

September 1976



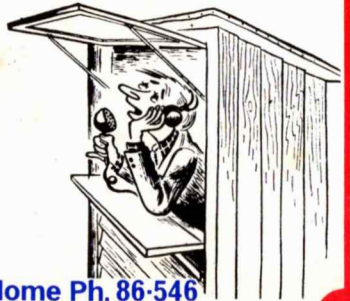
BULLETIN



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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 27-063, AUCKLAND. 4.

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 (Pvte)
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.



WARREN HULL AND KEN KING PLACED FIFTH OVERALL IN THE CIBIE RALLY IN THEIR 1600 ESCORT ON THE FIRST STAGE, TAIRUA FOREST.

COVER PHOTO

PAUL ADAMS AND PETER DAVIDSON IN THEIR ESCORT RS 1800 IN THE FOURTH STAGE, MARAMARUA FOREST, ON THEIR WAY TO SECOND PLACE OVERALL IN THE 1976 CIBIE RALLY.

PIX — Ross Cammick Ph. 558-913

COMING EVENTS



**CLOSED
CLUB**

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

CLUBROOM HOURS:

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

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

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

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

PIT STOP BISTRO BAR:

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

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

16TH SEPTEMBER - THURSDAY - CLUBNIGHT AND FILM EVENING:

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill. Feature film will be the 1976 East African Safari Rally. Andrew Cowan's Heatway Rally winning Avenger will be on display and Jim Scott, Andrew Cowan's co-driver will also be present to talk about the Avenger and the Heatway Rally. Supper provided at the conclusion of the films.

18TH SEPTEMBER - SATURDAY - WINE AND CHEESE EVENING:

To be held at the Clubrooms. A good night for a good taste. Tickets at \$3.50 each are now on sale from

Clubhouse Committee Members.

22ND SEPTEMBER - WEDNESDAY - MID-WEEK TRIAL:

This trial is the one that was incorrectly advertised as being held on the 15th September. A two hour event starting at Lynmall at 6.30 p.m. Finishes at the Clubrooms. No maps required. Usual requirements including sealed clock, etc. Provision will be made to buy your tea on the way to the Clubrooms.

26TH SEPTEMBER - SUNDAY - SUNDAY NIGHT DANCE:

To be held at the Clubrooms commencing at 7.00 p.m. A cover charge of 70 cents will be made and the Bistro Bar will be open for meals. There will be the usual good music to dance to.

2ND OCTOBER - SATURDAY NIGHT - FILM EVENING:

To be held in the Clubrooms, 44 Stoddard Road, Mt Roskill. This will be a double feature, the first film being "The Silencers" - a comedy thriller starring Dean Martin, Stella Stevens and Daliah Lavi. The second film, "Magnum Force" stars Clint Eastwood and David Soul (Hutch) in cinemascope.

4TH OCTOBER - MONDAY NIGHT - LADIES EVENING:

All lady members, wife members and friends are welcome to come along and enjoy this evening. A Bendon Parade of underwear, nightwear and swimwear will be a feature of the evening. Supper provided and refreshments available. No charge for admission.

10TH OCTOBER - SUNDAY NIGHT DANCE

Once again there will be a popular group of musicians playing for our Sunday night dance. Further particulars next month.

16TH OCTOBER - SATURDAY EVENING - BEER & BURGER EVENING:

This is an advance notice of this ever popular type of event. Tickets will be on sale shortly with full details in next month's magazine.



**OPEN &
INVITATION**

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

Promoted by the Northern Sports and Tokoroa Car Clubs this event will be run entirely on closed New Zealand

Forest Products Limited roads comprising some 300 km of special stages.

4TH SEPTEMBER - SATURDAY - HAWKES BAY CAR CLUB BLOSSOM TRIAL:

This open trial was previously set down for the 28th August but will now take place on 4th September. Entry forms may be obtained from P.O. Box 323, Hastings.

5TH SEPTEMBER - SUNDAY - STRAIGHT TALKE TYRE SHOPPE/GOODYEAR SALOON CAR INVITATION HILLCLIMB SERIES:

Round 2 to be run on the Pukerimu Road off the Rotorua Atiamuri Highway. Round 3 venue will be run on the Pukehue Hill in New Zealand Forest Products property near Atiamuri on 24th October. Entries close for Round 2 on 5th September and for Round 3 on 15th October. Entry Fee \$4.00 per car - late entries \$6.00. Further details available from the Secretary, Box 121, Tokoroa.

12TH SEPTEMBER - SUNDAY - BENSON & HEDGES 1000 - PUKEKOHE:

New Zealand's premier Standard Production Saloon Car Race. A full field of 40 cars will contest this 1000 km 9 Hour Event on the 3.5 km circuit.

18TH SEPTEMBER - PALL MALL RALLY CHAMPIONSHIP - ROUND 4:

Organised by the Rotorua Car Club. Entries should be directed to the Secretary, P.O. Box 365, Rotorua. Round 3 to be run by the Manawatu Car Club will be the final of the Pall Mall Rally Championship Series and will be held on 2nd/3rd October.

18TH SEPTEMBER - SATURDAY - MERCURY TROPHY TRIAL:

Promoted by the Northern Sports Car Club. A 4½ hour trial which will travel through the Drury country. Doug Hodder is the plotter. Forms available from the Clubrooms shortly.

18TH SEPTEMBER - SATURDAY - GOLD STAR TRIAL:

Promoted by RATEC. Enquiries should be directed to P.O. Box 2673, Christchurch.

25TH SEPTEMBER - CLUBMAN'S RACE MEETING - MANFEILD

This event has been postponed until the 11th December.

2ND/3RD OCTOBER - PUKEKOHE CAR CLUB INVITATION SPEED WEEKEND

Bent Sprint and Hillclimb at Bright Road. Enquiries to P.O. Box 174, Pukekohe.

2ND/3RD OCTOBER - SATURDAY/SUNDAY - PALL MALL RALLY CHAMPIONSHIP - ROUND 3:

The Pall Mall Rally Championship - Round 3 - organised by the Manawatu Car Club has, after general consultation, been transferred to the above dates, 2nd/3rd October. Permission to use key roads in the Rangitikei County has been withdrawn because farmers in these areas will be in the midst of their lambing season. This now

means Round 3 will become the final round in this series. Round 4 will still be held on 18th/19th September.

