

October 1976



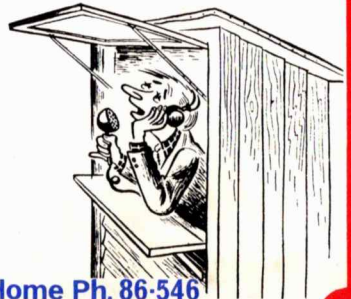
# BULLETIN



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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. Gilland, 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 (Pvt),  
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.



BILL SHIELDS UNCAPS THE MAZDA RX2 PETROL TANK DURING A PIT STOP  
IN THE RECENT BENSON & HEDGES 1000 AT PUKEKOHE, 12TH SEPTEMBER.

## COVER PHOTO

THE HAILWOOD/KERR HOLDEN MONARO GTS AT  
SPEED IN THE WET DURING THE BENSON & HEDGES 1000 AT PUKEKOHE.

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.

## 2ND OCTOBER - SATURDAY NIGHT - FILM EVENING:

To be held at 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 Deliah Lavi. The second film, "Magnum Force" starts Clint Eastwood and David Soul (Hutch) in cinemascope. A cover charge of 70 cents will be made.

## 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 avail-

able. No charge for admission. The evening commences at 8.00 p.m.

10TH OCTOBER - SUNDAY-- NATIONAL RACE MEETING - B GRADE:

This will be held on the short circuit at Pukekohe. Amco Mini 7 Championship, Formula Vee Championship and supporting races. Refer to Open and Invitation Events.

10TH OCTOBER - SUNDAY NIGHT DANCE:

Come straight back from the track to dance the rest of the day away to good music. The Bistro Bar will be open as usual. To be held at the Clubrooms. A cover charge of 70 cents will be made.

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

Tickets now available from Clubhouse Committee Members at \$3.50 each.

17TH OCTOBER - SUNDAY - SUNDAY AFTERNOON TRIAL:

x Trial starts 12.30 at Otara Car Park. Approximately 3½ hours duration. Essential Maps - Auckland N42 3rd Edition Revision 1971 and Pukekohe N47 & Pt N46 3rd Edition 1974. Good roads. No mind boggling traps.

17TH OCTOBER - SUNDAY - MEREMERE DRAGWAY:

The Hibiscus Coast Motorsport Club are having a Drag Day at Meremere and have invited the Auckland Car Club members along for a burst down the straightaway. Entries on the day. Scrutineering 8.30 a.m. to 10.30 a.m. Racing 11.00.

21ST OCTOBER - THURSDAY - CLUBNIGHT & FILM EVENING:

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill. The films to be shown will be the 1974 Bathurst 1000 and the 1976 East African Safari Rally. Good supper and new car on display.

30TH OCTOBER - SATURDAY - GYMKHANA:

To be held at the Mangere Town Centre Car Park, Bader Drive, Mangere. Entries from 11.00 a.m. to 12 noon. Entry Fee \$2.00. No racing compound tyres permitted. Points for Exide Trophy and Sandringham Tyre Service Shield.

6TH NOVEMBER - SATURDAY AFTERNOON - POOL CHAMPIONSHIP:

This doubles event will be held at the Clubrooms commencing at 3.00 p.m. for practice. Championship starts at 4.00 p.m. All entries required to be in before 4.00 p.m. Entry fee 70 cents. No late entries. All participants must produce their membership cards.

**Shell SPORT**



## OPEN & INVITATION

### 2ND & 3RD OCTOBER - PUKEKOHE CAR CLUB SPEED WEEKEND:

Saturday - Sprint. Entries 12 noon to 1.00 p.m. at \$2.00 per entry. Sunday - Hillclimb. Entries 9.00 a.m. to 10.00 a.m. at \$3.00 per entry. To be held at Bright Road, Waiuku. All entries to P.O. Box 174, Pukekohe.

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

This Pall Mall Rally Championship, Round 3, is the final round in this series and is organised by the Manawatu Car Club.

### 3RD OCTOBER - SUNDAY - HIBISCUS GLASS & JOINERY BENT SPRINT:

Organised by the H.C.M.C. this event will be run on Cowans Bay Road, Warkworth, North end of Windy Ridge on right. \$100 prizemoney. Scrutineering 8.30 a.m. - 10.30 a.m. Racing 11.00 a.m.

### 3RD OCTOBER - SUNDAY - NATIONAL RACE MEETING - TERETONGA:

Events include the first round of the G.T.X. Series.

### 10TH OCTOBER - SUNDAY - NATIONAL RACE MEETING - B. GRADE:

To be held on the Pukekohe short circuit. Amco Mini 7 Saloon Championship, Formula Vee Championship, Clubman Races, Saloon and Sports Cars, etc. Observation for racing licences, including first and second upgrading. Note : The Shellsport Championship round set down for this date has been transferred to the Pukekohe Meeting to be held on Sunday, 14th. All entries and enquiries for this 10th October meeting to Mrs Raewyn Brown, P.O. Box 27-063, Mt Roskill.

### 16TH OCTOBER - SATURDAY - BARDHAL HILLCLIMB - ROUND 1:

The first round of this season's Bardhal Series will be run by the Hamilton Car Club at Heads Road, Maungatautari. Turn right off Main Highway south of Cambridge to cross Karapiro Dam. Turn left to travel approximately 13km to Heads Road. Entries \$3.00 which close on 14th October. No late entries accepted. Further details from P.O. Box 6029, Heaphy Terrace P.O., Hamilton.

### 17TH OCTOBER - SUNDAY - NATIONAL RACE MEETING - RUAPUNA:

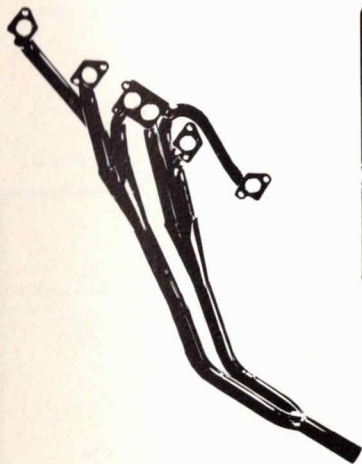
Events include second round of the G.T.X. Series and Sports Cars.

### 23RD OCTOBER - SATURDAY - GOLD STAR HILLCLIMB - WESTLAND:

Promoted by the Westland Car Club.

# COBY EXHAUST EQUIPMENT

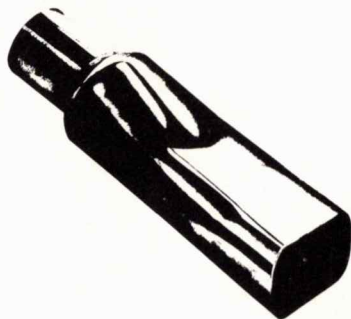
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## COBY Mufflers



## COBY Exhaust Extensions



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

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

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

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

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

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

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23RD OCTOBER - SATURDAY - DUCKHAMS HILLCLIMB SERIES - ROUND 1:

Promoted by Auckland University Car Club at Andersons Farm, Paremoremo. Entries on the day at \$2.50 from 9.00 to 10.30 a.m. If wet, cancellation will be announced on 1ZB and the event moved to 20th November.

24TH OCTOBER - SUNDAY - STRAIGHT TALKE TYRE SHOPPE/GOODYEAR SALOON CAR INVITATION HILLCLIMB SERIES:

This is the final round which will be run on the Pukehue Hill situated in N.Z. Forest Products Property near Atiamuri. Promoted by the Tokoroa Car Club. Entries close 15th October at \$4.00 per car. Late entries \$6.00 will be accepted up to 10.30 a.m. on the day. Further details available from the Secretary, Box 121, Tokoroa.

24TH OCTOBER - NATIONAL RACE MEETING - TIMARU:

Events at this meeting include Round 3 G.T.X. and Formula Vee Championship.

