

AUGUST 1976



BULLETIN



O'Connor-Sparkes Motors

L. M. V. D. Papakura
323 Gt. South Rd. Ph. 87-274

*We deal only in
good used cars*



Contact Club Member DON HADFIELD. Home Ph. 86-546

The Champ's track record says it all.



All 1974-75 MANZ winners were spark-powered by
Champion

- ★ Peter Stuyvesant (NZ)
series 1st G. Lawrence
and W. Brown
- ★ Motorcraft Formula
Ford 1st G. Walker
- ★ Formula V
1st N. Lanksheer
- ★ Castrol GTX Series
1st J. Richards
- ★ P.O.S.B. Series
1st G. Lawrence
- ★ B.N.Z.W. Series
1st A. Wolfe



**On-track, on-road and off-
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:

Wilf Maddren

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 (Bus),
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, ALAN CARTER, (ESCORT) SERVICING AT BALCLUTHA.
ALAN WAS UNLUCKY TO BREAK A REAR AXLE IN THE LATTER STAGES OF
THE 1976 RADIO NEW ZEALAND HEATWAY RALLY.

COVER PHOTO CLUB MEMBERS, BLAIR ROBSON AND CHRIS PORTER,
(ESCORT) ON THEIR WAY TO SECOND OVERALL PLACING AND FIRST NEW
ZEALANDER IN THE 1976 RADIO NEW ZEALAND HEATWAY RALLY.

PIX ACTION PHOTOGRAPHY Ph 760-009

COMING EVENTS



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

CLUBROOM HOURS:

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

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

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

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

PIT STOP BISTRO BAR:

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

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

15TH AUGUST - SUNDAY - GYMKHANA:

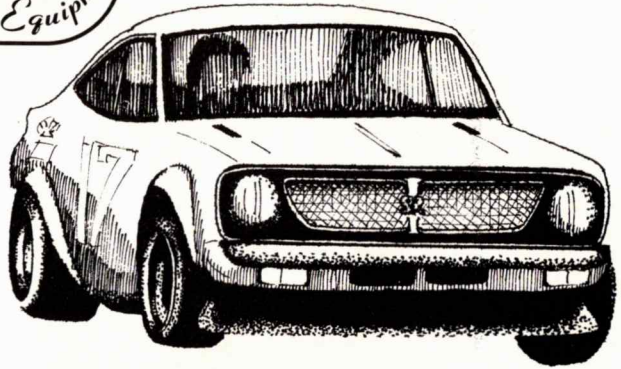
To be held on the Mangere Town Centre Car Park, Bader Drive. Entries 10.30 a.m. to 11.30 a.m. \$2.00 per entry. First Round for Sandringham Tyre Service Shield. No racing compound tyres permitted.

19TH AUGUST - THURSDAY - CLUBNIGHT AND FILM EVENING:

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill. Good motorsport films. A Cutaway Mazda Motor will be on display. Supper provided after films.



Introducing...



Genuine

TOYOTA

RACE & RALLY EQUIPMENT...
as used and recommended by

Ove Andersson

- 1300cc Engine Kits
- Close Ratio Transmissions
- Suspension Parts
- Flares and Spoilers
- Technical Information Service

*...available through all authorised
TOYOTA dealers...*

Distributed by : CONSOLIDATED MOTOR DISTRIBUTORS LTD.
P.O. Box 13-149, Johnsonville. LMVD

21ST AUGUST - SATURDAY - "PRESIDENT'S COCKTAIL PARTY"

This event will be held at the Clubrooms from 6.00 p.m. to 9.00 p.m. but the Clubrooms will remain open till 11.00 p.m. for you to enjoy the rest of the evening. Tickets on sale now at \$3.50 per head. Our cocktail expert, Graham Spear, is mixing the potions, "President's Poison", "Coppins Special" and many others. Cocktails, beer and light 'nibbles' are included in the charge of \$3.50, but not spirits.

25TH AUGUST - WEDNESDAY - MID-WEEK 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 the Clubrooms. Approximately 1½ hours duration.

29TH AUGUST - SUNDAY - SPRINT MEETING - PUKEKOHE:CLUB CIRCUIT:

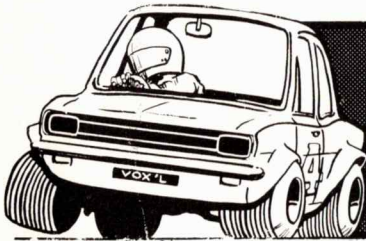
One flying lap, ¼ km straight sprint, bent sprint. Entries on the day 10.00 a.m. to 11.00 a.m. Classes 0 - 1000 c.c., 1001 - 1300 c.c., 1301 - 1600 c.c., 1601 - 2500 c.c. and 2500 c.c. and over, and standard production. Restricted Competition Licence required for Circuit and Bent Sprint. Usual safety requirements, fire extinguisher, seat belt, overalls, helmet, etc., are required. Under twenty year old's must have a Cadet Licence Authority.

15TH SEPTEMBER - MID-WEEK TRIAL - WEDNESDAY EVENING:

Plotters are Ross Montgomery and John Busch. More about this trial next month.

18TH SEPTEMBER - WINE & CHEESE EVENING:

Further details regarding this function will be in next month's bulletin but remember to keep this date free.



**OPEN &
INVITATION**

7TH AUGUST - SATURDAY - AUCKLAND CAR CLUB INVITATION RALLY:

This Rally will be called the 'CIBIĒ RALLY'. It starts at Thames at 11.30 a.m. on Saturday and tours to two stages in the Tairua Forest. Maramarua Section of the Rally starts at 3.20 p.m. There will be five stages in the forest using the infamous "yumps" twice. Tetley's

Quarry is being used again complete with ford and Mahuta Rd South is being used for the first time. Refreshments will be available at the Forest Headquarters. Come and watch the Rally. It will be a boomer. Inquiries to Rob Wylie, Phone 669-332.

8TH AUGUST - BAY PARK - SUNDAY:

The national motor race meeting featuring "The Glenvale 200" Production Car Race which was scheduled to be run on this date has now been cancelled.

14TH AUGUST - SATURDAY - GOLD STAR TRIAL:

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

21ST AUGUST - SATURDAY - ROTORUA CAR CLUB OPEN TRIAL:

All enquiries should be made to P.O. Box 365, Rotorua.

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

Starts 10.30 a.m. at the Auckland Car Club Clubrooms. This is a 4½ hour trial which travels North this year and finishes in the Huapai area with a touring stage back to the Clubrooms. Essential Map is N41 Waitakere. The trial also incorporates the Light Car Trophy for cars under 1200 c.c. A.S.R.'s available from the Secretary, 57 Commissariat Road, Mt Wellington, Auckland, Phone 596-587 (Evenings). Organised by Auckland Car Club.

28TH AUGUST - ROUND 3 PALL MALL RALLY CHAMPIONSHIP:

All enquiries should be directed to P.O. Box 542, Palmerston North.

28TH AUGUST - SATURDAY - HAWKES BAY CAR CLUB BLOSSOM TRIAL:

This is an open trial and entry forms may be obtained from P.O. Box 323, Hastings.

4TH SEPTEMBER - SATURDAY - REIDRUBBER G.T. RALLY

Promoted by the Northern Sports and Tokoroa Car Clubs. This is an invitation event which will run through N.Z. Forest Products Forest at Tokoroa. Entries to the Secretary, Reidrubber G.T. Rally, P.O. Box 6113, Auckland.

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

FARRAND RD.
BOX 53 KUMEU.

Bus Hrs 8am-6pm
Mon - - Fri

PH. 412-9420

Prices 4 cylinder \$ 26
 6 cylinder \$ 30
V4- V6 & V8 \$ 45
 Car Type D/Shafts \$ 15

} For complete job, comprising crank, flywheel, clutch, rods and pistons.
Rods are balanced end for end. This means all big ends & all little ends are same weight. This is essential.

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

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

SHOUTS & murmurs



. . . As you know, Garry McKinst-ry retired as Secretary-Treasurer after some sixteen years of service to the Club. To replace Garry we are fortunate in obtaining the services of Wilf Maddren, recently retired as an accountant with the New Zealand Insurance Company Limited. Wilf is settling into the job well but we would request members to refrain from over-burdening him with calls until he has got to grips properly with the job. We hope next month to give you a working schedule for Wilf, thus making it easy for you to contact him.

. . . If you think it has been raining cats and dogs lately, then you should read "STRAIGHT AHEAD" this month and G.R. 005's story relating to Dennis Marwood's fishing trip up North.