3RD OCTOBER - SUNDAY - INVITATION SPRINT

Promoted by the H.C.M.C. To be run on Cowans Bay Road, Warkworth. Sprint over 2 kms on metal surface. Scrutineering 8.30 a.m. to 10.30 a.m. Racing 11.00 a.m. to 4.30 p.m. Information etc., available from the Secretary, 270 Main Road, Orewa. Phone 527.

10TH OCTOBER - SUNDAY - NATIONAL RACE MEETING (B GRADE) PUKEKOHE SHORT CIRCUIT

Amco Mini Seven Saloon Championship, Formula Vee Championship, Clubman Races, Saloons and Sports Cars etc. Observations for racing licences including 1st and 2nd upgrading. Entries close with Eric Mallard on Friday, 1st October, P.O. Box 11-129, Ellerslie.

NOTE: The Shellsport Championship Round set down for this date has been transferred to the Pukekohe meeting to be held on Sunday, 14th November.

Shell SPORT

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SHOUTS & murmurs



. . . There was another large attendance at our August Film Evening and excellent films were shown.

These included a fifteen minute film showing the background and principles of the rotary engine. A dis-assembled Mazda rotary motor was on display and Messrs. Bill Shiells and Bob Bilton of Mazda Motors N.Z. Limited were there to explain its principles to interested members.

A twenty minute film entitled "Javalin Breed" covered Javalins and Mustangs racing in the U.S.A. The final film of the evening was loaned by Todd Motors and covered the 1975 Tenth Southern Cross Rally.

Trophies for the Rotorua Trial and the Mid-week Trial were presented.

. . . Congratulations to Wayne Boberg and Tony Howe on winning the Trans Trophy for the recent Eight Ball Pools Championship, held in the Clubrooms on 31st July last. The trophy was presented to Wayne and Tony at our August film evening.

. . . This Club will again be organising an area at the forthcoming motor show to be held at the Epsom Showgrounds at Labour weekend. Our Club and Northern Sports Car Club will be responsible for the car club area at the show. Ron Brown and Kevin Lancaster will be happy to hear from anyone who can give assistance. Ex World Motor Racing Champion, Jackie Stewart, will be at this show.

. . . Andrew Cowan's Radio New Zealand Heatway winning Avenger will be the car on display at the Clubrooms at our next film evening. Winning navigator, Jim Scott, will be in attendance to give a talk to members on his experiences in this year's Radio New Zealand Heatway Rally. First rate films to support this talk have been arranged.

. . . Congratulations to Peter Scott of Rothmans whose wife, Jennifer, gave birth to their second child, a son.

. . . Congratulations also go to Clubhouse Committee members Graham Johnston and Sue Lawrence on their recent engagement.

Shell SPORT



. . . Prizes were presented at the last film evening for the 1976 Cibié Rally run by this Club on the 7th August. Mr Bob MacDuff came along from the sponsors of the rally, A.H.I. Agencies and presented the trophies on behalf of the Club. Perhaps it was fitting that Bob presented the winning trophy to an employee of A.H.I. Agencies, namely Mike Marshall (pictured below).

Bob is seen at left addressing members at the film evening.

The Club is indebted to his firm who are agents for Cibié lights for their sponsorship of our rally and their involvement with motor sport.

. . . One of the prizes for the recent Cibié Rally was \$10 worth of Hussar Products for being the first car to be stuck in the ford. Winner of this award was Tim Gibbs who writes as follows:-

"Thanks for the invitation to the prize presentation but I will be unable to be present.

However, I'll be pleased to receive the \$10 worth of Hussar Products for being the first to be stuck in the ford and hope it is hair restorer to replace the hair I tore out!!!

Please thank the donors for this and the C.R.C. pack for eighth place.

Also thanks to Kevin Lancaster and his assistants for a good day's fun".

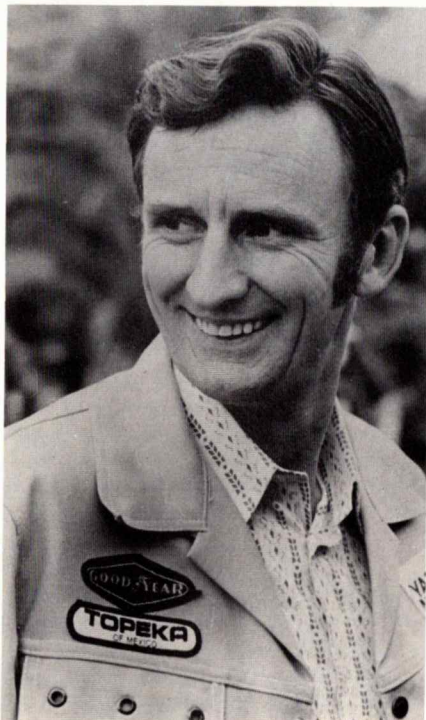
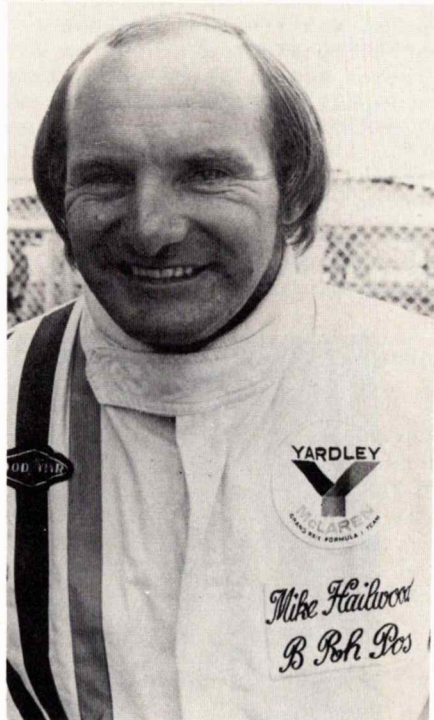


TO ALL PROSPECTIVE FORMULA PACIFIC DRIVERS:

We have a car arriving into the country shortly all set up ready to race but we require EXTRA finance to run the car for this coming season. A driver who would be interested in competing in this Formula and who is willing to work in preparing and help finance this proposition we would be glad to hear from.