24TH OCTOBER - NATIONAL RACE MEETING - BAY PARK:

Events include Formula Ford, Shellsport, Amco Mini 7 and Formula Vee Championships. Entries and particulars from Bay Park Raceways, P.O. Box 4013, Mt Maunganui.

31ST OCTOBER - NATIONAL RACE MEETING - MANFEILD:

Events at this meeting include Amco Mini 7, Formula Ford, Shellsport and Formula Vee Championship races. Entries from P.O. Box 542, Palmerston North.

31ST OCTOBER - SUNDAY - BARDHAL HILLCLIMB - ROUND 2:

Promoted by the Northern Sports Car Club at their Cosseys Farm venue, Drury. Entries and scrutineering 9.00 a.m. to 10.00 a.m. Scrutineering at John B. Motors on the Main Road in Drury.

31ST OCTOBER - NORTH ISLAND INTERCLUB GYMKHANA CHAMPIONSHIPS:

Promoted by the Wairarapa Car Club. Venue - Mr G.J. Wall's property near Martinborough. Entry Fee \$3.00 per car. Regulations may be obtained from the Wairarapa Car Club, P.O. Box 19, Masterton.

6TH NOVEMBER - SATURDAY - GOLD STAR HILLCLIMB - HAWKES BAY:

Promoted by the Hawkes Bay Car Club, P.O. Box 323, Hastings.

7TH NOVEMBER - SUNDAY - INVITATION HILLCLIMB - THAMES VALLEY CAR CLUB:

Entry forms, etc., available from P.O. Box 22, Paeroa. ▶

**Shell** SPORT



7TH NOVEMBER - SUNDAY - INVITATION GRASSTRACK MEETING -  
PUKEKOHE:

This will be run on Pukekohe Car Club's Ridge Road venue.  
All enquiries should be directed to P.O. Box 174, Pukekohe.

8TH - 12TH NOVEMBER - 1976 MOBIL ECONOMY RUN:

Venue - South Island with stops en route at Nelson, Greymouth, Queenstown, Invercargill, Dunedin, Christchurch. Entries open 1st September and close on 15th October. Entry Fee is \$75.00 and the classes remain the same as last year. Observer applications close 15th October. The overall classification will be decided on 'Figure of Merit' as it was last year, but class placings will be decided on 'the number of litres of fuel used per 100 kilometres travelled within each class'. All enquiries and entry forms should be directed to Rally Organisers Association of New Zealand Limited, P.O. Box 3814, Wellington.

14TH NOVEMBER - SUNDAY - NATIONAL RACE MEETING - PUKEKOHE:

To be held on the 2.8 km circuit. Auckland and Northern Sports Car Club are combining to promote this event. Main events include Shellsport, Amco Mini 7 and Castrol G.T.X. Championship Races plus supporting races. All information and entry forms available from Mr E.G. Mallard, P.O. Box 11-129, Ellerslie.

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make or panel sports and racing  
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# SHOUTS & murmurs



. . . We hope to have JACKIE STEWART, ex World Motor Racing Champion, at the Clubrooms on SUNDAY, 24TH OCTOBER, at 5.00 p.m. We understand that every minute of his time is accounted for but he will give a short talk in the Members Lounge at the Clubrooms, followed by a question and answer time. This is your chance to meet Jackie Stewart who has been brought to New Zealand by Goodyear. Because of many other engagements, his stay at the Clubrooms will be only brief.

It is with the deepest regret that we record the death of Margaret Ferris. Marg, wife of custodian, Bill Ferris, died at Greenlane Hospital on Sunday, 19th September, after a short illness. Bill and Marg have looked after our Clubrooms for eight years and the flowers that she constantly brought from her own garden were a joy to all who frequented the Clubrooms. She endeared herself to all club members, especially lady members who attended the clubrooms. Marg will be sadly missed by all members and our deepest sympathy goes to Bill and members of his family.



BILL & MARG FERRIS

. . . The Club is indebted to C.R.C. Chemicals (N.Z.) Limited for the assistance in the recent Cibie Rally. The firm, headed by Mr John Barry, donated products for prizes which exceeded \$500 in value. Without such generous contributions, the running of such events would not be possible.

. . . Thanks must also go to Wrightcars Toyota who supplied the two Land Cruisers which were used at the Telley's Quarry Special Stage of the Cibie Rally. Their job - to pull out cars which had drowned in the Ford!!!

. . . Congratulations to Rally Committee Member, Phil "Shorty" James on his engagement to Anne Hindmarsh.

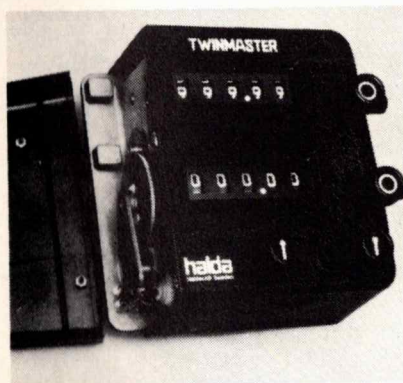
. . . Radio 1ZB are now holding a regular motor sport session on Wednesday evenings at 5.10 p.m. The sessions are sponsored by Watson, Steel & Ganley and are centred on the New Zealand motoring scene with special emphasis on local motor sport. The sessions are written and narrated by Auckland Car Club members, Grant Howard and Warren Thomas. Grant Howard used to

# 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.

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AUCKLAND

be the motoring editor for the New Zealand Herald and is publicity officer for the Rally Pilots Association. He is also on the Auckland Car Club Rally Committee.

Warren Thomas was a regular rally competitor and is noted for rolling his Torana XUI in the 1974 Maramarua Forest Rally.

. . . At the end of this rally season, probably late October, there will be a special function in the Northern Sports Car Clubrooms for anyone who has rolled over in a rally. The do is exclusive to drivers and co-drivers who have rolled on to their roofs or further in a rally. A simple flop on to your side does not count as a roll. Further details will be printed in Motoraction magazine in the near future.

. . . At our last film evening the winning Radio New Zealand Heatway Hillman Avenger was on display. The car was kindly made available by Todd Motors and winning co-driver, Jim Scott spoke to the audience. Jim's wife, Jackie, has kindly written an article in this month's magazine appearing under Feminine Viewpoint and should be of interest to all those involved in rallying. We thank Jackie for this contribution.

. . . Congratulations to ex Executive Committee Member and Chairman of our Clubhouse Committee, Ivan Read and Leone on the birth of their first child, a son.

. . . Who can remember a white Austin 7 based Hillclimb Special Car which ran at the Wairamarama Hillclimb approximately twenty years ago? It may have been a Brookland's model and driven by the late George Smith. Anyone who can help locate this car please ring Les Rankin, Phone PAP 84-164 (Private).

. . . We offer our sincere sympathy to Competition Licence Officer, Terry Molloy, whose mother died last month.

. . . Three new Honorary Members were recently created in the Club Membership. They were Denny Hulme, Phil Kerr and Mike Hailwood. Phil and Mike recently drove in the Benson & Hedges 1000 at Pukekohe and a photo of their Holden appears on the cover of this issue.

. . . Congratulations to Rosiel Spindler and Ronald McDonald on their recent engagement.

. . . Congratulations also go to Noel Ronberg and Lynn Levis on their recent marriage.

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# SPRING INVITATION TRIAL



## 22nd August

This year's Spring Invitation Trial was the second to last round of the Interclub trialling competition, the Mercury Trophy Series. As Hamilton Car Club had been successful in promoting their trial in the series on a Sunday, it was decided to follow suit and see whether an increase in the number of competitors resulted. This in fact did happen with 31 starters lining up at the Clubrooms. The organisers had publicised the event as being suitable for closed club triallists and it was gratifying to see a large number of our regular closed club competitors turning out.

The trial headed north up the north-western motorway to Massey with the second trap, the first being a passage check at the top of the club drive, being "Go left at TRIANGLE RD CITY OF WAITEMATA". (Local Body names play no part in the identification of a sign). Three quick traps, one being "Stay on this road until you can go second right" (not an instruction to go right) and the first manned check was encountered. He issued a handout giving competitors an over-rider to the section they were on.