. . . Ace motor racing photographer, Jack Inwood, recently wrote from North Hollywood, California, U.S.A., and sent a report and newspaper cuttings of an event at Michigan International Speedway. This was the Cam 2 Motor Oil 400 Nascar Winston Cup Grand National race on 20th June last. Jack was at

J. FENTON & CO. LTD

492 GREAT SOUTH ROAD, OTAHUHU

Ph. Oh 67-202

- + PANELBEATING**
- + CHASSIS STRAIGHTENING**
- + MOTOR PAINTING**

**We Specialise in Major Smash Work
and also
make or panel sports and racing
type bodies, hardtops**

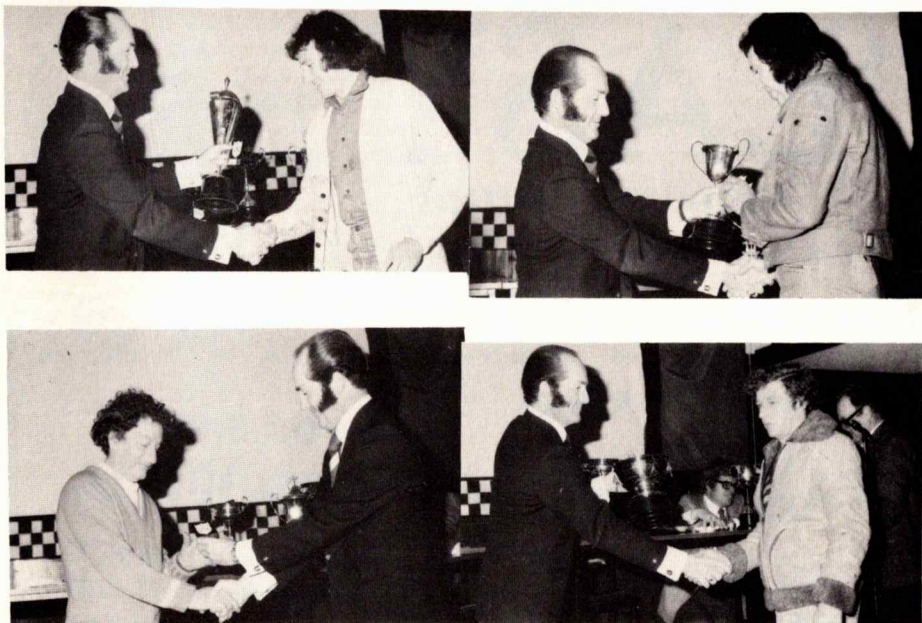
the event and sent a roll of film which he took there. The photos (kindly developed and printed by Stewart Ward of Action Photography), show racing action at Turn 4 and Bobby Allison at a pit stop. Owner of the speedway, Roger Penske, is on the pit wall wearing headphones. Jack's report and excerpts from press cuttings may be read in this issue in the "Trackside" column.

Jack will be returning to New Zealand in November and has indicated that he would like to become more involved with promotion and administration of motor racing from either a promoter/sponsor level or for an entrant. He will be free to travel and has almost twenty years of experience in many facets of motor sport, including Executive Committee membership of this Club. He would be pleased to hear from any members while he is in the United States. His address there is 12217 Morrison, North Hollywood, California 91607, U.S.A.

. . . Most of "Shouts and Murmurs" this month consists of photographs. These were taken at the June Film Evening when Murray Thompson and other Heatway and Rally Organisers and Officials were present and gave talks and the Heatway drivers who competed under the Club's colours who were present at the July Film Evening.

Presentations were made to the successful Club Circuit drivers, etc.

. . . Members are reminded that visitors to the Clubrooms must be signed in by the member bringing them. The Visitors' Book is situated downstairs in the Members' Lounge. A reasonable standard of dress is required at all times.



PIX - Ross Cammick Ph. 558-913



'EASY'

PRODUCTS LIMITED

3176 Great North Road, New Lynn, Auckland 7.
P.O. Box 15-102, New Lynn. Phone 872-900, 871-656.

Specialists in:

**HAND CLEANERS
TYRE PAINTS
DISINFECTANTS**

**POLISHES
DETERGENTS**



After hours — Contact Club Member, Ray Easton, Phone GLE 7657.

"EASY" PRODUCTS ARE USED EXCLUSIVELY AT THE AUCKLAND CAR CLUB CLUBROOMS.

. . . Admission to Club Film Evenings (third Thursday each month) will be 50 cents per head from now on. We feel this rise from 30 cents is more than reasonable in view of the escalating costs of supper, etc.

. . . Congratulations to all Club members taking part in this year's Radio New Zealand Heatway Rally. Although we did not win the Club Team Prize (Marshall, Millen, Robson), our members finished well up in placings. Blair Robson was second overall with Jim Donald third overall. Clive Smith was a creditable fifth after being nominated as the Club's most promising up and coming rallyist. Even the outright winning navigator is a club member and Andrew Cowan never foregoes the services of Jim Scott when rallying in New Zealand.

Other club members finished well up in the field.



The STP Trophy has been donated to the Auckland Car Club by Morris, Black & Matheson for annual rally competition. Each year the trophy will be presented to the driver and/or navigator who the Club feels has made the most promise during the previous rally season.

At the June film evening Mr Warwick Barraclough and Stewart Mobley from Morris Black and Matheson presented the trophy for the first time and it was won by Clive Smith, together with his navigator, Dave Cooke. Clive, pictured above, is seen receiving the trophy. We thank Warwick and Stewart for coming down to the Clubrooms to present this trophy and also Morris, Black and Matheson for their support.

For all the ACTION -

From Motorsport to all Types of Commercial & General Photography

Contact

Stewart Ward

ACTION Photography Ltd.,

26 Jervois Rd.

Herne Bay,

Auckland.

phone 760 009

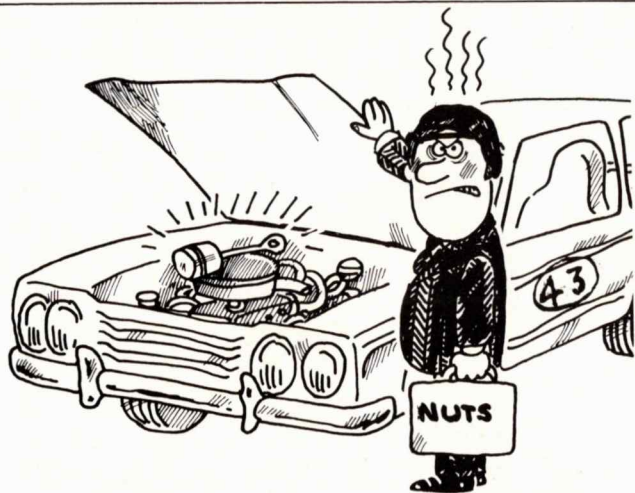
after hrs. 466 373,

P.O. Box 31122

Milford, Auckland.



Don't
get
mad!
Get



Industrial & Radiological
Laboratories (SGS) Ltd.

42 Selwyn Street, P.O. Box 13-518, Onehunga
Auckland, New Zealand
Telephone 663-171, 661-692. Cables:IRLABS

to crack test
your rally
components -
moderate rates.

On The Social Scene...



Our Saturday film night was another success with everyone who attended thoroughly enjoying the comedy, "Watch Out We're Mad". Our thanks go to Harold Batten for giving up his Saturday evening and showing the films for us.

The Pool Tournament, if you read your last bulletin, was on the 31st July and not the 7th August as stated in my column. I apologise for this error but we changed dates around as the Beer and Burger evening was cancelled due to Northern Sports Car Club holding their ball on the same evening and the 7th August conflicted with the Maramarua Rally. With all various dates and changes in my mind, I forgot to alter my column. By the time you get your Bulletin the tournaments, which are proving extremely popular with our pool enthusiasts in the Club, will be over. The ladies are really starting to challenge the men and it is good to see the men so worried.

Our Rock'n'Roll evening will also be over by the time you read this column and what a night this promises to be. I must polish up on my rock'n'roll steps before it.

We are still working on a new date for the Beer and Burger evening and hope to have more news on this event next month.

In coming events we have our "President's Cocktail Party". My head feels sore with just the thought of it. The 21st August is the date and it starts at 6.00 p.m. and finishes at 9.00 p.m. The Clubrooms will stay open till 11.00 p.m. for you to enjoy the rest of the evening. Tickets are \$3.50 each which includes your cocktails and beer for anyone who wants it, also nibbles. Tickets are on sale now.

