

JULY 1976



BULLETIN



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- BULLETIN -

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland.

CLUB OFFICERS

PRESIDENT:

F.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.

CHAIRMAN OF SUB-COMMITTEES:

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

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

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

Speed : R.R. White
Phone HSN 38-335

Building : M.H. Lawson

7 Devon Road, Bucklands Beach.
Phone HCK 42-934

Rallies : 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.



CLUB MEMBER, MIKE MARSHALL, ON HIS WINNING WAY IN THE ROTORUA CAR CLUB'S THERMAL RALLY ON SATURDAY, 29TH MAY 1976.

COVER PHOTO CLUB MEMBER, ROD MILLEN, PILOTS HIS MAZDA TO THE WINNING POSITION IN THE HAMILTON CAR CLUB'S COCA COLA RALLYCROSS ON SUNDAY, 23RD MAY 1976.

PIX ACTION PHOTOGRAPHY Ph 760-009

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.

3RD JULY - SATURDAY EVENING - FEATURE FILM EVENING

The feature film, "Watch Out, We're Mad" will be shown which is about Beach Buggys in sand dunes. A nominal charge of 70 cents admission will be made and refreshments available throughout the evening.

14TH JULY - WEDNESDAY - MIDWEEK NIGHT TRIAL:

Starts Otara Car Park 6.30 p.m. Entries at start at 50 cents per head. Easy learner type trial. No maps required. Travels south and then back to Clubrooms. Approximately 1½ hours duration.

15TH JULY - THURSDAY - CLUBNIGHT AND FILM EVENING:

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill, at 8.00 p.m. 1972 and 1975 R.A.C. Rally Films will be shown. Supper will be provided and a new car will be on display.

17TH/18TH JULY - ANNUAL ROTORUA TRIAL:

The first car departs from the Clubrooms at 9.00 a.m. on Saturday morning and arrives in Rotorua between 3.30 p.m. and 4.00 p.m. 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 recommence Sunday morning, 18th July, after whatever sleep you may have had, at 10.00 a.m. travelling via Te Kauwhata and finishing back at the Clubrooms approximately 4.00 p.m. Any enquiries can be answered by Doug Bone, Phone 74-680, Extn 426 (Bus) or Peter and Linda Shanks, Phone 596-587 after 6.00 p.m.

25TH JULY - SUNDAY NIGHT DANCE:

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

31ST JULY - SATURDAY - POOL CHAMPIONSHIP:

This Doubles Championship event will be held at the Clubrooms commencing at 3.00 p.m. Practise from 2.00 to 3.00 p.m. Entries accepted on the day up to 3.00 p.m. No late entries will be accepted. All participants must produce their current membership card.

1ST AUGUST - SUNDAY - ANNUAL AUCKLAND/HAMILTON GYMKHANA:

Vaile Road, Newstead, Hamilton. Starts 11.00 a.m. No competition licences required. Auckland Car Club convoy forms Penrose Motorway On-Ramp 9.30 a.m.

22ND AUGUST - SUNDAY - SPRING INVITATION MERCURY TROPHY TRIAL:

This is promoted by the Auckland Car Club and full details are in Open and Invitation events.



**OPEN &
INVITATION**

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

This year's Heatway Rally 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 Invercargill before finally finishing in Dunedin. Total distance is over 3000 km with over 1600 km of special stages.

18TH JULY - SUNDAY - COCA COLA RALLYCROSS SERIES:

Fourth and final round of this series will be held 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:

Third round of the Gold Star Series. Promoted by Auckland Rallies and Trials Club, Box 55-021, Mission bay.

31ST JULY - WAIKATO CONSORTIUM GOLD STAR TRIAL:

Promoted by Hamilton Car Club, P.O. Box 6029, Hamilton.

1ST AUGUST - MANFEILD RALLY CROSS

Promoted by Manawatu Car Club, Box 542, Palmerston North.

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 at night. Entries close 16th July.

14TH AUGUST - SPRING INVITATION MERCURY TROPHY TRIAL:

Auckland Car Club's contribution to the Mercury Trophy Series. Starts 10.30 a.m. at the Auckland Car Club Clubrooms. This is a $4\frac{1}{2}$ hour trial which will be travelling North this year. The trial finishes in the Huapai area with a touring stage back to the Clubrooms. Essential map is N41 Waitakere. This trial also incorporates the Light Car Trophy for cars under 1200 c.c. A.S.R.'s will be available from mid July from the Secretary, 57 Commisariat Road, Mt Wellington, Auckland 6. Phone 596-587.

14TH AUGUST - SATURDAY - GOLD STAR TRIAL:

Promoted by V.U.C.C., P.O. Box 4102, Wellington.

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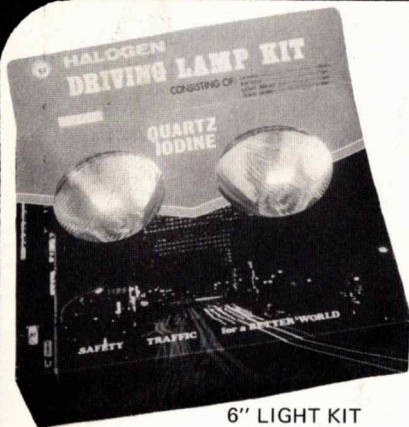
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SHOUTS & murmurs



. . . The Club extends its sincere congratulations to Ron Frost, President of M.A.N.Z., who received the M.B.E. in the Queen's Birthday Honours List. No-one could have done more for motor sport in New Zealand than Ron Frost and this well merited award is certainly deserved by him. It also brings with it an honour to motor sport in this country.