We were now required to count all crossroads and after the 2nd, 4th, 6th, 8th, etc. crossroads we were required to proceed ahead at the next intersection. Immediately a trap had been built into the trial as the handout also stated that competitors had just passed through the second crossroads and therefore at the next intersection were required to proceed ahead. Around the block and back to the first manned check we went.

From here to the end of subsection manned check competitors passed through four more cross-roads - really only two but you were required to pass through one three times. There was also a crafty trick pulled on CHECK JOHN at which you were required to do a U-turn. However, the signwriter had made the sign read CHFCK JOHN. Just prior to the end we hopped over a wee hill into a radar trap established in a 30 km/h temporary speed restriction. This was deleted from the final results after two protests were heard by the MANZ stewards. F.T.D. through the radar went to Chris Hudson - so rumour has it.

Section 1(b) consisted of a straight-line map which took competitors down to Kumeu to commence the mapreading from Old Railway Road. The organisers had used this point as a central base as we subsequently found with all remaining sections starting and finishing outside Markovina Wines. The organisers also made good use of their manned checks by using at least half of them twice.

Mapreading gave competitors plenty of plotting to do as they navigated a loop to the west of Kumeu. However, only three traps had been set in the 18 instructions so it was a straightforward plotting exercise - so much so that experienced triallists were said to be worried stiff.

Section 2 consisted of a run out to Riverhead with numbered instructions requiring to be completed at AA sign-posted intersections. The return route instructions required that all signs quoted in the C.R.I.s be AA signs. Instruction No. 3 was "Proceed to CHECK". Competitors soon encountered a manned check (or was it a womanned check seeing it was a female official). The sign on the vehicle was not an AA sign of course. Those who did not realise this completed C.R.I. No. 4 by making a U-turn. The bright ones continued up the road to find a CHECK sign with an AA insignia. Woopee another check for us and so we U-turn. However, our brains were not quite good enough. Not only did the sign CHECK have to be an AA sign it also had to be a manned check as our A.S.R.'s had stated this fact. Dropped another check just around the corner.

The home run back to the clubrooms was straightforward. One final thing the A.S.R.'s had stated that on encountering an AUCKLAND 27KM sign competitors were required to go left. Would you believe that they (the organisers) found four such signs and had worked them into all but two sections. In fact, the four signs were used ten times in all.

All in all a good trial. Probably enjoyed by closed club triallists as when a trap was pulled, they didn't get hopelessly lost.



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**MODIFIED CYLINDER HEADS**

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

As with all parts on the production line, the parts in the head have casting protrusions and imperfections. The parts are normally choked up with lumps and bumps which restrict the flow of air and fuel into the cylinder. This means you have to open the throttle wider to get the same power. Superflow's modified heads are cast with a smoother finish and it is designed so the casting protrusions are removed and the restrictions are smoothed up. This allows the air and fuel to 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 friction and pre-ignition due to hot spots. These modifications to your cylinder head will give you more power, better economy and less pollution. The result is a smaller throttle opening for the same power.

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

Pete Sangster Phone 769-404

**CYLINDER HEAD SERVICE**  
340 GT NORTH RD, AUCKLAND 2

FINAL PLACINGS FOR AUCKLAND CAR CLUB SPRING INVITATION TRIAL

1st	Doug Bone	321	A.C.C.
2nd	Ray Spence	372	A.R.T.C.
3rd	Doug Hay	427	A.U.C.C.
4th	Ross Montgomery	530	A.C.C.
5th	Rob Nasey	556	A.U.C.C.
6th	Clive Taylor	662	M.G.C.C.
7th	Tim Beale	769	A.R.T.C.
8th	John Neale	815	H.C.C.
9th	Barry Nicholl	914	A.C.C.
10th	Ivy Stephenson	923	A.R.T.C.
11th	C. Crooks	931	A.U.C.C.
12th	Peter Sergent	940	A.U.C.C.
13th	Paul Cook	971	A.R.T.C.
14th	Willard Martin	991	A.C.C.
15th	R. Fletcher	1030	A.U.C.C.
16th	Ross Cammick	1186	A.C.C.
17th	Sandra Orr	1202	M.G.C.C.
18th	Bob Hayman	1245	N.S.C.C.
19th	Chris Hudson	1417	A.C.C.
20th	Laurie Baigent	1812	A.C.C.
21st	Alan Verry	2071	A.C.C.
22nd	Murray O'Donnell	2443	A.C.C.
23rd	Bruce Douglas	2522	A.C.C.
24th	Bruce Merrett	2564	A.C.C.
25th	A. Mowatt-Wilson	2636	A.C.C.
26th	Laurie Bennett	3083	A.C.C.
27th	Ross Senne	3102	A.C.C.
28th	Ian Mills	3446	N.S.C.C.
29th	C. Smail	3585	A.U.C.C.
30th	B. Keach	4353	A.C.C.

Winners of Light Car Trophy

1st	Ross Montgomery
2nd	Rob Nasey
3rd	Tim Beale

Winners of Teams Trophies

R. Montgomery	)	
D. Bone	)	Auckland Car Club
W. Martin	)	

The Organisers of this year's Spring Invitation Trial would like to thank the following persons and friends who generously gave their time to do manned checks for us.

Warren Maskell	Roger Dowding
Phil Shanks	Des Gulland
Ian Laidlaw	Errol Pinfold
Steve Hamilton	Mike Watson
Bob White	Grant Blythen
Diana Hamilton	Gary Feran
John Steward	Alison Gordon
	Neil Silcock



## HAPPENINGS



### PETERSON JOINS TYRRELL:

One of the rules of Formula One Association is that members will not approach drivers of other teams with proposals for the following year until 1st September.

On that very day Ken Tyrrell phoned Ronnie Peterson with an offer to join Elf Team Tyrrell for the 1977 Formula One season. As expected Peterson has signed and immediately this aroused speculation about the future of Jody Scheckter.

There was a chance, so the overseas magazines reported, that the South African would replace Jochen Mass at McLaren. However, a reliable source informed me that there was no way that would happen.

This information proved correct and this morning (15th September 1976) it was announced that Scheckter would drive for Walter Wolf in 1977 and 1978. This name may be new to many New Zealanders - Wolf is a Canadian oil millionaire who this year has been sponsoring the Frank Williams F.1 team. It may be remembered that Williams started the 1976 season full of hope, he had obtained the services of many of the Hesketh men plus the latest Hesketh car - Jacky Ickx had joined as driver and the financial support of Wolf had been obtained.

At that point sunlight faded and the team have suffered from many difficulties. Ickx claimed that the car was inferior - this after he failed to qualify at a number of Grands Prix. The team management considered that Ickx was no longer the driver he was in earlier years with the result that his services were dispensed with.

At this point an unusual turn of events took place.

### AMON JOINS WOLF-WILLIAMS

Following his departure from Ensign there was some doubt as to what Chris Amon would do.

Before Amon made any move it was announced that Jacky Ickx would take his place in the Ensign Team. Amon in turn has joined Wolf-Williams for the remainder of the 1976 F.1 season.

What one must now speculate about is how well will Amon perform in the car, the car that Ickx found almost impossible. Ickx in turn has driven extremely well in the Ensign vacated by Amon - silencing the cynics who claimed he was over the hill.

Chris Amon is a capable and able driver who has proved that he has lost none of his ability. It is to be hoped that he can assist the Wolf team to make the car more competitive.

Though the chances may be slim Amon and Scheckter just may be team mates next year.



### CARLOS REUTEMANN JOINS FERRARI

It seems likely that Argentina's Carlos Reutemann will leave the Brabham team and join Ferrari alongside Nicki Lauda so replacing Clay Regazzoni who it is said will probably "retire" to take up a P.R. position within the Fiat Empire. Reutemann has led a far from happy year with Brabham since that team started using the Alfa-Romeo 12 cylinder engine. If Reutemann is released from Brabhams Bernie Ecclestone is keen to have Emerson Fittipaldi on his staff.