Our Sunday night dance this month will be held on the 29th August. The band plays from 7.00 p.m. till 10.00 p.m. and a cover charge of 50 cents will be made. The Bistro Bar will be open as usual so come for tea first and make an evening of it.

Briefly looking into September we have on the 18th our Wine and Cheese Evening so mark the calendar and keep this evening free.

The Clubhouse Committee, through this column, would like to say a special thank you to Andrew Gulland, Des Gulland's son, who on a dance night or other nights works tirelessly putting away bottles and washing glasses for us. Thank you Andrew, it is really appreciated.

More news on the social scene next month.

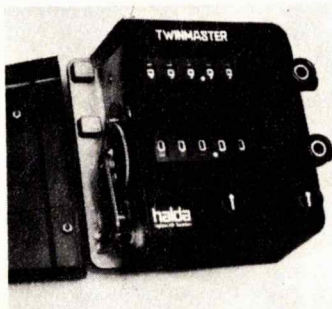
MAURICE CARGILL

halda rally

There's more to
winning rallies
than being the best
driver.

WINNING WAY

new HALDAS



Halda Twinmaster or Tripmasters have an established reputation amongst rally enthusiasts for accurately measuring distance. New models feature simplified fitting for the adjustment cogs, better dust sealing and lighting. Both distance records of the Twin unit can now be varied manually.



Speedpilot

This instrument is designed for use by the sportsmanlike driver in competitive situations, like rallies, where a specific average speed needs to be maintained.

N.Z. TRANSPORT SUPPLIES LTD.

OLYMPIC POOL BUILDING
NEWMARKET

PHONE: 545-078

AUCKLAND

N.Z. SALOON CHAMPION



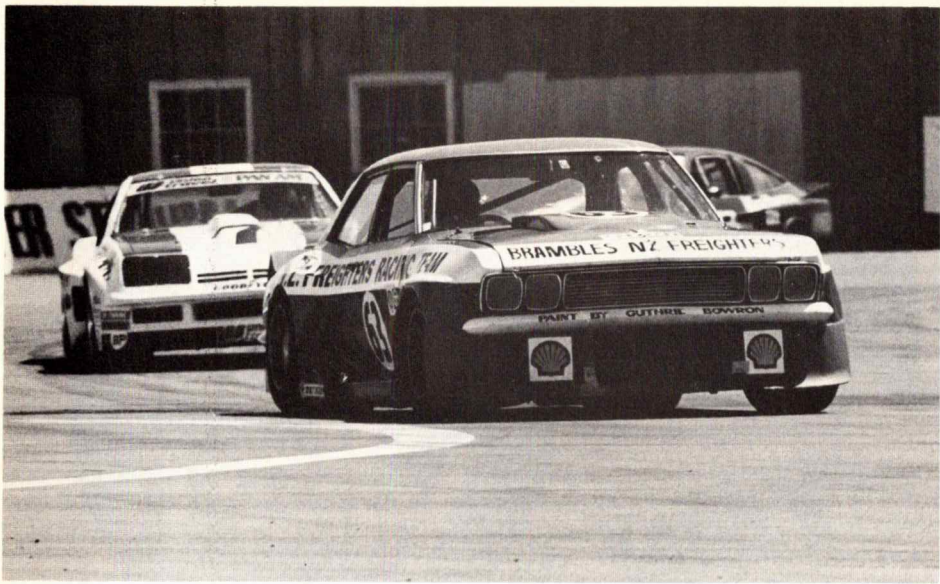
JACK NAZER

Having raced for a number of years with varying success, and sold my Escort after a financially costly and dismal performance, I then took a good hard look at my racing and decided that when I returned I would win the championship. Two observations I had made of rival competitors were that of Paul Fahey for his organisation and always having the best car, and Rod Coppins for his monotonous regularity and unspectacular way of being first past the chequered flag.

For a number of years I had known the broad outline of what was needed in the way of a car. A Vauxhall Victor was what Jim Carlyle and I decided would, for many reasons, be the ideal basis. It was 1972 after I had gathered a fair selection of gear, including the ex Neil Doyle Begg FM2, that Jim started what was the long and slow job of building my present car.

Jimmy Stone took over the project, taking virtually a





standard body shell and building without a doubt the best racing saloon car that this country has ever seen. I say this because it's full potential has never been tested.

In October 1974 "Lady Victorious" first lined up on the grid, having been completed only the day before. I hadn't driven for nearly four years, so you can imagine how terrified I was with the uncontrollable power, terrible instability under braking and just swapping ends without warning when exiting corners. Six months later after a lot of sweat and tears with the fuel injection engine, our first race was won.

My working and planning for the season just passed began the next day and from that time until lining up on the grid for the first race of the 1975-76 season the car had consumed approximately 2000 man hours in modifications and preparation. I was fortunate in having the expert contribution of Lionel Rogers with brake modification and electrical work, Lin Rogers with exhaust system and cylinder head modification, Jimmy Stone with suspension, and Jim Carlyle with that 600 HP engine.

It has been said that to win you must have luck on your side but most of the so-called bad luck I have observed is either poor preparation and organisation, or nut behind the wheel trouble. I have found that to run a race car team, your helpers must be both skilled and dedicated and I was unable to secure such help on a voluntary basis and I could not afford to employ anyone so it was my wife and three daughters who formed our team. Running a team in this way meant that all of the pre-race preparation was done by myself burning the midnight oil during the week, with the eve of the race, early to bed rule being applied.

The results of my season's racing are well known now and I can be proud of no breakdowns and only one non-finish due to

an accident.

I had hoped to have some close racing with Leo Leonard in the PDL Mustang but although the car had good power it braked badly and only Leo's driving to the limit made the car competitive. Unfortunately any close race either ended with Leo spinning off or crashing into me, so I hope their new car will solve this problem.

Red Dawson's Monza came on the scene a little late and I think he and Bill Minty did a great job in improving it to it's very competitive form. It was with Red that I had my most enjoyable and closest race this past season and we didn't so much as rub paint. It took until the last meeting at Pukekohe for all my planning and hard work to ensure me of the championship. The other point was to achieve more points than the two small class winners and I was also fortunate enough to do this by the final meeting at Bay Park.

I now look forward to next season with more competitive machinery and hopefully good clean racing.

JACK NAZER

Shell SPORT

SUPERFLOW

MODIFIED CYLINDER HEADS

- ★ UP TO 30% MORE POWER
- ★ UP TO 20% BETTER ECONOMY
- ★ LOWER EXHAUST EMISSIONS
- ★ FROM AS LITTLE AS \$50

As cylinder heads come off the production line, the ports in the head have casting protrusions which disturb the gas flow and the ports are normally choked up with lumps and bumps which restrict the flow. All these irregularities cut down your engine efficiency which means you have to open your throttle further to get the power from your engine you should be getting at a smaller throttle opening. When your cylinder head is modified the casting irregularities are removed and the restrictions are opened up allowing a clean gas flow into the combustion chamber which is also relieved around the valves and reshaped to give a cleaner and more complete mixture burn. The ports and chamber are polished to reduce drag and preignition due to hot spots. These modifications to your cylinder head improves your volumetric efficiency which means more power at a smaller throttle opening, therefore better economy.

SUPERFLOW is the answer for the man who tows a boat or caravan, for the road, track or marine enthusiast.

Contact Pete Sangster

Phone 769-406

CYLINDER HEAD SERVICE

340 GT NORTH RD, AUCKLAND 2



STRAIGHT AHEAD



Round five of this year's Mercury Trophy Series was, yet again, not a resounding success for A.C.C. members. The M.G. Car Club have a reputation for trials with a difference and this year's Octagon Trial was no exception. Of course, when someone does something different, a lot of the people who drop the check will complain but I reckon we could be seeing a lot of these new traps pulled again - I particularly admired the definition of non-existent roads including those having no road signs (i.e. if a road did not have a road sign then it didn't exist). Only Doug Bone's brilliant crew collected the check for that trap - good work fellas, even if you did see the car over the crest of the hill. The finish was a fabulous affair at an old (archaic even) house out of Aka Aka which even stocked my brand of lager.

The July mid-week trial, which was plotted by John Kil-martin, was not held but has been postponed to the 25th August on which Wednesday night it will start at the same place, same time, that is, 6.30 p.m. Otara Car Park. We would like to apologise to all the people who arrived, and there was a very encouraging turn out, but whilst plotter John was waiting in the lane to turn right, some idiot behind decided that lane was good for proceeding straight ahead, thereby securely locking all the checks and trials gear in a squashed 1100 boot.

