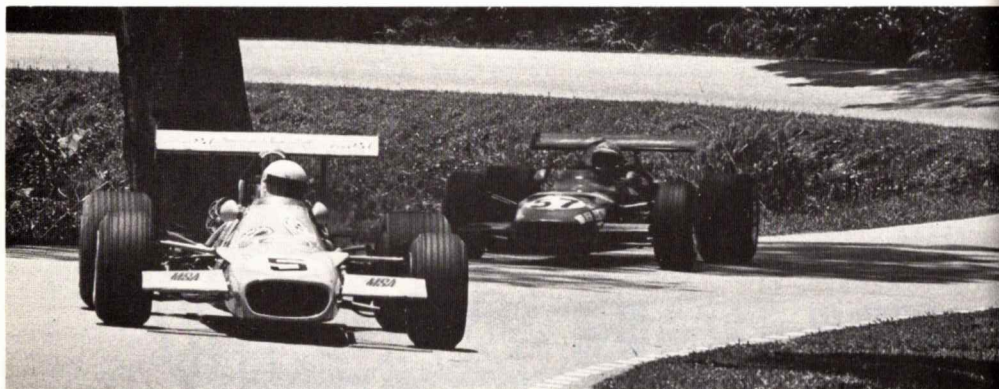
Its arrival was a well-kept secret. The first person to learn we were getting the car was Dave Crump, our Customs agent. There was a fair bit of speculation later on when a story appeared in the English magazine Auto Sport saying the Tasman-winning Ferrari was going to New Zealand.

At that stage we were contracted to Air New Zealand, and they were very good about letting us keep the car in its grouse Ferrari red instead of painting it in their colours.

We were pretty much in the dark about the car after we assembled it in Hamilton. For example the rev counter read up to 12,000 rpm with no red sector. So I figured we could use about 11,000 rpm safely. It's just as well that Bruce Wilson, who had worked on the car for Chris, was there to tell us the limit was 8,000 rpm with 8,500 available for short bursts.

Once we got the car on to the track for a test session at Baypark we couldn't believe it. I was well tucked away inside, and it had a wing which we hadn't experienced before. And boy, did it motor!

Our first race was at Baypark, and we won against guys like Bryan Faloon, Ken Smith, Dennis Marwood and Geoff Marden. Then we won again at Levin. Back at Baypark Graham McRae fronted up with the McLaren M10A - the first F5000 car - and after a good scrap he beat me. Next time at Baypark Ron Grable and McRae were both there. McRae pulled out with a broken throttle cable, leaving Grable ahead of me. Then he spun, and it looked like we were going to take the flag. But I spun, letting Ron back paze me again, and doing myself out of \$1,000 at the same time.



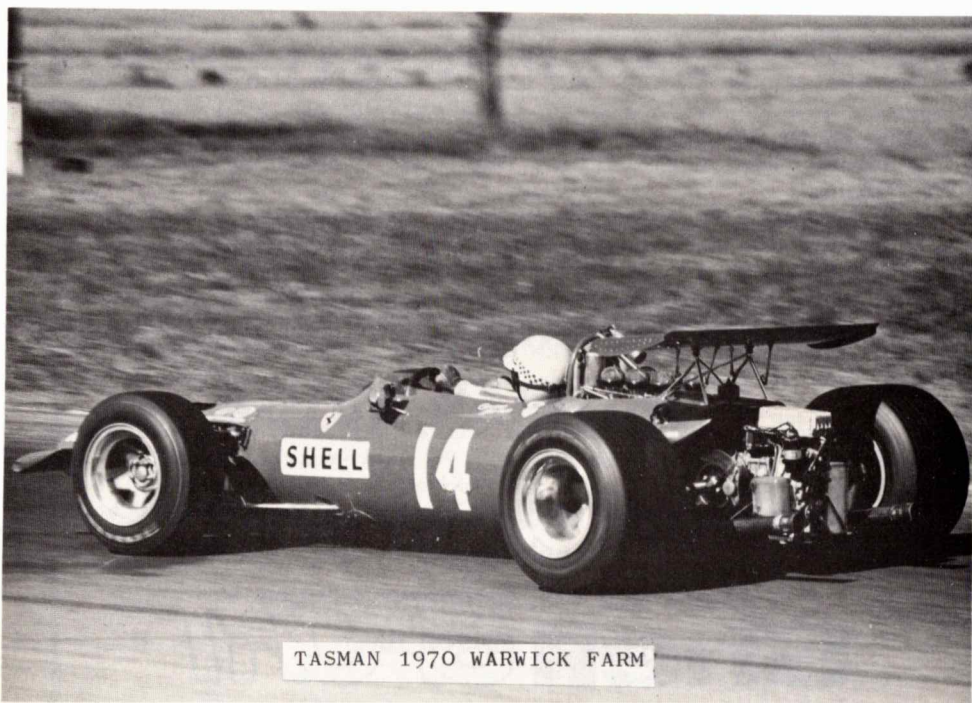
APRIL 1970 - ON THE WAY TO 2ND CONSECUTIVE SINGAPORE G.P. WIN ABOUT TO OVERTAKE KEVIN BARLETT.