### BRM RETURN

Mr Louis Stanley has stated that BRM will be back in Formula 1 next year with a new car and vastly improved V12 engine. The operation has been financed from the Stanley-BRM commercial division which manufactures mobile medical units, x-ray units, etc. It is said many vehicles have been exported to the Middle East and Africa.

Sponsorship in the form of a three year agreement has been signed with Rotary Watched. The new car which is being designed by "a well-known" designer is due to be revealed in early December.

NORMAN HARVEY



## **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.

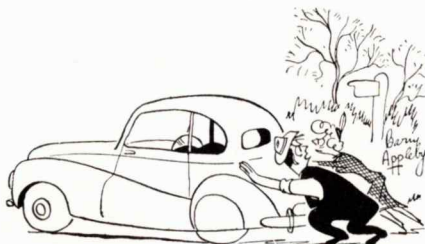
Russell Abbott  
Verena Abbott  
Michael Laker  
Suzanne Howes  
Gary McGuire  
Paul McGuire  
Denis Ryan  
Gary Taylor  
Wayne Thomas  
David Theobald  
Michael Morrison  
Garry Seddon  
Wendy Seddon  
Peter Maka  
Leonard Walker  
Brendan Kell  
Marilyn Thomas  
David Thomas  
Gary McDonald  
Harold Wootten  
Anthony Gorton  
Cherie Merrett

Epsom  
Epsom  
Manurewa  
Papatoetoe  
Tuakau  
Tuakau  
Devonport  
Taupaki  
Takapuna  
Blockhouse Bay  
Glenfield  
Titirangi  
Titirangi  
Mt Albert  
Mt Roskill  
Ponsonby  
Henderson  
Henderson  
Glendene  
Waitakere  
Glen Innes  
Pakuranga

Triumph Vitesse  
Triumph Vitesse  
Hillman Minx  
Mini  
Chev. Monza  
Mustang  
Mazda  
Anglia  
Mini  
Mini  
Morris Van  
Subaru  
Subaru  
Valiant  
Mustang  
Cortina  
Mazda  
Mazda  
Escort

# MID-WEEK TRIAL

25th AUGUST



It was very pleasing to see that the impending shortage of petrol because of the tanker drivers' strike did little to deter people from John Kilmartin's trial on 25th August. Twenty-two cars finally set out in the rain from the Otara Town Centre with what appeared to be a relatively straight forward set of instructions, taking them through Flat Bush, Takanini and back to the Clubrooms.

After starting all the cars, we left last with our crew of two novice triallists from the Club-house Sub-Committee, assuring us they had studied the instructions for the previous hour and had all the traps sorted out. After leaving the motorway at Wiri, and passing CHECK ODO, we promptly ended up completely confused, much to the delight of Ross Montgomery, who was in a similar position. We concluded that a check was missing and continued on our way, remembering always our overriding instruction to go right after crossing all bridges. Several traps later, we encountered a number of competitors apparently going round in circles after either forgetting or not reading the overriding instruction. We helped them on their way but were most upset by one competitor who noticed MANUWERA spelt wrongly, knew they had to go ahead rather than left at the intersection, but couldn't figure out how to get there. After leading them to it, they promptly forgot the trap and turned left anyway. We went ahead, encountered CHECK DURO, and realised our error at the start of the trial. We had been looking for straight D, U, L, R, or P checks rather than any check code containing these letters. CHECK ODO, of course, contains a D and the instruction after it should have been deleted. A frantic study of the map revealed what the missed check could have been and, luckily, we had been recording our checks on paper rather than the driver's card and could correct our error.

So back to the Clubrooms, not noticing the bridge at the Penrose Motorway exit which we weren't supposed to notice anyway and, therefore, not going to Newmarket. Capital CONTROL in the speed schedule took us past the Clubrooms to a very bored manned check - we were one of only two cars to visit him. Our guessed check DR after ODO paid off and results were finalised promptly after our arrival.

Many thanks to John Kilmartin for the event. The turnout was most pleasing, especially the number of newcomers and I hope they all come back for more.

DOUG & CAROL



# MERCURY TROPHY SERIES



Following Auckland members' win in the Spring Invitation, we were placed second equal in the Mercury Series with only the last round to go. Whichever club won, A.R.T.C., A.U.C.C. or A.C.C. would win the trophy, certainly as usual Auckland Car Club members left their run until late. At the beginning of the season in one event we only had one car which didn't give us any points. As the third round of the Pall Mall was on at Rotorua on the same day as N.S.C.C.'s Mercury sponsored by NorthernAutos, the field was not very big. In fact A.U.C.C. had only two cars and A.R.T.C. had three, but it was pleasing to see the Montgomery, Bone and Hudson cars supported by several enthusiastic newcomers.

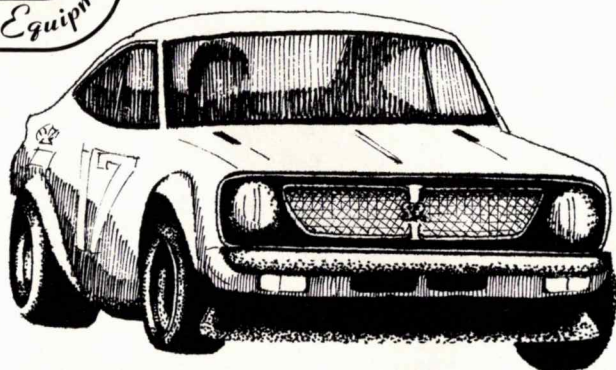
The trial was a mixed bag - we dropped the first two unmanned checks for stupid reasons and spent the rest of the day making up for our errors. For the second time in a row the Northern Sports radar trap was out and our man got done. Ivy Stephenson made F.T.D. Now in case any stewards or big brothers get upset about triallists breaking the speed limit, I would say that it is time trials organisers learnt to pull traps on the legal speed limit and not on Mickey Mouse situations three quarters of a mile beyond the obvious road works and then, in the same breath as being told 'naughty boy' you are also told 'but you are now deemed to have passed an open road sign' so that the naughty speed (30 or 40 mph) is now legal. Anyhow, we continued with the trial and kept on going back to this check in Firth Street at Drury. Gee - we must have gone back about eight times and never once were we given the wrong handout - a real switched on check.

Back to the clubrooms and we had been told that results would be out in four hours, so we cancelled the invitation to the Wine and Cheese and waited. True to their word, Doug Hodder, Bob Hayman and assistants got the results out - congratulations - the only club I know of who did it on the night.

On the results, which are provisional I am told, our Ross Montgomery and Chris Hudson crews pulled off first place with A.U.C.C. second and A.R.T.C. third. These results are very close so it is just possible that someone might protest - like against the radar trap - but as one of our men made second fastest time of the day, we would make second highest improvement and hopefully still win the day.



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SUNDAY, SEPTEMBER 12th, 1976

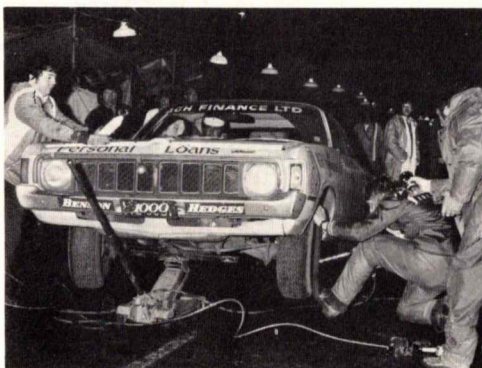
PIX ACTION PHOTOGRAPHY Ph 760-009



WARWICK CHANDLER



GARRY PEDERSON



ROD COPPINS



FRANK RADISICH



PAUL ADAMS PUSHING JOHN WOOLF



WAYNE JONES/GEORGE WILSON

# BENSON & HEDGES 1000

PIX - Ross Cammick Ph. 558-913



WAYNE WILKINSON



ROBBIE BOOTH LEADS GRAHAM ANDERSON



MIKE HAILWOOD LEADS DAVE WINTER



KEVIN McNAMARA LEADS GARRY PEDERSON



VALLIS PEET LEADS STEVE EMSON



LEO LEONARD



ROGER HOOD LEADS RICHARD BROCKLEHURST  
AND GRAHAM BROWNLIE



RAY WILLIAMS LEADS GRAEME LAWRENCE



# PALL MALL

## Round 3

Congratulations to Rod Millen and Mike Franchi on their fine win in this event. They've certainly deserved this success after the bad luck they've had lately. Alan Mitchell and Matt Thomas took a fine second place after a tremendous drive. Dave Cooney and Russ McKnight came in an absolutely tremendous third place with Colin Taylor and 'K' Foulkes fourth.

