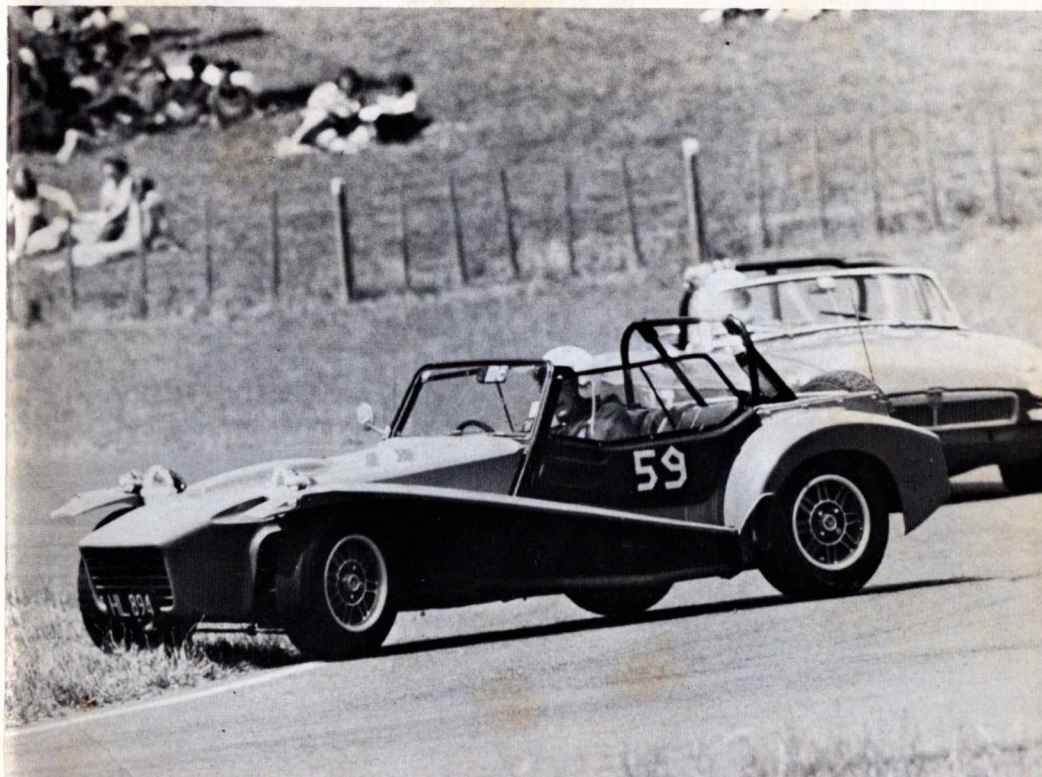


MARCH 1977



BULLETIN



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— BULLETIN —

Registered at the P.O.H.Q., Wellington, as a newspaper.

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 - Beachlands 6242

Trials : J.F. Busch
Phone 574-836

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 (Pvte),
8 Clinker Street, Mt Roskill.

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

Membership Secretary:

B.J. Hamilton, Phone POP 48-520

Competition Licence Officer:

J.T. Molloy, Phone 654-048 (Evg)

Security Officer:

H.G. Southee, Phone 607-682

Equipment Officer:

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

Custodian:

W. Ferris, Phone 674-071.



CLUB MEMBER STEVE EMSON ON HIS SINGLE SEATER DEBUT AT WIGRAM BEING SPOKEN TO BY MECHANICS, STEWART COUTES, KEN SMITH (YES, KEN SMITH) AND NEVILLE BAILLEY.

PIX ACTION PHOTOGRAPHY Ph 760-009

COVER PHOTO

TREVOR FARLOW (LOTUS SUPER 7 MK 4) GOES GARDEN-ING IN THE LOOP AT THE SHORT CIRCUIT MEETING, PUKEKOHE, SUNDAY, 13TH FEBRUARY.

PHOTO = Ross Cammick Ph. 558-913

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.

12TH MARCH - SATURDAY - POOL TOURNAMENT:

To be held at the Clubrooms. All entries must be in by 3.30 p.m. NO late entries will be accepted. Practice from 2.30 p.m. Entry Fee is 70 cents and participants must produce current membership cards. Mans and Ladies Doubles Trophies.

17TH MARCH - THURSDAY - CLUBNIGHT AND FILM EVENING:

To be held at the Clubrooms commencing at 8.00 p.m. Good motor racing films followed by supper and a general discussion. New car on display.

20TH MARCH - SUNDAY EVENING DANCE:

To be held at the Clubrooms commencing at 7.00 p.m.
There will be a cover charge of 70 cents from 7.00 p.m.
on.