REPLY TO FORMULA PACIFIC, BOX 68-315, NEWTON, AUCKLAND.

. . . Two Honorary Members of the Club will be driving a Holden Monaro GTS in the forthcoming Benson and Hedges 1000. They are ex Vice President Phil Kerr who for years has managed the Brabham and McLaren racing stables and nine times World Motor-cycle Champion and successful motor racing driver, Mike Hailwood. We wish Mike and Phil (pictured) every success in their Benson and Hedges 1000 venture.



. . . Please note that our Post Office box number has now been shifted to Mount Roskill and is P.O. Box 27-063, Auckland 4.

BENSON & HEDGES 1000



12th SEPTEMBER

PUKEKOHE

New Zealand International Grand Prix

AUCK. INC.

NATIONAL MOTOR RACING



Recently the consortium of Race Promoters promoting on Pukekohe, which includes the Auckland Car Club, Northern Sports Car Club and the New Zealand International Grand Prix, met and reviewed the 1976/77 motor racing season on Pukekohe.

The discussion involved such matters -

Sponsorship of Events
Spectator Attendance
Driver Participation
Track Marshal Involvement

The consortium resolved the following policy be adopted for the forthcoming season:-

Sunday - 10th October 1976 - National Meeting - Delete

The Club will instead promote on the .75 mile circuit the following events -

Amco-Mini 7 Championship
Formula Vee Championship

Plus associated events to complete the promotion. The Shellsport round is deleted.

Sunday - 14th November 1976

Combined Northern Sports and Auckland Car Club Promotion.

Proposed Events -

Shellsport Round
Amco Mini 7 Series
Castrol GTX - Subject to competitor numbers

Sunday - 27th March 1977

Combined Auckland Car Club and Northern Sports Car Club Promotion.

Proposed Events -

Gold Star Championship
Shellsport Round
Formula Ford Championship

The foregoing is intended to advise you what is intended for the forthcoming season, but economic pressure may require the policy to be reviewed as the season progresses.

Should circumstances require a review and or amendment we shall advise you as urgently as possible.

L.F. Rankin
for Auckland Car Club Race Sub-
Committee

THE ROTORUA TRIAL

17--18th July



I've just been introduced to this great sport called trialling. The general idea seems to be go give you a lot of ambiguous instructions and if you are really clever you get the right meaning, you also travel on the roughest roads in the country and by the longest route.

Two weeks before I was told I was going on this trial to Rotorua with Monty, John and Pierre. Then the Friday night before we were not going as Monty's car had been bashed up. Come Saturday morning, the sun was shining so John decided we would shoot off to Rotorua on this trial in his car.

We left from the Car Club as car number seven so we left a bit after 0900 hours.

We went down the Southern Motorway, out through Bombay, Hunua and Maramarua. Then somehow we got down round Paeroa, round and round the back roads there.

Some of the really clever things I thought that would just never enter your head are those dirt tracks that you would normally ignore but in trialling they change a Tee into a cross roads. I remember one was just a dirt-track about four yards long that finished at the woods and had a post in the middle of it, so at that corner we took the line of least deviation and we got a check. At another time we turned right out of HEARLD RD and saw a check up a steep slushy track so John got out and climbed up the bank and found another check beyond the first one. As far as I was concerned you certainly couldn't take a car up there but I believe someone did try it.

Well we finally arrived at the Travelodge in Rotorua at about 1515 hours to discover we were early, as we were at lunch at Waihi. We had only lost two checks which I thought was rather clever.

We thought it was time to relax in the bar and have a few drinks. While sitting around having a post mortem, Peter Levis and navigator (female) staggered in late. He had seen the check SEX and thought it was an instruction.

That evening we had a super buffet dinner and dance

where lots of bebies and good times were had by all.

We were rather rudely disturbed at 0200 hours by the fire alarm going off so we had to dress and get out of the hotel. When we went back to bed we decided to listen to the All Blacks get beaten.

We managed to stagger out of the hotel at 1000 hours to fill up with petrol and leave at 1010 hours. There were some very sorry sights that left the hotel that morning. The first check was in the Mamakus and it was WAKE UP which was a reminder we needed.

There were a few moments on the way home, one was when I thought I would have to walk from Hamilton as I had read "exit" as "exists". Luckily we got over that one O.K. and I was pleased to hear later that I wasn't the only one who made that mistake.

When we lunched at Te Awamutu we found we were only 2½ minutes early. Then the long haul home. It was a bit hard keeping awake on S.H. 1 and the motorway but we made it all right.

The trial finished in the Clubrooms and the post mortem over dinner and a couple of beers.

I just cannot wait to try this trialling again.

Thanks to the organisers for a great weekend.

L.T.

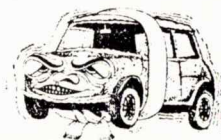
RESULTS:

1st	John Busch	536 points lost
2nd	Ivy Stephenson	578
3rd	Laurie Baigent	736
4th	Peter Sergent	847
5th	Alan Verry	1061
6th	Bruce Merrett	1142
7th	Chris Hudson	1169
8th	Robin Wallace	1277
9th	Bruce Douglas	1449
10th	Marty Finch	1843
11th	Gavin Woodman	2151
12th	Adrian Mowatt-Wilson	2190
13th	Ross Senne	2237
14th	Rob Watkins	2551
15th	Grahan Norton	3130
16th	Kevin Bowles	3198
17th	John Cowan	3201
18th	Mike Harold	3345
19th	Murray Johnston	3598
20th	Susan Lawrence	3682
21st	Glenn Ellis	3756
22nd	Ken Busset	4139
23rd	Paul Levis	4407
24th	Des Gulland	4497
25th	Fred Martin	5111
26th	Chris Goodson	5657
27th	Anne Blake	6020



Gymkhana

15th AUGUST



POT BLACK

The first ten place getters in the Pool Tournament held on 31st July at the Clubrooms were -

1st	Wayne Broberg	&	Tony Howe
2nd	Laurie Baigent	&	Graeme Johnston
3rd	Phil Bernard	&	Tony Trembath
4th	Rick George	&	Anne Blake
5th	John Haglund	&	Val Parkinson
6th	James Watkin	&	Kevin Griffen
7th	Pat Cargill	&	Sue Lawrence
8th	Ross Senne	&	John Crombie
9th	Vicky Baigent	&	Kay Howe
10th	Brian Keach	&	Grant Rowe

Another successful pool tournament is now over.