Disappointments throughout the event included Paul Adams (5th) who lost a rear axle and lost ten minutes. Others to have had bad luck included Mike Marshall - Off; Jim Donald (6th) - Overcooked engine; Clive Smith (8th) - Puncture and Starter; John Woolf - Off; Howard Collier - Head Gasket; Alan Carter - Diff; and so on.

The rally was well organised with only one patch of trouble just before breakfast - not to worry she was still an enjoyable, tough, tremendous event with a good amount of variety.

The only sad spots of the event were the after rally function and Parc Ferme. The "do" afterwards started at 11.00 a.m. on Sunday and at 11.30 a.m. had run out of beer. Although some arrived later in the day this was still a disappointing aspect of the event. I feel organisers have a duty to organise a good function after a rally, especially for the sponsor's sake.

The only other point was the Parc Ferme after the finish. When we went back to pick up our car (approximately \$10,000 worth!), we found the cars still on a large grass domain without any form of supervision. Not only that, but a board with all the keys was left there also unsupervised. Thus approximately \$150,000 worth of rally cars were just waiting to be driven off with no hassle.

However, we'll just have to write this one off to experience. Congratulations must go to Bevan Wilson, Roger and Anne Larkin and Keith Rolton for a tremendous event.

Thanks must also go to the Auckland Car Club crew who marshalled no less than three special stages in the event. Willard Martin was chief with Des Bell and friends, Geoff and Glynis Sibun, Graham and Marion Hill, Malcolm McGill and a couple of others whose names escape me. Marshalling a stage in such an event is a great effort but to run three in that temperature was a mighty achievement.



# PALL MALL III

PIX ACTION PHOTOGRAPHY Ph 760-009



BARRY KIRK-BURNAND



PAUL ADAMS



ROD MILLEN



RUSSELL MURTAGH



HOWARD COLLIER



MIKE MARSHALL PLUS TWO CO-DRIVERS  
AND PASSENGER



## EUROPEAN RALLY SCENE

Markku Alen and Ikka Kivimaki took a lone works Fiat 131 to the first World Championship victory for that model when they won the Rally of the Thousand Lakes in Finland. The victory was quite remarkable in as much as a broken spark plug damaged a valve just after half distance and the car ran through most of the second leg on just three effective cylinders.

The rally was based at Jyvaskala as usual with the half way stop to the east of Savonlinna. The stages were smooth but loose and undulating, if anything a little faster than last year. The rally has always been characterised by such roads, with their fearsome blind brows and high jumps, even on fifth gear going.

From the start it was Makinen who made the running in the first group of stages, followed closely by Alen, Kullang, Mikkola, Airikkala and Vatanen. The two works Saab 99s were soon out of the event when they succumbed to the violent jumping. By the end of the second stage Blomqvist was out, his sumpguard had bent and the shocks had caused so much engine movement that his distributor broke. The gearbox casing had also cracked. Very soon after, Eklund had an oil pipe fracture and this caused the engine to seize.

Makinen ran into problems during the first night with misfiring which was eventually traced to water in the petrol. Vatanen rolled out of the rally when his intercom failed. Approaching a "fast right over crest, keep in", the intercom became faulty and he reached up to adjust it. Instead of keeping in, he went wide and rolled.

By this time, Alen had got ahead of Makinen and was grimly hanging onto the lead, with a strong challenge also coming from Airikkala. Weight consciousness was prominent in this year's event and most drivers were only taking enough fuel to get them to the next service point. Many cut it too fine and ran out.

Kullang's fine drive ended when his Kadett's crankshaft failed. At the start of the second leg, Alen's Fiat started running rough and it was found that the centre electrode and porcelain was missing from No. 2 spark plug. It was thought that it had damaged a valve when it fell into the cylinder. The car kept running at only slightly reduced pace on what sounded like  $3\frac{1}{2}$  cylinders. Airikkala slowly reduced Alen's two minute lead to 49 seconds at the end.

Mikkola had an injection pipe fracture and Makinen had an exhaust manifold gasket blow.

- 1st M. Alen/I. Kivimaki (Fiat 131)
- 2nd P. Airikkala/R. Virtanen (Escort RS1800)
- 3rd H. Mikkola/A. Hertz (Toyota Celica)
- 4th T. Makinen/H. Liddon (Escort RS 1800)

TULIPEN



# Mike Marshall relies on Superford Service

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

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

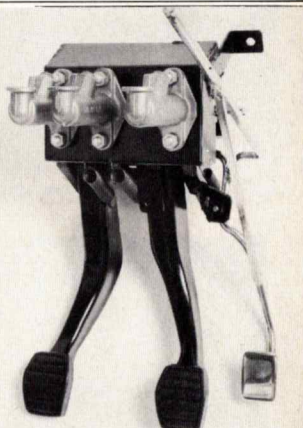
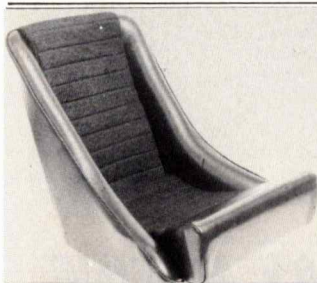
It goes without saying that I have secured Superford service support again for this season and I will be depending on their back-up service and maintenance en route in the rallies. From experience I know I can expect the highest possible standards — it'll be a great team."

*Mike Marshall*

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*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



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# Reidrubber *GT RALLY*

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HOWARD BESELEY (BYE-BYE)



TERRY BELL



OLE SORENSON



JOHN WOOLF



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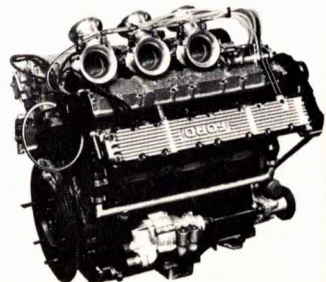
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# On The Social Scene...



With Christmas approaching us quickly the Clubhouse Committee are getting their heads together over the children's Party on the 12th December and the adults' social on the 18th. We have the Music Convention booked for the 18th and have been told that Santa will be calling in that night. Should be a night to look forward to, so mark your calendar.

Looking at past events, the Presidential Cocktail Party went off really well with over 120 people attending. We hope everyone enjoyed themselves as much as we did. Thanks go to Graham Spear who was our cocktail barman for the great job he did of mixing the cocktails.

The Royal Male, who played at our August Sunday night dance were a very good band and soon had the members dancing. We could not get our usual band, the Music Convention, that night but we have them booked for our October Sunday night dance.

Our Wine and Cheese Evening will be over by the time this goes to the printers, but judging by the way the tickets are selling, this should be a great night and is always popular with members.

Looking at the future events - We have our film evening on the 2nd October and our Ladies Evening on Monday, the 4th. On the 10th October we have our monthly Sunday night dance starting at 7.00 p.m. and finishing at 10.00 p.m. Come and have dinner at the Bistro first, then say for the nights entertainment.

16th October is the Beer and Burger evening which is extremely popular, so if you haven't got your tickets yet, you should obtain these immediately as they are limited. No door sales on the night. Eric Mallard and his family are cooking the burgers and a variety of beer will be available. There will also be punch for the ladies. This is all included in the price of \$3.50 a single ticket.

Looking briefly into November, we have another Pool Tournament on the 6th November, Saturday, commencing at 3.00 p.m. Practice will be held from 3.00 p.m. to 4.00 p.m. Entries on the day but no entries accepted after 4.00 p.m. Membership Cards must be produced.

November will be a quiet month while we get our breath back and get ready for Christmas.

More social news next month.

MAURICE CARGILL



This month's article is rather hastily written as we are just about off for Round 3 of the Pall Mall Series.

By the time you read this, the Pall Mall will be all over but the shouting - who was it? Millen, Adams or Marshall.

#### '76 REIDRUBBER G.T. RALLY:

Congratulations to Blair Robson and Chris Porter who took Jim Donald's "Masport Escort" to a fine win in this event. Second was the George/Jenny Kuttel "Reidrubber Escort" after a fine and steady drive which brought them home to a long awaited and well deserved placing.

Another incredible third was Warren Hull who had Noel Robinson in the "hot seat". (Talk about a HOT seat, Trev!)

The event was tremendous and extremely well organised. Road surfaces varied from smooth, sealed highway type roads to twisty, rough tracks - mighty value!!

The event took an incredible toll on cars with just over half the starters finishing. Most withdrew with serious suspension or engine problems although quite a few crashed or even rolled - once again not mentioning any names - yeeeee!!!

Congratulations to Tokoroa and Northern Sports Car Club on a fantastic event.

#### WAIOURU RALLY - 7TH NOVEMBER:

This event is being run in the confines of the Waiouru Defence Training Area with Gordon Gandy at the helm. The rally will see 120 kilometers of which 110 kilometers will form special stages of an average of 15 km each. The approximate duration of the event is 6½ hours with the first car starting at about 10.00 a.m.

To be eligible one must be a member of any Area 5 and 7 clubs or Hawkes Bay or Wairoa Car Clubs. The entry fee is \$20.00 per car and entries close with the secretary, C/- 15 Amundsen Avenue, Stokes Valley. For further information contact Gordon Gandy - Phone 739-459 (Business) or Maureen Burgess - Phone 7242 (Stokes Valley - Home).

#### MOBIL ECONOMY RUN - 8TH-12TH NOVEMBER:

Although this isn't really my department I will report on it as it is run by Rally Organisers Association of New Zealand.

# Shell SPORT

This year's event will be run in the South Island and covers some great country. No sense in going into a lot of detail but the map displayed should give you plenty of info.

For any further details phone Gayle Pike at the ROANZ Office - Phone 844-064 or write P.O. Box 3814, Wellington.

#### SOUTHERN CROSS RALLY:

Details of this event appear in Motoraction, but from our Club's side we will have Mike Marshall/Arthur McWatt in the Escort RS1800 Mk II and Blair Robson/Chris Porter in a similar Escort. Great overseas interest has been generated with over thirty drivers outside Australia competing, including such men as Roger Clark - Escort RS1800, Hannu Mikkola - Escort RS 1800, Andrew Cowan - Mitsubishi Colt, Archim Wormhold - B.M.W. and Shekha Mehta.

It appears the Aussies have done their overseas P.R. work extremely well.

Really there is no reason why we couldn't generate the same interest in our International without the event necessarily being World Championship status.

Even the abovementioned with Bjorn Waldegard or Ari Vatenen would prove plenty of fire for a grouse event next year.

That's about all for this month. See you, and remember stay on your wheels - the rewards are great.

"ROLLACASTER"

Don't  
get  
mad!  
Get



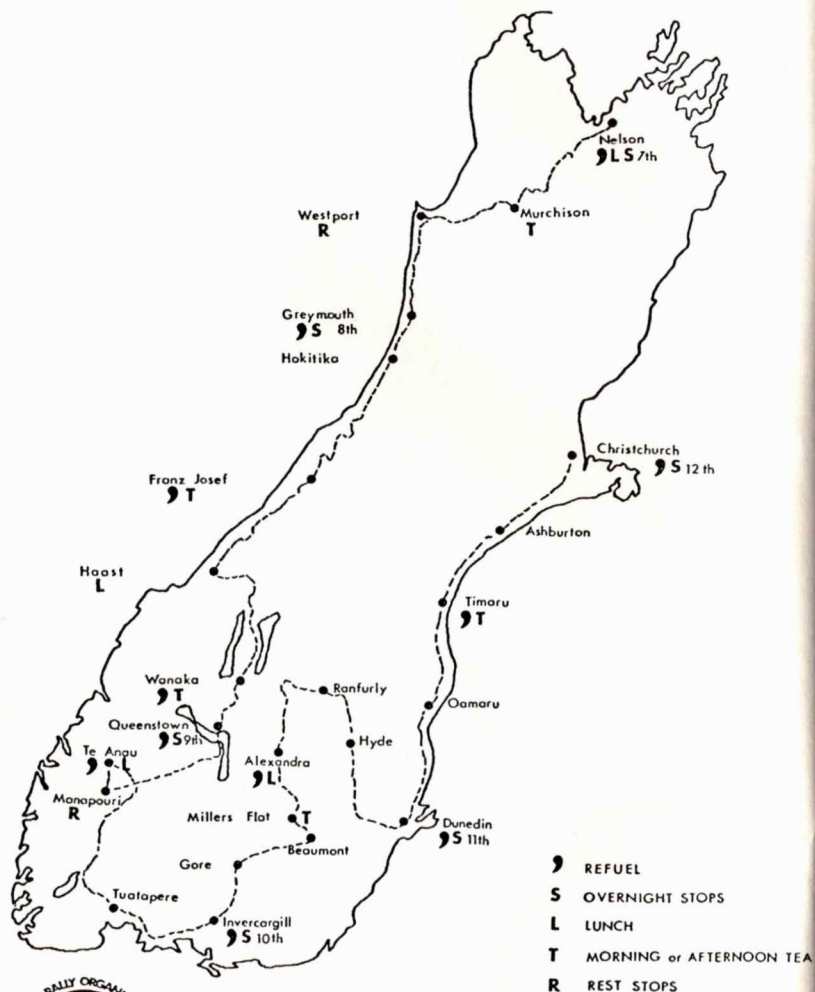
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**STRAIGHT  
AHEAD**



First of all this month I would like to congratulate the two Peters, Shanks and Sergent, Steve Hamilton and all the very many others who assisted in making our Spring Invitation Trial such an enjoyable event. My only highly individual criticism would be that if one is going to pull a trap on an unmanned CHECK then it should not have been CHFCK JOHN but, PETER, STEVE, TOM, DICK OR HARRY (Guess what my name is?)

For all those people looking for the answer to last month's postscript, try finding the answer to what they call a dwarf who makes barrels.

When the results of the Spring Invitation became final, with only the N.S.C.C. final round of the Mercury Trophy Series to go, A.R.T.C. lead A.C.C. and A.U.C.C. by 2 points. I know our ever forgiving editor and stenographer hopes to get the bulletin to bed early this month but I will try and get the N.S.C.C. result in. See their event is sponsored by Northern Automobiles which is good news for trialling and I know both organisations will be happy with the event being known as "The Northern".

Thanks to John Kilmartin for another enjoyable mid-week trial. John sure had his problems with this trial, on the first occasion being struck by a moving truck and on the second occasion having a petrol strike on the night of the trial but we still got 20 cars - good work all you people. Hope you enjoyed it and will see you on the next one.

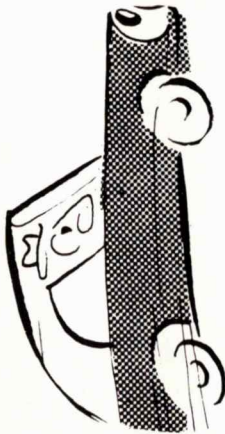
By the time you read this the September mid-week trial will have been held, organised by Ross Montgomery and crew. In October on the 17th at 12.30 we have the Experts Trial. This year it is "Experts" in name only and will be a relatively easy Sunday afternoon trial. So easy in fact we have challenged our friends at Northern Sports to compete with us.