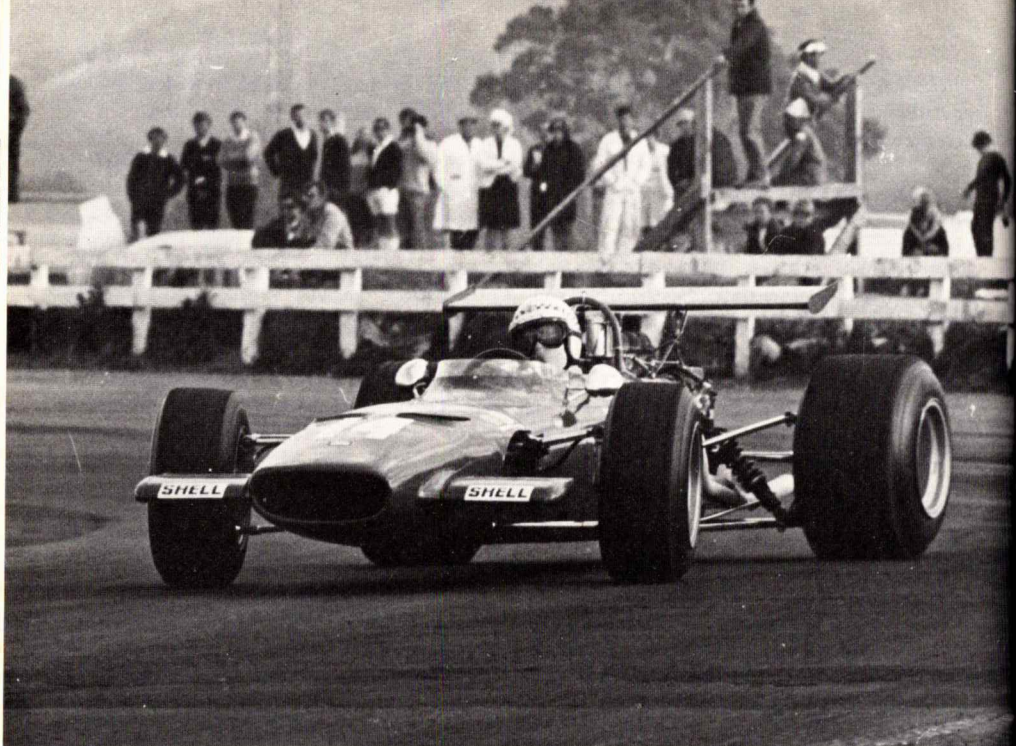
By this stage we had the car doing pretty well what we wanted it to do, and we carried on that season to win the Tasman title.

My big moments were winning at Levin and then clinching the Tasman title at Sandown. A lot of people were upset that we had entered the Ferrari because F5000 was just starting up, and it looked as though we weren't supporting the new formula. But we felt we were making the right decision and our victory proved it.

After the Tasman we took the car to South East Asia and won at Singapore and again at Malaysia in the wettest race I have ever run it in. It was raining so heavily it was almost dark. Then we went to Japan, where they had never seen a Ferrari. Everyone was rapt, and even when Dad, Tony and I were crouched looking under the car to see if it had been bottoming, a great crowd of Japanese gathered round taking pictures of us. The bottoming was our downfall in Japan. We had never been there before and didn't realise how much effect the banking had. We needed heavy springs and although we set the ones we had right up, it wasn't enough. To give an idea of how bad it was, Kevin Bartlett - who had been there before - scraped his car so much that the bottom was chopped out of his fuel tank, spreading petrol all round the circuit. We eventually finished fourth which was satisfactory all things considered.

At that point we set off to Edmonton to race the Can Am McLaren, and when we returned to New Zealand we won the Gold





1969 - 1ST TIME IN FERRARI DINO 246 WINNING GOLD STAR ROUND AT BAY PARK AND SETTING NEW LAP RECORD

Star title in the Ferrari.

However that season's Tasman was a bit like the last one for us. We seemed to have quite a few problems, and had our only shunt in the car, hitting Frank Radisich at Levin while we were lying second. The only bright spot was that we scored our first-ever finish at Wigram, in third place. The previous year an electrical fault had dropped us out of the running.

After the Tasman we took the steering wheel and the badge off the car and Tony mounted them in a frame. They're still on my wall. The car then went to a museum in Paris owned by Pierre Bardinon, who also has his own private race circuit, called Mas du Clos. We had rebuilt and rechromed the car and it looked just like new again. Interestingly it was his 14th Ferrari, and it is still there with our number 14 on it.

The Ferrari was chassis number 008 and was a monocoque chassis with the 2.4-litre Dino V6 four-valve engine and Lucas fuel injection. It had a five-speed box, which had to be split in half to change the ratios - a two hour job at best.

Shell SPORT

It had inboard discs at the rear and inboard front suspension with Koni shock absorbers. The engine was a darling, but any work on it was a major undertaking. There were no head gaskets. Instead there was solid rubber tubing and copper "O" rings for sealing. The head nuts were under the valve springs, and to get at them you had to take the springs out and secure the valves to stop them dropping through. Putting it all back together keeping the "O" rings in place was a cow of a job, and taught us a few things about patience and a few new words! One good point was that the tappet adjustment was similar to the Fiat 125 system with steel pads of different thicknesses, making adjustment very easy. But setting the valve timing was long and difficult task.

Fortunately the only engine trouble we ever had was two split cylinder liners, which resulted in collapsed pistons. Luckily I got it switched off both times before any major damage was caused, and all we had to do was press in new liners. One of the failures was in practice for the final Tasman round at Sandown, and we did an over-night engine swap.

Overall we only had two did-not-finishes in the car, and with the Tasman and Gold Star titles we had a lot of success in it.

But best of all was just getting into the car and driving it. It was a real Ferrari



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POT BLACK

A good time was had by all at the Club Pool Tournament on 10th April and the enthusiasm shown was such that future tournaments will be held quarterly. The top eight placings were as follows:-

1st	Trevor Tohill	&	Robert Blake
2nd	Terry Molloy	&	Ian Palmer
3rd	Brian Keagh	&	Grant Rowe
4th	John Crombie	&	Ross Senne
5th	John Haglund	&	Val Parkinson
6th	Pat Cargill	&	Glennis Palmer
7th	Wayne Boberg	&	Tony Howe
8th	Maurice Cargill	&	Gary Gray

Congratulations to Trevor and Robert on their well deserved win for which they received The Trans 8 Ball Championship Trophy.

Our special thanks to John Haglund and Val Parkinson who kindly donated two Pool ornamentated key rings, and these were presented to the second place getters, Terry Molloy and Ian Palmer.

Our special thanks also to Mr and Mrs R.L. Bishell of 50 Argyle Street, Herne Bay, for their donation of a billiard cue repair kit, to the Club.

Tournament Shouts and Murmurs:

The last tournament winners, John Haglund and Val Parkinson, dropped to 5th overall position as a result of being beaten in the second round by John Crombie and Ross Senne, in two very close games.

The dark horses of the tournament were Brian Keach and Grant Rowe who certainly proved they will be tough opposition in future tournaments.

A one in a million chance occurred in the first game of the finals when Ian Palmer sunk the black off the break.

The best match of the day was a first round draw between Laurie Baigent and Graeme Johnston and Wayne Boberg and Tony Howe. It was bad luck for Graeme when the black bounced back out of the pocket. Wayne and Tony won the set.

While playing against Vicky Baigent and Kay Howe, John Crombie and Ross Senne found the tension so great in the second game, that it was necessary for Ross to have two attempts to break.

Sighs of relief were heard from around the room when it was found that Des Gulland and Jim Trapani had drawn "The Girls" (Pat Cargill and Glennis Palmer) in the first round. Des and Jim went DOWN (after three close games).

Wayne Boberg and Tony Howe were also beaten by "The Girls".

Terry Molloy and Ian Palmer fully redeemed themselves by thrashing "The Girls" in two straight games.

It was good to see a number of ladies playing in the tournament and hopefully more will participate in the next one.

Gary Gray and Maurice Cargill were knocked out in the second round by the eventual winners Trevor Tohill and Robert Blake.

EIGHT OFF THE BREAK

Auckland Car Club

DINE & DANCE

SATURDAY 12th JUNE

MANDALAY BALLROOM



EXCELLENT BAND

FIRST CLASS ENTERTAINMENT

7 p.m. to 12

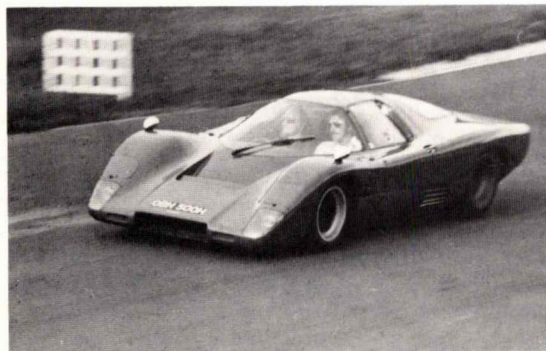
\$10.50 SINGLE ALL INCLUSIVE

(Limited number available)

DUNLOP MOTOR RACE MEETING

SUNDAY, 11th APRIL, 1976

PIX = Ross Cammick Ph. 558-913



MIKE HAILWOOD/PHIL KERR



CHRIS PARKINSON



ROGER HOOD PASSES NEVILLE LANGLEY



TREVOR McLEAN LEADS BRYCE PLATT



JAMIE AISLABIE



BOB DONALDSON



PETER LISSIUK LEADS NORM LANKSHEAR



COLIN SMITH



DAVID BRUTON



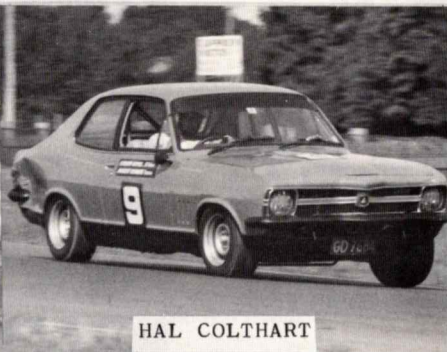
ROSS STONE LEADS DAVE McMILLAN



DAVE McMILLAN



GARRY MOYLE



HAL COLTHART



JOHN- DALE



COLIN REED



ROB WILSON

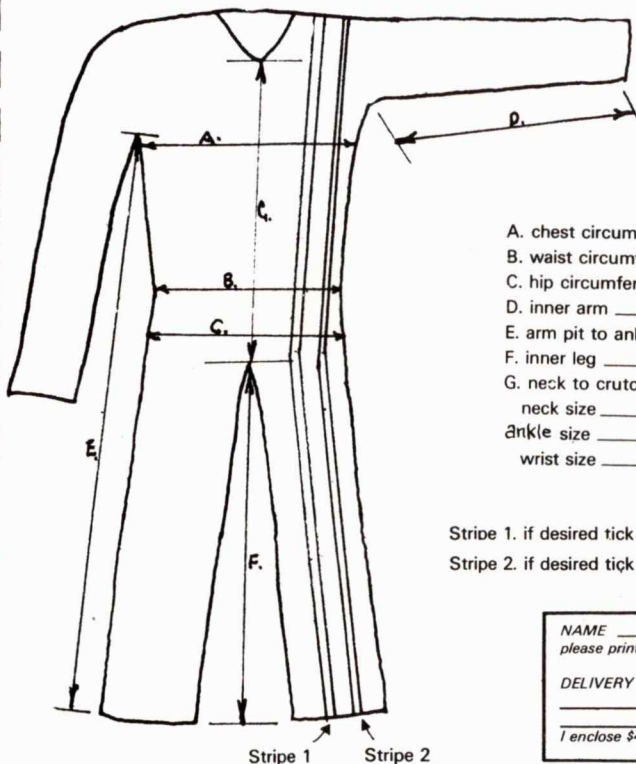


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Stripe 1. if desired tick colour

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red	black	gold	blue

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Trials Trophy Points

FINAL FOR 1975/76

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D. BONE	157	S. PEARCE	6
B. SERGENT	146	W. PARKIN	6
S. HAMILTON	127	N. LOWE	6
P. SERGENT	82	R. FERRALL	5
I. STEPHENSON	65	B. GALLOWAY	5
W. MILNES	58	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	16	K. FELL	3
C. HUDSON	13	I. LAIDLAW	3
R. GRICE	11	S. ALGIE	2
A. LEVET	10	B. WATSON	2
R. McQUOID	10	S. GILLARD	2
N. FIELDING	10	A. MOWATT-WILSON	2
G. FERRAN	10	G. HERBERT	2
T. TOHILL	10	F. MARTIN	2
R. VISKOVICH	8	G. NORTON	2
R. GREAVES	8	M. STUBBS	1
B. MORICE	8	P. STONE	1
W. KIESANOWSKI	7	G. HUTCHINSON	1
P. LIST	7	B. STEVENS	1
M. REDSHAW	7	A. DIXON	1

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Less 10% to Club Members. Prices of other types on application.

Driveshafts made to customers' requirements. Flywheels lightened 56-58 All workmanship guaranteed.

On The Social Scene...



The Grand Prix film proved very popular as our first film social evening. We had a good crowd, some to see it for a second time. We are now planning to have a movie evening regularly.

The Pool Tournament on Saturday, 10th April, was a great night for all those members who entered. Look for Ian Palmer's report.

Also behind us is the Sunday Night Dance after the Dunlop Motor Races. A big crowd came back after the races and everyone I am sure enjoyed themselves.

Ahead of us is the Shipwreck dance and we remind you to keep working on your outfits. There will be a prize for the best dressed couple. The "Music Convention" is the band providing the sound for us that night and this band has proved extremely popular with members who have attended the dances at the Clubrooms when this band has been playing. Don't forget, limited tickets are now available. No door sales will be made.

The arrangements for the fashion parade are going well. This should prove a good afternoon's entertainment for both ladies and gentlemen. Graham Spear is providing from "Spears Speed Shop" racing gear for some of our club members to model. The parade will be held from 2.00 p.m. to 4.00 p.m. and light refreshments will be served. The Bistro Bar will be open in the evening for those who wish to stay on for the usual Sunday family evening.

We are looking into a date for a Beer and Burger Evening and further details will be published in next month's Bulletin.

A Dine and Dance at Mandalay is to be held on the 12th June and table reservations will be open a week before. Please see the special advertisement elsewhere in this magazine.

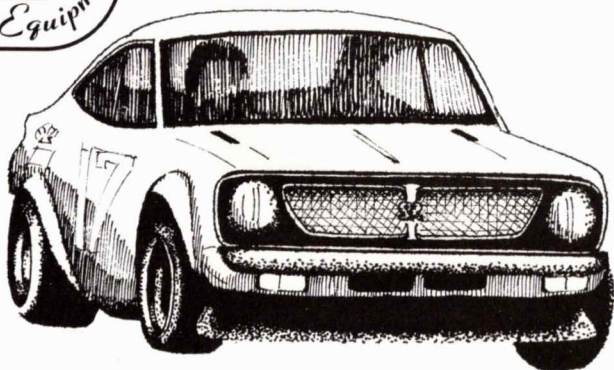
See you next month with further information on future social events.

MAURICE CARGILL





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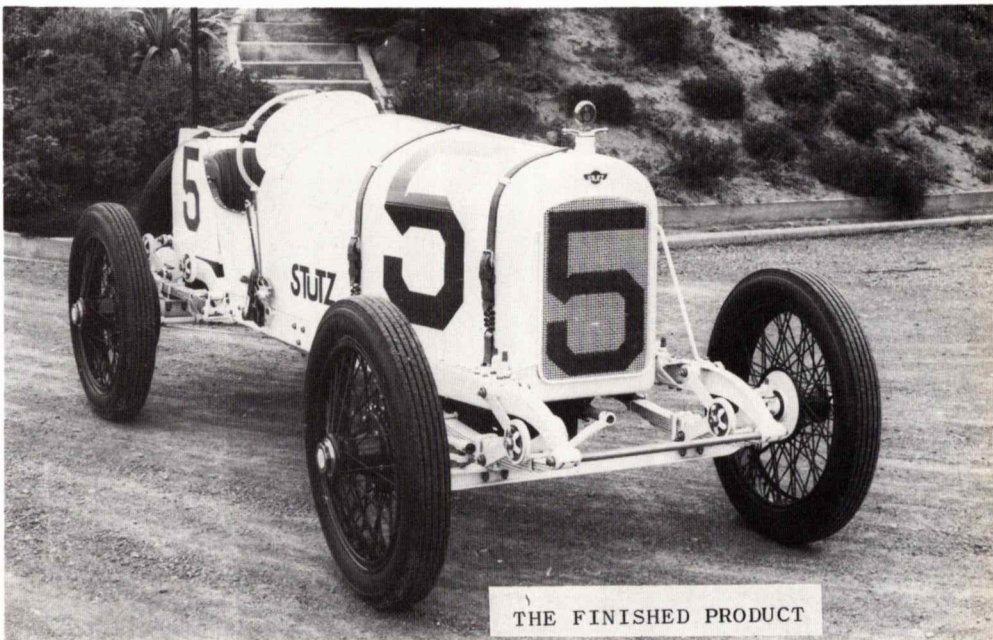
THE STUTZ