Competition and tension was high as the final games were played out for 1st, 2nd and 3rd placings. The only time we hear the Clubrooms dead quiet when people are there. It was pleasing to see two ladies teams coming in the top ten.

Congratulations to Wayne and Tony for winning the Trans Trophy & Pool Champion Cup.

Trials Trophy Points

D. BONE	64	R. NAZEY	10
C. HUDSON	51	B. DOUGLAS	7
R. MONTGOMERY	44	P. SERGENT	7
A. VERRY	42	B. MERRITT	5
L. SHANKS	40	T. McCLEAN	3
P. THOMPSON	26	R. WALLACE	3
B. SERGENT	18	D. GOOCH	2
I. STEPHENSON	18	B. DOUGLAS	2
L. BAIGENT	14	R. WYMER	1
J. BUSCH	10	M. FINCH	1

Sandringham Tyre Service

Gymkhana Shield Points



Points after 1st Round at Mangere on 15th August.

ROD NASEY	6	N. MALLARD	4
M.H. PAINTER	5	P. BREWER	3
N.G. HARLICK	5	I. LAIDLAW	3
G. SIBON	5	B. GALLOWAY	3
G. WOODMAN	4	R. SENNE	3
G. APPLETON	4	K. TURNER	2
G. RANKIN	4	P. FONG	2

On The Social Scene...



Our Sunday night dance last month, the Rock'n Roll night was a terrific night with over 300 people attending. By members' requests we will be having another Rock'n Roll night later on in the year.

The Pool Tournament is now over. The tournament is run every three months and is enjoyed by our pool players. It was good to see some Ladies teams entering again and giving the guys something to think about. Keep it up ladies. Results are printed elsewhere in this bulletin.

By the time this Bulletin comes out the Presidential Cocktail Party will be over and there will be a few sore heads, I bet.

Ahead of us we have our annual Wine and Cheese on the 18th September. The evening will start at 8.00 p.m. and tickets are now on sale at \$3.50 a head.

On 26th September there will be another Sunday night dance. A cover charge will be made to people staying after 6 p.m.

Looking into October, on the 2nd we have a film evening. This time there will be a double feature, "The Silencers" and the "Magnum Force". Both are excellent films according to our projectionist, Harold Batten. Going to the movies this way is real comfort with refreshments available during the evening. 70 cents cover charge will be made and children under 14 years are half price. Family groups most welcome.

On Monday, 4th October, is our Ladies night starting at 8.00 p.m. Wife members, lady members and friends are welcome.

Then on the 10th October we have another Sunday night dance with a Beer and Burger evening on the 16th. This is an evening not to be missed.

More social news next month

MAURICE CARGILL

Shell SPORT



**STRAIGHT
AHEAD**



Brevity is the soul of wit, and, as yours truly has now been blessed with a reputation for humour, many thanks for which go to Harold Angel, I promise to write a very funny column.

The Rotorua Trial is over and in addition to thanking the Bones and Shanks for a faultless enjoyable trial, I would like to thank all the non-regular triallists who came along for the run and who also enjoyed themselves. If any of you were bitten by the trialling bug, or would like to start practising for next year, don't hesitate to enter any of the mid-week or closed club trials.

The Spring Invitation and John Kilmartin's trial will both be over by the time you read this but in September Ross Montgomery and crew will have another mid-week trial for us. After that, we have the Experts Trial in October.

See you next month
P.S. Spot the joke?

G.R. 005

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



HAPPENINGS



Amon Leaves Ensign - One of the high points in this year's World Championship Formula One series has been the astonishing performance of Chris Amon in the Ensign. This small team is run by Mo Nunn who some may recall as a F.3 Team driver in the days of Gold Leaf-Team Lotus. Compared with most of the F.1 teams, the Ensign operation is woefully short of money and this quite simply has caused a parting of the ways between Amon and Nunn.

There seems little doubt amongst the pundits that the Amon, Nunn, Dave Baldwin (designer of the car) combination has produced the quickest Ford DFV powered car currently contesting the championship.

The final break made by Amon at Nurburgring was preceded by Baldwin's departure to the Fittipaldi Bros Copersucar Team.

It is expected that Jacky Ickx will move into the seat vacated by Amon. Ickx has recently left the Frank Williams/Walter Woolf Team.

At the age of 32 Amon is the veteran of Formula One - his showing in the Ensign this year proved Chris has not lost his ability. I for one certainly hope his services are not wasted.

Ferrari Withdraw from F.1 - Shortly after the German G.P. Enzo Ferrari announced that his team was withdrawing from F. 1 for the remainder of the 1976 season. Whilst Nicki Lauda's accident contributed in part to this move, the overriding factor relates to two results made in a courtroom and not on a racing circuit.

Ferrari is far from happy over the decisions to allow James Hunt's G.P. wins in Spain and Britain to stand. Referring to the Spanish race, Ferrari referred to the Articles which make it very clear that in the case of an offence against the rules both driver and constructor are equally guilty. Ferrari is also unhappy over the British Grand Prix verdict. It would seem that those responsible for the draughting of Regulations for World Championships Grands Prix will have to fill a few gaps.

RAM-Brabhams Seized in Germany - The name John MacDonald may not be familiar to New Zealand, however he was the gentleman contracted to bring both Brian Redman and Allan Jones to race March V6 F5000 cars in the 1976 Peter Stuyvesant Series.

A driver named Loris Kessel earlier this year paid MacDonald's team a large sum of money, said to be £65,000, in order that he could race one of the RAM Brabham-Ford DFVs for the 1976 F.1 season. It appears that Kessel's services were dispensed with just prior to the German Grand Prix - the

result, Loris Kessel served an injunction against MacDonald and the German Police seized the team's assets during practice.

The court has initially found in favour of Kessel - a verdict which MacDonald has appealed against.