Then in November Allan Verry and Chris Hudson will present us with their mid-week trial and there will be another mid-week trial, something rather special, to close the year off with. See you next month and let's hope its good news.

Answer : A Mini Cooper.

G.R. 005

**Shell SPORT**



# SPRINT MEETING

--- 29th August



	Club Circuit	Standing $\frac{1}{4}$	Bent Sprint	Total	Place
<b>STANDARD PRODUCTION 0 - 2000 C.C.</b>					
S 1	R. Senne Fiat	1608	19.034	107.134	2nd
S 2	S. Subritzky Escort	1298	20.057	110.857	4th
S 7	B. Kell Cortina	1600	19.931	115.531	6th
S 25	N. Langley Avenger	1498	19.484	107.884	3rd
S 26	P. Old Datsun	1198	20.660	115.960	7th
S 27	R. Findlay Datsun	1171	18.633	104.233	1st
S 34	G. Kyle Hunter	1725	20.971	113.871	5th
S 41	W. Maskell Escort	1298	19.467	125.567	8th
<b>STANDARD PRODUCTION 2001 C.C. &amp; OVER</b>					
S 14	R. Harman Falcon	4200	17.803	108.403	6th
S 18	I. Peacock Torana	3300	18.276	101.476	2nd
S 19	G. Peacock Valiant	4200	18.346	101.946	3rd
S 20	G. Sutton Torana	3300	18.091	99.491	1st
S 22	R. Barry Torana	2850	18.983	108.983	7th
S 35	G. Kyle Mazda	2292	18.224	104.724	4th
S 38	S. Algie Monaro	5736	18.335	104.735	5th
<b>SPORTS AND RACING</b>					
SP 9	A. Shand F.V.	1300	20.476	104.876	3rd
SP 17	A. Lowe Lotus 7	1558	17.275	101.475	2nd
SP 28	B. Weaver MGB	1800	19.090	106.290	5th
SP 29	G. Matthews TR6	2498	17.313	100.413	1st
SP111	G. Kyle Fiat	1481	19.106	104.906	4th



CLASS A 0 - 1000 C.C.

A 21	G. Bawden	Cooper	998	49.8	19.639	35.0	104,439	2nd
A 23	G. McManemin	Mini 7	850	50.0	20.502	41.1	111,602	5th
A 24	K. McManemin	Mini 7	850	52.8	20.037	42.8	115,637	6th
A 39	G. Hewitt	Mini	998	50.8	19.220	40.2	110,220	4th
A 40	R. Willis	Morris	972	51.0	20.886	38.0	109,886	3rd
A 77	A. Fowler	Mini	863	48.1	18.042	36.6	102,742	1st

CLASS B 1001 - 1300 C.C.

B 6	P. Burnet	Datsun	1171	49.4	19.046	37.6	106,046	3rd
B 8	J. Tate	Escort	1300	49.0	18.481	39.9	107,381	4th
B 16	R. Burr	Datsun	1200	50.3	18.271	36.8	105,821	2nd
B 84	P. Henley	Escort	1300	46.6	17.753	36.4	100,753	1st

CLASS C 1301 - 1600 C.C.

C 11	D. Randell	Galant	1597	49.8	18.739	36.1	109,639	2nd
C 12	Y. Randell	Galant	1597	54.8	20.294	42.9	117,994	4th
C 30	D. Mackron	Mexico	1599	46.6	17.503	36.9	101,003	1st
C 42	D. McConnell	Anglia	1498	51.4	20.394	41.2	112,994	3rd

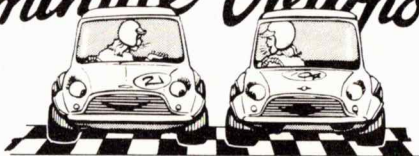
CLASS D 1601 - 2500 C.C.

D 3	H. Wade	Capri	1764	46.6	17.092	37.6	101,292	3rd
D 4	V. Madsen	Mazda	2292	47.2	17.675	35.2	100,075	2nd
D 5	D. Dearlove	Viva	2000	50.6	18.794	40.2	109,594	5th
D 33	G. Wainwright	Mazda	2292	46.8	17.535	37.6	101,935	4th
D 45	M. Irwin	Anglia	1650	47.0	17.728	34.9	99,628	1st

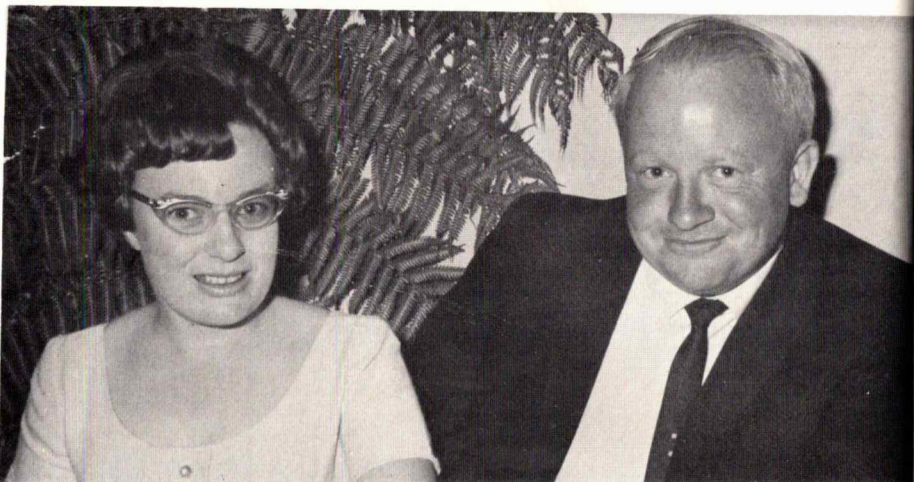
CLASS E 2501 C.C. & OVER

E 31	H. Grey	Viva	3310	57.8	19.072	41.0	111,299	3rd
E 32	W. Grey	Viva	3310	52.0	18.299	38.0	102,783	2nd
E 34	A. Pellow	Viva	3600	47.2	17.583	33.0	90,987	1st
E141	T. McLean	Ute	4335	43.2	14.787			

# Feminine Viewpoint



ASSORTED RAMBLINGS OF A RALLY WIFE



Of course, the only rambling a rally wife does is on paper; mostly its waving husbands goodbye and staying home with the kids. Except for the remarkable few who wait at the end of special stages for their men to emerge (or fail to emerge) all the while maintaining a stoic calm in the face of idiots who wander up and ask where Joe has got to. I had a taste of this last year when Jim and Gus Hyslop got the Mazda bogged to half way up the doors in the second special stage of the Heatway. The kids and I together with the entire population of Paeroa were waiting at a local service station for hours while over a hundred rally cars re-fuelled without a sign of the only one that mattered. Strangely not one driver could tell me where they were and I asked them all, as surely as every spectator there asked me. Since then I have reverted to doing my nail-biting behind closed doors at home and let the braver wives answer the fool questions. I must admit I have never watched Jim rallying. I can follow other rallies with enthusiasm but if Jim is competing, I'm at home.

For both Jim and poor Gus this was the first time either had left the road in a rally. There was another famous first a few months later when Jim and Paul Adams came in to re-fuel at the same service station in the final Marlborough Rally, with the passenger's side guard crumpled. This is a phenomenon any co-driver's wife attest to: the damage is always on the co-driver's side! This was the first and is still the only time Jim's cars have had even a scratch in a

rally. Paul airily explained that he'd got his side stopped all right but Jim had left his braking too late. In fact Paul had been doing a Hollywood for the assembled Woolf-Adams family he'd spotted on a corner and had got carried away and hit a fence. It wasn't till they took off I realised that I hadn't told them there was a rally radar up the road. They had forgotten to ask me to the prizegiving that night but later in the day I received a note from a marshal on a later stage, "Come to Mandalay at 8.00. Bring my suit".