20TH MARCH - SUNDAY - INVITATION & CLOSED CLUB HILLCLIMB:

This event is organised by the Pukekohe Car Club with a special invitation for Auckland Car Club members only to compete. The event will take place at their Bright Road venue. Entries 9.00 - 10.00 a.m. Entry Fee \$2.00.

23RD MARCH - WEDNESDAY - MID-WEEK LEARNERS TRIAL:

Starts at Otara Car Park at the Otara Town Centre. First car away at 6.30 p.m. Counts for Exide Trophy and Trials Trophy Points. The trial is approximately two hours duration on good roads. Drivers must have a civil driving licence and current membership card. Sealed clock required together with Pukekohe Map Sheet N47 and Pt N46, 3rd Edition 1974. Explanation Sheet at conclusion of trial. This is the last event which will count for the 1976-77 Exide Trophy.

2ND APRIL - SATURDAY EVENING - FEATURE FILM "THE GUNBALL RALLY"

To be held at the Clubrooms commencing at 8.00 p.m. Cover charge of 70 cents will be made. Refreshments available throughout the evening.

23RD APRIL - SATURDAY NIGHT DANCE:

To be held at the Clubrooms. This will be a swinging evening so keep this date free. Full details in next month's Bulletin.

26TH APRIL - TUESDAY EVENING - ANNUAL GENERAL MEETING

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill commencing at 8.00 p.m. Election of Officers, General Business. Nomination Form and further details appears elsewhere in this Bulletin.

29TH MAY - MARAMARUA RALLY

The club's first rally will be a closed club affair. Entry Forms will be available shortly or you may contact the Secretary, 1977 Maramarua Forest Rally, Flat 3, 53A Mt St John Avenue, Epsom, Auckland 3, to be put on the mailing list. If you would like to help with this rally as a marshal, etc., please see the contact men in Rally Round-up column. A full page advertisement also lists the requirements for the rally. This appears elsewhere in the Bulletin.

Shell SPORT



OPEN & INVITATION

26TH MARCH - SATURDAY - DUCKHAMS HILLCLIMB - ROUND 4:

This event organised by the A.U.C.C. will be held at their Andersons Farm venue.

27TH MARCH - SUNDAY - NEW ZEALAND CHAMPIONSHIP RACE DAY -

PUKEKOHE - Formula Pacific Gold Star, Formula Fords, Shellsport, Formula Vee, Combined Northern Sports Car Club and Auckland Car Club event, using the 2.8 km Grand Prix Circuit. Eleven events, including handicaps. This event is the last full scale meeting of the season at Pukekohe. A.C.C. and N.S.C.C. members admitted to Members Grandstand free of charge on production of membership cards.

Entries to Eric Mallard, P.O. Box 11-129, Ellerslie. Phone 593-108 (Business) - 677-519 (Residence)

26TH & 27TH MARCH - PALL MALL NATIONAL RALLY CHAMPIONSHIP:

This is the first round of the Pall Mall Rally series. Promoted by the Wanganui Car Club. Further particulars available from the Secretary, P.O. Box 39, Feilding.

2ND APRIL - GOLD STAR HILLCLIMB - NORTH OTAGO CAR CLUB:

3RD APRIL - SUNDAY - WOODLANDS RALLY:

This event is run by the Northern Sports Car Club but unfortunately no details are to hand regarding this rally.

3RD APRIL - SUNDAY - GOLD STAR HILLCLIMB

Organised by the South Canterbury Car Club, P.O. Box 121, Timaru.

9TH APRIL - SATURDAY - BAY PARK NATIONAL RACE MEETING:

This is a Gold Star event with Formula Fords, Shellsport, etc.

9TH APRIL - GOLD STAR HILLCLIMB - WAIRARAPA CAR CLUB:

Full details from P.O. Box 19, Masterton.

10TH APRIL - NORTHLAND RALLY - ORGANISED BY THE NORTHLAND CAR CLUB:

16TH APRIL - NATIONAL RACE MEETING - MANFEILD

This is a gold star event and will have races for Shellsport, G.T.X., Sports Cars, Formula Vees, Amco 7.

Details available from P.O. Box 542, Palmerston North.

16TH APRIL - SATURDAY - LEMON & PAEROA TRIAL

This event is organised by the Thames Valley Car Club. All enquiries re entry forms etc. should be directed to P.O. Box 22, Paeroa.

17TH APRIL - SUNDAY - RALLYCROSS - KAIPAKI MYSTERY CREEK:

This event is organised by the Hamilton Car Club. Entry forms etc., available from P.O. Box 6029, Hamilton.