Formula Pacific Tyres Announced - It was recently announced that the only brand of tyre which will be used by Formula Pacific competitors for the 1976/77 season will be Goodyear brand. This decision affects resident drivers and overseas competitors and relates to the Gold Star Series and Peter Stuyvesant Series. The specifications are as follows:-

Dry Tyres Front : 20 x 9.5 x 13 G44, Compound, Slick
 Rear : 23 x 11 x 13 G44, Compound, Slick

Wet Weather Tyres
 Front : 21 x 8 x 13 G45, Compound.
 Rear : 23 x 11 x 13 G45, Compound.

The G44 Compound Tyres are approved by the Formula Two Association and have performed extremely well in Europe this season. On many occasions this year the air temperatures recorded on racedays at the F2 championship events has exceeded 85° F.

There was a great deal of apprehension about the compound to be used. The Goodyear tyre used in F. Atlantic in North America has proved far from satisfactory. It would seem the information supplied by Goodyear has resulted in the wisest choice being made in terms of the compound.

The New Zealand distributor for the Goodyear racing tyres will be Graeme Lawrence Tyres Limited of Hamilton. It is understood the services of a Goodyear technician will be available at race meetings and Graeme has recently commissioned the building of a racing service vehicle.

Copies of the Formula Pacific Regulations are now available from the M.A.N.Z. at P.O. Box 3793, Wellington.

If we at the N.Z.I.G.P. can be of any assistance to you regarding Formula Pacific or similar types of racing, then please do not hesitate to contact us. We are only too happy to help.

NORMAN HARVEY

**FOR THAT PERSONAL ATTENTION
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EUROPEAN RALLY SCENE

In the short space of four years the Texaco Tour of Britain has built up an enviable reputation in the field of motorsport. It offers a unique combination of race circuits and rally special stages, and as such offers the only chance for the race drivers and rallymen to pit their wits against each other in direct competition.

The Texaco Tour resulted in a clear victory for Ari Vatanen/Peter Bryant in their Ford Escort RS 2000. Brian Culcheth/Ray Hutton who finished second to Tony Pond's RS 2000 last year, were again runners-up in their Triumph Dolomite Sprint, having lead the Tour briefly on the first day until they lost time clipping a bank, puncturing a tyre and bending a steering rack on one of the stages. The Vauxhall Magnums of Will Sparrow/Rodney Spokes and Gerry Marshall/Mike Greasley took third and fourth places, Marshall being the only racing driver to finish in the top ten places.

This year's Tour was biased in favour of the rally drivers, and although Gordon Spice (Capri 3000) was fastest on aggregate on the circuits he had various problems on the stages and could only finish 13th, just behind Denny Hulme's Opel Commodore.

Races at Silverstone and Snetterton opened the three day Tour, and top seeds were soon in trouble. Timo Makinen and Roger Clark both retired when the Ford Escorts clutches exploded. Tony Pond retired with his Dolomite Sprint overheating and James Hunt retired his Magnum after hitting a tree in one of the early stages.

A hard night's rallying in Wales saw Vatanen pulling out a lead of more than a minute on Clucheth, which settled the results. Barrie Williams and John Taylor were duelling hard for third place but both collected a maximum penalty during the final Stages, Taylor when he wrong slotted and Williams when his Escort's gearbox froze up during the final races at Mallory Park.

TULIPEN

Shell SPORT

halda rally

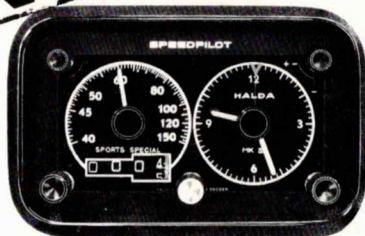
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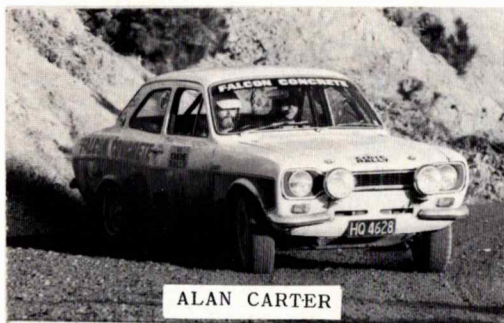
1976 CIBIĒ RALLY

PIX — Ross Cammick Ph. 558-913

AUGUST 7-8



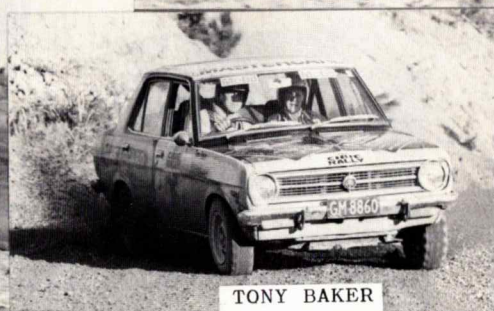
DAVE WINTER



ALAN CARTER



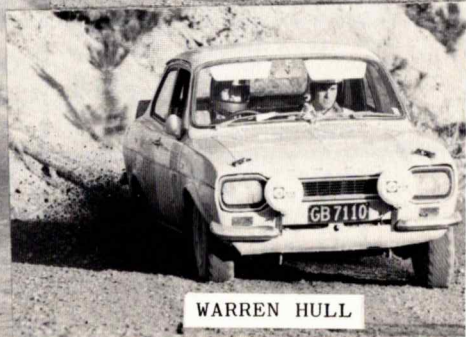
STEVE BOWKER



TONY BAKER



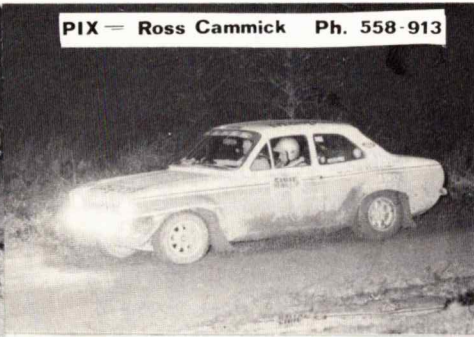
GRAEME NICHOLLS



WARREN HULL



BARRY KIRK-BURNAND



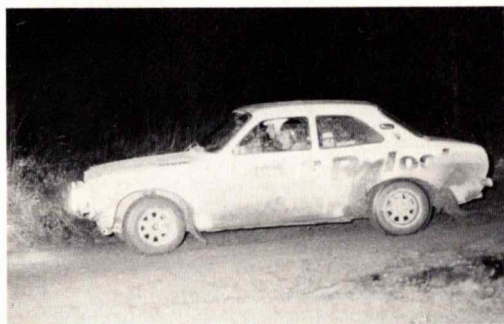
JIM DONALD



GEORGE KUTTEL



ALAN MITCHELL



MIKE MARSHALL



BLAIR ROBSON



ALF GOLDSBURG

Auckland Car Club

1976 CIBIĒ RALLY

AUGUST 7-8



Saturday, 7th August, saw the start of the 1976 Cibiē Rally at Thames.