I arrived at the empty Newmarket Parking Building at 7.45 and after feeding the coin-operated entrance, wondered how we were going to get out later as the exits were all barred by arms. (Parking buildings are rather sparse at Paeroa). I experimentally lifted the barrier up and it set off an incredibly loud klaxon which blasted on and on while heads turned accusingly up and down Broadway. I retreated to hide in the toilet till the tumult died down. By the time I slunk out again Jim had turned up and as the car park was still empty, decided to change into his suit in the back seat of the Triumph. I hopped in too, to unpack the bag. Those of you who have only done the operation in reverse may not realise it takes some time to get dressed in the back seat of a car and by the time he'd finished quite a few more cars had arrived. I'll never forget the expressions of shocked disbelief on the faces of those who saw me climb out of the back seat followed by Jim doing up his trousers!

One chore most rally wives do not share with me is changing the badges on racing overalls between rallies. Jim has rallied Triumph, Clubman, Escort, Mazda and Avenger over the last few years and before each event I unpick the old badge and sew on the new. Talking of overalls, Andrew had some very nice dark blue denim-look two-piece sets this year. I don't know where he got them but I haven't seen any like that here.

One chore I no longer share with other rally wives is providing suppers for crews working on the car each night. Not since the first Heatway in the 2.5 P.I. have I had Jim out preparing the car till late each night, furtively testing it on back country roads in the small hours, and wondering how many weeks we could starve to buy those extra special tyres.

The fact that rallying mainly in Works teams is a little easier was brought home to me when the kids and I were going up to Mangere to pick Jim up a couple of days after this year's Heatway and were overtaken by Blair Robson towing his rally car home from Dunedin. Yes, that's right, overtaken by Blair towing. The kids were appalled to think that he had had to drive all the way home after a tough five day rally and wanted to know why he didn't fly home and get the service crew to bring the car back like Daddy does. While they were still behind us the kids were trying to identify the rally car which they could not get a clear view of. They asked me if the man driving the towing vehicle could be Blair and described him as having "hair like Daddy and a sad moustache". I recognised the description immediately but I'm not sure that

# HALOGEN LIGHTING

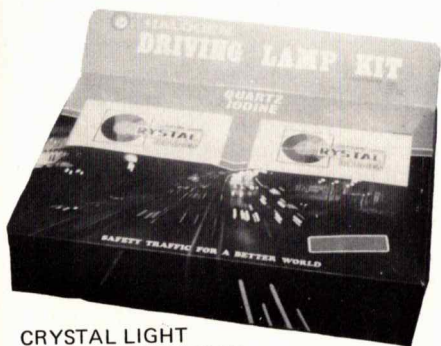
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Blair would.

After months of letters shuttling back and forth to Scotland and many expensive phone calls to Todd Park, this year's Heatway started for us when we took Jim to Mangere to catch the plane for Wellington. We met Trevor Birch and Morrie Chandler who with Jim were to attend a M.A.N.Z. meeting that weekend. Morrie gave Jim hell about "professional rally drivers" who leave ten days before the event as he had to return for a week's work before heading for Christchurch. Morrie further showed his more responsible attitude to his work by abandoning the rally on the first corner of the first special thereby saving himself another week off work. (N.S.C.C. don't get this magazine do they?)

We were looking forward to some good radio coverage this year with Radio N.Z. part-sponsoring the event, but we were disappointed. On behalf of all the families of those taking part I would like to have a good moan about what we did get.



Those wives who like myself do not sleep while the cars are rallying would have welcomed more reports at night when it was all happening instead of re-hashed reports during the day when the drivers were sleeping. Wives whose men were not in the first half dozen had my sympathy. They must never have known whether they were still going or withdrawn.

Rallying is visually spectacular at any time. In the ice and snow it must have been doubly so yet television coverage was inadequate, and confined to the early evening news. Of Granny Herald's coverage, I will give roughly what she gave the Heatway - a couple of lines.

The radio reporters did not have an easy time, working long hours under trying conditions but this is the fifth Heatway and they should have some idea by now of what it's all about. Reports were sometimes wrong, such as the 12.05 a.m. report on the last night which said the Avenger was having brake problems and engine trouble "more than they were admitting to". Actually she never missed a beat and Des O'Dell who had come out from England to see that she didn't miss beats was infuriated with this report. Another which didn't do my blood pressure much good was the story that 22 cars had gone into a stage and none had come out so a four wheel drive vehicle had gone in from the other end to sort it out. Mental pictures of the Avenger meeting it head on were very vivid. In fact the organisers didn't go in from the other end at all.

Tauranga's 1ZD, always a good motorsport station, had the best coverage, and had a telephone report direct to the announcer every morning at about 7.30. On the last day,

Sunday, I listened to the kid's request session all the way from "I'm a Little Fire Engine" to the "Lone Ranger" but no report arrived. By nine o'clock in desperation I telephoned the announcer, that morning, Tineke Bouchier, Selwyn Toogood's right hand-er-woman, who was so charming you would think she fielded calls from frantic women looking for rally reports every morning. She explained they hadn't heard from their reporter but felt he was probably asleep in the car in the forest somewhere as he had had very little sleep for days. Join the club mate!

I don't know why I worry so much. To hear me making a good story of the safety features in the cars they are obviously safer than the pill. Perhaps it's motorsport's own propaganda "Motorsport is Dangerous", to which a certain racing driver once added "and rallying is bloody dangerous". Jim has two permanently weak ankles, a trick knee and a wonky shoulder, all of them Rugby injuries. The only injury he has had rallying was when he was standing beside the open door of the Avenger when it was being jacked up and the door swung closed and scratched his face. That's his story anyhow.

But at last it's all over. Andrew makes his "brillinat navigator" speech, the telegrams and phone calls begin, the gin bottle takes a flogging and the kids stop brawling long enough to do a victory war dance.

Isn't it marvellous! Wasn't it exciting!

Rallying is so thrilling! When's the next one?

JACKIE SCOTT

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N. LANGLEY	16

I. PEACOCK	16
B. DOUGLAS	14½
L. BAIGENT	14
R. WILLIS	14
R. MONTGOMERY	12½
G. WOODMAN	12
D. McCONNELL	12
A. LOWE	12

## 10 POINTS:

G. PASCOE, B. HOMEWARD, C. PARKINSON, G. SHEWEIDY, D. ALEXANDER, M. FINCH, B. PLATT, J. BUSCH, R. NAZEY, M. PAINTER, N. HARLICK, G. SIBURN, A. VERRY, G. HEWITT, G. KYLE, A. FLOWER, P. HENLEY, D. MACKRON, H. WADE, G. SUTTON, G. MATTHEWS

## 8 POINTS:

K. WESTON, G. O'CONNOR, K. STONEHAM, S. FINDLAY, L. PARKINSON, M. MOLONEY, R. CARN-BENNETT, J. WOOLF, N. MALLARD, G. RANKIN, G. G. APPLETON, G. BENNETT, G. PEACOCK, G. BAWDEN, R. BURR, W. GREY

## 7 POINTS - P. SERGENT

## 6 POINTS:

R. CAMPBELL, W. BLAKEMORE, J. WILSON, J. HARVEY, D. GOUGH, K. STRAHAN, P. SLAVICH, P. BREWER, I. LAIDLAW, B. GALLOWAY, P. BURNET, A. SHAND.

## 5½ POINTS - M. FINCH

## 5 POINTS - B. MERRITT

## 4 POINTS:

N. STANLEY, J. KERSHAW, T. GLADSTONE, D. OLIVER, D. HAYNES, R. VANDERKLEY, P. FONG, K. TURNER, J. TATE, S. SUBRITZKY

## 3 POINTS - R. WALLACE, T. McCLEAN

## 2 POINTS:

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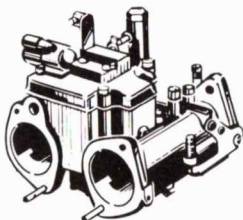
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