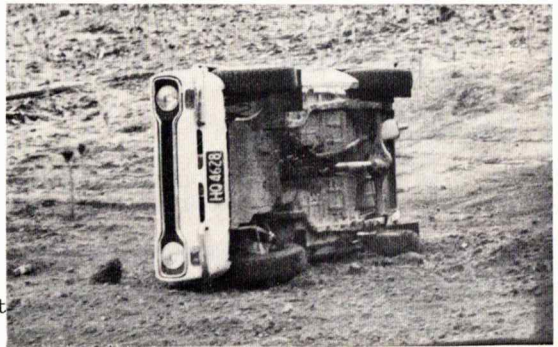
. . . We have been contacted by Victoria Picture Framers, a firm at 132 Victoria Street, Auckland, who have several photographs and a Club Certificate framed for a Mr B. Revell. He apparently drove a Datsun 1600 in saloon races and hillclimbs around 1973. He no longer is a member of the Club but we are anxious that these photographs and certificate should be picked up from this firm (and paid for). Anyone knowing B. Revell's whereabouts these days could perhaps contact the Club Captain, Des Gulland, or Membership Secretary, Ben Hamilton.

. . . Congratulations to Lynton Rogers and Christine on their marriage on Saturday, 19th June.

. . . In the forthcoming Heatway Rally the official Club Team is Mike Marshall, Rod Millen and Blair Robson. We have won the Club Teams event every year so far and with a team of this calibre we expect to repeat this performance. We wish all members in the Heatway Rally every success.

Club members driving in this event will be present at the next film evening on Thursday, 15th July, and will be speaking to members about the 1976 Heatway. The 1972 and 1975 R.A.C. Rally films will also be shown at this meeting so it should be a good night for rally enthusiasts. Ray Stone of Ford will be bringing the 1975 R.A.C. film to the Club and will be delighted to meet members and answer technical questions.

. . . We have known for years that Fred Roach and Ross Cammick have been good friends. At a recent event, Ross, as usual, was taking photos for the Bulletin when friend Fred came along and rested his Escort right in front of Ross. The picture at right shows the Escort resting with Fred and co-driver still inside and surely any friendship could be proved in such a helpful way as situating the car like this in front of the photographer.



. . . At the May film evening Les McLaren, on behalf of the Club, presented the Bruce McLaren Racing Trophy and the Denis Hulme award. Pictured at right is Club member Ken Smith, recipient of the Denis Hulme Trophy for success, receiving his award from Les McLaren. This is the second successive year that Ken has won the award but who better to receive it, having had such a successful motor racing season.



The Bruce McLaren Racing award for endeavour went to Club Member, Steve Emson for his efforts during the racing season. Steve is seen at left receiving his award from Les McLaren.

. . . Perhaps one of the greatest helps to the Club in rallying has been the services of Jack Hoffman of the Forestry Department in the Maramarua Forest area. Jack has given the Club every available assistance in the plotting and running of our Maramarua rallies. He is seen at right with the presentation photograph given by Rally Chairman, Kevin Lancaster. Jack and his wife, Mabel, are off to the Solomon Islands to establish forests there and train local people in forestry work. The Club wishes Jack and Mabel every success for the future and thanks them for their support in the past.



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leading the field to give you the best

. . . Pictured at right is club member, Linda Shanks, who this year won the Trials Trophy. This trophy is won on aggregate points and one has to be a very good consistent triallist to win this trophy.

Linda survived stern opposition from her male competitors to achieve this.



. . . At the last film evening in June, Murray Thompson of Heatway fame attended and spoke to members. He was accompanied by Morrie Chandler, Vice President of M.A.N.Z. and area co-ordinator for rallies in this area, Ray Stone, M.A.N.Z. Technical Liaison Officer and Doug Benefield, President of the Rally Pilots Association of New Zealand. The films shown were terrific. The New Zealand Motor Corporation film called "Something Special" added humour to the evening and the 1973 Heatway Rally brought to the evening by Murray Thompson, we feel, could be shown anywhere in the world with pride.

PIX = Ross Cammick Ph. 558-913

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ELIGIBILITY:

Similar to the 1975 event, i.e. New Zealand assembled cars with a minimum of 200 units per year.

It is the intention of the race organisers that this competition be open to only New Zealand assembled series production saloon cars available for purchase by the general public.

Some new models may qualify provided 50 units have been delivered to retail outlets. In this instance a bond will need to be lodged with the promoters.

Vehicles shall have been assembled in New Zealand subsequent to 1st January 1973.

CHANGES TO LAST YEAR'S REGULATIONS:

- (a) Limited Slip Differentials will be permitted only in the highest engine capacity class, the criteria being 25 units fitted. The unit must be a genuine manufacturer's component. The organisers specific consent is required prior to advantage being taken of this dispensation.
- (b) Only the basic performance model of a particular car is deemed eligible. This eliminates such cars as the Datsun 1200 SSS; the Datsun 120Y SSS; Ford Escort Sport, plus some other makes.

CLASSES:

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>	<u>5th</u>
A. 4301 c.c. and over	\$450	300	200	100	100
B. 2001 c.c. to 4300 c.c.	\$450	300	200	100	100
C. 1301 c.c. to 2000 c.c.	\$400	250	150	50	50
D. 0 to 1300 c.c.	\$350	200	100	50	50

Overall Winner : \$800 additional to all other prizemoney

Team Award : \$250

1st 4 cylinder car home : \$200

1st 6 cylinder car home : \$300

1st 8 cylinder car home : \$300

Total Prizemoney this Race - \$5,800

OTHER DETAILS ARE:

DISTANCE - 1000 km - 9 hours duration - 3.5 km circuit

ENTRY APPLICATIONS CLOSE : FRIDAY 30TH JULY, 1976



SHIPWRECK DANCE

The Shipwreck Dance held on the 15th May went off exceedingly well. Everyone joined into the spirit of the evening, dressing accordingly.

The Music Convention excelled themselves, having the majority of people dancing throughout the night.

First prize for the best dressed couple was won by Malcolm Redshaw and Diane Gooch in their sacks (the latest creation for castaways).

Simon Crombie, looking as if there had been an explosion in the backroom, won the best dressed single person.

As already mentioned, it was a thoroughly enjoyable evening and here's hoping we have one every year.

V.E. BAIGENT



MANZ CONFERENCE

Notes From The 29th Annual General Council Meeting Of
The Motorsport Association New Zealand (Inc.) Held At
Wellington 14th - 16th May 1976

The delegate for the Auckland Car Club was Willard Martin supported by Ron Brown and Steve Hamilton as official observers.

The Racing, Speed, Trials and Rally Advisory Committees all met on the Friday and the major topics covered are very briefly sketched below. Remember that these are still only recommendations as the final decision to approve or not is made by the MANZ Executive Committee.

Racing:

- Castrol GTX Classes - 0 - 1600 c.c., 1601 c.c. and over
- Formula Pacific - Engines, Tyres
- Formula Ford - Use of regrooved tyres
- Point Score - Two divisions of one race - each division 9,6,4,3,2,1
One race only - double points
18,12,8,6,4,2,
- Shellsport Classes - N.Z.R.D.C. recommendation made at the meeting - 0-2000 c.c., 0-6000 c.c. This is currently however causing some consternation amongst participants.

Speed:

Autocross regulations to allow participation by all vehicles eligible under Schedule 'A'.

Trials:

Out of order and "off course" checks.
Clashing of dates, e.g. TISCO and Pall Mall Rally

Rallies:

Protection of both public and private roads by greater control to be exercised by Rally Co-ordinators.
Mathematical error in results - how to correct speeding and grading of drivers.

Greater Control of Service Crews

ROANZ - Is It Achieving Its Stated Purpose

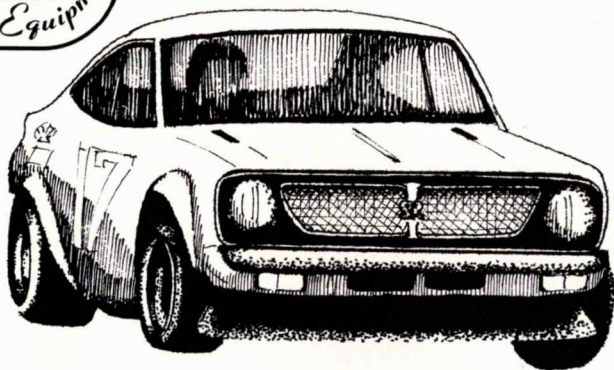
On Saturday the Conference was opened by Wellington M.P. Mr Comber and MANZ President, Mr Ron Frost, in his report gave notice of his retirement at the end of the ensuing term. Ron has since been awarded the M.B.E. for his long and devoted service to motor sport.

When considering the Financial Report and recommendation put forward by Mr Robert Lester there was protracted discussion of the increase in Capitation Levy from \$1.00 per member on the first 600 members of affiliated clubs to \$1.20 on ALL members. The \$1.20 figure was at a later stage amended to \$1.60.

This Club was greatly affected as when we budgeted our current subscription we had anticipated an increase in Capitation Levy but had not foreseen it rising from \$600 to \$2,200 per annum.



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After lengthy and at times heated discussion there was agreement that the \$1.60 per member be adopted however, the upper limit of paying on up to 600 members be retained for this year only which was a great, if temporary, relief to this Club.

The actual voting for the increase without limit was in favour 38, against 4, with 4 abstentions. It is unfortunate that with 51 clubs represented at Conference a motion of this nature, which affects only three clubs - Auckland, Northern Sports and Canterbury, can be so overwhelmingly accepted. It must be stressed that at Conference each Club currently has the same voting power - one - and this demonstrates that the small clubs now rule. It is most unfortunate that no form of representative voting was put forward by MANZ Executive alongside this change.

In some areas, notably Canterbury and Wellington, there are a proliferation of small clubs with only 15 and 20 members and these clubs have the same voting power as a club with 1000 members. This state of affairs cannot continue.

Alternatives would be one vote per member, or perhaps one vote per 50 members, however one thing is certain, the present situation is not tolerable and must be changed.

The results of the election of office bearers are below -

<u>President</u>	-	R.W.A. Frost
<u>Two Vice Presidents</u>	-	M.D. Chandler, K.F. Douglas
<u>Executive Committee</u>	-	W.D. Forsyth, R.K. Lester, J.H. Scott
<u>Racing Advisory Committee</u>	-	G. Begg, P.B. Fahey, J. Money
<u>Rally Advisory Committee</u>	-	M. Fletcher, J. Metherell, B. Wilson
<u>Speed Advisory Committee</u>	-	Mrs I. Boreham, W.J. Kelly, S. McLean
<u>Trials Advisory Committee</u>	-	J. Ferguson, A. Martin, W. Pearce

One indication of the anti-big-club feeling of the Conference was the failure to re-elect Eric Mallard to the Racing Advisory Committee following his strong words over the question of the Capitation Levy when in fact two of those elected did not attend the Conference. Also Steve Hamilton, current New Zealand Gold Star Trials Champion was unsuccessful in his attempt to become a member of the Trials Advisory Committee.

RON BROWN COMMENTS--

The well attended Race Advisory Committee Meeting considered six remits, submitted by the New Zealand Racing Drivers Club. A number of additional topics were added to the agenda for discussion, and several recommendations were put to the General Council for ratification.

The Castrol GTX Production Saloon Championship will comprise only two classes - 0-1600 c.c., and 1601 c.c. - 6000 c.c. Points gained at all qualifying rounds will now count towards a driver's total. This will also apply to the Formula Ford Championship.

Where a Promoter chooses to run any Championship round in two divisions, then each division will carry full points, i.e. 9, 6, 4, 3, 2, 1. Where only one race is run, double points will be awarded.

Moves to extend the engine eligibility for Formula Pacific to include up to 1800 c.c. or 2000 c.c. engines were defeated; most preferring to stay aligned with a recognised International Formula.

The principle of two tier motor racing as outlined in a previously circulated M.A.N.Z. Newsletter was accepted. This move does not mean that any particular formula or group will no longer race nationally, but, intends that M.A.N.Z. Championship events are given due status and distinction from more localised Club type racing.

This meeting also requested that the M.A.N.Z. Executive consider a change to the class breaks in the Shellsport Saloon Championship. The recommendation being that 0-1300 c.c. and 0-4200 c.c. classes be deleted and substituted by 0-2000 c.c. The N.Z.R.D.C. undertook to survey drivers and interested parties in the matter. No doubt the results of this will assist in an early decision being made.

A remit on Autocross regulations put to the Speed Advisory Committee will result in a broadening of the vehicle eligibility for this type of event to include any vehicle which complies with Scrutineering Schedule 'A'. The requirement that only two cars, starting half a lap apart, can compete on an Autocross course at the same time will be more clearly defined and stressed.

Straight sprints will in future be classified as "Speed Events". This means that safety helmets, overalls, and other safety requirements will be needed by drivers competing in these events.

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PUKEKOHE CLUB CIRCUIT

BENEFIT DAY 23rd May

PIX = Wallace Cole - P.O. Paremoremo

PHONE GNH 263



CHRIS PARKINSON



LES PARKINSON



RON CAMPBELL



RAY WILLIS & GEOFF PASCOE



RON FINDLAY



MURRAY SOAMES

MINI 7 PRIZEGIVING

The Mini Seven Association recently held its annual prizegiving in the Auckland Car Club Clubrooms and turned on another first rate show. Only one prizewinner was not present and his absence was unavoidable.

A magnificent supper was again provided by Jenny Hamlyn and her piece de resistance this year was a cake made in the form of an Amco Mini Seven revolving on its platter.

Don Hadfield, who has done so much for Mini Seven was Master of Ceremonies. Official guests included Mini Seven Association President, Peter Parnell and his wife Sheryl from Wellington, Rob Brown representing Amco, Noel Braden from Unipart and Earle Nahkies from Duckhams Oils, together with Auckland and Northern Sports Car Club Presidents, Barry Webber and Grahame Knight.

Overall series winner, Jim Harvey received the winner's sash and trophies, second place was Lyn Rogers.

Mini Seven "sportsman of the year" was Max Blank for which he received an award for helping all other Mini Seven drivers during the season.

A special surprise presentation of a silver tankard was made by the Association to Don Hadfield.

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PHOTOS: ARTHUR BAYNES



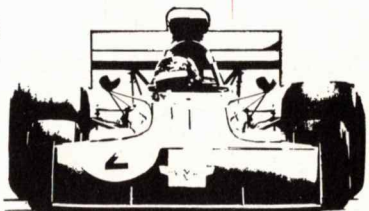
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1976 THERMAL RALLY:

Congratulations to Keith Rolten and Roger Tonkin on a great event.

The event was run by the Rotorua Car Club and was a boomer with Mike Marshall and Arthur McWatt taking the honours. Second after a tremendous tussle with Mike was Blair Robson who had Chris Porter navigating. Blair was, in fact, leading until the lower spring platform on the front-right-hand strut collapsed.

Clive Smith and Dave Cooke were a tremendous second place after some all out driving in the closing stages. Jim Donald and yours truly were fourth, having just made it over the finish line with a blown head-gasket. Paddy Davidson and Eugene Redgate were fifth after a reliable and steady drive.

The event was well organised with the "Pall Mall" Timing System being used as the Club is to promote the final round of this series in September.

Alan Carter and Jocelyn Ronayne had their first time out in their new Mazda RX3 and came in a creditable sixth while Rod Millen retired his Mazda at lunch with a broken oil cooler. A good performance was put up by Bob Couch who used the long straights to good advantage to bring the 3 litre Capri into a fine eleventh place.

MEYER PHARMACY FOREST RALLY:

Once again the Pukekohe Car Club ran their popular rally in the Maiora (Waiuku) Forest.

The event was run in absolutely shocking weather although the rain cleared up in the afternoon. Surprise winners were Steve Millen and Robin Weihipeihana (Sooty!!) after a hard and spectacular drive. Jim Donald and ace mechanic Alan Draper filled second position with Warren Hull and Neil Laurent putting up a fantastic drive for third. Fourth place went to Andy Walker with fifth going to Mike Marshall and Roly Dixon in a Renault!!!

Now this is no ordinary Renault as it is powered by an 1800 c.c. Ford engine and sports Bilstein suspension Mk II Escort flares, and four wheel disc brakes. The car is painted with blue, green and white diagonal stripes and has been aptly named - Daktari!!! She cost \$2,000 and there she is - in fifth place.





Other good performances were put up by Ole Sorenson (7th), Barry Kirk-Burnnand (9th) and John Burton (11th).

An unfortunate incident came about when Rod Millen slid off the road and got stuck in the mud without damage. Although his "Zetka" was out three other cars proceeded to hit him severely damaging the rear and the

driver's side of the Team Mazda RX3.

A few cars hit banks etc. and there was only one roll - but that isn't even worth mentioning! Talk about the power of the press, Trev!

Stuart Holmes and the boys did a great job in organising the event and had to cancel a stage owing to weather conditions. This was a good decision to make and saved what could have been a bad scene.

Interesting to note the Rylock Escort running well down the field. The car was actually being driven by Mike Marshall's mechanic, Dave Parton, with Arthur McWatt along to hold his hand. However, they raised a few eyebrows with a fine tenth place. For a first effort that's a good showing - who knows, could be another "Vatanen"!!!

1976 HEATWAY:

No sense in me raving on about this event as it'll probably be in action when most of you receive this bulletin. It looks to be a great event. Ice is going to be the biggest threat with the possibility of snow as well.

1976 CIBIE RALLY:

At the moment the event is at a tricky point as several County Councils are proving most un-cooperative but whatever happens - we'll have a great event.

We are indebted to Alex Harvey Industries (Agencies) for sponsoring the event under the Cibie Lights name. More details next bulletin. Also keep your eyes on "Motor-action" for further information.

STP TROPHY:

Congratulations to Clive Smith and Dave Cooke in being the 1975 winner of the STP Trophy for Rallying. These blokes have certainly put their hearts and souls into rallying and thoroughly deserve winning this award.





HAPPENINGS



* * * Following the recent domination of Formula One by Ferrari there has been much yelling that the end of the V8 Cosworth Ford engine is now in sight.

The call is not new there have been similar calls on previous occasions when Ferrari have been on a winning streak.

Just what the call will change to following the Tyrrell first and second in the Swedish Grand Prix is anyone's guess.

However, what is new in the realm of F1 engine development is the serious approach taken by Renault in the development of their 1.5 litre turbocharged engine. This engine is said to be developing in the region of 500 b.h.p. Reliability is said to be very good, the only major problem to be overcome is the throttle lag associated with the turbocharged engines.

On fast circuits this is thought to provide few problems though at such places as Monaco and Jarama in Spain the throttle lag would prove to be a considerable handicap.

With both BMW and Porsche now expressing interest in the possible use of turbocharged engines in Formula One there could be a radical change ahead for the world's premier racing formula.

And just where does this leave Ford, who can be sure? Walter Hayes very recently said that if Ford were to proceed with a replacement for the current V8 unit - each engine could cost as much as £100,000.

Quite a high price when one considers that the entire development project for the Ford Cosworth V8 Formula One engine back in 1967/68 cost £100,000.

NORMAN HARVEY



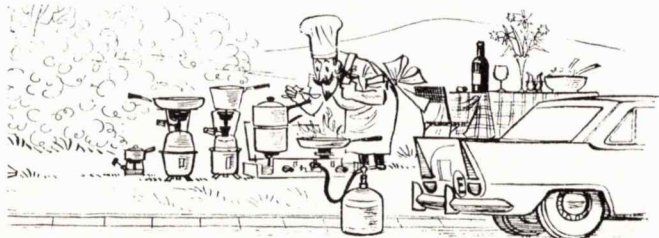
AUCKLAND CAR CLUB

Pit Stop Bistro Bar

Sundays 6 — 9:30 p.m.

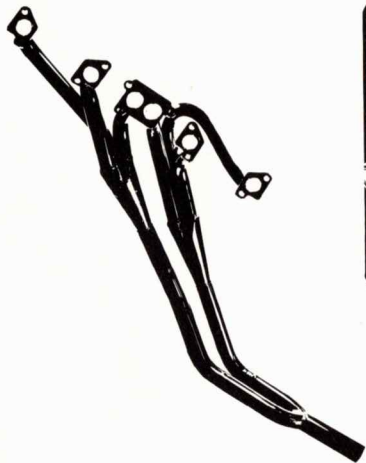
Steaks & Grills, Roast Dinners, Hamburgers,
Fish, Chips, Chicken, Toasted Sandwiches.

Children Welcome Sundays



COBY EXHAUST EQUIPMENT

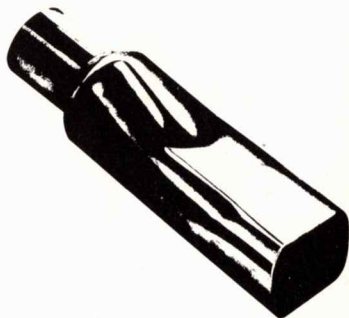
COBY Exhaust Extractors



COBY Mufflers



COBY Exhaust Extensions



In order to obtain the maximum efficiency from an engine, these specially designed freeflows allow far greater extraction of exhaust gases than the standard exhaust system.

They are manufactured from first quality seamless steel tubing and are Jig made to ensure a correct fit.

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

Think "Coby" think "quality". This dedication to excellence is built into the Coby range of Sports Mufflers in sizes 20" x 3½", 20" x 3" and 16" x 3". Coby's precision engineering and design technique have produced yet another winner.

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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STRAIGHT AHEAD



Well now that June is over and everyone had had a reasonable rest, apart from the two Mercury Trophy events, July is ready to keep you busy again.

John Kilmartin's midweek trial is set down for 6.30 p.m. on the 14th July and I am sure that John will entertain you in his usual enjoyable way. If anyone from the vast raft of Clubhouse Sub-committee or others who intend competing on the Rotorua Trial would like an easy introduction to trialling, then John's event is it. Otherwise, just remember that words in CAPITAL LETTERS are a sign, and unless you are Kevin Lancaster or another demon rallyist, then you cannot turn into a sign.

The A.R. & T.C. and Waikato Gold Star Trials are both held in July as is that other event, the Heatway, which will stop all work at a certain Heating factory in Station Road for a week, let alone the preparation and subsequent celebration periods. Best of luck to the Auckland Car Club team of Mike Marshall, Rod Millen and Blair Robson (yes the Blair Robson who was three times Gold Star Trials Champion) taking part in this year's Heatway. Compared with our club team, the best three overseas drivers as a team would definitely take a back seat. That is not to depreciate the efforts of our Paeroa member's driver, but I doubt if we will see an Avenger modified in New Zealand to go as quick as the Cowan/Scott production machine.

Mention of Jim Scott reminds me that amongst his activities, he is a M.A.N.Z. Executive Member, and at the recent MANZ conference had some words to say about the future of trialling and I hope that you can all agree and put them into practice :

"Put some enjoyment back into trialling, go back to basics. Make the trials simpler. Make the events such that the competitor is keen to go on other trials, not frightened off forever. Events can be run of the present 'brain teaser' type, but list them as such, that is for experts (or nutters) as you prefer. The majority of competitors want to feel that they have enjoyed themselves at the finish of the event, and not be absolutely buggered. The sooner this message is got across to the promoters and organisers of these events, we will see an upsurge in trialling."

Congratulations to Ross Montgomery on winning the Batten/Crombie midweek. I was going to congratulate Bob Hayman on winning the 1976 Duckhams Daylight (the curate's egg) but I object to being called old, and congratulations to Linda Shanks and crew for their effort in the Ebbett Motors Trial.

 GET WITH **DUNLOP**

Rumbles in the Mercury Trophy contest should be working themselves out by now and next month you should have an up to date score.

Don't forget to enter early for the Spring Invitation event to be held on 14th August and for those people still wondering about last month's poser - her windows fell out.

"A staunch triallist from way back (in distance, not necessarily time)"

COMPETITION RACING NUMBERS

N.Z.R.D.C. are now preparing the list of racing numbers for the forthcoming season. At the request of the Promoters, last year, a new system was put into effect and as this proved satisfactory from their point of view, it will be continued for the next season.

As no car may have a number of more than two digits, the numbering system is broken down into the following groupings:-

1. Tasman and Gold Star Single Seaters (numbers one to ten will be reserved for overseas drivers).
2. Formula Ford
3. Formula Vee
4. Sports Cars
5. GTX Saloons
6. All saloons other than GTX

All groupings other than Gold Star Series, will start with the digit 1.

Drivers requiring racing numbers should apply to N.Z.R.D.C. (R. Lee) P.O. Box 803, Wellington, giving their name and address, type of car and cubic capacity and class of racing to be competed in. Only drivers who apply will receive a permanent number for the season. A fee of \$1.00 is charged for this service. The closing date for applications is 10th August 1976 and the number lists will be completed and forwarded to promoters and each applicant on 3rd September 1976.



THANKS --

With the racing season now over, we sincerely thank all personnel associated with our racing promotions at Pukekohe, both National and Club, and offer our sincere appreciation for their involvement.

It is perhaps some measure of their ability that it is generally conceded that Pukekohe has some of the finest racing services in Australasia.

L.F. RANKIN - RACE COMMITTEE CHAIRMAN



Mike Marshall relies on Superford Service

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

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

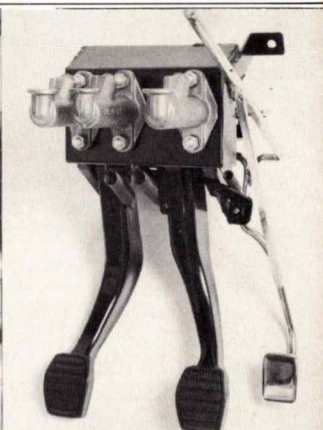
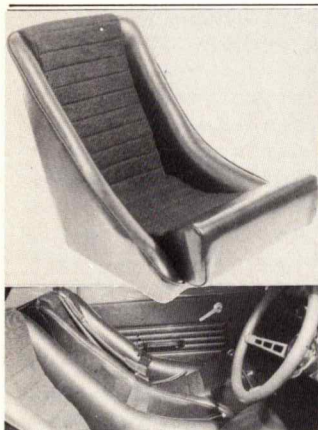
It goes without saying that I have secured Superford service support again for this season and I will be depending on their back-up service and maintenance en route in the rallies. From experience I know I can expect the highest possible standards — it'll be a great team."

Mike Marshall

3 FOR THE ROAD from SUPERFORD

Rally Seat Roll Cage Pedal Box Assembly

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



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

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

Essential equipment for the man who wants the most out of his car with maximum braking efficiency.

This unit incorporates twin master cylinders for a split braking system complete with quickly adjustable balance between front and rear. A sophisticated development, simply operated, to give a braking system that works how you want it when you hit the pedal.

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

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

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

Ray Stone



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



John W. Andrew



On The Social Scene...



Once again the Clubhouse Committee have put their heads together to think up some new evenings we think you will all enjoy.

Our Sunday night dance in July is a "Rock n Roll" night with the Music Convention playing rock music from the 1950 era. Dig out those stove pipes and the swirling skirts and come along and enjoy yourselves. The cover charge is 50 cents and the date is the 25th.

Unfortunately the Beer and Burger evening which was to have been held on the 31st July has been postponed to a later date due to the above date conflicting with the date of the Northern Sports Car Club's Ball.

August is a busy month socially. First we have a pool tournament on the 7th commencing at 4.00 p.m. and concluding around 10.00 p.m. So come on you pool enthusiasts, chalk up your cues. Ladies, come along and show the guys how to play the game!

On the 21st August we have a "President's Cocktail Party". Our cocktail specialist, Graham Spear, is mixing the potions, 'President's Poison', 'Coppins' Special' and many others. This is a night for young and old and tickets for this memorable evening will be on sale towards the end of July.

Looking at past events - the Shipwreck Dance was a great success with most people taking part and coming dressed to suit the occasion. A write-up appears elsewhere in the Bulletin.

June's Sunday night dance went off with a bang and was a huge success. Over a 150 people attended and the band played till 11.00 p.m. Thanks go to the members who took their bottles and glasses back after finishing with them as this certainly saved the Clubhouse Committee a lot of work that night.

Ladies, don't forget your night in October - Monday, 4th at 8.00 p.m. Further details on this evening in next month's bulletin.

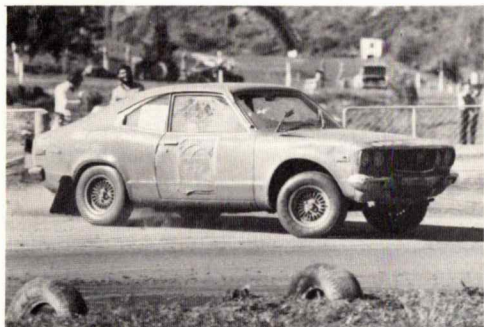
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23rd MAY

ACTION PHOTOGRAPHY Ph 760-009



QUENTIN PHILLIPS



CLIVE SMITH



JOHN KERSHAW



MIKE FARLEY



JOHN WOOLF



PAUL ADAMS



EUROPEAN RALLY SCENE

On the second stage of the Scottish International Rally, Russell Brookes and John Brown must have thought their rally was about to come to a rather abrupt and premature end. On a left hand bend, their Escort RS 1800 dug its rear wheels into a hole and rolled, the battered car ending up facing the wrong direction. It took almost a minute and a half to get going again and any chance of doing well seemed remote.

With typical determination Brookes set about making up the deficit, and a rapid climb up the leader board saw him eventually inherit the lead from front runner Ari Vatanen who retired with transmission failure.

The only person to challenge Brookes was Pentti Airikkala in the RS 1600 which the Finn drove on the Welsh. Everything appeared set for a grandstand finish, but on the longest stage of the event Airikkala lost time with two punctures, the situation being further complicated by the threatened imminent departure of the rear axle from the body. These problems left the door wide open for Roger Clark to take over in second place. Clark had been playing a waiting game on the Scottish preferring to sit back and wait for the young hopefuls to set such a hot pace that they would either leave the road or break their cars. It very nearly worked, but after his earlier misdemeanour Brookes never set a wheel wrong, and Clark had to be content with second place.

Airikkala had lost four minutes with the two punctures, both being in the same stage. The axle tube had broken completely, the entire assembly being held together by the half shaft. The trailing links had also broken, and the mechanics were able to keep Airikkala going with the axle held in place by chains and a clamp over the axle tube. So bad was the unit that he was instructed not to change rear tyres as putting a jack under the car would mean that the axle fell out.

1st	R. Brookes/J. Brown	(Escort RS 1800)
2nd	R. Clark/J. Porter	(Escort RS 1800)
3rd	A. Dawson/A. Marriott	(Datsun Violet)
4th	P. Airikkala/M. Greasley	(Escort RS 1600)

TULIPEN

 **DUNLOP**
AQUAJET

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JUNE 1976

HALOGEN BULBS:SINGLE FILAMENT TYPES:

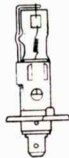
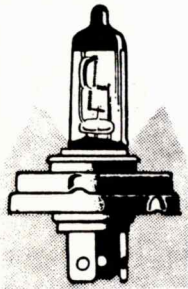
<u>PART NO.:</u>	<u>TYPE:</u>	<u>VOLTAGE:</u>	<u>RETAIL EACH:</u>
6258	H1	6V 55 Watt	\$ 6.50
12258	H1	12V 55 Watt	\$ 6.50
13258	H1	24V 70 Watt	\$ 7.20
12454	H1	12V 100 Watt	\$ 9.50
12311	H2	12V 55 Watt	\$ 5.00
	H2	12V 100 Watt	\$ 9.50
13311	H2	24V 70 Watt	\$10.00
6336	H3	6V 55 Watt	\$ 6.50
12336	H3	12V 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.



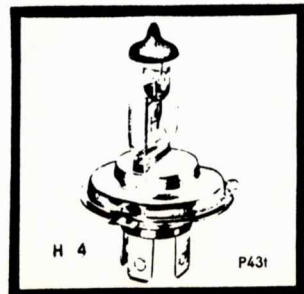
H1



H3



H2



H 4

P43t

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Spare suspension, wheels, tyres, ratios, radiator, oil tank, body and motor parts etc. Tilt-boom trailer. 3 wins and 2 seconds from last five starts. \$4,200 o.n.o. or trade.

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1558 c.c. Pushrod Motor with Lotus Interior. All usual racing mods. Can do 37s on Club Circuit. \$2,100 with many spares or will sell less motor and gearbox.

View Saturday mornings at Cascade Motors, Cascades Road, Pakuranga, Auckland.

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2 CIBIE SUPER OSCARS DRIVING 55W - \$80, Fiat 1500 Factory Manual - \$20, 3lb Dry Powder Fire Extinguisher - \$15.

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THERMAL RALLY

29th MAY

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ALAN CARTER



ALLISTER PEARSON



ANDY WALKER



TONY BAKER



ROD MILLEN



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.

Alexander Lamb	Mission Bay	Cortina
Jacqueline Row	Parnell	Escort Sport
Christopher Frische	Meadowbank	Morris 8
Jon Addison	Blockhouse Bay	
Ken Blake	Mt Eden	Toyota Corona
Roger Cartwright	Mt Albert	
Colleen Chatfield	St Heliers	Renault
Janet Aickin	Papatoetoe	Ford Escort
John Cowan	Meadowbank	Ford Anglia
Glenn Ellis	Te Atatu Sth	Escort Van
Gregory Froude	Te Atatu South	Singer Chamois
Frith Gilbert	Bayswater	Viva
Dianne Gooch	Onehunga	Datsun
Hugh Graham	Mangere	Holden
Paul Howard	New Lynn	Holden
John Jonasson	Epsom	Mazda RX2
Bryce Martin	Papatoetoe	Mini
Barry Moir	Ellerslie	Mini
Joyce Moir	Ellerslie	Torana
Patrick O'Keeffe	Mt Wellington	Formula Ford
Jeffrey Pascoe	Hamilton	Rover 90
Geoffrey Raymond	Takapuna	
Jackie Roadley	Titirangi	Lotus 7
Brett Spanhake	Panmure	Holden Torana
Royden Tidman	Mairangi Bay	Cortina
Peter Treleaven	Henderson	Cortina
Patrick Walsh	Mt Wellington	Jaguar
Peter Hargraves	Mt Albert	Ford Escort
Darryl Nelson	Mt Roskill	Triumph
Stuart Harper	Royal Oak	Cortina
Mr & Mrs Van Glabbeet	Henderson	Escort
Peter Finch	Mt Eden	Subaru F.F. 1
Trevor Morrin	Papatoetoe	
Russell Martin	Papatoetoe	Cortina
David Childs	Epsom	Pontiac
Brett Ryan	Parnell	Morris 1100
Peter Clendon	Papatoetoe	Mitsubishi Galant
Morris Jury	Devonport	Falcon 500
Sylvia Paulsen	Devonport	Falcon
Mr & Mrs McMillan	Massey	Vauxhall Viva
Tony Gregson	Mt Wellington	

EXIDE TROPHY

G. PASCOE	10	G. HEWITT	6
B. HOMFWARD	10	G. KYLE	6
C. PARKINSON	10	J. WILSON	6
R. FINDLAY	10	J. HARVEY	6
N. LANGLEY	10	D. GOUGH	6
G. SHEWEIRY	10	K. STRAHAN	6
D. ALEXANDER	10	P. SLAVICH	6
M. FINCH	10	L. BAIGENT	6
B. PLATT	10	C. HUDSON	5
T. McLEAN	10	N. STANLEY	4
R. MONTGOMERY	10	J. KERSHAW	4
I. STEPHENSON	9	T. GLADSTONE	4
R. WILLIS	8	A. LOWE	4
K. WESTON	8	D. OLLIVER	4
G. O'CONNOR	8	D. HAYNES	4
K. STONEHAM	8	D. McCONNELI.	4
S. FINDLAY	8	R. VANDERKLEY	4
I. PEACOCK	8	A. VERRY	4
L. PARKINSON	8	T. McCLEAN	3
M. MOLONEY	8	W. WYMER	2
R. CARN-BENNETT	8	D. UDY	2
J. WOOLF	8	M. FINCH	2
D. BONE	8	J. HAMLYN	2
B. DOUGLAS	7	T. SCOTT	2
R. CAMPBELL	6	G. PEACOCK	2
W. BLAKEMORE	6	D. GOOCH	2
		R. WYMER	1

Trials Trophy Points

D. BONE	48	B. DOUGLAS	7
C. HUDSON	21	L. BAIGENT	6
B. SERGENT	18	A. VERRY	4
P. THOMPSON	14	T. McCLEAN	3
R. MONTGOMERY	10	D. GOOCH	2
I. STEPHENSON	9	R. WYMER	1

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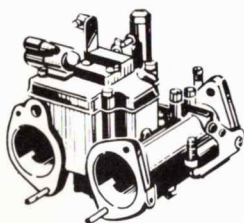
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