MID-WEEK TRIAL

16th February



The trial was approximately two hours long and started at the Otara Town Centre Car Park. We travelled around the East Tamaki-Howick-Whitford area and then back to the Car Club Clubrooms. After dutifully browsing through the A.S.R.'s we discovered one or two interesting points, one being "When instructed to follow a sign competitors are to proceed in the direction indicated by the A.A. fingerboard".

We set off at 6.30 p.m. turning left on to East Tamaki Rd, around a loop to the odo check in ARWEN PLACE. We followed a set of tyre prints down a clay road looking for a check, but found this was a no, no, and headed back on course again. Follow "TO WAIOURU RD" was the next instruction. It wasn't an A.A. Fingerboard so we proceeded ahead to pick up check DDDDU. This lead us along Smales Rd and then toward Howick.

Go right was the next curly one. We spotted a small loop on the right, with a NO ROAD sign. We took the second entrance of the loop to pick up check R.R. using the first R. to get back onto the seal and the second R to go back where we came from. After negotiating the loop for the second time, we decided that once was enough, and used the second R. to go right at Whitford Rd. Go right at Point View Drive was next. The sign was incorrect and just down the hill was check DUL. We then travelled along Chapel Rd and headed for the manned check situated in Sandstone Rd. While looking for Cross road we picked up check DUL. The next trap was Flat Bush 6km, a small km gave us DUL. The instruction "Stay on this road to go left at Howick" was a great trap because halfway along Sandstone Rd the name changes to Ormiston Rd. At this point we u-turned and found the manned check.

On to subsection C and the instruction "Go left at crossroads". The over-riding instruction was NO EXIT ROADS do not exist. If this was executed properly it leads you onto Chapel Rd and another check. After that it was fairly straight forward until "Go left at ALLENS RD". (Our biggest brain teaser). Then onto the motorway and back to the Clubrooms via Church Street - Mt Albert Road.

Thanks must go to the plotters for an eventful trial and to our crew Peter and Linda for their help.

G.W.

RESULTS OF MID-WEEK TRIAL - 16TH FEBRUARY 1977 --

POINTS LOST

1ST	GAVIN WOODMAN	61
2ND	IVY STEPHENSON	110.8
3RD	CHRIS HUDSON	250
4TH	ROSS SENNE	268
5TH	LAURIE BENNETT	276
6TH	ROB NASEY	344
7TH	PETER STONE	345
8TH	STEPHEN SUBRITZKY	417
9TH	BRUCE DOUGLAS	449
10TH	PETER FINCH	616
11TH	PETER FONG	618
12TH	ROSS CAMMICK	655
13TH	PETER CLENDON	656
14TH	K.R. FELL	814
15TH	RON CLARK	882
16TH	ALEX SAUNDERS	1094

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On The Social Scene...



Here we are again, the months certainly seem to be flying this year.

By the time you read this Bulletin the Hawaiian night will be over and judging by the ticket sales this should be a good night.

Don't forget the Pool Tournament on the 12th March. Even if you are a relatively new player to this sport, come along and join us. We are not all professionals. Even the ladies can beat the men sometimes. Actually, there are about three good ladies teams plus husbands and wife teams. So come along you ladies that can play and help the others out. There is now a ladies shield as well as the main trophy.

Coming up we have a Sunday night dance to be held on Sunday, 20th March.

Come along after the races and have dinner at the Bistro Bar but please put a pair of shoes in the car to put on before you come into the Clubrooms. The Clubroom Rules state a reasonable standard of clean dress and footwear is required at all times - no jandals. This will be enforced more strongly in the future, particularly on normal club nights. There have been more jandals and untidy dress down in the Clubrooms in recent weeks than I have ever seen during my time as chairman and my committee and I intend to get it back to a decent level, so please help us do our job and come down to the Clubrooms in a reasonable standard of dress in order that we can all enjoy the Club's facilities.

Please also ensure that all visitors know the rule on dress as this could be embarrassing for all concerned if they were asked to leave. Now that is off my chest, back to coming events. On the 23rd April we have a dance, more details of which will appear in next month's bulletin.

If there is any member who wishes to know how the Clubhouse Committee operates or has some ideas on social events, you are quite welcome to sit in on a Clubhouse Committee meeting just by approaching me down at the Clubrooms or phoning me at Beachlands 6242 and arranging it.

I hope everyone enjoyed the Sunday Disco. They certainly seem popular with the crowd we had. We are arranging to have them back again.

More social news next month.

MAURICE CARGILL



So I missed last month's punchline, or did I? Ross assures me when he jumped off the steps they were only two feet above the ground - it's amazing what a bit of 2 by 2 (wonder what that is called in metric) can do when you land on it off centre. Okay, he didn't look but I must admit on all the other occasions our two timing steward was working flat out - we will be sorry to see Ross take his second overseas trip in two years - but this year's season at Western Springs has been one of the most enjoyable ever - real vintage stuff - for this hardened Barry Butterworth supporter, and then there was the sight of Jack Nazer winning in Pat Johnson's Offy on a flat, Swift McMillan and Mike Marshall both driving oversteering cars as quick as their normal drivers, and Eric Mallard is probably still blessing his lucky stars that Jimmy Richards didn't get a drive although he did practice and make it look as though he had been doing it all his life. Johnny Fenton won both the big ones to an acclamation only half as large as the cheering/booing for Butterworth/Morris but at least he was clean.

See back in December I told you all that one person would get up and run away from the rest for the whole of the Peter Stuyvesant Series. Well in fact that did happen didn't it, but thank goodness our New Zealand promoters had the courage and made the decision to change to Formula Atlantic. When we see how many of these cars have remained in New Zealand, we already have more of these cars than we ever collected F5000 cars.

Elsewhere should be listed the placings in the Hudson/Verry Trial and the John Busch Learners Trial which commenced this year's trialling programme. In effect, it was a re-run of Doug Bone's Learners Trial which I did half of last year. It even had the same mistakes. Last year yours truly and the secretary of the Hutt Valley M.C. entered but blew a fan belt. Well this year, the aforesaid secretary, having recited the entire excitement of that night last year to enthralled readers of 'Chequered Flag' prompted the retired President of the same Hutt Valley M.C. to coming with me and it turned out to be the same trial. If, perchance, G.W. is reading this, then I would like you to know that G.R. and I dropped a check which you picked up last year, and G.R. fell for the age old trap of not writing down an unmanned check - disastrous, cost us two places.

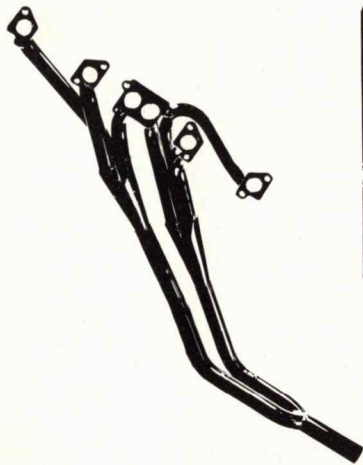
The Exide Trophy is really hotting up with a three way battle between Ivy Stephenson, Rod Nasey and Ross Senne. This battle will conclude, I think, with the running of the March Learners Trial on 23rd March, for which we hope to get a particularly large turn out.

Talking of the Exide Trophy reminds me that this trophy was originally donated to the club, at the prompting of the then Club Captain, Jim Boyd, by the makers of Exide Batteries.

COBY

EXHAUST EQUIPMENT

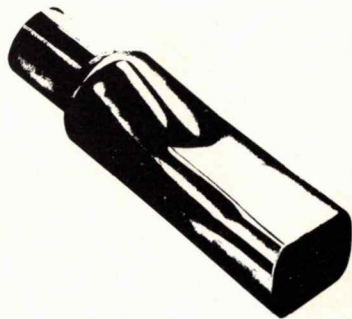
COBY Exhaust Extractors



COBY Mufflers



COBY Exhaust Extensions



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The trophy has precedence over many for it is the leading trophy for closed club events. So if you enter closed club trials, closed club hillclimbs, gymkhanas, club circuit meetings and rallies, etc., you will collect points if you are in the winners circle - normally the top ten, or top five if the event is divided into classes. In some cases a "closed club" event may include a limited invitation event such as a trial where we invite another club to compete - in such cases make sure you put A.C.C. in the 'Club' space on the entry form. If you are a member of both clubs and want points for both, then enter both clubs but pay twice. In events such as trials where there are no classes, points are awarded to the top ten placegetters from ten points down to one - and in other events where there are classes (and thus a lot more than ten people get points) the first five placegetters in each class get points, thus ten, eight, six, four, two. At club circuit the first round of scratch races count for Exide points. If you are still with me, the Trials Trophy which, like the Exide runs from 1st April to 31st March, counts for both closed club trials for the first ten places - ten to one points, and for the first ten placed A.C.C. entrants in Mercury Trophy trials 20, 18, 16, etc., down to 2 points. Peter Batten is the man with the adding machine, and does a really good job on keeping track of these points.

Finally, before I list the Mercury Trophy Trials with a few others, I would like to remind you all that claims must be written out. In many cases a claim can assist an organiser, such as a polite (and I stress polite) observation that something doesn't fit, a missing sign or check perhaps, but as an organiser, I find it impossible to remember individual verbal claims. Oh sure, a missing sign or check, everyone must be given a clean sheet - but verbal arm-twisting won't work because I forget very quickly.

Brief programme of what is coming up -

23rd March	A.C.C. Learners Trial
16th April	T.V.C.C. Mercury Trial
Mid April	Chris Hudson Mid-week Trial
Mid May	Alan Verry Mid-week Trial
21st May	A.U.C.C. Duckhams Mercury Trial
4th June	A.C.C. TISCO Gold Star Trial
12th June	H.C.C. Ebbett Motors Mercury & Gold Star Trial
29th June	Taranaki Car Club Gold Star Trial
Mid July	A.C.C. Rotorua Weekend Trial
23rd July	A.R.T.C. Mercury and Gold Star Trial
13th August	V.U.C.C. Gold Star Trial
21st August	N.S.C.C. Mercury Trial
28th August	A.C.C. Mercury Trial
31st August	Rotorua Invitation Trial (funny that's Wednesday)
2nd October	A.C.C. & N.S.C.C. Experts & Enthusiasts Combination Trial

Thank you those people who told me that they sympathise with my complaint of last month about date setting at conference. See you all.

JOHN CROMBIE.

		<u>POINTS LOST</u>
1ST	R. SENNE	81
2ND	R. NASEY	106
3RD	B. MERRETT	118
4TH	L. BENNETT	178
5TH	L. BAIGENT	221
6TH	I. STEPHENSON	248
7TH	A. COLLIER	350
8TH	D. BONE	356
9TH	P. FINCH	460
10TH	B. DOUGLAS	478
11TH	S. SUBRITZKY	530
12TH	G. WOODMAN	616
13TH	G. NORTON	638
14TH	P. CLENDON	696
15TH	S. PAULSON	860
16TH	K. FELL	872
17TH	D. NELSON	972
18TH	R. CAMMICK	996
19TH	P. FONG	1041
20TH	R. JACKSON	1096
21ST	D. BULLAS	1132
22ND	W. MASKELL	1164
23RD	D. ROSE	1177

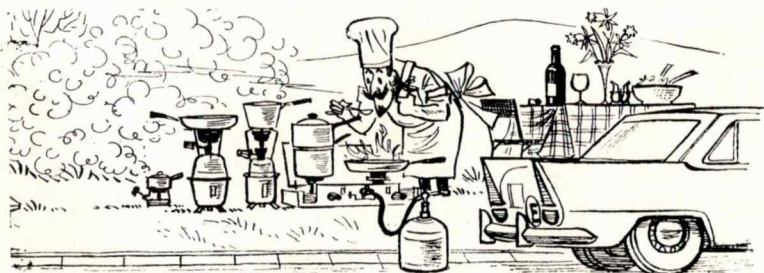


AUCKLAND CAR CLUB *Pit Stop Bistro Bar*

Sundays 6 — 9-30 p.m.

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Children Welcome Sundays



SHOUTS & murmurs



. . . After several years the annual club membership fee has at last gone up. In the forthcoming year the annual subscription fee will be \$15.00 instead of \$12.00 and the nomination fee will be \$3.00 (for joining members) instead of \$2.00. At the same time, however, the MANZ capitation levy has risen to a phenomenal \$1.60 per member and this is included in the \$15.00, so that the increase gained by the Club out of \$3.00 is only \$1.40.

. . . At the March film evening on Thursday, 17th, Mr Ian Langley of Sidchrome Tools will be at the Club with a special display of Sidchrome tools at a discount of 25% for members and a 30% discount available for member apprentices. This is a good opportunity for members to purchase tools at such rates.

. . . Congratulations to Club Member, Bruce Blacklock, who has been appointed M.A.N.Z. Technical Officer for rallies in this area. He takes over from Ray Stone and this position will be in addition to his duties as M.A.N.Z. Technical Officer on the racing side of the sport.

. . . Auckland Car Club Team for the teams event in the Radio New Zealand International Rally will be Blair Robson, Mike Marshall and Rod Millen. We wish these members and any other members taking part in that event the best of fortune.

. . . Congratulations to Tony and Kay Howe on the recent birth of their daughter.

. . . Club Member, Rod Millen and New Zealand's Rally Champion, recently competed in the Super Stars Sporting Contest. Unfortunately Rod didn't fare too well and finished between fifth and eighth in each event. However, the points scoring system was not the best as only the top three or four places in each event gained points. He told us he finished about third to last (fourteen contestants took part) and said his best performance was in the Rugby goal kicking, and his worst was in the event for hockey penalty goal scoring. He felt that if they chose ten people from ten different sports, they should be the ten sports used for the competition whereas in the recent contest some of the sports used were not represented amongst the fourteen competitors, one of which was his own, rallying. However, T.V. 2 hope to stage a similar type of contest next year and no doubt some of these suggestions will be noted.

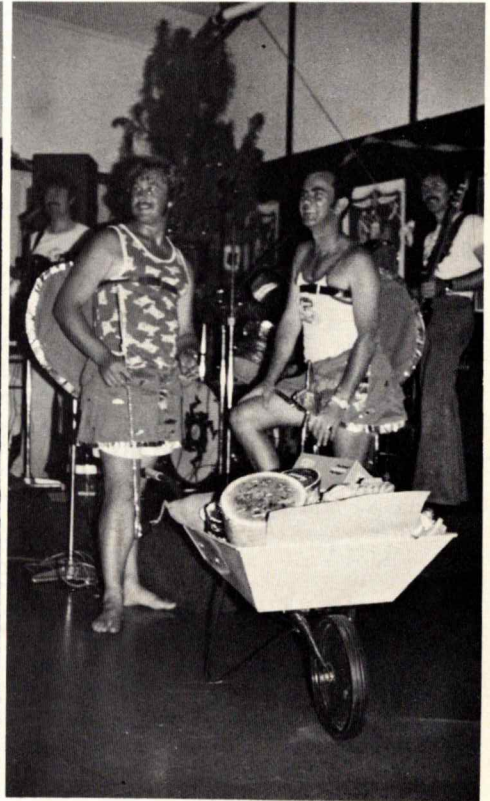
The eventual winner of the contest was Peter Snell with Peter Whiting second and Tony Ineson third.

. . . Well known club member from way back, John "Larry" Lawton is back in New Zealand after a two year trip to England and Europe. John saw several major motorsport events whilst away, including the British and Monaco Grands Prix, as well as the Le Mans 24 Hour Race.

. . . Top rally mechanic, Dave Parton, has left for a four year trip to England. Dave will be most known to club members as Mike Marshall's mechanic for the last few years. Together with his wife, Robin, they will probably spend most of their time in London where Dave hopes to be working for a firm specialising in rally car preparation. As a gesture to Dave's services to rallying, the Masport Team threw a farewell function at the Great Northern Hotel which saw several fellow rallyists, friends and relations attending to extend their best wishes, etc.

We wish Dave and Robin a safe journey and all the best whilst in the "Mother Country".

. . . Although it is some time since Christmas and the Christmas Social, photos have just reached us from Santaland, showing Santa and his two fairies at the Club Christmas Social. Anyone fancying the fairies should contact Santa direct for names and addresses.





NEW MEMBERS

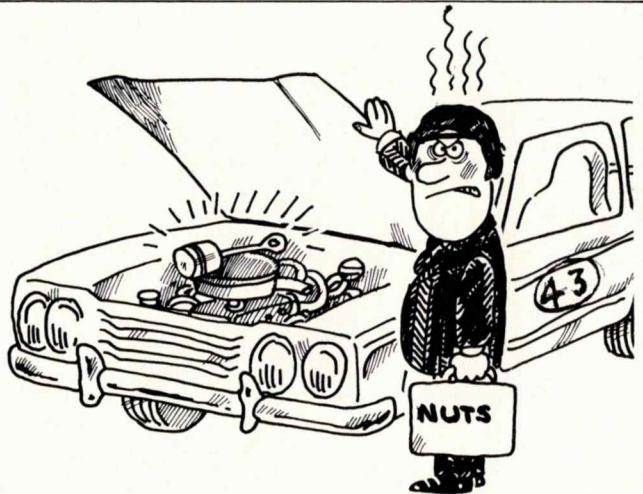
We sincerely welcome the following new members and hope to see them taking an active part in Club events. New members are cordially invited to seek the assistance and advice of any Club Official (see Page 1) to help them settle in.

Peter Benbrook
Gary Lathrope
Vaughan Hughes
Jillian Hughes
Bertram Mathews
William Norris
John Ward
Gary Boyce
Peter Herbert
John Anderson
Donald Skewes
Brent Hills
Robert Aitken
Ross Vickery

Royal Oak
Mission Bay
New Plymouth
New Plymouth
Browns Bay
Papatoetoe
Mt Albert
Avondale
Mt Albert
Milford
Ngaruawahia
Waitara
Hamilton
Waihi

Anglia
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It's round about that time of the year again when there's a hell of a lot happening. It certainly looks as if we're in for a cracka season with the Pall Mall Series, the World Championship Radio New Zealand Rally and a host of closed club and invitation rallies. A calendar of events (as many as we have been informed of) is included for your information.

There's certainly quite a bit happening in the "who's running what" department. Last year's champion, Rod Millen, will be campaigning a brand new Mazda RX3, with last year's car being kept as a club and rallycross car. Mike Marshall has acquired the car Roger Clark ran in the Southern Cross - a Boreham RS1800 Escort. Blair Robson will be back in his RS1800 as will Jim Donald in the old RS1600 - both cars running under Masport colours again. Colin Taylor will also be seen running one of the Mark 2 RS1800s. Others driving similar cars this year include Alan Carter and Dave Cooney - whatch these guys as they are real quick material. Another Mark 2 Escort to watch will be that of Clive Smith.

Interesting to note that at the closing date of the Pall Mall Championship Registrations, John Woolf, George Kuttel, Paul Adams, Ken Cleghorn and Ray Jordan have not entered!!! Pity, as these guys help form the extremely high competitive standard we have become used to in rallying.

PALL MALL SERIES - ROUND 1 - WANGANUI

This event will be a real "ripper" with the fourteen special stages forming 360 kilometers of the 720 kilometer event. The event will start on Saturday, 26th March at noon and will continue until about 8.00 a.m. on Sunday, 28th. Pity really, as this is the date of the National Race meeting at Pukekohe and will probably upset a few peoples' plans.

Scrutineering and documentation will be held at the Wanganui Vehicle Testing Station on the Friday night. Cars will be in Parc Ferme for public viewing at 11.00 a.m. on Saturday morning.

There should be a preview to the Pall Mall Series in the "Motor Action" of 11th March.

WOODHILL FOREST RALLY - 3RD APRIL

Haven't had much on this event except a note that it's on. The event is expected to follow similar lines to previous years. Let's hope they don't have the same sort of "demolition derby" they had to contend with last year. Naturally, this event will be organised by the Northern Sports Car Club.

1977 MARAMARUA FOREST RALLY - 29TH MAY

The organisation of this event is coming on really well

AUCKLAND CAR CLUB

**1977
MARAMARUA
FOREST
RALLY**

Sunday, May 29



MAPS AVAILABLE FROM CLUBROOMS ON
THURSDAY, MAY 26 OR AT FOREST GATES

MARSHALS REQUIRED:-

PHONE: Arthur McWatt Or Bruce White

889-494

TGN 8293

with the major priorities at this stage being the marshalling, etc. We have got quite a few places to place block marshals, etc., which are fantastic vantage points, but spectators seem to be too lazy to walk into them. If you would like to get a real close look at the event, contact



ARTHUR McWATT - Phone
889-494 (Home)

BRUCE WHITE - Phone TGN - 8293 (Home)

NORTHLAND RALLY

The Northland Car Club are also running an invitation rally on April 9th. Naturally, Auckland Car Club will be invited and this event is always one not to be missed, especially if the mighty Waitangi and/or Glenberne Forests are included.

At the time of writing, the M.A.N.Z. calendar had only just arrived so I suggest that if you wish to enter you should contact the Secretary at the Northland Car Club.

MARSHALL vs MILLEN

A recent football match at Auckland's Long Bay actually saw a vicious football match between the Mike Marshall team and the Rod Millen team.

Results - Arthur McWatt - Off work with immobile foot
Ron Kendall - Immobilised arm
Tony Mays - Swollen Face (Hospitalised)
Robert Harris - Still on Crutches (Ligaments)
Rod Millen - Sore Toe

Unfortunately Mike Marshall and Mike Franchi couldn't stand the pace at the barbecue and piked out before kick-off.

RADIO N.Z. INTERNATIONAL

I hope to have a lot of goodies for you next month on this event but possible starters at this stage are the team of Fiat 124s, Andrew Cowan, Shekha Mehta, George Fury, Sandro Munari and Hannu Mikkola. At this point - Ari Vatenen who is driving one of Doug Benefield's RS 1800 Escorts is possibly a starter. We hope to have some sort of interview with Ari in a future bulletin.

1977 RALLY CALENDAR:

March	5th	- Wellington Car Club	- Invitation
	12th	- Eastern Southland Car Club	- Invitation
	26th/27th	- Wanganui Car Club	- Pall Mall I
April	3rd	- Northern Sports Car Club	- Closed Club
	9th	- Otago Sports Car Club	- Invitation
	9th	- Northland Car Club	- Invitation
	23rd	- Autosport Car Club	- Invitation

May	1st-7th	- Rally Organisers	- Radio N.Z.
	22nd	- M.G. Car Club	- Closed Club
	28th	- Wairarapa Car Club	- Closed Club
	29th	- Auckland Car Club	- Closed Club
June	4th	- Rotorua Car Club	- Invitation
	11th	- North Otago Car Club	- Invitation
	12th	- Pukekohe Car Club	- Closed Club
	18th-19th	- Canterbury Rally Panel	- Pall Mall 2
July	2nd-3rd	- Otago Sports Car Club	- Pall Mall 3
August	6th	- Auckland Car Club	- Invitation
	20th	- Nelson Car Club	- Invitation
September	3rd	- Tokoroa Car Club	- Invitation
	17th	- Hutt Valley Motor Club	- Invitation
	24th	- Northern Sports Car Club	- Pall Mall 4

MIKE MARSHALL FOR AUSSIE INTERNATIONAL:

Auckland Car Club Rally Team member Mike Marshall will be competing in the Castrol International Rally in Canberra, Australia, starting on March 19th.

Mike will have a local navigator and will be driving the ex Roger Clark Escort RS1800 he purchased whilst over there for the Southern Cross.

The event has a total of 40 stages totalling up to 770 kilometers. First prize overall will be \$2,000 with the fastest two cars in each special stage receiving \$100 each time. The rally is made up of three divisions with the fastest driver in each one taking home \$150. Seven hours televised coverage have been guaranteed from two T.V. channels.

Interest in the event surrounds the fact that Greg Carr's "Boreham" Escort RS1800 may not arrive from England in time, in which case he could drive Mile's last year's Escort.

COLIN BOND:

Australian Race and Rally driver, Colin Bond, was in Auckland recently, as a guest of the Masport Rally Team and Superford. Colin's main job was centered around the Masport Rally Workshops where he learnt and studied all the demon "tweaks" on building, preparing and running Rally Escorts under instruction from Jim Donald and Ray Stone.

As most of you probably know, Colin is this year contracted to Ford of Australia, after driving for the Holden Dealer Team for some six years. Ford are launching major campaigns in racing and rallying in Australia, with Alan Moffatt organising the racing side and Colin the rally area.

Moffatt is in the process of preparting two "full house" Falcons for himself and Bond, which will be run in the Australian Touring Car Championship and Manufacturers Championship, together with the Hardie Ferodo 1000 at Bathurst.

For rallying, they are importing an Escort RS1800 from Boreham, England, which will be driven by rising Australian Star, Greg Carr. Colin is building two RS2000 Escorts, of which he will drive one.

They intend competing in the Australian National Championship, of which there are five rounds, together with the Castrol International, in Canberra, the Alpine and, of course, the Southern Cross.

Colin has quite a substantial record of experience and success, including three New South Wales Motorkana Championships, three New South Wales Hillclimb Championships, 1971, 1972 and 1974, Australia Rally Championship, 1975 Touring Car Championship and 1969 Bathurst 500, with Tony Roberts co-driving.

He is a professional race/rally driver, is 34 years old and lives on Hunter's Hill in Sydney with his wife Robin.

KEVIN LANCASTER

Shell **SPORT**

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PUKEKOHE CIRCUIT

13th February

PIX — Ross Cammick Ph. 558-913



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GRAHAM PINFOLD LEADS ANDY LOWE



PETER HILL



ALAN JOHNSON LEADS ROBIN BENNETT



BARRY HARE



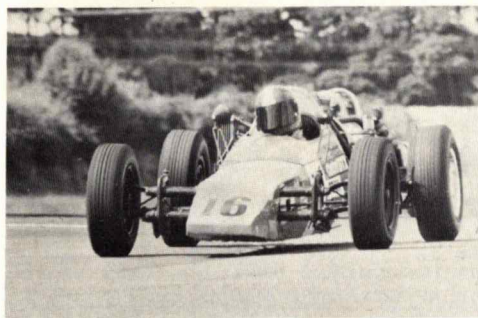
GREG LANCASTER



TOM SCOTT



PAUL TAVAN LEADS LES PARKINSON



WALLY GALLOWAY



GEORGE SHEWEIRY



PETER SUNDBERG LEADS CHARLIE CONWAY



PETER WHITE

RACE 1, MODIFIED SALOONS 0-1300c.c. F. Bailey (Cooper S) 1st, P. Levet (Cooper S) 2nd, P. