

JUNE 1976



BULLETIN



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1st A. Wolfe |



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nothing beats the Champ.**



- BULLETIN -

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland.

CLUB OFFICERS

PRESIDENT:

F.B. Webber,
12A Levaut Place, Bucklands
Beach. Phone HCK 49-959.

VICE PRESIDENTS:

R.E. Brown, Phone 678-739,
16 Wayne Place, Mt Roskill.

W.J. Martin, Phone 566-437,
6 Melissa Place, Pakuranga.

SECRETARY AND TREASURER:

G.J. McKinstry, A.C.A.
Phone 373-484

EXECUTIVE:

B.J. Hamilton, E.G. Mallard,
J.T. Molloy, I.L. Ivers,
G.L. Spear, N.H. Harvey,
M.D. Cargill, R.R. White,
R.B. Wylie, K.R. Lancaster

CLUB CAPTAIN:

D. Gulland, Phone POP 83-507,
27 McLean Road, Papatoetoe.

DEPUTY CLUB CAPTAIN:

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

CHAIRMEN 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 : K.R. Lancaster,
Phone 657-088 (Res),
8 Clinker Street, Mt Roskill.

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

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

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

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

Equipment Officer:
G.L.C. Hill, Phone 892-174 (Res)
or 449-507 (Bus)

Custodian:
W. Ferris, Phone 674-071.



ACTION PHOTOGRAPHY Ph 760-009

A SPECTACULAR YUMP BY CLIVE SMITH IN THIS YEAR'S AUCKLAND CAR CLUB MARAMARUA RALLY.

COVER PHOTO

MR M.J. MINOGUE, M.P. FOR HAMILTON WEST, PREPARES TO FLAG AWAY THE ENTRY OF CLUB MEMBERS, PETER AND LINDA SHANKS, AT THE START OF THIS YEAR'S TISCO SPONSORED GOLD STAR TRIAL.

PHOTO = Ross Cammick Ph. 558-913

COMING EVENTS



**CLOSED
CLUB**

If any Club sporting event is cancelled because of adverse weather or other force majeure, the cancellation notice will be broadcast from Radio 1ZB.

CLUBROOM HOURS:

Thursday Evenings 8.00 - 11.00 p.m.
Sunday Evenings 4.00 - 10.00 p.m.

Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of the Club Lounge. Three Pool Tables, Table Tennis and Darts facilities are available. Films are shown on the third Thursday of each month preceded by a semi formal club meeting.

Please Note live entertainment is presented in the Clubrooms periodically on Sunday evenings. On these occasions a nominal cover charge will be made for those remaining after 6.00 p.m.

N.B. Please make sure you park clear of driveways and the local dairy and no noise when leaving.

PIT STOP BISTRO BAR:

Thursday Evenings - Light snacks available.
Sunday Evenings - 6.00 p.m. - 9.00 p.m. Meals available at very reasonable prices.

Menu for meals usually includes Sirloin and T Bone Steaks, Ham Steaks, Scallops, Fish, Oysters, Sausages, Eggs, Chips, Hamburgers, etc. Family groups are welcome.

6TH JUNE - QUEENS BIRTHDAY - SUNDAY NIGHT DANCE:

To be held at the Clubrooms commencing 7.00 p.m. A cover charge of 50 cents will be made. The Bistro Bar will be open and dancing to the sound of the Music Convention.

12TH JUNE - SATURDAY - AUCKLAND CAR CLUB ANNUAL DINNER & DANCE:

To be held at the Mandalay Ballroom, Newmarket, 7 - 12 p.m. Tickets only \$10.50 single includes early evening buffet dinner, all liquid refreshments, excellent band and other entertainment. Tickets are now on sale with table reservations opening on Thursday, 3rd June.

17TH JUNE - THURSDAY - CLUBNIGHT AND FILM EVENING:

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill, at 8.00 p.m. Good motorsport films including 1973 Heatway Rally film. Murray Thompson will be present to give a run down on this year's Radio New Zealand Heatway Rally. Also supper will be provided and a new car will be on display.

18TH JUNE - FRIDAY EVENING - TISCO TRIAL PRIZE PRESENTATION:

To be held at the Clubrooms commencing at 8.00 p.m. All members are invited to attend. The highlight of the evening will be the presentation of prizes to all winners in this year's TISCO Gold Star Trial.

3RD JULY - SATURDAY EVENING - FEATURE FILM EVENING:

The feature film "Watch Me, I'm Mad" will be shown which is about Beach Buggys in sand dunes. A nominal charge of 70 cents admission will be made.

17TH/18TH JULY - ANNUAL ROTORUA TRIAL:

The trial departs from the Clubrooms at 9.00 a.m. on the Saturday morning and arrives at Rotorua after touring through Waihi and the far side of the Lake. Accommodation will be at the Travelodge Rotorua and a dine and dance will be held on Saturday night. The trial will re-commence on the Sunday morning and travel via Te Kauwhata to finish at the Clubrooms.



**OPEN &
INVITATION**

6TH JUNE - SUNDAY - F.T. SALOONS LONG DISTANCE RACE SERIES -
VILLA MARIA 300 - MANFEILD

First round of the winter series for G.T. Saloons. Classes 0-1300 c.c., 1301-3000 c.c. and 3001 c.c. and over. Also supporting races for clubmans/rally cars and motorbikes.

12TH JUNE - SATURDAY - GOLD STAR TRIAL:

Second of the Gold Star Series is promoted by Canterbury Car Club, P.O. Box 4327, Christchurch.

13TH JUNE - SUNDAY - MERCURY TROPHY TRIAL - ROUND 4

The Ebbett Motors trial run by Hamilton Car Club will start in Hamilton at 10.30 a.m. Total running time is 5 hours and entries close 8th June with the Secretary, P.O. Box 6029, Hamilton.

18TH JUNE - FRIDAY - TISCO TRIAL PRIZEGIVING PRESENTATION

To be held at 8.00 p.m. at the Auckland Car Club Clubrooms.

All members of the trialling fraternity welcome.

19TH JUNE - SATURDAY - 'EBBETT MOTORS MERCURY TROPHY TRIAL:

Starts Ebbett Motors, Hamilton, 11.30 a.m. 4 Hours Duration.
Entries \$1.50 per person close 8th June but late entries
accepted up to 10.30 a.m. on day at \$1.00 per car. Organised
by Hamilton Car Club, Box 6029, Hamilton.

20TH JUNE - SUNDAY - G.T. SALOONS LONG DISTANCE RACE SERIES -
ROD COPPINS MOTORS 300 - PUKEKOHE

Second round of the winter series for G.T. Saloons. 100
laps of the 2.8 km circuit with chicanes. Supporting
races for Mini Seven and Clubmans saloon cars. Entries to
N.Z.I.G.P. (Auck.) Inc., P.O. Box 11-129, Auckland.

Entries close 9th June. The supporting races can be used
for observations for upgrading to a National Racing Licence.

26TH JUNE - SATURDAY - MERCURY TROPHY TRIAL - ROUND 5:

M.G. Car Club's Octagon trial starts at Drury at 10.00 a.m.
and after approximately $4\frac{1}{2}$ to 5 hours trialling will
finish near Aka Aka. It is hoped that a barbecue will be
held at the finish, weather permitting.

26TH JUNE - SATURDAY - PEBBLEBROOK SPRINT:

Promoted by Hibiscus Coast Motorsport Club, the sprint
is over one kilometer on gravel. Entries on the day 9.30
to 10.30 a.m. Venue will be signposted from Dairy Flat.
Barbecue afterwards.

27TH JUNE - SUNDAY - COCA COLA RALLYCROSS SERIES:

Third of a series at the Kaipaki venue. Promoted by
Hamilton Car Club. Entries close 16th June to P.O. Box
6029, Hamilton.

6TH/11TH JULY - RADIO NEW ZEALAND HEATWAY INTERNATIONAL RALLY

This year's Heatway starts in Christchurch on the morning
of 7th July and takes in the southern half of the South
Island. Two days are spent in Dunedin and one in Invercar-
gill before finally finishing in Dunedin. Total distance
is over 3000 km with over 1600 km of special stages.
Further details from R.O.A.N.Z., Box 3814, Wellington.

18TH JULY - SUNDAY - COCA COLA RALLYCROSS SERIES:

Fourth and final round of a series at the Kaipaki venue.
Promoted by Hamilton Car Club, entries close 7th July to
P.O. Box 6029, Hamilton.

24TH JULY - SATURDAY - GOLD STAR TRIAL:

The third round of the Gold Star series is promoted by
Auckland Rallies and Trials Club, P.O. Box 55-021, Mission
Bay.

31ST JULY - SATURDAY - WAIKATO GOLD STAR TRIAL:

The fourth round of the Gold Star series is promoted by
a consortium of Thames Valley and Hamilton Car Clubs.
Entries to P.O. Box 6029, Hamilton.

7TH/8TH AUGUST - AUCKLAND CAR CLUB INVITATION RALLY:

This event will be 700-800 km long covering approximately 15 hours. The route will be in Forest and on closed public roads in the Coromandel Peninsula, Hauraki Plains and Maramarua Forest, with some stages and night. Entries close 16th July.

Auckland Car Club

DINE & DANCE

SATURDAY 12th JUNE

MANDALAY BALLROOM



EXCELLENT BAND

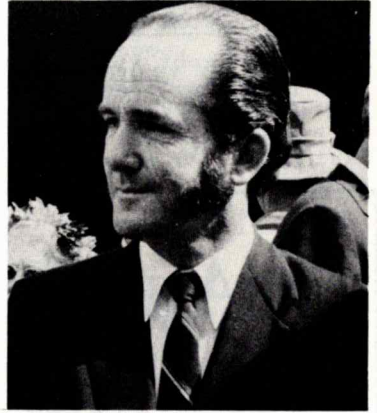
FIRST CLASS ENTERTAINMENT

7 p.m. to 12

\$10.50 SINGLE ALL INCLUSIVE

(Limited number available)

PRESIDENT'S REPORT



On behalf of the Executive Committee I have pleasure in reporting to members on the activities of the Club during the financial year which ended on 29th February 1976.

It has been another busy year for the Club and although somewhat financially disappointing, our activities have covered a great variety of events and have usually been well supported.

MEMBERSHIP:

We have continued to grow in membership and are by far the largest Club in New Zealand. It is pleasing to note that wives of members are making use of the wife membership scheme instigated in this Club several years ago. Our financial membership this year totalled 1,362 members and 261 wife memberships. It is gratifying to note that members have actively supported our many and varied events and a glance at the Exide Trophy results will show that a large proportion of our membership is active.

Again I thank Ben Hamilton who has been Membership Secretary this year. This is indeed a huge task to perform in a club this size. Ben and his wife, Marlene, have given us an admirable service.

FINANCE:

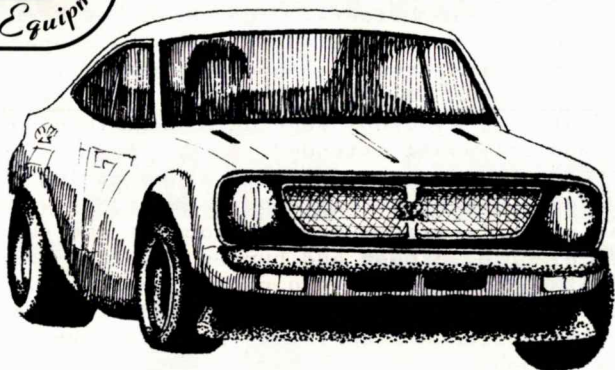
Spiralling inflation in the country's economy in general has been reflected in our financial position. It is only natural that the Executive Committee has tried to guide the Club's financial affairs in such a way as to absorb rising costs without passing such costs on to members directly, but notwithstanding the moderate increase in membership fees last year, it has been found that despite careful management rising costs have made a serious impact on our finances as with similar institutions. Despite this our finances are still healthy. Our net income totalled \$6,238 after allowing for depreciation of \$2,947. The net book value of Club assets rose from \$72,748 to \$78,987. It may well be that a further increase in Club membership fees will have to be made.

CLUBROOMS:

It has been proved time and again that the Clubrooms represent the Club's greatest asset. The Bistro type food bar in our modern upstairs kitchen has been most successful again this year and our thanks go to Eric Mallard and his family for



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preparing such high quality meals at comparatively low prices.

The upstairs area in the Clubrooms has been completely renovated during the year and a new floor, carpet, curtains, lighting and ceiling modifications have been installed. The area above the kitchen has been put to full use as a store room and film projection area.

Our Custodian, Bill Ferris and his wife Marg, have again taken care of the Clubrooms in such a manner that it can only be with pride that members make use of these facilities. Bill and Marg have devoted a great amount of their personal time to looking after us in our home and we are deeply grateful for this service and their efforts. They have now been with us for eight years and have never failed to earn the respect and gratitude of the Executive Committee and all members.

CLUBHOUSE SUB-COMMITTEE (Maurice Cargill - Chairman)

Informal evenings were held each Thursday and Sunday and were regularly well attended.

Eleven film evenings took place during the year, each preceded by a semi formal club meeting. A wide variety of social activities included six socials and dances, a wine and cheese evening, a beer and burger evening, a ski trip to Ruapehu, a discotheque night and two pool tournaments. Social evenings followed race meetings, gymkhanas and hillclimbs.

The children's Christmas party was very successful and well attended.

The annual ball was again held at the Mandalay ballroom but was not as well attended as usual resulting in a financial loss for the first time. Eric Mallard once again took the responsibility of organising this event and we sincerely thank Eric for the effort he put into it.

TRIALS SUB-COMMITTEE (John Crombie - Chairman)

Trialling is undoubtedly one of the Club's most active participations and brings members together. A variety of events included six mid-week trials, which proved most popular; Sunday afternoon trials, an economy run, an invitation event, two instruction evenings, a weekend trial to Rotorua, the Experts Cup trial, and, of course our Gold Star event. This year again TISCO (N.Z.) Limited generously sponsored our MANZ Gold Star Trial and we are deeply indebted to TISCO (N.Z.) Limited for this continued support.

RALLY SUB-COMMITTEE (Arthur McWatt - Chairman)

This popular branch of motor sport was again ably looked after by Arthur McWatt and his willing sub-committee. Our venue in the Maramarua Forest area is popular with rallyists and the rally held there was well supported.

SPEED SUB-COMMITTEE (Bob White - Chairman)

Two hillclimbs were held at Chamberlain Road and two gymkhanas were organised during the year which proved popular with members. Several projected events had to be abandoned through adverse weather.

The Club is looking for another hillclimb venue.

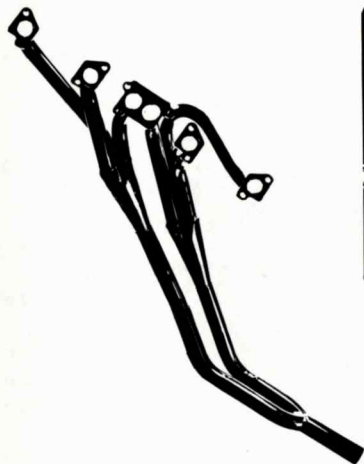
RACE SUB-COMMITTEE (Les Rankin - Chairman)

Four club circuit meetings were held at Pukekohe for the clubman type cars and our two national meetings at that circuit were also organised. Rothmans and Dunlop have continued to

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Hundreds of Coby extractors sell annually reflecting their reputation for quality. Discerning motorists ask for Coby "the red extractor".

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In response to public demand Coby present their fish tail GT exhaust extension to fit most makes and models of vehicles. Beautifully presented after coppering and chroming, they give that connoisseurs appearance to your car.

Coby extensions are manufactured from the same high quality seamless tubing employed in their extractors.

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support our national race meetings and we are deeply grateful to these companies for their support. Unfortunately public support of motor racing continues to wane although competitors' enthusiasm is as strong as ever at Club level.

BULLETIN

The overall net cost of the bulletin this year has risen by less than \$200 which is gratifying. Whilst this is probably one of the major expenses of the Club, the magazine is still the common denominator to all members irrespective of their interest in the sport. It continues to be widely distributed and annual production totals around 16,000 copies per annum.

Our grateful thanks go to regular contributors and especially the photographers who donate their efforts willingly.

N.Z.I.G.P. (INC.)

The Club was again represented on the Board of Control by Messrs. Rankin, Martin, Ivers and Bruce and they have again done an outstanding job in this respect. The Executive Committee is grateful for their efforts.

Mr Jim Waygood represented the club once more on Grand Prix Management Limited, a duty he has performed for many years. We are fortunate to have a Director of Jim's calibre in this position.

Our dividend from Grand Prix was \$1,000 and in view of the down-turn in motor racing finances we could expect no more. If the position regarding motor racing continues to deteriorate from a public spectator position, then the dividend from this source could quite easily dry up altogether.

M.A.N.Z.

Our levy and subscription paid to M.A.N.Z. reduced slightly from \$892 to \$665.

GENERAL:

During the year the Club again assisted the Motor Show at the Epsom Showgrounds between 24th October and 2nd November. Although this assistance costs the Club money it is always felt that we are showing the flag to the motoring public.

The Exide Trophy, an award made to the best all-rounder in Club competition, this year went to Bruce Sergent and our congratulations go to him in winning this, one of the most valued trophies in the Club.

The Horace Robinson Trophy, awarded by the Executive Committee each year to the Club member considered to have been the greatest assistance to the Committee during the year, was presented to Peter Tchernogovsky.

We are deeply indebted to Ron and Raewyn Brown for their assistance in the improvements made to the upstairs area in the Clubrooms. Their help and advice in colour schemes and the making of soft furnishings have been invaluable.

The sometimes onerous task of looking after Club trophies was again performed most competently by Val Martin and we thank her for this assistance.

Congratulations to Club members Rod Millen and Mike Franchi who won the Marlboro New Zealand Rally Championship.

Our Secretary-Treasurer, Mr G.J. McKinstry has completed his sixteenth consecutive year in this position. The time has

now come for Garry to relinquish this position and the Executive Committee is indeed sorry that he has taken this step. He is a partner of a busy city accountancy practice and with the growth of the practice he has been able to find less time to look after Club affairs. His assistance to the Executive Committee during his time as Secretary-Treasurer has been invaluable. He has been a part of every financial move made by the Club during this time and his assistance to me personally has been deeply appreciated. We sincerely thank Garry for his services to the Club over the years.

Peter Carpenter of the same firm has also been of great help to the Executive Committee but unfortunately Peter's assistance will no longer be available to the Club. We say a sincere thank you to Peter for his help.

The Club is only as strong as it's Executive Committee and the members who support it. We are fortunate that we have had a band of willing workers at Committee level and the generous support of members to assist them when requested. Members too numerous to mention individually, have always come forward during the year to help the Executive Committee and we are greatly appreciative of this. Without members' assistance the Club would not be as strong as it undoubtedly is today.

On behalf of the Executive I thank you all sincerely.

F.B. WEBBER
PRESIDENT

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SHOUTS & murmurs



. . . The Annual General Meeting was held at the end of April and it was great to see such a large attendance. Major changes in the office holders of the Club are as follows -

Les Rankin, Vice President, retired from this position but will retain the chairmanship of the Race Sub Committee. Taking Les' place as Vice President is Willard Martin.

An election for Club Captain between Des Gulland and Peter Batten resulted in victory for Des who is now the Club Captain. Peter Batten has since been appointed by the Executive to the office of Deputy Club Captain.

Elected to the Executive Committee were Bob White, Kevin Lancaster and Rob Wylie. Bob will retain chairmanship of the Speed Sub Committee and was previously Deputy Club Captain. Kevin Lancaster will be chairman of the Rallies Sub Committee taking over from Arthur McWatt. Arthur McWatt was not available for re-election to the Executive Committee. Ray Stodart stood for Executive but was defeated in the election of officers. We thank Arthur and Ray for the assistance they have given the Club in the past.

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Garry is seen above receiving this gift from the Club.

. . . The Experts Cup, a most sought after trophy for the best all round competitor, was this year won by the Club's Gold Star Trials Champion, Steve Hamilton. He is seen at right receiving the presentation of this award at the Annual General Meeting, from Club President, Barry Webber.



. . . The Horace Robinson trophy, awarded by the Executive Committee to the Club member who has been of outstanding service to the Club during the year this year went to Ian Palmer. A delighted and surprised Ian is seen at left receiving this award at the Annual General Meeting.

. . . Congratulations to Noel Ronberg and Lynn on their recent engagement.

. . . We hear from Steve Horne, who is at present in U.S.A., that at a meeting at Pocono on 9th May the F5000 race winner, Brian Redman, walked off with a cool \$US22,000 in prizemoney. 12th place getter, Teddy Pillette received \$US1,700 in prize-money whilst Peter Gethin, driving for the VDS Team, of which Steve is a member, made \$US800 for three laps.

 **DUNLOP**

leading the field to give you the best

. . . Jack Inwood was also at the meeting at Pocono and has written recently from North Hollywood, California, to say that he hopes to be back in New Zealand about November. Jack says there were four New Zealand spanner men working at the Pocono meeting. Steve Horne with the VDS Team, Kevin (Rocky) Stone with Interscope Racing from California, and Phil Harris and Garry Simkin were with Warwick Brown.

. . . If you have not paid your subscription this will be the last bulletin you receive.

. . . We hear that the winner of the raffle run to assist with the costs of the Annual General Council Meeting of M.A.N.Z. in Wellington last month was won by Mrs Christine Davy of Mount Maunganui. The prize was a Datsun car and Mrs Davy was in Wellington to receive her prize.

. . . Alan Carter has sold his old faithful Datsun 1200SSS to Harvard Daniels and will be seen competing the rest of this season in a sophisticated Maxda RX3.

. . . The Rally Roundup correspondent for the Auckland Car Club Bulletin, Kevin Lancaster, will be co-driving in a well known Masport Escort in the Heatway Rally this year. The driver of this Escort last year won more rallies than anyone else in the country.

. . . Auckland Car Club member, Rod McCallum in the Brambles Toyota Landcruiser, won the 1976 New Zealand Four Wheel Drive Championship. The series was run in four centres - Gisborne, Wellington, Eketahuna and Hamilton, the winner gaining points in each of the series, with the final being held in Hamilton. Congratulations Rod on a good drive.



TERENCE HILL

**WATCH OUT,
WE'RE MAD**

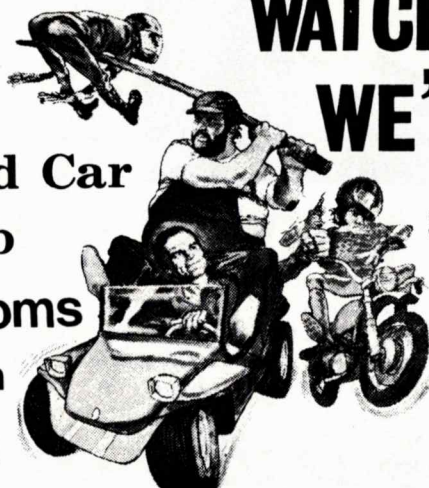
**Auckland Car
Club**

Clubrooms

8.00pm

ADMISSION

70 CENTS



SATURDAY

3rd JULY



BUD SPENCER



Auckland Car Club

MARAMARUA

RALLY

by Arthur McWatt

PIX = Ross Cammick Ph. 558-913

After a wet week Anzac day was bright and clear for the fifth Maramarua Rally. First at the Forest H.Q. "Dawn Parade" was the lead car crew of Phil (Shorty) James and Murraray (Superford) O'Donnell who had camped the night at the forest.

The event this year was under the leadership of Kevin Lancaster and chief marshal Rob Wylie.

After withdrawals 108 drivers actually lined up for the first stage which started by the headquarters. Veterans of Maramarua rallies received a shock after the first intersection as the crafty plotter had thrown in a small loop up through the quarry. However, all negotiated it safe and fastest time went to Blair Robson in the Masport Escort with John Rolfe co-driving. Next was Mike Marshall with mechanic Dave Parton in the hot seat from Rod Millen with wife Theresa again having a run in the Mazda. Jim Donald and Chris Porter (where was Leonie) were fourth fastest followed by Clive Smith and Dave Cooke in the Whitcoulls Escort.

Rocky Cribb with Bruce Anderson went well to get into the top ten on this stage as did Warren Hull with Neil Laurent, both Escort mounted.

Stage two was on the western side of the forest and 12.3 km long. Blair was again fastest from Rod, Mike, Jim, followed closely by Alan Carter with Jocelyn Ronayne who had overcome an electrical problem that gave them a maximum on stage one in the Medley Bourbon Datsun 1200.

Two surprises in the top ten this time were John Loughnan with Lew Richardson in the 4 litre Viva and Richard Armstrong and John Fayer in the Viro Escort. Mark Parsons was in trouble on this stage leaving the road and rolling the big Holden Monaro.

Stages three and four were both won by Mike Marshall in the Rylock Escort running on Rockgas and driving hard through the corners to make up for the loss in power. Rod Millen gained second fastest time on these two stages from Blair, Jim Stutt was credited with fourth fastest (?) on three from J.D. and Alan Carter drove well over the yumps to be fourth fastest on Stage four. Fred Roach and Peter Davenport in the Falcon Concrete Escort were going well and in stage four over the yumps made the top ten for the second time in the rally. Stage three gave Phil Pacey and Mike Little a thrill when they rolled

the Wrightsons Toyota Landcruiser but they headed back to H.Q. looking for a new radiator and rejoined the rally after lunch!

Stage four was the scene of most of the day's damage. Graeme Ogg in a Datsun 1200, Steve Willy in a Mini and Peter Anderson in an Escort all came to grief on the yumps while Dave

Winter and Ken Wood in the Revertex Datsun got it all wrong coming through the gate into the headquarters and put on a spectacular roll for the crowd ending upside down over a creek. Later Ray McQuoid tried the same trick in his Fiat 124 and parked it on top of the Datsun just missing Dave who had been standing on his car. Rocky Cribb also finished a good drive when he also rolled on this stage doing the Escort no good at all.

At the lunch break the efficient results crew of Hori Nath, Peter Batten assisted by Wendy and Mario Sergent, had most times on display showing Mike leading by eight seconds from Rod with a further one second back to Blair so the pace was on for the final stages.

Stage five was the longest stage and incorporated a new section of road on the western side that went down a steep slope heavily metalled. Rod using Ron Kendall's motor used the power to gain fastest time for the first time in the event, eight seconds quicker than Mike with Blair another ten seconds back. John Loughnan in the Viva put up a good time on this stage with 7th fastest ahead of Graham McGregor in the Escort followed by Andy Walker in the Apollo Escort. John Woolf was consistently placing in the top ten the Mazda with Dad in the hot seat.

Bernie Ward headed back to H.Q. for a quick check after rolling his TR 6 and after being quickly re-scrutineered headed off again.

Stage six was stage one in reverse and Mike was fastest with a time of 5.55. Over a minute quicker than Rod's stage one



time. However, the organisers did a time check of the clocks and found that the start clock was 55 seconds out of synchronization but as it remained consistent the times were all relative. Rod was second fastest only one second behind Mike and Blair four seconds back. George Kuttell with his wife co-driving got the Reid-





rubber Escort going well for this one to be sixth fastest. Stage Seven was a new stage for Maramarua Rallies, being a short hillclimb up the face of the local quarry and down again with a small but deep ford just after the start. Mike's lead was lost when the steering shaft snapped allowing the Escort to do a wall of death act along the bank before slowly rolling over. It happened at about the only place this could be done without rolling down the hill so that was some consolation. Rod gained fastest time from Blair followed by Clive Smith one second ahead of Alan Carter. The lack of waterproofing caused a number of cars to falter at the ford and following cars were held up. The organisers if they had been awake to this problem could have had a tow vehicle on hand or held following competitors until the ford was clear. No time claims were allowed for this problem as in line with most rallies this sort of thing is deemed a rally hazard. Phil Pacey in particular lost some time when he sportingly used the landcruiser to haul competitors out of the ford. The final stage was back into the forest and Rod clocked close to 130 mph along the straight on this stage to take 40 seconds off Blair with Clive Smith third fastest.

Due to early delays in clearing stages darkness was falling as the last cars completed the event.

Another successful and well run event concluded and thanks are due to all the stage crews, gate marshals, etc. Geoff Sibun and his radio boys again provided excellent communication. The local St Johns Brigade again turned out but thankfully had to attend only to a bee sting and treat a co-driver who had oil splashed into his eyes when starting up their engine after rolling.

The Maramarua Forest Service again provided the venue with all the co-operation we could want. Jack Hoffman the officer in charge is being transferred to the Solomon Islands to build a forest and possibly a few rally roads. The Club has had a photo of Blair Robson and John Rolfe in action in the forest framed and this will be presented to Jack as an appreciation from the Club for his co-operation.

Most competitors headed back to the club-rooms after the rally and prizes were presented at about 9.00 p.m.



Two novice crews, Mike King with Paul Robins and John McCormick with Warren Duncan both in 1600 Escorts drove very well in their first rally to be placed 18th and 19th overall and both received free entries into the August Invitation Rally.

Final Results:

1st	Rod Millen/Theresa Millen	Mazda RX3	63.04
2nd	Blair Robson/John Rolfe	Escort MK II	63.53
3rd	Jim Donald/Chris Porter	Escort RS1600	65.37
4th	Clive Smith/Dave Cooke	Escort RS1600	66.07
5th	John Woolf/Allan Woolf	Mazda RX3	67.18
6th	Graham McGregor/Peter Harriman	Escort RS1600	67.19
7th	Andy Walker/John Statham	Escort RS2000	68.22
8th	Jim Biddick/Doug Bone	Escort 2000	68.55
9th	Richard Armstrong/John Fayen	Escort Mexico	68.59
10th	David Morris/Maurice Hiestand	Firenza	69.31
11th=	Quentin Phillips/Linda Erceg	Mazda RX3	69.42
11th=	Glen Stowell/Richard Halls	Escort RS2000	69.42
13th=	Tony Baker/Marlene Baker	Datsun 1200SSS	69.48
13th=	Fred Roach/Peter Davenport	Escort	69.48
15th=	Colin Webster/Don Burn	Datsun 1600	69.57
15th=	Warren Hull/Neil Laurent	Escort Mexico	69.57
17th	Mike Limbrick/John Riddell	Escort GT	71.41
18th	Mike King/Paul Robins	Escort Mexico	72.15
19th	John McCormick/Warren Duncan	Escort	72.20
20th	Malcolm Michael/Geoff Bawden	Honda Civic	72.35



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.

Jennifer Watson	Glen Eden	Formula Vee
Bruce Pedersen	Onehunga	
Rowland Dixon	Onehunga	Cortina
Barry Wetherill	Tamaki	Anglia
Robert Nasey	Remuera	Bedford
Geoffrey Smith	Ohinewai	Cortina
David Strong	Howick	Mini
Ian Shirriff	Pakuranga	Morris 1100
David Langslow	Blockhouse Bay	Escort
Wayne Krissansen	Mt Wellington	Escort 1300 GT
Stephen Kahn	Mission Bay	Valiant Charger
David Rose	Henderson	Cortina
Von Bart	Parnell	Austin Healey Sprite
Colleen Chatfield	St Heliers	



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.

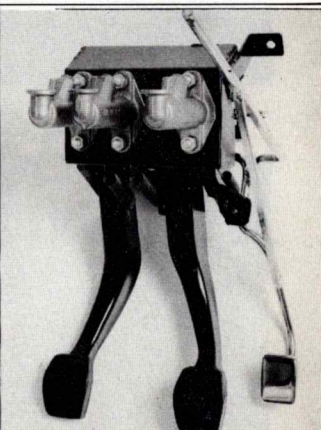
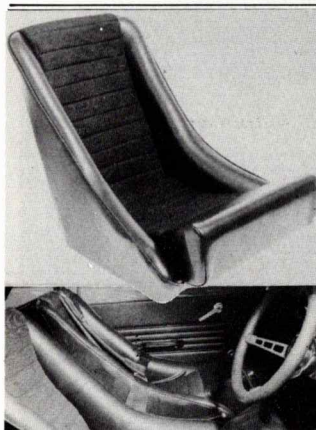
I have always received invaluable technical assistance from Ray Stone and his team and, together, we have solved many technical difficulties. This has contributed greatly to my success. It goes without saying that I have secured Superford service support again for this season and I will be depending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

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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



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John W. Andrew





BRIAN WATKIN/ALAN EYRE



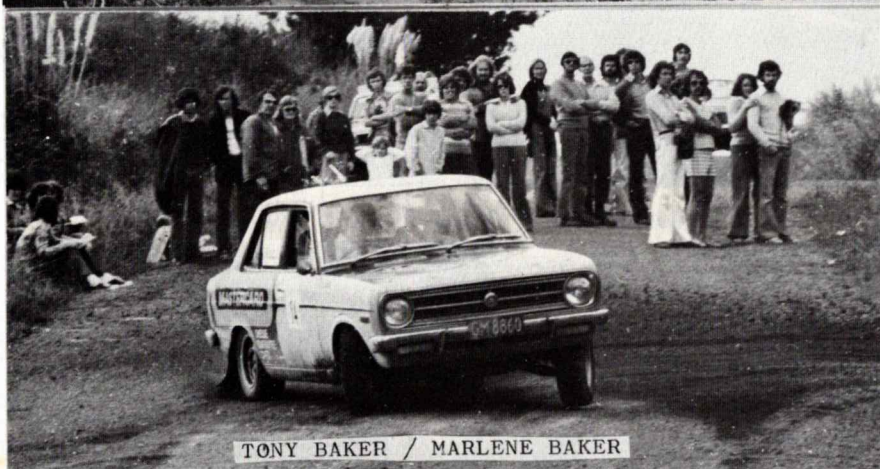
NEVILLE HOGAN/PAUL BENFELL



TERRY DELL/JILLIAN DELL



QUENTIN PHILLIPS / LINDA ERCEG



TONY BAKER / MARLENE BAKER



ROD MILLEN / TERESA MILLEN



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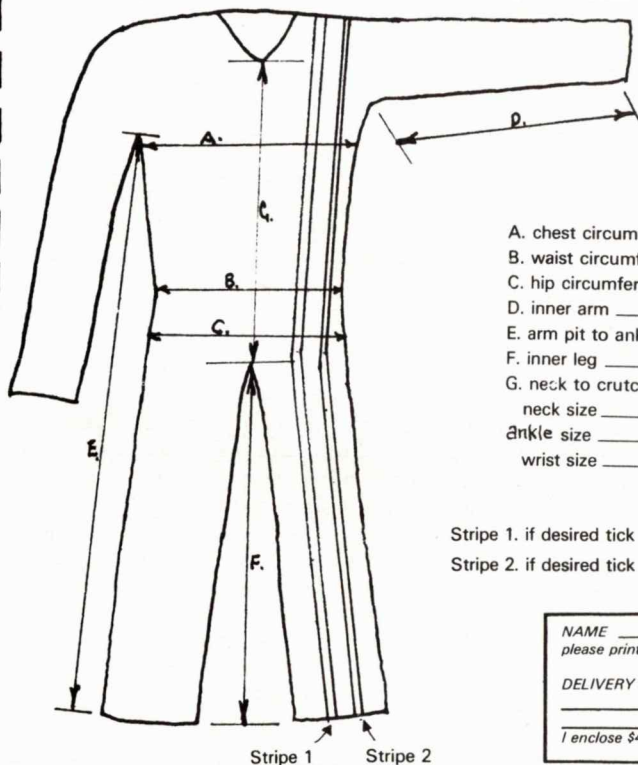
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E. arm pit to ankle	
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neck size	
ankle size	
wrist size	

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1976 TISCO



GOLD STAR TRIAL

1st MAY 1976

In the world of motorsport the first Saturday in May is traditionally the Auckland Car Club's annual national Gold Star Trial. Older trialling enthusiasts will no doubt remember this event as the "Hepolite Reliability Trial" and then later as the "Shell 24-Hour Trial". The first "Hepolite" was run in 1956. These early trials were up to 24 hours in duration but in recent years the "TISCO Gold Star Trial", as it is now called, has been reduced to 10/12 hours because of the plotting expenses and man-power. Even the expense involved with a trial of this length is large in anyone's terms, and the Club is grateful to the trial's sponsor, TISCO NZ Limited for their continuing support and assistance.

Thirty entrants lined up at TISCO's Hamilton headquarters at 9.15 am on the 1st May, to be flagged away by Mr M.J. Minogue, MP for Hamilton West. This was less than previous years which no doubt was due to the present economic conditions, not to mention the second round of the Pall Mall Rally series (thanks to the MANZ lack of consideration).

Weather conditions looked bleak, causing a fifteen minute delay at the start, and during the day they caused problems off and on for both officials and competitors.

The pre-lunch route consisted of three sections, the first being an ultra-slow run out through the western suburbs of Hamilton to check the competitors' odometers against the plotters. Then straight into a lengthy 26-instruction map-reading section during which you had to use as little as possible of all stage highways. This caused us to drop the first check mainly because we (the mapreaders in the crew) were concentrating on the second instruction which was a lot of words supposed to clarify the instruction but which was really a blind. The plotters can be congratulated on this section. It was, in our minds, excellent mapreading and we looked forward (especially when later stages weren't working out) to the mapreading around Pukekohe.

Section Three took competitors to lunch Control at Cambridge. Unfortunately (to my way of thinking) the plotters used in this section, and also in Section Five (a), the overriding instruction "If no numbered instruction applies, competitors are to go alternatively left and right". I'm afraid plotters only create problems with this overrider and end up with some very





upset competitors.

In charge of publicity this year was Bob Williams. Bob, we had been told, was making regular reports on Radio Waikato, so as we swilled down our sandwiches with a cup of coffee in Cambridge, on went the radio and there was Bob's sweet voice rasping over the sound waves; and to the team's dismay was reporting that we had made a "serious navigational error and were now right out of contention". Simply great for team morale!

At this stage Graham Fenn and his crew from Thames Valley Car Club led from Ray Spence, Alan Grout and Linda Shanks. The main threat from the South Island, Barry Higham and his crew of Ted Pearce and Peter Merrifield missed two unmanned checks in the mapreading section, dropping them down to seventh place.

However with the 'boss' declaring she was suing Bob for libel (she was the driver therefore she could not have made a "serious navigational error" as stated), we headed north towards Morrinsville stopping at every intersection to count the numbers on the AA signposts, because if they added up to a certain list of numbers we would have had to go either left, right or proceed ahead. It was too bad if you couldn't count. Then there were some who forgot to include a number when it was the name of a road (e.g. NO 2 ROAD).

Trouble was experienced on Section Five when an important unmanned directional check went astray and three manned checks did not report for duty. Cars finally made it to the manned Control at Tahuna, some up to an hour late. Because of these missing manned checks in the section, lead car officials were required to call an unscheduled half-hour stop in the following section.

The cars were now running considerably behind the official time. Darkness had set in, as had the rain, and these two elements did not assist competitors over the latter stages, which saw them negotiating a route through to Maramarua. This was Section Six which carried an overrider "you must cross a bridge or pass a Class II or Class III sign before completing an instruction". One can see bridges easily enough but just try seeing Class II or Class III signs, not to mention special Car Club ones, on a wet black night. We must admit that it was the first time we have completely given up on a section and headed for the nearest manned check/control.

A reasonably simple Section Seven took us on to Bombay for Section Eight - Mapreading. At this stage we had thrown all hope of being in the top ten out of the window and had, during the afternoon, concentrated on the "Bob Williams TISCO reports" from Radio Waikato. During one of these he had said he would have final results around 10.30 p.m. and as we got later and later it was decided to tune in from the top of the Bombay Hills to see who had won. Morale was somewhat boosted when we found

Ray Wilson at the start of the mapreading and he had only seen eight cars.

We finally reached home - the Clubrooms - a bit after 10.00 p.m. (13 hours) completely exhausted.

The plotters of this year's trial, Steve Hamilton and John Busch, (the current Gold Star Champions), had obviously tried hard to ensure a clean trial. Their communications network of radio-telephone vehicles resulted in reasonably prompt action in solving on-the-day problems. However, adverse weather, non-arrival of officials en route and stolen Car Club signs are nightmare problems for any organiser. The few differences in the interpretation of instructions that competitors may have had were resolved when the claims were heard; and, it was pleasing to see that only one crew found it necessary to lodge an official protest with the MANZ stewards.

To conclude we must mention Grant Hudson and his wife, Jennifer, and "Baby Hudson", who were the only other South Island competitors, and deserve a mention for coming from Dunedin and competing in the trial. There's not too many mums and dads who would go trialling (let alone a Gold Star trial) with a 12 month old baby. We wouldn't be surprised if the baby's first word was "CHECK".

To Steve and John go our thanks on behalf of every triallist and the Auckland Car Club, for the tremendous amount of personal time and expense you have put into the plotting and organisation of this year's TISCO Gold Star Trial.

We also thank Bob Williams for the excellent publicity prior to and on the day. And to the many willing assistants - route checkers, lead/trail car officials, documentation clerks, results compilers, and check/control personnel - thanks. We, the competitors, wouldn't have a sport if it wasn't for each and every one of you.

The final thanks must go to TISCO N.Z. Limited. Without you there simply wouldn't be a trial.

PALS

PROVISIONAL RESULTS:

Grahan Fenn	Thames Valley Car Club	754
Ray Spence	Auckland Rallies & Trials	838
Linda Shanks	Auckland Car Club	1204
Ian Hebbard	Auckland Rallies & Trials	1261
Ivy Stephenson	Auckland Rallies & Trials	1364
Eric Graham	Matamata Car Club	1475
Barry Higham	R.A.T.E.C. Christchurch	1572
Peter Dickason	Tokoroa Car Club	1657
Frank McConnell	Hamilton Car Club	1732
Gary Foothead	Rotorua Car Club	1766



CLUB CIRCUIT ANNUAL TROPHY DAY

9th May

PIX — Ross Cammick Ph. 558-913

RACE 1 FORMULA FORD TROPHY RACE

1st 84 Jeff Fascoe
2nd 83 Ray Willis
3rd 46 Ron Campbell
4th 3 Neil Stanley

RACE 3 SALOONS 0-1000c.c. TROPHY RACE

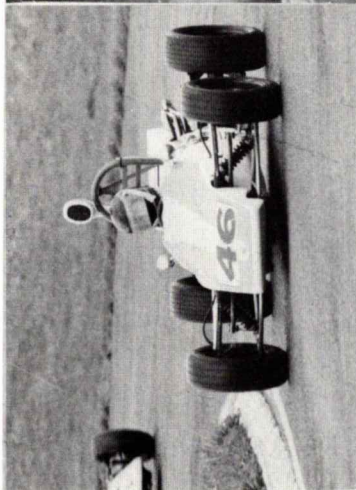
1st 8 Chris Parkinson Mini 1000
2nd 4 Graham O'Connor Mini 998
3rd 44 Geoff Hewitt Morris Mini
4th 18 Terry Gladstone Austin Mini
5th 41 Laurie Baigent Simca

RACE 2

1st 62 Bob Homeward Toyota Corolla
2nd 38 Kevin Weston Datsun Coupe
3rd 32 Warren Blakemore Austin Cooper S
4th 39 John Kershaw Cooper S
5th 1 Wal Wymmer Mini Cooper

RACE 4 SPORTS CARS TROPHY RACE

1st 22 Ron Findlay Lotus 7
2nd 16 Kirk Stoneham MG Midget
3rd 11 Graham Kyle Fiat Monza
4th 17 Andy Lowe Lotus Super 7
5th 59 David Udy Chev Special



RON CAMPBELL



KEVIN WESTON LEADS WARREN BLAKEMORE



BOB HOMEWOOD

FORMULA FORD HANDICAP

RACE 10
1st 83
2nd 4
3rd 46

AND OVER TROPHY RACE

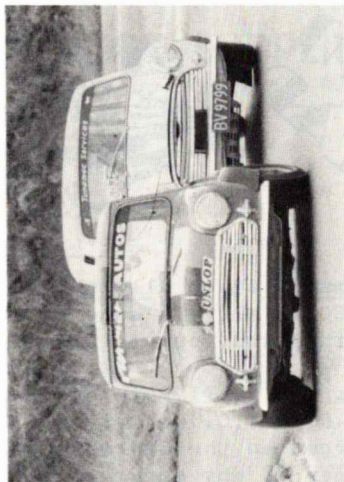
Chrysler Ute
Ford Escort
Ford Capri
Ford Escort
Holden XU1

SALCOONS 1601c.c. AND

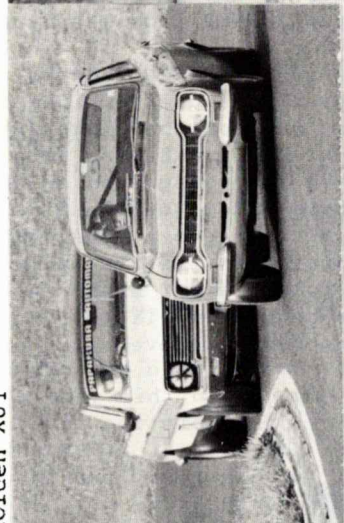
Trevor McLean
John Woolf
Peter Slavich
Reini Vanderkley
Gavin Feacock

RACE 9

1st 14
2nd 90
3rd 42
4th 53
5th 29



WAL WYMER



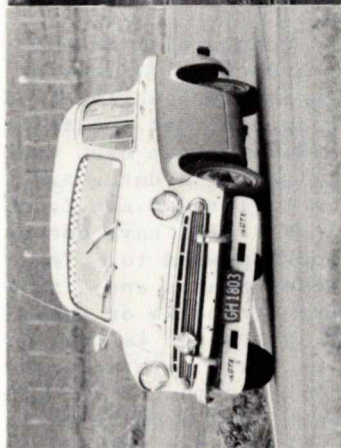
JOHN WOOLF



RON FINDLAY



PETER SLAVICH



THOMAS SCOTT



REINI VANDERKLEY



First off this month, may I thank all those people who helped with last month's TISCO trial. It sure takes a lot of people to run an event like that and your help is much appreciated.

Next Gold Star trial is not until 24th July when Alan Cheak and his merry men at A.R. & T.C. hold their Craik Motors Gold Star. No, I had not forgotten the Canterbury Car Club's event on 12th June but I wonder if any crews at all will be inspired to travel to the South Island from these parts this year.

Congratulations to this year's TISCO winners, Graham Fenn and crew. Next year's event has been applied for at conference and whilst I am not sure of the exact details, it does appear that our friends at R.O.A.N.Z. are unrelenting, and as N.S.C.C. have been unable to find a sponsor and are not applying for a date, A.C.C. have taken Queen's Birthday weekend so as to let R.O.A.N.Z. have a clear run at the ducks in May.

We still have our own Spring Invitation and Rotorua Trial to look forward to. The man to see about either of these events is Peter Shanks and I am sure he will willingly accept any offers of checks or assistance for both events. Hopefully, the "Spring", which is the A.C.C. round of the Mercury invitation series, will have a better response than this year's Lemon and Paeroa. It must have been very disappointing to the organisers to have such a small entry for the last "L & P", which is probably (after the demise of the Castrol), the longest running sponsored trial in New Zealand. Only three clubs had a team entry of at least two cars. Understand that our man of the moment was Doug Bone who manfully outwitted the organisers and completed the event without dropping a check, only to find that he was the only A.C.C. entrant.

Get those entries in for the Rotorua wing-ding. This promises to be even better than one of Maurice Cargill's social events and I understand there are possibly one or two double beds left at the Travelodge. I also understand that the organisers, Doug Bone and Peter Shanks will ensure that everyone enjoys their meal this year.

It seems to be the custom of other magazines to fill up blank spaces with jokes, some of very dubious nature, and whilst Mt Maunganui recently took the cake with their "baked bears" story in my mind no one has yet matched the wit of Wellington Car Club's John Gladhill. Talking of which, did you hear about the woman who couldn't tell the difference between vaseline and putty

G.R. 005

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JUNE 1976HALOGEN BULBS:SINGLE FILAMENT TYPES:

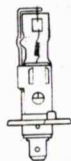
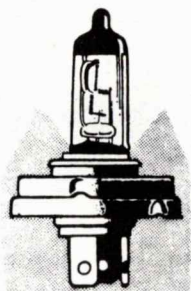
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6258	H1	6V 55 Watt	\$ 6.50
12258	H1	12V 55 Watt	\$ 6.50
13258	H1	24V 70 Watt	\$ 7.20
12454	H1	12V 100 Watt	\$ 9.50
12311	H2	12V 55 Watt	\$ 6.00
	H2	12V 100 Watt	\$ 9.50
13311	H2	24V 70 Watt	\$10.00
6336	H3	6V 55 Watt	\$ 6.50
12336	H3	12V 55 Watt	\$ 6.50
12455	H3	12V 100 Watt	\$ 9.50
13336	H3	24V 70 Watt	\$ 7.20

DUAL FILAMENT TYPES:

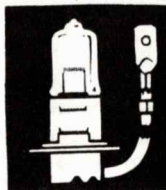
<u>PART NO:</u>	<u>TYPE:</u>	<u>VOLTAGE:</u>	<u>RETAIL EACH:</u>
BGP45- 6V	P45T	6V 60/55 Watt	\$15.00
BGP45-12V	P45T	12V 60/55 Watt	\$11.75
BGP45-24V	P45T	24V 75/70 Watt	\$15.00
12342	H4/P43T	12V 60/55 Watt	\$ 9.50
13342	H4/P43T	24V 75/70 Watt	\$12.50
12463	P36T	12V 60/55 Watt	\$ 9.60

(BRITISH PREFOCUS FITTING)

Here it is!
The B-G P45.



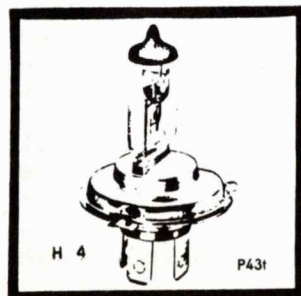
H1



H2



H4



H 4

P43t

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MARAMARUA:

Our first event of the season went off with a bang in fact it went off with several bangs - into banks, end for end, over edges, through fords - you name it and someone hit it!!!

Thanks to all the marshals who did such a fine job. A special note of thanks must go to Rob Wylie who for the first time was the chief marshal and did a great job in co-ordinating the staff. Wendy Sergent was another first timer in the position of rally secretary. Geoff Sibun did his usual impeccable job on the radio communications as did our new heroes setting up the stages - the famous Shorty James and "Crash" O'Donnell. (Did you hear the one about "Crash" shunting the Mazda team's service crew at Blenheim? - very nice!!!)

An interesting point at the headquarters was the presence of "Mr Pizza" who kept all those hungry stomachs satisfied. Spencer Jackson runs the show and did a great job and assures he'll be back next time.

The rally itself went off quite well except for a couple of hold ups when quite a few guys plastered themselves across the forest.

I won't go into too much detail as a write up will be appearing elsewhere in this publication.

However, I must explain the reason for the "Tetley's Quarry Breast Stroke". The reason we introduced this stage was to give most of you an example of what you can come across in a big rally. I'll bet most of you know a lot more about fords than you did then, and I'll bet you make darn sure your engines are "waterproofed" before you attempt another rally. You have merely learnt the hard way, just like today's top dogs have.

PALL MALL II:

Congratulations to Mike Marshall and Arthur McWatt on a great victory. There's something wierd about that bunch, because every time Marshall does a monumental or has his usual demon late minute rush to get the car ready - he wins!!! It's got me completely bluffed!

Paul Adams drove like a demon for second place as did Blair Robson for third. Rod Millen appeared to need an extra hand for fourth but from what I heard about the one he flashed around on the ferry, I think he's o.k.

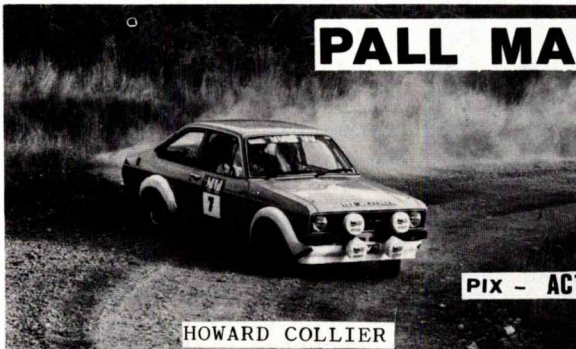
The event appeared to be reasonably well organised over some very tricky roads. Pity to see Colin Webster and



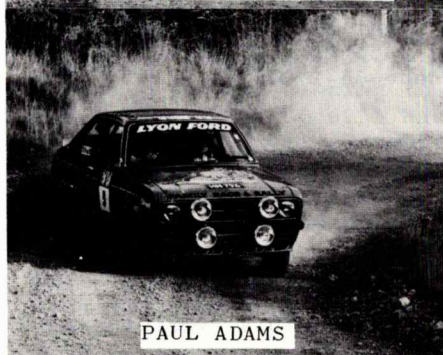
PALL MALL RALLY II

Blenheim

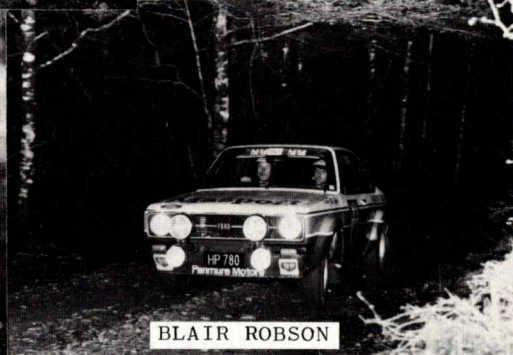
PIX - ACTION PHOTOGRAPHY Ph 760-009



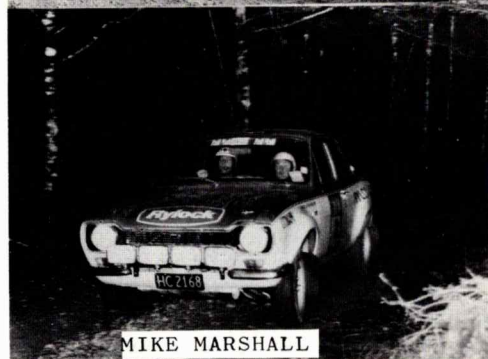
HOWARD COLLIER



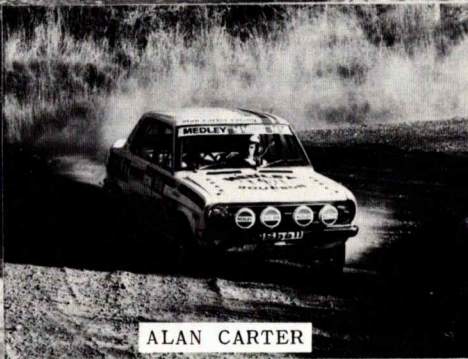
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Howard Collier have such nasty tumbles when the cars were so well prepared too.

HAMILTON CAR CLUB EVENT:

On Queen's Birthday weekend the Hamilton Car Club are running a four stage event of approximately 100 kilometers of special stages through the Pureora Forest. Ken Coleman is at the helm but only fifty entries will be accepted with preference

going to those who have been members of the Hamilton Car Club for over three months. For further information contact Keith Speedy, P.O. Box 6029, Hamilton, Phone 54-210.

MEYER PHARMACY FOREST RALLY:

On 13th June the Pukekohe Car Club are running their Waiuku forest rally. The event appears to be running the usual format with entries having closed by the time you read this.

Members of the Pukekohe Car Club or the Northern Sports Car Club are eligible to compete.

1976 HEATWAY:

No doubt you'll all know the info. on this event through other sources of the media.

As far as the Club's concerned, our team effort from last year will be in force with the hope of further success.

Our official team entry will comprise:-

Rod Millen	-	Mazda RX3
Mike Marshall	-	Escort RS1800
Blair Robson	-	Escort RS1800

Once again we will be running our own team competition so if all those who have entered the Heatway under AUCKLAND CAR CLUB could contact me as soon as possible we'll see what we can do as far as arranging you into teams of two. May I stress that the arrangement of teams will be by ballot only. The prize for this competition will be a free entry into our August event, which should be a boomer.

A.C.C. AUGUST INVITATION EVENT:

This event should prove a good one and is in the early stages of organisation at the moment. The event will probably start in Thames and traverse up the Coromandel Peninsula back down through the Hauraki Plains, Waikato, Bombay and back to Auckland. The event will be using closed public roads, the Tairua, Whangapoa and Maramarua Forests.

Entry forms and regulations will be available shortly. If

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you competed at Maramarua you'll get a set anyway but if you require further information or sets of regulations, contact the secretary, Wendy Sergeant, Flat 2, Eden Hall, 7 Eden Crescent, Auckland, Phone 378-450.

Once again I'll be running the event and it will be plotted by Rob Wylie and let me assure you that there will be a ford to cross if we have to get out and make one ourselves!! More information in next month's bulletin.

FILM EVENINGS:

The June film evening should be a good one as Murray Thompson will be attending in person to tell us about the Heatway and will be showing the 1973 Heatway colour film. Several other rally celebrities will be present also.

The same film evening sees the first presentation of the STP Trophy. This trophy has been donated by Morris, Black and Matheson for annual rally competition.

At our film evening in July, where the usual post-Heatway drama takes place we will have a showing of the 1975 RAC Rally of Great Britain film. Yes, that's last year's R.A.C. rally. Also we will have the 1972 R.A.C. rally film which should prove an interesting comparison.

Before I go I would like to offer my congratulations to Clive Smith on taking the lead in this year's "Yump of the Year" award. It's a pity you broke your car in half, Clive, but look at it this way - it was great to watch!!!

KEVIN LANCASTER



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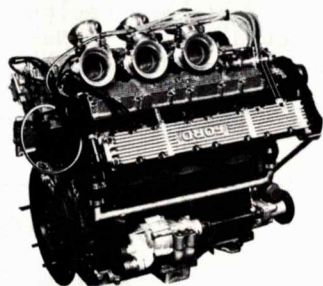
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HAPPENINGS



* * * It is not a widely known fact that the governing body of Australian motor sport has for some time been considering a replacement for the Australian National Formulae 2 and 3.

During his speech at the recent Motor Sport Seminar in Wellington CAM'S Chief Executive Officer, John Keeffe, said that in his opinion Australia would combine their F2 and 3 and adopt a 1600 c.c. single camshaft engine configuration.

It appears that that is exactly what has occurred. However, the decision has not been received very well at all and accusations of political bias have been made against Mr Keefe.

Reading through a report on this issue in a recent edition of the Australian publication 'Racing Car News', the whole subject appears most complex.

There appears to be a strong group of ANF 2 drivers who want to see Formula Atlantic adopted as in their eyes it would be a logical move. The Twin Cam engines which power most of their cars are now in increasingly short supply. What is more it seems the drivers in question see it as practical to adopt a set of regulations which achieve uniformity with Canada, Britain, U.S.A, New Zealand and South Africa.

What is concerning the drivers apart from the fact that many F2 cars will be added to the scrap heap - due to their weight disadvantage under the new rules - is that the governing body in Australia will stay with its odd and seemingly unpopular new formula for fear of losing face.

Another thing not to overlook is that having stated that F5000 will continue in Australia CAMS are highly unlikely to want to adopt Formula Atlantic for as sure as day follows night it would undermine the continued existence of F5000.

* * * So much publicity has been given to the disqualification of James Hunt's McLaren from the Spanish Grand Prix, that the excellent performance of Chris Amon has been overlooked by the New Zealand news media.

Chris was racing for the first time the new Ensign constructed by Morris Nunn. To date the team have been racing a three year old car. On it's first outing and after a steady race congratulation must go to Chris for finishing fifth on the road - or fourth as a result of Hunt's disqualification.

NORMAN HARVEY

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On The Social Scene...



June and July are busy months on the social scene with a variety of social activity on.

First we have a 50 cent Sunday night dance which will be held on Sunday, 6th June, Queen's Birthday weekend. This evening will finish at 11.00 p.m. as Monday is a holiday.

On 12th June, Saturday Evening, a Dine and Dance evening will be held at the Mandalay Ballroom, Newmarket. If you have not already purchased your tickets, I would advise you to do so without delay as this is the social event of the year, replacing our annual ball, and will be an evening not to be missed. Tickets are selling rapidly at \$10.50 single, which includes refreshments. Table reservations may be made on the 3rd June.

On 3rd July, Saturday evening, we will be running another feature film. Everyone who attended "The Grand Prix" will tell you this is the way to go to the movies. The film to be shown will be "Watch out, We are Mad" which is a good comedy. There is a cover charge of 70 cents and coffee and tea will be served, together with other refreshments at the usual prices.

Also, don't forget the Rotorua Trial on the 17th/18th July. I went last year for the first time and had a great time. We will certainly be going again this year.

We are now holding our Sunday night dances on a monthly basis and hope club members will support us like they have done so in the past and come along and enjoy themselves. The July one is on the 25th. Come for dinner at the Bistro Bar and stay for the evening.

Our popular "Beer and Burger" evening, I feel, needs no advertising. Just ask someone who has been before. July 31st is the date set for this so keep it free.

By the time you read this article, the Shipwreck Dance and the Fashion Parade will be over and judging by the way the tickets have been selling, these should both be good events.

Our first ladies' evening and get together was a great success. The next ladies' evening will be Monday evening, 4th October. Another display is being arranged which will interest all lady members and friends. We are hoping the ladies of the club will support us in this venture.

More social news next month.

MAURICE CARGILL

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LADIES EVENING

26th APRIL



A good crowd attended the ladies evening held on Monday, 26th April.

Marilyn Webber welcomed the ladies who came along and introduced Rosalie Penton who gave several hairdressing demonstrations in cutting and styling and blow-waving. It was obvious to all those present that Rosalie certainly new her job and was an excellent stylist. Good hairdressers, especially a good cutter, are difficult to find and for future reference and for those of you who are thinking of having a new hairdo for the annual dine and dance, Rosalie's address is -

Salon Rosalie,
257 Dominion Road,
Valley Road Shopping Centre,
Phone 605-628.

Refreshments were served during the evening and it concluded with supper.

All those present agreed it was a great success and a further evening of this type is planned for 6th October. We look forward to seeing you all then.

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AFRICAN RALLY SCENE



Back in 1965 two turbaned Sikh brothers caused amazement in East African rallying circles by winning the Safari Rally in an old Volvo PV 544. Nine years later, Joginder, the driver on that occasion in the sixties won again with David Doig as co-driver, this time in a Mitsubishi Lancer. This year, again with Doig in a Lancer, Joginder became the first man ever to win the arduous rally three times, leading a trio of Mitsubishi Lancers to a resounding 1-2-3 victory. Second and third were Robin Ulyate and Andrew Cowan.

It was a victory diluted by sadness for the Japanese team, for their senior mechanic was killed when a service car in which he was a passenger crashed at Kitale during the third leg of the rally. An African pedestrian was also killed when he suddenly ran from a watching crowd into the path of Joginder's fast moving car near Kisumu.

Only half the field of 65 cars completed the first leg of the route following a violent thunderstorm which resulted in flash floods near Kitui. Amongst those to retire as a result of the downpour were Tino Makinen who chanced ignoring a deviation sign and put the Peugeot into a river. Team mate Hannu Mikkola also retired early with head gasket failure.

Lancia did not fare at all well with Bjorn Waldegard seizing the engine of their Stratos on the first day and Sandro Munari getting stuck in the mud and then being sidelined with valve mechanism failure. The only Stratos to finish was in the hands of Vic Preston who could only manage 12th.

Datsun also had a rough time, early leader Shekhar Mehta having the valves fail on their Violet during the third leg, leaving Harry Kallstrom to struggle on to 7th place. Opels effort was a disaster with all three works cars failing to finish. Both Edgar Herrmann and Rauno Alatonen had the rear axles break on their Kadetts whilst Walter Rohrl's car was wrecked by a taxi while passing through a town.

In the final stages of the event after the downpour on the first day the remainder of the Safari was comparatively dry, but slippery in parts. Bert Shankland lost third place when a rear shock absorber punched through the body work of his Peugeot 504 Inj. Shankland still managed fourth ahead of team mate Lampinen. Jean-Pierre Nicolas came ninth in his 504 after losing time when a service car on its way to change a drive shaft got stuck in the mud.

TULIPEN

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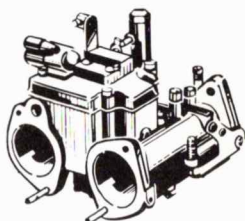
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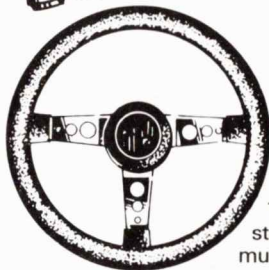


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