By Len Southward

The story (as I understand it), is that only three special Indianapolis models were made with the 5 litre O.H.C. 4 valve Wisconsin motor, the bore is $3 \frac{13}{16}$ " and stroke $6 \frac{1}{2}$ ", big end bearings are $2 \frac{1}{4}$ " diameter and the crankshaft runs on three ball bearings.

The gearbox is mounted integrally with the differential and rear axle and ratios are 3, $4 \frac{1}{3}$ and $7 \frac{1}{2}$ to 1. It is tractable and smooth in top (3 to 1) and runs like a lady, being perfectly happy at low speeds of 20 to 30 mph.

Some of its successes in America are third in 1915 Indianapolis 500 at 87.6 mph with five tyre changes; second in the 1919 Indinapolis (as a Durant Special) again at 87 mph, but the Astor Cup Race at San Francisco Sheepshead Bay on October 9th, 1915, must have been their crowning glory; Anderson's Stuts coming in first at 102.59 mph and Tom Rooney second at 102.11 mph, the distance being 350 miles!!!



The car was bought by George Roberts, an Auckland, resident in San Francisco in 1923 for Selwyn Craig to race at Muriwai Beach Races. It did not race with distinction until acquired by Bob Wilson about 1925, but from then on it pursued its winning ways for the next eight years, winning the N.Z. Motor Cup outright by three consecutive wins in 1926, 1927 and 1928 and then winning the Australasian Beach Championship in 1929 and 1930 in Bob Wilson's hands and in 1931, 1932 and 1933 when owned and driven by Ces Sutherland, again winning the cup outright. Ces has given this cup to me and "Chappy" Chapman who used to work on the car for Bob Wilson gave me a replica of the New Zealand Motor Cup which Bob gave him. Both these actions are sincerely appreciated.

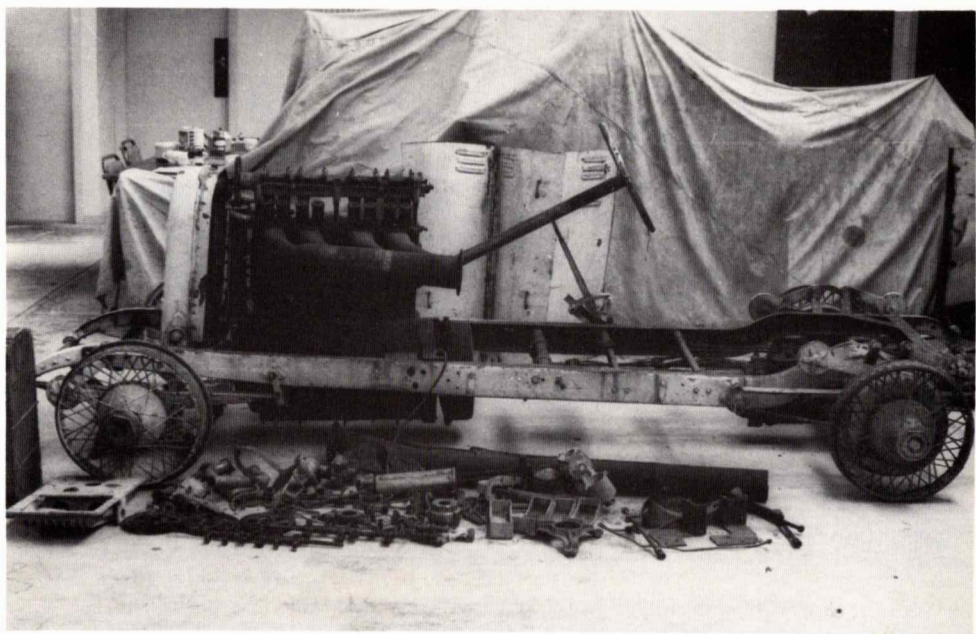
When Hennings Speedway opened at Mangere in 1930 the car invariably started from the back mark and became the holder of the lap record at the new track in the hands of Ces Sutherland, who sold the car to Frank Freeman who fitted the engine in a speedboat, but without success. A Roosevelt engine was fitted into the Stutz chassis by Mr A. Stonnell of Taranaki and used for a number of years as a hay rack on the farm. Fortunately the old engine was kept and Ron Roycroft, with the Stonnell's permission collected all the bits and pieces and stored them at Glen Murray.

With Ron's O.K. an approach to the Stonnells was made by me and a deal completed, Lou Stonnell delivering the car as shown in the photos.

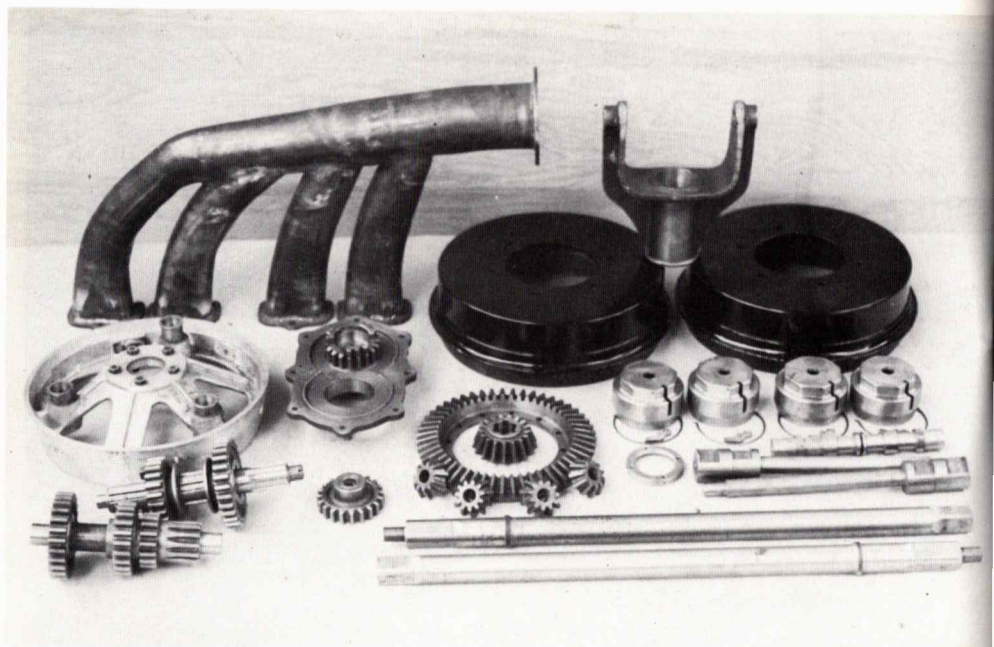
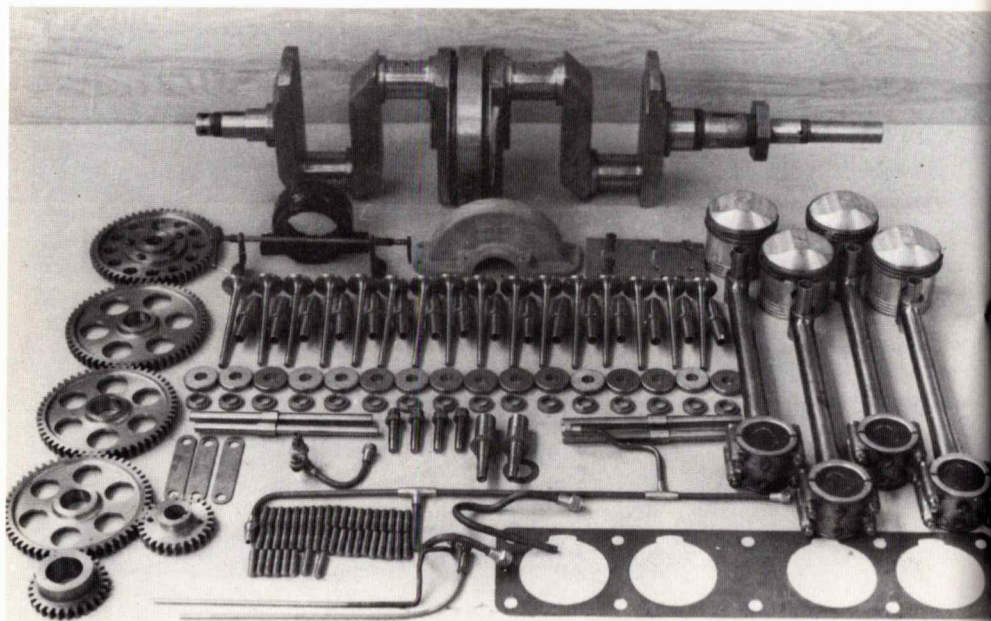
From then on the Stutz started to take shape, but progress



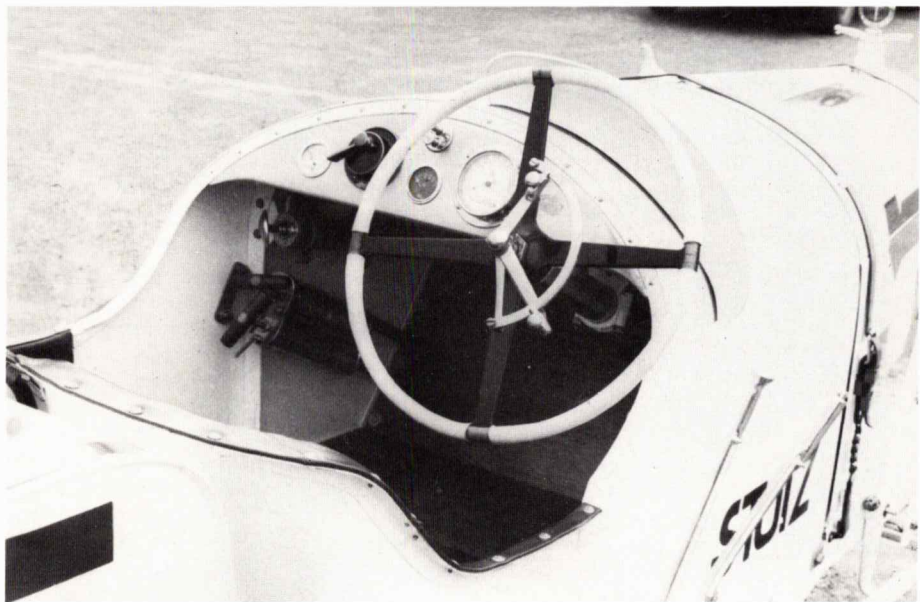
CES SUTHERLAND



THE PROJECT ABOUT TO BEGIN



WITH THE EXCEPTION OF THE CRANKSHAFT AND CON RODS
LEN SOUTHWARD MADE ALL THESE PARTS HIMSELF.



was slow, over three years would pass by before it would fire up again and many hours would go into it.

Just about all running gear, axles, gears, shafts, crown wheel and pinion, timing gears, valves, guides, pistons, etc., etc., were replaced, even brake drums were made, one was worn right through!

All, repeat all, body parts, bonnet, radiator shell, core, (by George Mihaljevich of Auckland), petrol and oil tank, seats, etc., were re-made, Steve Roberts of Wellington doing all the panel work.

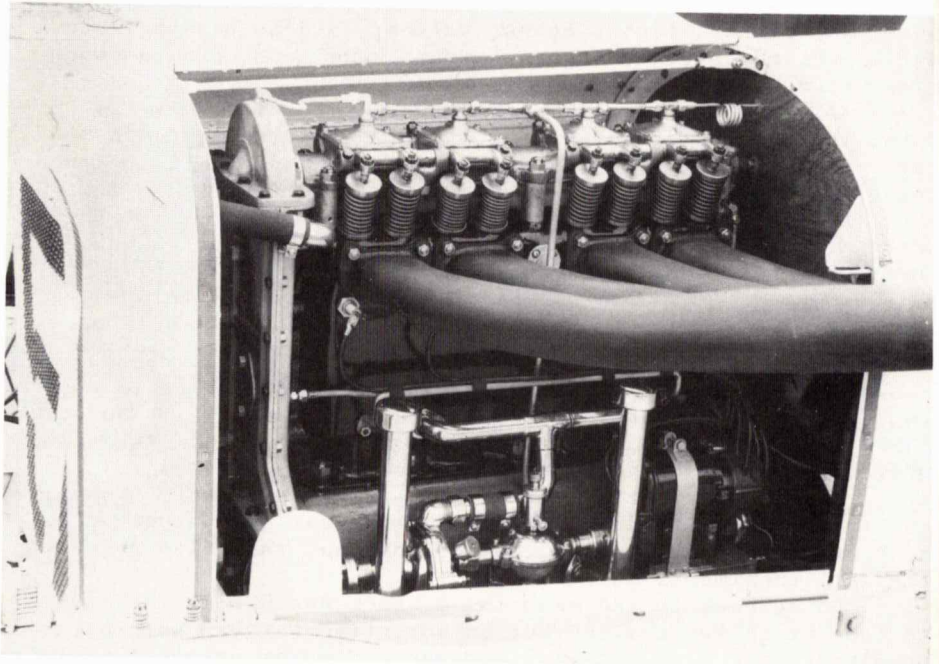
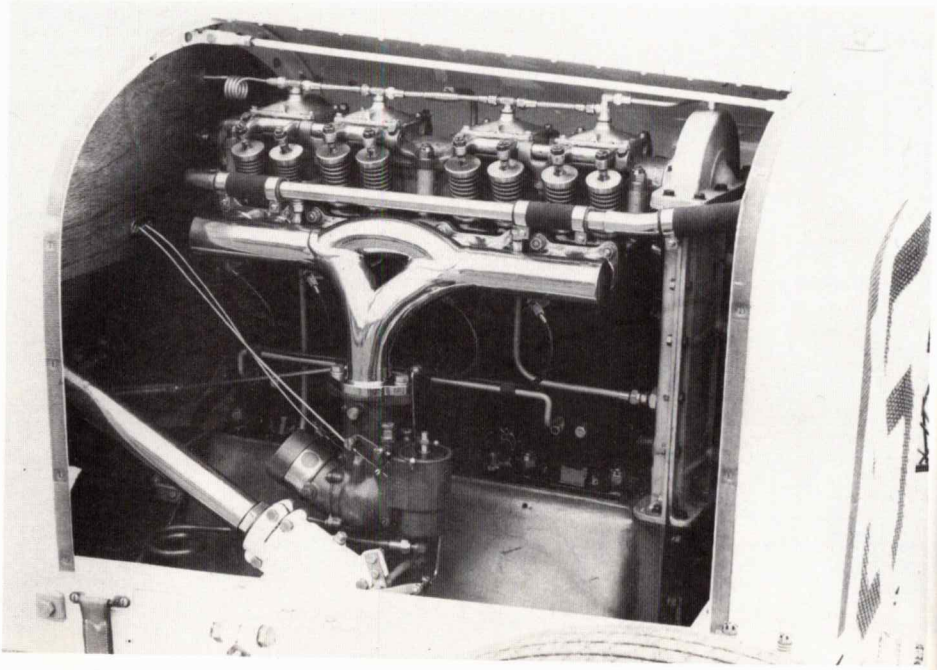
All the machining (Bettany's of Wellington) except the actual gear cutting, was done in the Paraparaumu workshop, Chris Simpson doing the bulk of it while Ritchie Tunbridge, of speedway and stock car fame, had a hand in many things such as exhaust pipes, brake drums, etc.

Yours truly did all the assembly, welding the camshaft housing, timing gear housings, etc. The magneto had to come in for special attention as it is a 2 spark Bosch with no parts in the country, but except for the rewinding of the armature, all work was done by me even the re-magnetizing.

The carburettor is not the original, but is a 2" Schebler and is only a few years younger than the car and was given to me by Alan Lake and Barry Grant of Tokoroa, this also required the full treatment.

Going back to the magneto, 2 spark Bosch mags are hard to come by in New Zealand but an advertisement was put in Hemmings Motor News (U.S.A.) and parts for the original mag plus two complete ones were obtained.

Some people have criticised the number 5 and wondered why



THE FINISHED MOTOR

7 was not on it as it was always 7 in New Zealand, but as it is restored back to Indianapolis days, I consider it has to be 5!

Maybe, Harry Stutz is smiling!

LEN SOUTHWARD

Long-standing friend of Len's is Gerry Mathieson, carburettor specialist, who has made the following comments regarding the Schebler carburettor installed in the Stutz -

Stutz started as a youth with the Schebler Carb Company. The Company had a monopoly on updraughts and side draughts from Model T Fords to Motorcycles and cars. At the time of the car of Wilson's it could have been called a Wheeler Schebler but later was called a Marvel Schebler. The large models had a metal diaphragm in the body with a light spring and a machined seating. All models in most sizes had cork floats.

I think that Len Southward would have the correct carb as very few large carbs of that brand would reach here. All racing motorcycles (and standard) all had side draught Scheblers and even today the Midget Holden motors are using them both here and in Australia 3 in line. I wouldn't think Len should worry.

 GET WITH **DUNLOP**

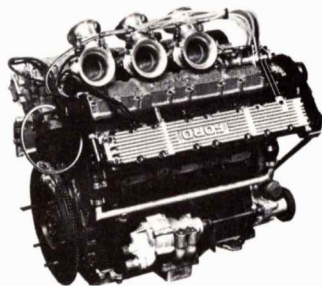


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THE WOODHILL ROLLER DERBY:

Talk about demolishing cars! This year's Woodhill Forest Rally, promoted by the Northern Sports Car Club, proved to be expensive and the end of the line for several competitors and cars.

Shame to see Jim Donald and Chris Porter go for such a nasty tumble after leading Rod Millen by about 17 seconds. Paddy Davidson also went over as did Glen Stowell, Mike Limb- rick, Neil Lowe, Stuart Helm and God only knows how many others.

Naturally Rod Millen won the event comfortably from Andy Walker and Jim Biddick. Creditable performances were put up by Rocky Cribb, Wayne Parkin and Peter Hughes. Great to see Graeme Morley back in action after his bad accident. Graeme finished a creditable 15th.

As usual, the notorious "headquarters" crossroads were the best spectator value. Apparently the large crowd gathered there were treated to some class driving, except from a couple of "Joe Hunts" who spun!!!

PALL MALL I

Congratulations to Roddy Millen and Mike Franchi on a tremendous win in the opening round of the national championship. Bad luck for Mike Marshall on losing a wheel after a stub axle broke while leading.

Second in the event was Paul Adams in the "Big Pussy Escort" with Rob Gerard third. Some more of "our" lads were well placed including Jim Donald (5th), Clive Smith (6th), Howard Collier (7th). Further down the field we found a fine performance by Steve Hamilton on 32nd in an almost uncompetitive car!

The Northland Car Club certainly do a fine job in organis- ing their events and this one was no exception. It's a great pity the event was dampened by the drama and adverse publicity received when officials (from other controlling bodies) got stirred up over the results of the radar trap at Hiku- rangi, the subject of which blew up out of all proport- ion.

PALL MALL II:

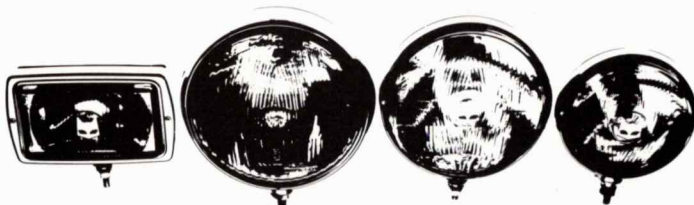
By the time you read this she'll be all over.





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CAR CLUB MEMBERS ON PRESENTATION
OF MEMBERSHIP CARDS

The event looks to be a good one with various surfaces and many fords.

The rally is 760 kilometers long of which 292 kilometers will comprise the 15 special stages.

The first car starts at Blenheim at 3.30 p.m. on 1st May and finishes there at 9.30 a.m. on 2nd May.

All special stages are sponsored and comprise seal, gravel, mud, grass, clay etc.

1976 THERMAL RALLY:

Sorry, but the "guff" on this one arrived too late for our last bulletin. The Auckland Car Club has been invited to compete in the event which will be using the Kaingaroa and Waiotapu Forests.

The rally is 200 kilometers long and starts at 8.00 a.m., finishing approximately eight hours later.

Entry fee is \$25.00 with late entries (after 1st May) at \$35. and these close with the Secretary, The Thermal Rally,

Rotorua Car Club, P.O. Box 365, Rotorua.



That is it for this month, and with the Maramarua Rally on this coming weekend (24th April) my fingers are crossed.

See you next month,

KEVIN LANCASTER



QUENTIN PHILLIPS/GRAHAM HILL
MAZDA RX 3 - WOODHILL RALLY

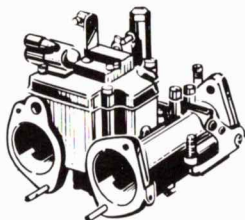


TIM GIBBES/ROB BRADSHAW
ESCORT RS2000 - WOODHILL RALLY



Dennis Torque

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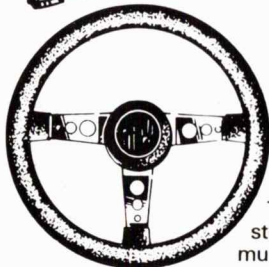


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