The Route : After many disappointments the rally which was to have been some 750 km was cut to 350 km. The only County Council that was interested was the Hauraki Plains and we are grateful for their permission and assistance. The final route started in Thames at 1.00 p.m. and toured to Tairua Forest. There were two stages in this forest, one of 14 km and a short but fast stage of 3.5 km. A touring stage to Maramarua came next where there were two stages, one of 15.5 km complete with the well known yumps and one of 20.6 km. The competitors then toured to the now famous Tetley's Quarry with its ford, for a stage of 2.54 km. The coffee break was followed by two stages in Maramarua, one of 18.14 km and one of 12.72 km. A touring stage to the Mahuta Rd special was next and then back to Maramarua for the final stage.

Scrutineering : The rally committee decided to shorten the time competitors had available between scrutineering and their start times. In the past this time was a waste from everyone's point of view except for those whose cars did not pass scrutineering. Therefore, albiet a bit late, the competitors were given a report time and instructed that it was most important they should not be late. They were not. Everyone turned up early and in any order and it made a mockery of the idea. This type of scrutineering is done overseas and both the competitors and the organisers had better learn to use it.

The Rally : The first stage was a mixed bag. It started on good fast metal with patches of thick coarse gravel went into a slow clay track, complete with punga surface, and then a fast open finish. Blair Robson was fastest by 19 seconds from Paul Adams and Jim Donald. Next was Tim Gibbs followed by Clive Smith, Alan Mitchell and then Mike Marshall, who had the misfortune to puncture. This first stage saw the retirement of Steve Hamilton, Brian Audas of Rallycross fame, who had a comprehensive roll, and Maurice Wright who blew his clutch.

Stage 2 was a very fast stage on an excellent gravel surface. Mike Marshall was fastest in 2.4 minutes, Robson one second back with Tim Gibbs third.



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.

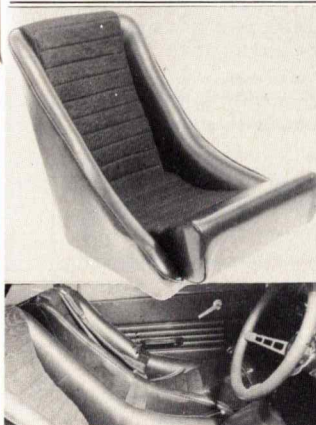
I have always received invaluable technical assistance from Ray Stone and his team and, together, we have solved many technical difficulties. This has contributed greatly to my success. It goes without saying that I have secured Superford service support again for this season and I will be depending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

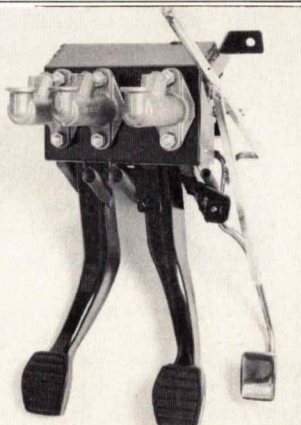
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We do not market go fast gear that simply looks pretty. We admit, some equipment changes, and improves appearance, but the prime objective is top performance with maximum safety.

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



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Stage 3 started on seal with a bear right, then an acute left. It had to be a woman who went straight ahead at the first corner.

Stage 4 saw the Masport Team pirouette. First Blair Robson punctured. Jim Donald came around the corner, passed No. 1 driver and laughed so much that he spun on the

next corner. No. 1 driver then decided to keep going and so passed No. 2 again. Marshall had the fastest time of 14.16 minutes followed by Adams, Smith and Donald.

The next stage was Tetley's Quarry which was cancelled. This should not have made any difference to the competitor's time schedule except that they would have a longer coffee break. One would think that would be easy to work out.

Special Stage 6 was subject to a delay allowance due to the late arrival of the trail car. He had been held up at Tairua and so was late clearing Stage 3. Eventually this was cleared and the stage started. I daresay the spectators on the yumps thought the wait was worth it. Casualties on this stage were Lindsay Seymour who blew his engine right at the start, Phil Ornstein hit a tree as did Hugh Munro. Apparently there was an inconsiderate photographer who without warning would take terrific action photos complete with flash. Alan Mitchell was fastest here followed by Marshall and Smith.

Stage 7 saw Alan Mitchell really getting stuck in and he was fastest from Adams and Marshall. Clive Smith was 4th followed by Donald and Robson. Dave Cooney retired in this stage with a blown engine.

Special Stage 8 was the only closed road in the rally and although short, appeared to be very popular, particularly for Mark Parsons in his big Monaro. Marshall was again first followed by Mitchell and Robson. Graeme Nicholls rolled his Datsun 1200 Coupe along a fence right in front of the farmer who owned it. Mr F. Dagg didn't seem at all concerned, reckoned it was worth it. Judy Hanbury got a maximum in this stage. Somebody said she ran out of gas.

The last stage was again on the headquarters side of the forest and finished down the yumps. Easily fastest was Marshall followed by Adams and Robson with Donald and Smith equal fourth. This stage showed how fast the survey party worked and how slow the lead car was. It nearly got caught.



Well, that was the Cibiē Rally. There were problems, silly mistakes by the organisers and the competitors did not help the tight time schedule. One competitor did not even put his name or number on his driver's card. All these things contribute to the delay. The function after the event fell a little flat because of the delay in announcing the final results but everybody seemed to sample the delights of the Bistro and bar with gay abandon.

I would like to take this opportunity of thanking the sponsors and the organisers. I know the amount of work that went into the event and no matter what happened lots of credit must go to them. Thanks also to the St John Ambulance, Thames Valley Car Club for staffing the Tairua stages, Roy Hanbury for making the stakes in such a rush, the stewards for their meal and anyone else who contributed to the event. Thanks must also go to the competitors. The organisers invite you back next year and guarantee you a rally that will run like clockwork.

ROB WYLIE

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SATURDAY

2nd October

DOUBLE FEATURE

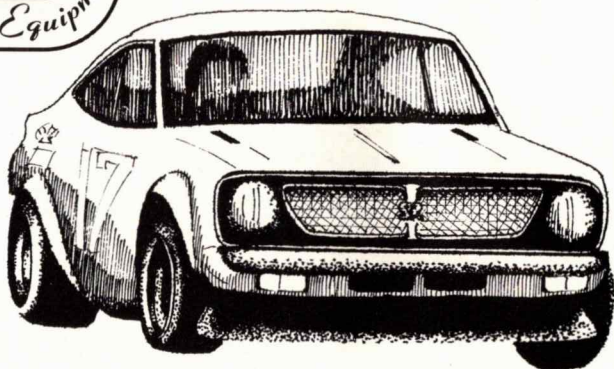
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WARREN HULL



GRAEME NICHOLLS



Unfortunately I didn't have time for an article last month as I had just come off the Heatway and onto the Cibie Rally. Not only that, but I thought it would be a change to let the "stars" put pen to paper and leave them to their glory!!!

The Heatway came as a bit of a surprise to me as I was becoming very involved in the work on the Cibie Rally. I was actually working on the rally when the phone rang and a familiar old voice at the end said "What's the guts"!!! After a few minutes I discovered it was my old friend from way back - Jim Donald.

After a long conversation and what-not I was eventually persuaded to go with him on the Heatway as I felt it was the least I could do for an old friend at a time of woe!!

I went in the Thermal Rally in order to "re-learn the ropes" as it was over 20 months since I last navigated in any thing. I quite enjoyed the rally and was reasonably impressed with how Jim had improved since I last rode with him.

After a lot of late nights and hard work Heatway time was upon us and the exercise was a trip to remember - right from the antics on the boat across to the quiet plane trip back.

I won't rave too much about the event although I must compliment the stage marshals on the most fantastic job I've ever seen done on any rally. They battled through all conditions and still remained courteous and helpful to competitors.

Had to laugh when I was clocking into a tent at the start of a stage with a few other navigators when the tent blew down on top of us. After sorting out the marshals, some fellow in another Escort suggested I stay back and serve as a tent pole - cheeky bugger.

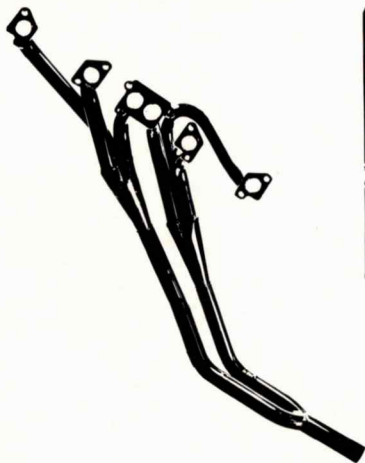
The ice 'n' snow was pretty slippery as we found when we were thrashing along a long straight at about 80 mph in top gear. However, when you applied the old lead foot it didn't get any faster but the rev counter shot around to about 9,500 rpm - yeeeeeees!!!

The only two bad spots in the event were the Benmore Stage and the snowy stage where everyone got stuck! The Benmore stage was the most fearful stage I've done - not only

Shell SPORT

COBY EXHAUST EQUIPMENT

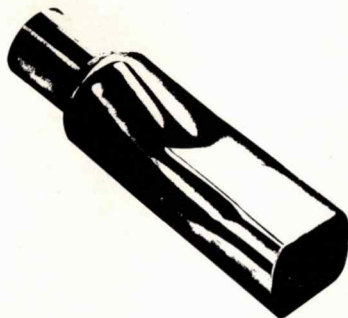
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because of the big drop but mainly because of the fact that our starter wouldn't work and every time you put the brakes on the rear wheels locked up and stalled the engine. I don't know how many times she stalled but miraculously Jim was able to drop the clutch and start it again - going into downhill corners on a layer of ice with Lake Benmore a couple of thousand feet below!!!

The last division was a dagg - on stage 11, I think it was, when we came smoking around a corner in the snow to find all the lads ahead of us in a queue. All stuck. Talk about laugh!

After some arguing, etc., we turned all the cars around and headed back as the stage had obviously been stopped. While we all walked around in the snow talking, all Clive Smith could do was bombard everyone with snowballs. Think of it - somewhere in the South Island, on top of a mountain, having a snowball fight at 3 o'clock on a Sunday morning. What a crazy bunch.

Whilst on the subject of the Heatway I must congratulate Jim on his effort. I reckon he drove a cool and calculated rally and, as usual, played his game of "patience" and let others drop by the wayside while he plodded along setting competitive times. I must thank Jim, Doug Benfield and the Masport blokes for allowing me the opportunity to compete in this unique event.

KEVIN LANCASTER

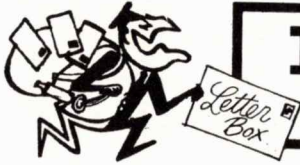
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LETTER BOX

1 Totoravale Street, ROTORUA.
11th August, 1976

The Editor,
Auckland Car Club Bulletin

Dear Editor,

Considering I have been a member of your club for two years, I have competed in and finished two of your Maramarua rallies and I posted my entry to the Cibie Rally as soon as possible (one week after receiving the form by mail) I find it quite unacceptable to be placed on the reserve list. There were many competitors who had a start, who were not members of your club.

On the day of the event I was pleased to be told that seven cars had pulled out of the rally, as I had not been given a number at this stage (they had run out) I was told to go back to scrutineering to get one. On arriving back at Headquarters I was very disappointed to hear that only four cars had pulled out as a mistake had been made, therefore no start for me.

We toured over to stage one intending to watch some rallying and I was infuriated to see two reserves behind me on the list, start the stage, if there was only four drop outs then 101 cars started the rally!!

It was found impossible to contact the Clerk of Course from Stage One or at Maramarua Headquarters. When Mr Lancaster was finally found I asked for an explanation and requested a start in Stage Three. A MANZ Steward was found and the request was declined, however no explanation or apology was offered either.