Finally, I would like to deny all allegations that I ever said that N.Z.C.B.U. Datsun 180B's were prone to first year failure. In fact we all know that club member, Dennis Marwood, (who promised me he would write an article for the bulletin) runs a Datsun parts service second to none. Following the mushrooming of these vicious rumours Dennis took immediate action to rectify the situation. The manufacturers flew a special consignment of all sorts of 180B cogs to Auckland on the first flight - but flying over Northland, however, the plane hit turbulence and the packing case containing the gears smashed against the door of the cargo hold, breaking the case and finally dislodging the door catch.

As the plane flew over Kerikeri, Dennis Marwood, who was fishing on the foreshore below, looked up just in time to see the packing case fall, and the contents spilling, from the plane.

"Oh", he said, "it's raining Datsun cogs"!

Don't forget the Spring Invitation Trial on Sunday, 22nd August.

G.R. 005

ROD COPPINS MOTORS 300

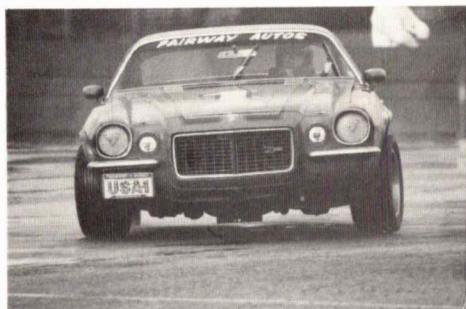
SUNDAY, JUNE 20th, 1976

NEW ZEALAND INTERNATIONAL

GRAND PRIX

PIX = Ross Cammick Ph. 558-913

(AUCK.) INC.



IAN TULLOCH



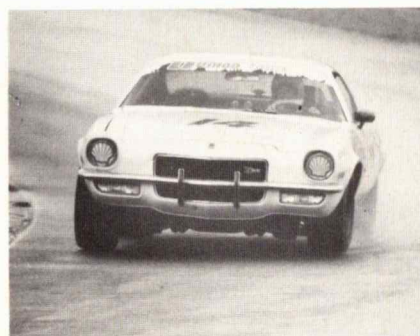
ROD COPPINS



WAYNE RODGERS



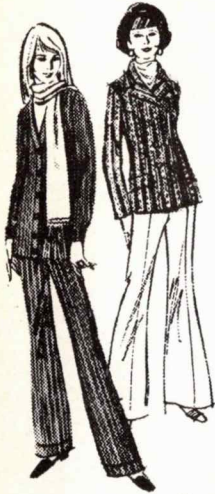
BRUCE McLEAN



KEVIN McNAMARA



ROY HISCOCK LEADS GRAEME NICHOLLS



Fashion Parade

Photos - Noel Ronberg
- Phone 699-300

Sunday, 23rd May, was the scene for another fashion parade organised by various ladies of the Club. This was held in the downstairs area of the Clubrooms which had been appropriately decorated with flowers and pot plants for the event.

Light refreshments and the wine of your choice was served throughout the Parade.

The models paraded clothes from winter casual wear through to cocktail dresses and evening wear, finishing with children's wear. The compere was Peter Fahey and the music was provided by the organist who has played at our

Sunday evenings social on previous occasions.

Club members, Tony Trembath and Gary Grey modelled the racing gear from Spears Speed Shop.

Models, Carol, Gail and Frances modelled the latest striped knits which are really the 'in' thing to wear at the moment and ranges from casual to formal wear. There were some lovely cocktail dresses in a variety of lengths while evening wear displayed gowns from flowing saris to beautiful velvets.

Club members Glennis, Vicky and Kaye did a marvellous job of modelling as they had never done it before and were quite professional by the time the parade was over.

The children's wear was modelled by Louise and Mark Pederson and Robbie Cargill.

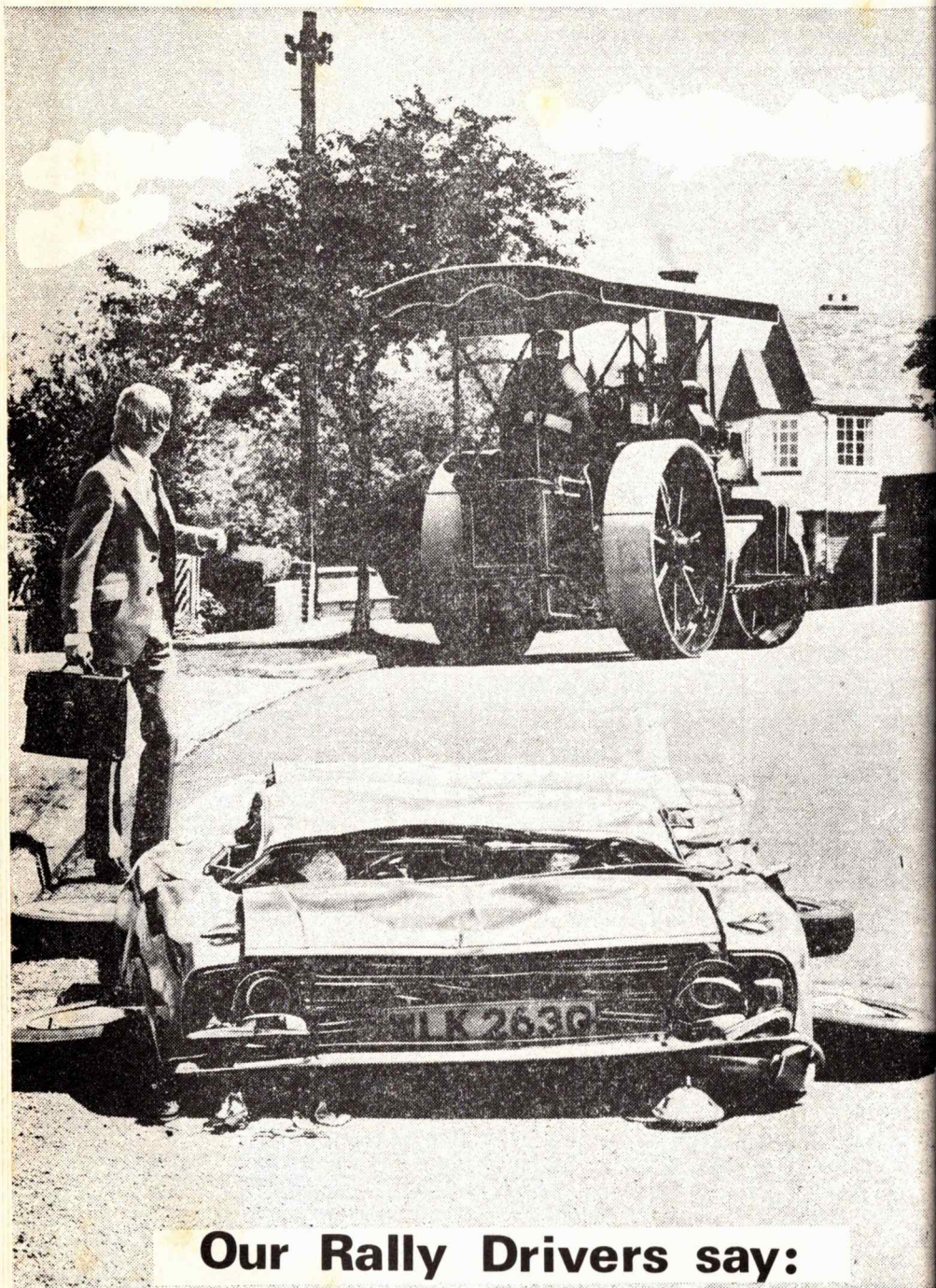
To conclude the parade the models returned to the catwalk in their evening gowns and the children in three different types of dressing gowns accompanied by 'Teddy' who was just about as big as the three children put together.

Our special thanks go to Jackie Row from Parisian Coat Manufacturing Company Limited, Peter Fahey the compere, who also did the girls makeup, Perillos for the loan of the shoes modelled, and Mr Ernie Meyer from Airport Garden Centre who supplied the beautiful pot plants which helped to transform the Members Lounge into a modern dress salon.

Thanks also to the Social Committee who provided the very experienced stewards for the afternoon.







**Our Rally Drivers say:
don't let a spot of bad luck keep you off the road.**

RADIO N.Z. HEATWAY

Blair Robson/Chris Porter

~ 2nd overall



PIX ACTION PHOTOGRAPHY Ph 760-009

Three weeks before the rally our pre rally frustrations started, the car minus engine was sent to have minor dings removed and to be touched up whilst the engine was finally prepared but an unfortunate incident occurred, a fire in the engine compartment and under the dash on the driver's side damaged ignition system, instruments, brake and clutch reservoir, dry sump hoses, etc. Our major concern was to procure the specialised parts and naturally some of the local parts which were also in short supply. After much midnight oil this damage had been overcome and we were able to carry out our normal maintenance routine. Our spare parts situation was in good shape but our tyres that had been on order since January had not arrived, coupled with the fact that the worst weather for a number of years had struck both islands. We hadn't ordered any snow tyres but after much ado we managed to locate enough to supply both cars with one set each.

Friday night the service vehicles were all loaded and Saturday morning early start was duly executed. We arrived in Christchurch via the Lyttelton Ferry with only a quiet party on the boat to give the journey any sort of humour. We had only then to finish the minor preparations needed before the rally commenced. Whilst some of these jobs were being carried out, Jim and I decided to recce the two Port Hill stages to check on the reports of ice and snow. On traversing the first stage we struck the first of many patches, the second stage being far worse than the first. In actual fact on the rally in the first stage the danger had nearly disappeared and all that was left was a lot of slush and one small patch of ice at the finish.

Scrutineering time was 2.40 p.m. which started for us by trying to crowd umpteen cars into one small doorway. Upon entering the door you were supplied with sponsor signs which you could choose to put on yourself or have some marshals put on for you. We chose the former since we were at the head of a group of six cars who had been given their signs and we were blocking their entry to Parc F. Upon fixing the signs we were trundled down a ramp and when the front wheels reached the level we had to stop and have our photos taken. I still don't know what this was for as we had already supplied numerous photos to the organisers. Into Parc F. and the cars were put to bed for the night and we carried out final documentation.

Rally day dawns and pre rally nerves loom larger than ever with more reports of fresh ice and snow and wet cold rain starting to soak into the bones. From Parc F. off into Village Square to be flagged off by Christchurch dignitaries and P.R. man Don Hadfield doing his excellent job of keeping the public informed.

HALOGEN LIGHTING

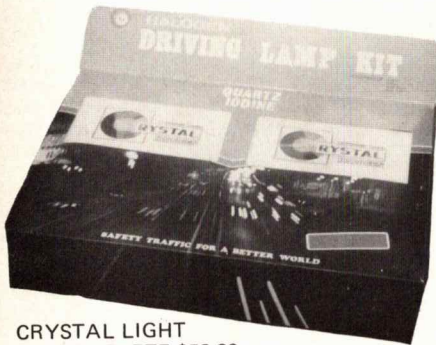
AT A PRICE YOU CAN AFFORD



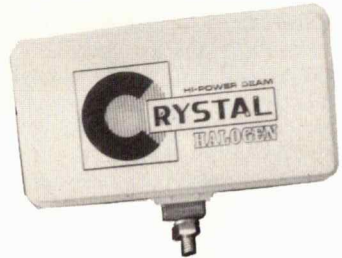
6" LIGHT KIT
COMPLETE \$44.23



7" MARBLE LIGHT KIT
COMPLETE \$58.39



CRYSTAL LIGHT
KIT COMPLETE \$58.39



CRYSTAL LIGHT COMPLETE WITH
BULB & COVER \$19.96 EACH.



7" MARBLE LIGHT COMPLETE WITH
BULB & COVER \$19.96 EACH.

BEAUTIFY YOUR CAR & GAIN THE
ADDED SAFETY OF GOOD HALOGEN
LIGHTING AT A PRICE YOU CAN AFFORD.



SPEAR'S SPEED SHOP

117 Newton Road Ph. 75-180 Auckland.

CLUB MEMBERS ARE ENTITLED TO A DISCOUNT AT SPEAR'S SPEED SHOP

The first stage had one moment for Chris and I near the "Sign of the Kiwi". This was just before the end of the stage and we hit the ice I had previously mentioned. Knowing the next stage was considerably worse I must have been psyched into a crawl because about 2K from the end Andrew hove into view and I pulled over and let him pass believing he must be insane. These two stages claimed about six victims such as Morrie Chandler, Dave Cooney, to name a couple. Two more stages and we handed our cards to the very efficient results teams who were able to produce up to date results with very good accuracy and speed. On through Little River to Timaru on easy touring stages for a welcome meal break. This break was a calamity for early competitors as we struck the usual 5.30 traffic combined with spectators' vehicles. After having a meal we left the Parc F. (which was in a no exit road) and with having to negotiate more spectators' cars doing 180° turns and a compulsory stop at the main road, it was a shambles. However we were on our way to the worst part of the event for many.

The next stages were to be nothing compared with Stages 7 and 8. The Benmore stage for the majority of competitors could be best described as a "Horror" section complete with ice, snow, dizzy heights (if you dare look) and plenty of light twisty off camber corners and it would be on this stage that the more experienced and "braver" types would be able to steal a march on the rest of the field. We actually punctured on this stage in the left front just after the bottom of the summit climb and decided to carry on to the summit rather than risk jacking the car up and losing it in the icy conditions.

Stage 9 was 77K long and very fast in places. We had a lose in this stage on a bad right hander and think this caught quite a few and was possibly the culprit that laid low Rod in the Mazda and Jean Louis in the B.M.W.

S.S. 10 - The only incident here was Mike Marshall parked on a slight mound of earth with little damage and as we passed he was busily unfolding a two rope. Unfortunately S.S. 11 saw him leave the road in the Herbet Forest, his maximum time disappear, and thus be forced to retire.

It was then on to Dunedin for us only to learn after arrival our Service Crew had the misfortune to leave the road about 3K from Dunedin and write off our wagon. Fortunately no one suffered a scratch. A fact that disturbed a lot of competitors was the fining of competitors' service crews for servicing within 1K from the end of a stage. This was sometimes taken as 1K radius or 1K in either direction or 1K from the road closed sign. The roving "Policemen" gave no intention to fine when a service crew infringed. They just remarked, "Read your regulations" and departed. (The service crews would have to find the end of the





stage and then measure the distance and if they stopped to discuss the matter they were considered to have infringed and were subsequently fined \$25 per time and competitors had to pay these fines before their keys were given to them for the next division).

Division II started at 5.30 p.m. and we headed back via some stages to Herbet Forest which was run in the

reverse direction and most of the ice and snow had now turned the road into a slippery slushy mess which had to be treated with nearly as much caution as the previous time through. Then off to S.S. 5 and the famous Dansey's Pass where our first sight of another competitor was Clive Smith in his Escort perched on the top of a snow drift on what is known in the hilly country as being on the wrong side of the road but not obviously in danger. This was a diabolical stage where a slight mistake put paid to any chances of finishing in a good position, if at all.

S.S. 7 and better late than never we fitted our snow tyres (the reason for not fitting them before these stages was we didn't know how long they would last and expecting Division III to be worse we decided this would be the earliest we could fit them and expect them to complete the rest of the stages affected by the snow and ice. The decision later proved to be an unwise one). From now on stage times improved and confidence grew. S.S. 8 was our only wrong slot and could have been our "waterloo" with the emphasis on the water. Starting with a lot of long snow bound straights and having to negotiate many fords we proceeded to attempt one particular crossing and on entering the water we saw two no road signs on our left which we assumed was to stop us heading up the opposite bank. On reaching the bank, which was made of river stones, we were amazed to be greeted by a fast moving stream, so undaunted we pressed on into approximately 18" of water with a bow wave we could not see through, and finally making it to the other side. It wasn't until we had gone about 2K I was informed that we should have gone over a small bridge and not gone through that particular ford!!!! We completed the rest of the stages without any problems but running as car 3 or 4 on the road we would not see anything as regards the misfortune of the other competitors and so to the Parc F. at Deunedin and the start of Division III.

Until this time the organisation could not be faulted but a mass of confusion prevailed about Parc F. report time and many competitors arrived to find they had nearly half an hour still left because of stages being cancelled and this time not being calculated into the P.F. report time. We were told that we could take the vehicles away again as long as we were back in the corrected time. This of course meant traversing 7.30 - 9.30 a.m. traffic and would give possibly an actual servicing time of maybe 10 - 15 minutes. This meant any job that would have taken

Auckland Car Club

1976 CIBIÉ RALLY

AUGUST 7-8

Starts at Thames 11am



MILLEN, MARSHALL, ROBSON, ADAMS, ETC.

**Maps available from clubrooms on Thursday 5th
and at Maramarua Forest gates.**

**Secretary: Flat 2, Eden Hall,
7 Eden Cres., Auckland.1.**



the full time of the service was not possible because of the incorrect report time.

Division III and Muck Up No II. 5.30 p.m. start from P.F. and direct radio broadcast with Andrew Cowan taking the winner of the spot on competition for two fast circuits of the wool store, then proceeding up the ramp and departing amongst the ear splitting shriek of a stuck pig (if you're a Scotch man, "Haggis"). Then for us and a few others - lost in Dunedin without a shovel. Would you believe it we were sent out the wrong door of the Parc F. after 15 minutes of 5 o'clock traffic and going back to the start to orientate we just managed to refuel on the touring stage but had to miss our tyre change. The first stages involved wide uphill heavily metalled roads which were very suitable to the Escorts and it was here that we hoped we could start to use some of our advantages of power, etc. Most of the stages in this Division were the same and we felt that with a lot more of this sort of country we could narrow the lead that the Scotsman had gained.

Stage 7 - arrived at the start of this one with a puncture (our 2nd) but not the last. This meant a 50K stage with no spare. Fortunately for us the stage started right beside the main road which the Service crews traversed and lo and behold who came to our rescue within 5 minutes but our own crew on their way to their next service point. Onto Stage 12 where on the touring stage along the valley the wind was so violent and strong it picked quite large stones off the road and was pelting the car with amazing force. I really had pangs of sympathy for those poor marshals who controlled that stage. Their tent was almost in tatters and they appeared to be frozen stiff. So we carried on to the Parc F. in Invercargill. More confusion about the report time and to make matters worse, Parc F. was 6K out of town!!!! Oh, sleep beautiful sleep and the final crunch, Division IV.

Out of Invercargill to the first stage 37K long in the forest near Winton this put paid to any chances we may have to overhaul Andrew. After approximately 3K we punctured for the third time and the five minutes we had made up in the previous division had been reduced to two so to catch up the 16m difference was nigh on impossible and without some major misfortune to befall the Scotsman our chances were nil so our only course was to be sure of finishing and assured of second place. The stages in this part of the rally proved to be much like Division III and real Escort country. N.I. type roads undulating country with long wide straights and fast corners that could be road with great ease and the low hills with long hard climbs which gave superiority to the high powered cars. This was with the exception of Stage 11. This stage proved to be Coup de Grace, starting on an up gradient we headed into the



forest at first striking good surface and tight corners slowly coming to patches of snow and ice then deteriorating into two tracks in light snow then into heavier snow approximately 10" deep. We proceeded along a ridge and upon traversing the length of the ridge (the snow increasing in depth) we executed a left hander only to find a long hill covered with even deeper snow approximately 14" with three vehicles in various stages of, for a better word, "mountaineering". We ground to an obvious halt and pitched our tent. On surveying the route the only two vehicles that has passed through ahead of us had been four wheel drive vehicles. By now some 15 - 20 cars had arrived and after a discussion we decided to do 180° and try to return. This was finally completed but due to lost time forced the cancellation of the following stage. If you have ever had the opportunity to be in a forest in the middle of the night standing in 14" snow in driving shoes you'll know how bloody cold my feet were. It took the rest of the division to thaw them out.

Toward the later stages we climbed into the high hills around Dunedin and began to strike ice and snow again but not in any concentrated form; the final stages being an anti-climax because of Ken Cleghorn who had been running in third slot dropped a valve and Alan Carter in fourth slot had broken an axle after getting it altogether and putting on a tremendous display of power driving. So it was on to the finish via the Tom Thumb car wash and then the ramp at the Octagon where the largest crowd ever (estimated 2,500 - 3,000) were waiting to give us all a rousing welcome. We had arrived and were very proud to finish and the satisfaction that our performance would give our sponsor made it all the more



pleasing. All that was left now was the prizegiving to be held at 8.00 p.m. in the Students' Union Hall.

The function started slowly and to my mind lacked the organisation and finesse that had prevailed during the rest of the event. The hall was full and everybody had to stand (even those who were seated) if they wanted to observe the presentations. As usual, the speeches were too many and too long and there appeared to be an apparent lack of liaison between Heatway Organisers and Master of Ceremonies and conspicuous by his absence until asked to speak was the Rally Organiser himself. Surprisingly there was no resumé of stage winners or prizes presented as in the past and to add fuel to the fire, the bar was not opened until approximately 11.00 p.m. To sum up the event, there had been a tremendous amount of work and effort put in by the organisers but instead of frustrating competitors with incomplete and ill-bred restrictions, should more effort have been put into making the event run smoother in the avenues



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, 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."

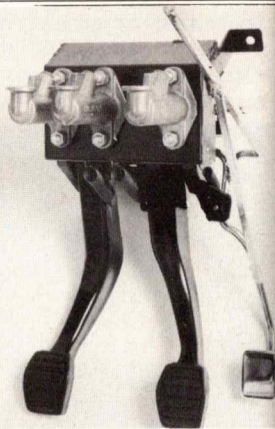
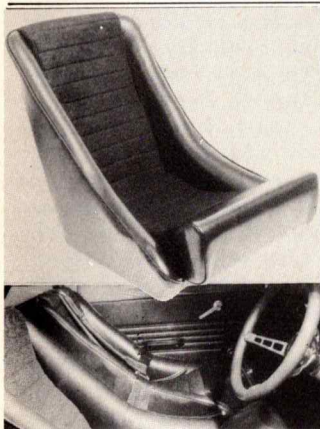
3

FOR THE ROAD from SUPERFORD

Mike Marshall

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 its needed. Fully complies with MANZ schedule 'A'. On top of this it adds a great deal of strength to the car and, in this context, improves handling capabilities.

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

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

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

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



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



John W. Andrew



I have mentioned, I think it would have been an event to do down as the best event in New Zealand Rally history. Three major points to which great importance must be attached are : Pilot car to traverse the "whole" route to check instructions, not just special stages. By travelling the whole route in a conventional vehicle (not a four wheel drive) would have eliminated the abandonment of Stage 12 and having all the cars snow bound in Stage 11. The "policing" of new rules such as the 1K limit from the end of a stage seems, to me from now on, service crews are to be deprived of any observation of stages and therefore some of the appeal of the rally must detract for them.

There is no intention to pick all the bad points and offer no constructive criticism, but I have written this article as I have seen them and to the Heatway Organisers, Sponsors, Marshals P.R. Officer, Results Teams, etc., many thanks for a great event. As for our team mates, Jim and Kevin, to finish in 3rd place, to be 1st and 2nd New Zealanders was a very rewarding finish. Congratulations to Andrew and Jim on their performance which was no mean feat when in actual fact they started the event as the underdogs in the lower-powered vehicle. So until 1977 - Best of Rallying.

BLAIR ROBSON

EXIDE TROPHY

G. PASCOE	10	G. HEWITT	6
B. HOFWARD	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. McCONNELL	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



PAUL ADAMS/PETER DAVIDSON



QUENTIN PHILLIPS/DAVE WINTER



MIKE MARSHALL/ARTHUR McWATT



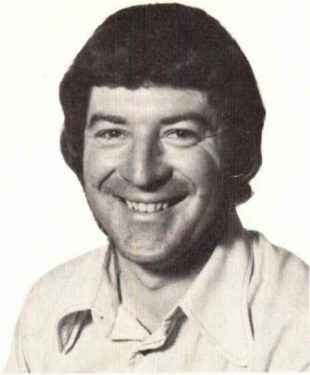
DAVE MORRIS/MAURICE HIESTAND



STEVE BOWKER/PETE TRELEAVEN



GRAEME NICHOLLS/NORM LLOYD



RADIO N.Z. HEATWAY

Jim Donald / Kevin Lancaster

~ 3rd overall

Being the first Heatway Rally I have driven in I decided before we started that my aim would be to drive to finish if at all possible. With this in mind at all times I think it did a lot to help with our final position.

The conditions in the first two Divisions were particularly hard and I spent most of the time trying to just keep the car on the road, let alone trying to go fast. The drop out rate was particularly high, as in the second division we lost about fifteen minutes with one off and one up the wrong road, and we still moved from 11th place up to 6th place.

The 3rd Division was much more to my liking (and to a lot of other competitors), as we had no ice or snow and the roads were all very enjoyable with a lot of fairly fast windy country. We moved up to 5th place by the end of this 3rd Division.

When we started Division 4 I was pretty sure we would hold on to our 5th place with a bit of luck. The first three or four stages I drove fairly hard then we got back into the snow and ice again so I took things pretty easy.

Unfortunately for Allan Carter his rear axle broke which moved us up to 4th place which was a better place than I ever expected to reach in my first long event. This fact slowed us even more.

When the last three stages were about to begin we were fairly sure the car would last the distance although it had a leaking head gasket and was using a lot of water but still running on 4 cylinders. At this point Alan Mitchell was only about $2\frac{1}{2}$ minutes behind us so we decided that we would have to try reasonably hard so as not to lose our 4th place. After starting the second to last stage when we had gone about 4 or 5 kilos we passed Ken Cleghorne stopped; we nearly drove off the road!! Ken had been in third place some 19 or 20 minutes ahead of us and we were running about 12 to 13 cars behind Ken on the road so that we knew that unless he got going fairly quickly we could move up another place very easily.

After reaching the service break before the start of the last stage we had a puncture on a brand new tyre. We were very lucky to have got it on a touring stage only. We took the rear brake drums off to look at the brakes as I was having to pump the pedal every time we used them but found one rear wheel cylinder had blown and the other side the linings just fell off on to the ground as they had been doing all the work and the shoes were now metal to metal. As we had no more spare shoes or time in which to fit them we put it all back together and hoped for the best.

Well the last stage I enjoyed best in the whole rally as we still tried pretty hard and I really enjoyed the road and the huge crowds watching so I decided to give them something to look at much to Kevin's horror! I must admit I was relieved to see the finish board.

Well I must say I never thought I would finish third in the event. I hoped for somewhere in the first ten and I thought I would be happy with this. I guess you can't have bad luck all the time.

I must thank Kevin Lancaster who did a real good job as co-driver and kept me under control at all times. Also a big thanks to my sponsor, "Masport", and Mr Doug Benefield. I would also like to thank the rally organisers, the marshals who did a terrific job out in the cold, and boy it was bad. A special thanks goes to our service crews who worked very hard and without whom our cars would certainly not have performed so well.

Thanks,

JIM DONALD

LADIES EVENING

MONDAY 4th October 8-11pm

No Admission Charge

BENDON PARADE

UNDERWEAR

NIGHTWEAR

SWIMWEAR

SUPPER ETC SUPPLIED





HAPPENINGS



* * * Shortly after the July issue of the Bulletin went to print Walter Hayes, Ford Europe Vice President of Public Affairs made a speech to the Guild of Motoring Writers revealing Ford's future commitment to Formula One racing. As earlier reported a figure of £100,000 (\$200,000) each was quoted as a possible price for any new engine Ford may develop for Formula One.

In his speech Hayes indicated that Ford's subsidy may go as high as £500,000 which is near enough to \$NZ One Million.

The new engine will be a V8 and is expected to appear in 1978 and should cost about \$NS20,000 each. One can only imagine that the many teams who use Ford F1 engines must be delighted at the news, especially the price.

* * * Before very long it is expected that the name Brabham will again appear on racing circuits in the U.K. Geoff Brabham who won the Australian National F.2 title in 1975 will be racing a Toyota powered Ralt in Formula 3 events.

* * * Much shouting and yelling was heard when Leyland Cars announced that they would be returning to motor racing with two Group 2 XJ12 Jaguar Coupes. To date the cars have not appeared and with their recent withdrawal from the Nurburgring round of the European Touring Car Series, it is said they may not appear at all during 1976.

* * * Australian driver Alan Jones recently won the second race in the U.S. Formula 5000 Series driving a Lola T332. Jackie Olliver was second in a Dodge powered Shadow. Brian Redman (Lola T332) who was engaged in a early race battle with Jones and Olliver eventually finished eighth after suffering a sticking throttle.

* * * Whilst the Ford V8 DFV F1 engine has been winning for years in Europe and elsewhere, only over the past year or so has the engine attracted attention from the USAC brigade. Designated the DFX the engine is turbo charged and fitted to one of the Parnelli cars driven by Al Unser recently winning the Schaefer 500 at Pocono.

* * * James Hunt fairly and squarely won the French Grand Prix at Paul Ricard on July 4th and just two days later it was announced that the International Court of Appeal had allowed Hunt's first place in the Spanish G.P. to be reinstated. This year's French event was notable for two reasons, neither Ferrari finished the race and John Watson driving the Citibank Penske was disqualified from third place because the rear wing on the car was said to be 1.5cms too high.

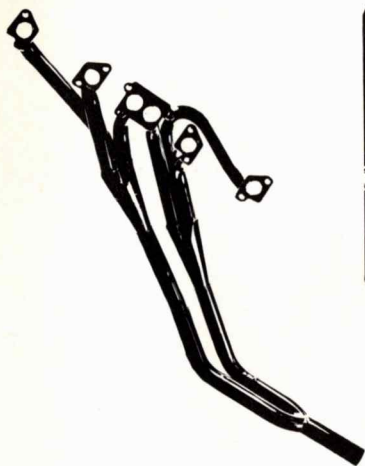
 **DUNLOP**

leading the field to give you the best

COBY

EXHAUST EQUIPMENT

COBY Exhaust Extractors



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".

COBY Mufflers



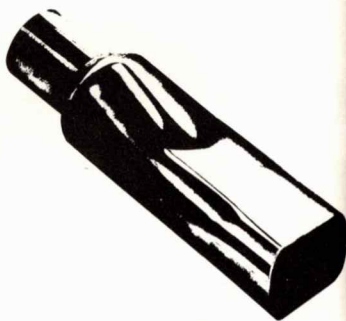
Think "Coby" think "quality". This dedication to excellence is built into the Coby range of Sports Mufflers in sizes 20" x 3 $\frac{1}{2}$ ", 20" x 3" and 16" x 3". Coby's precision engineering and design technique have produced yet another winner.

DISTRIBUTED EXCLUSIVELY BY



ALAN GRIFFITHS LTD., 8 MAYORAL DRIVE,
AUCKLAND, PHONE 31-104.

COBY Exhaust Extensions



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.

AFRICAN RALLY SCENE



Peugeot scored a resounding victory in the Morocco Rally, which finished in Casablanca, getting no less than six cars into the first ten and scoring first and second places. Out-right winners were Jean-Pierre Nicolas and Michel Gamet in a 504, followed by Simo Lampinen and Atso Aho in a similar car. In third place was the lone Lancia Stratos of Sandro Munari and Silvio Maiga, achieving the object of scoring championship points rather than going for a win.

The two Ford Escorts from Boreham retired after less than half distance when Clark's car seized a camshaft and Makinen's succumbed to valve failure.

Fiat began most impressively with the best three times on the first stage with their 131's. Even after Verini went out with a broken drive shaft, Bacchelli and Alen held the lead places until first Alen and then Bacchelli were delayed with suspension problems which dropped them out of the first ten. However, it was a performance which made many people open their eyes with surprise.

Conditions varied from mud and flood in the northern sections to boulders and dust on the desert tracks of the south. Several portions of the route had to be changed at the last moment and some of these amendments were done less than satisfactorily. One new portion of the route was so unsatisfactory, both in choice of road and in manner of definition, that many works crews got together to defy the organisers and to take a short cut. The correct route was so vague that no penalties could properly be applied.

Lancia's championship lead over Opel has been opened up to 20 points and with remaining rounds in Finland, Italy, Corsica and Britain, the odds are on the Italian team becoming champions again.

TULIPEN

Trials Trophy Points

D. BONE	64	I. STEPHENSON	9
C. HUDSON	33	B. DOUGLAS	7
R. MONTGOMERY	28	L. BAIGENT	6
L. SHANKS	20	T. McCLEAN	3
B. SERGENT	18	D. GOOCH	2
A. VERRY	18	R. WYMER	1
P. THOMPSON	14		

TRACKSIDE



Jack Inwood, known to us all in his capacity as a professional motor racing photographer is at present in the United States and on the 20th June this year attended the Michigan International Speedway at Irish Hills near Jackson, Mi., owned by Roger Penske, and according to Jack is a superb racing facility.

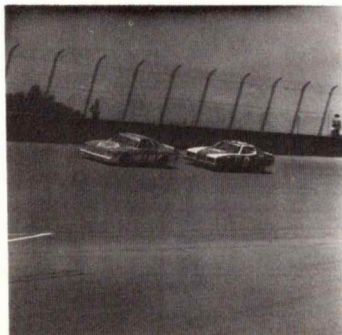
Penske runs four meetings each year. The track is a two mile oval with the front straight curved in front of the stands. The race was the best Jack has seen in America with super organisation and most of the cars very well presented. The Nascar Winston Cup Series races thirty times a year all over North America and the next race, when Jack wrote, was at Daytona, Florida, on July 4th (The Paul Fahey led tour was to be there).

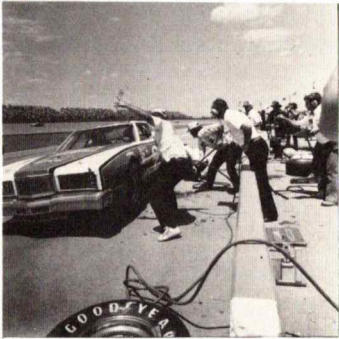
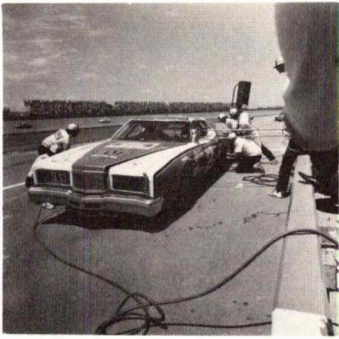
The racing is very close with lots of "drafting". We call it slip-streaming. The track is banked 12° and 18° and is very wide so two cars can go through the corners side by side. The drivers really "press on" and there is a lot of leaning. They come into the pit road at 100 plus - not quite like the B & H!

Press facilities on top of the stand, about 200 feet up, were superb. As well as the Speedway, Penske is involved with an entry in Nascar for Bobby Allison, a USAC (Indy) car for Mario Andretti and Tom Sneeva, and of course his Formula One car driven by John Watson. He employs 700 people within his corporation.

Winner of the event on June 20th was David Pearson. Pearson's winning speed was 144.148 mph for 200 laps around the two mile high banked oval in Michigan, Irish Hills. The Spartanburg South Carolina driver started in the fourth row and pocketed \$13,595 with this victory, bringing his 1976 earnings to \$172,350. Some 55,000 persons viewed the race.

In seven weeks in America Jack says he has seen as many race meetings as he saw in England in fifteen months.





MOTOR SPORT SPONSORSHIPS

An opportunity exists for participants wishing to promote or sponsor individual or a series of events at Pukekohe during the forthcoming and future seasons.

We believe we can offer an attractive proposition to either major or minor participants. Enquire now. The cost is small. The rewards are great. Place your name in front of your people. Support your Sport now.

<u>Contact</u>	E.G. Mallard	- Phone 677-519 (Res)
	N.H. Harvey	- Phone 673-231 (Res)
	L.F. Rankin	- Phone PAP 84-164 (Res)

Sandringham Tyre Service Gymkhana Shield Points



Classes and Regulations for Point Scoring for the forthcoming Sandringham Tyre Service Gymkhana Series are as follows:-

CLASS 'A'	0 - 1100	Engine Over Drive Wheels
CLASS 'B'	0 - 1300	Engine Not Over Drive Wheels
CLASS 'C'	1101 - Over	Engine Over Drive Wheels
CLASS 'D'	1301 - 1600	Engine Not Over Drive Wheels
CLASS 'E'	1601 - 2500	Engine Not Over Drive Wheels
CLASS 'F'	2501 - Over	Engine Not Over Drive Wheels

If there are only three cars entered they shall be run in the next larger class.

TYRES:

- On tar-seal - No racing compound will be permitted
- On grass - No tyres with chunky shoulders - i.e. weather master type tyres FRONT or REAR

POINTS

As in the past, 1 point for entry and 5, 4, 3 in each class. F.T.D. 1 extra point.

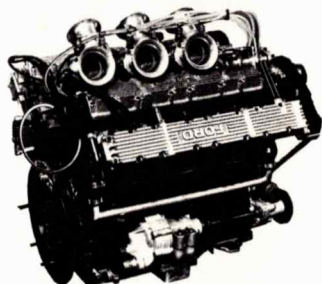


HALLIDAY RACING DEVELOPMENTS

14 KITCHENER RD, SANDRINGHAM
PHONE 864-743

RACE EXHAUST SYSTEMS
2 LITRE RALLY ENGINES
SUSPENSION MODIFICATIONS

ALL ENGINE MACHINING
FULL HEAD MODIFICATIONS
— ANY STAGE
CYLINDER REBORING — \$3 PER BORE
EXCHANGE MODIFIED CORTINA ENGINES
B.D.A. & LOTUS SPECIALISTS





MINI COOPER 'S'

1098 c.c. Very reliable car in tip top condition, \$3,000 sponsorship available. Will trade car(s) or finance.

PHONE WAL WYMER GLE 5542 or HSN 47-639 (Res)

* * * * *

SL/R TORANA 5000 V8

308 cubes of 4-barrel grunt, in immaculate condition. Chrome yellow, with black pinstripes. This is the car that was displayed in the Clubrooms mid last year and has never seen competition work. One owner, 8,000 miles (13,000 kilometres). Replacement cost now \$13,000. Price \$9,195 or near offer.

PHONE - 480-324

* * * * *

CROSSLE FORMULA FORD

Car painted for next season, many spares, new tyres and trailer. \$3,800 o.n.o.

CONTACT GRAHAM MORRIS - PHONE 861-583

* * * * *

4 ONLY GOODYEAR ULTRA-GRIP RALLY SPECIALS

225/55 SR-13 Excellent condition - \$140.

CONTACT IAN PLAMER - PHONE MANUREWA, 67-549 (Evenings)

* * * * *

FORMULA FORD - TITAN MK 6

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.

PHONE RAY WILLIS - 868-032 (Res) or 364-745 (Bus)

* * * * *

JUMBLE SALE

Fiat 125 Rims with Tyres; 4 Mag Wheels to fit Mazda; 2 Mazda Rear Shocks (Standard); 4 Mazda Coupe Rims; Datsun 1600 Windscreen (Front); Mazda Extractors. Assortment of second hand rally tyres ideal for hillclimbs and Club rallies. Rally Battery Boxes ideal to fit in boot.

CONTACT JOHN WOOLF - PHONE 873-576

* * * * *





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.

John Cameron
Raymond McLaren
Paul Monahan
Shirley Graves
Peter Young
Ian Verrall
Rodney Harlick
Gregory Sheldon
Stephen Subritzky
Ian Wilson
Philip Tiechelman
William Horning

Glendene
Kelston
Henderson
New Lynn
Lynfield
Mangere
Manurewa
Milford
Forrest Hill
Balmoral
Avondale
Ponsonby

Anglia
Morris Cooper 'S'
Hillman Imp
Escort
Holden
Hillman Avenger
Austin Mini
Ford
Escort
Vauxhall Victor
Cortina
Falcon

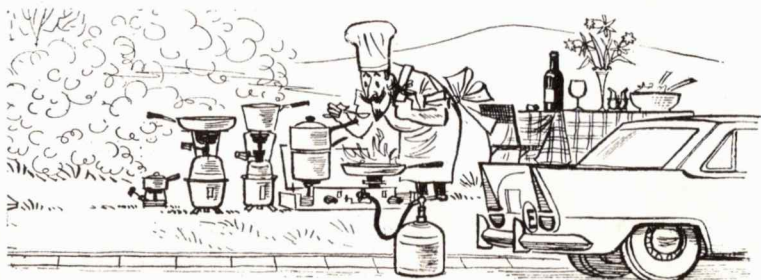


AUCKLAND CAR CLUB *Pit Stop Bistro Bar*

Sundays 6 — 9:30 p.m.

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

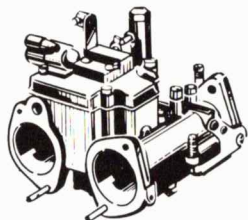
Children Welcome Sundays





Dennis Torque

Dennis Marwood well known racing driver and Managing Director of Performance Developments Ltd recommends these famous performance proved products.



DELLORTO Carburettors

O/E on Lotus, Alfa Romeo, Jensen Healey, Ford R.S. 1600, Moto Guzzi, M.V. Augusta, Gilera, etc. Performance conversions for most cars.

SPAX Adjustable Shock Absorbers

12 instantly adjustable positions without removing from your vehicle.



ROYALE

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

TRW Hot Paint
Resistant to temperature up to 1200°F



For FREE expert advice contact Dennis at

Performance Developments Ltd.

P. O. Box 260, Manurewa. Tel.: 88-283 Papakura.



Simoniz shines like a good shine should shine

Good solid protection for 6 months. Protection in any weather, any conditions. Goes on easily — comes off easier. That's Simoniz . . . And it shines and shines and shines.



Look for Simone, the Simoniz girl, at your service station — she'll tell you.