I find such unsporting disorganisation most unsatisfactory, indeed it would be wise to ensure that your rallies were properly organised in the future.

Would you please print this in your next Bulletin.

Yours sincerely,
B.J. Belcher
Car No. Reserve 7
1976 Cibie Rally

R E P L Y :

Firstly, the fact that you have been a member of the Club for two years makes no difference to your chances of getting a start in the rally.

As the supplementary regulations Part II specified, the

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event was an invitation rally to ten clubs with none taking preference so long as enough members of each club received a start. The event was not for Auckland Car Club members only.

If you refer to Appendix R in the MANZ book and the supplementary regulations Part II for the event, you will also notice that entries are accepted at the organiser's discretion and entry may be declined and no reason given. Competitors and reserves were also advised in the written briefing that reserves may attend documentation and scrutineering but NO GUARANTEE of a start would be given.

With regard to the cars behind you on the reserve list receiving a start, we can only presume that you were not in line or were one of the cars receiving maintenance immediately before the start.

Finding the Clerk of the Course "impossible" to contact at the Tairua Forest or at the Rally H.Q. at Maramarua would be nothing new. As well as maintaining competitor liaison, he must also co-ordinate all the services involved in the organisation of the rally, but still remains in radio contact with Rally H.Q.

We also recall the M.A.N.Z. Steward informing us that he had explained the situation carefully and recalls an apology being given for "any inconvenience caused".

Your comments regarding our "unsporting disorganisation" are completely unjustifiable. We feel that the Club shows a good sporting relationship as can be seen by the following points:-

1. The Club invites other clubs to ALL its rallies.
2. We assist other clubs in organisation and advice for their rallies.
3. This year we have run what are probably the "best value for money" rallies in the interests in keeping competitors' costs down.
4. We lend our rally equipment to other clubs who cannot afford to purchase their own.
5. We still invite clubs who voted in favour of the larger clubs, such as ours, supporting their motor sport with increased capitation levies being imposed at the recent MANZ Annual Conference.

In so far as our so-called "disorganisation" is concerned, I suggest you refer to another section of this bulletin for some comments Tim Gibbs has made.

No rally runs without organisational difficulties. If enthusiasts feel the situation can be improved on in any event we would welcome their assistance in the organisation of such an event.

After all 70% of the organising committee for the Cibie Rally were competitors who would normally have competed but passed up the rally in order to put back into their sport some of the satisfaction they have received from it.

Kevin Lancaster
Chairman - Rally Sub-Committee



LADIES EVENING

**MONDAY
4th October**



Ladies we are having another Ladies Evening on October 4th, Monday night, at 8.00 p.m. to get the ladies of the Club together.

Last time we had a hairdressing demonstration which proved interesting to everyone there. This time we have something, we feel, is a little bit special - a BENDON PARADE. This will include nightwear, swimwear and underwear with something that will interest us all. The parade will start just after 8.00 p.m. and will conclude approximately 9.30 p.m. Supper will be provided and refreshments will be available throughout the evening.

We hope the ladies of the club will support us in this venture and come along and enjoy the relaxing atmosphere of the Club's Lounge. It is the men's turn to babysit this night.

PAT CARGILL

LADIES EVENING

MONDAY 4th October 8-11pm

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EXIDE TROPHY

18 POINTS - I. STEPHENSON

14 POINTS - L. BAIGENT

10 POINTS - G. PASCOE, B. HOMEWARD, C. PARKINSON, R. FINDLAY, N. LANGLEY, G. SHEWEIRY, D. ALEXANDER, M. FINCH, B. PLATT, T. McLEAN, R. MONTGOMERY, J. BUSCH, R. NASEY, M. PAINTER, N. HARLICK, G. SIBURN, A. VERRY

9 POINTS - B. DOUGLAS, C. HUDSON

8 POINTS - R. WILLIS, K. WESTON, G. O'CONNOR, K. STONEHAM, S. FINDLAY, I. PEACOCK, L. PARKINSON, M. MOLONEY, R. CARN-BENNETT, J. WOOLF, D. BONE, N. MALLARD, G. RANKIN, G. APPLETON, G. WOODMAN.

7 POINTS - P. SERGENT

6 POINTS - R. CAMPBELL, W. BLAKEMORE, G. HEWITT, G. KYLE, J. WILSON, J. HARVEY, D. GOUGH, K. STRAHAN, P. SLAVICH, P. BREWER, I. LAIDLAW, B. GALLOWAY, R. SENNE.

5 POINTS - B. MERRITT

4 POINTS - N. STANLEY, J. KERSHAW, T. GLADSTONE, A. LOWE, D. OLIVER, D. HAYNES, D. McCONNELL, R. VANDERKLEY, P. FONG, K. TURNER.

3 POINTS - R. WALLACE, T. McCLEAN, M. FINCH.

2 POINTS - W. WYMER, D. UDY, J. HAMLYN, T. SCOTT, G. PEACOCK, D. GOOCH.

1 POINT - R. WYMER



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L.F. Rankin - Phone PAP 84-164 (Res)



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.

Grahame Medcalf
Douglas Third
Bryn Coleman
Christopher Marshall
Wayne Yearbury
John Bell
Michael Semple
Lee Nehring
Joan Saville
John Print
Patricia Langley
Mark Batley
Mr & Mrs Paul Burnet
Kevin Griffin
John Reilly
Rolf Lilleby
James Watkins
Maurice Kirton
Allison Moore
Steven Slavich
Peter Fong
Bryan Colman
William Morton
Arthur King
John Banks

Devonport
Papatoetoe
Glen Eden
Massey
Papakura
Murrays Bay
Massey
Mt Albert
Avondale
Auckland
Remuera
Glen Eden
Balmoral
Birkenhead
Glenfield
Mt Albert
Birkenhead
Mt Roskill
Paeroa
Paeroa
Bucklands Beach
Glen Eden
Massey
Grey Lynn
Pakuranga

V.W. Golf
Singer Vogue
Cortina
Formula Vee
V.W.
Zephyr

Austin 1100
Triumph
Peugeot 404
Mini 7
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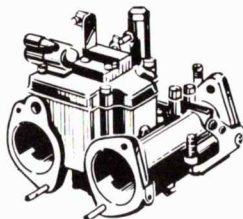
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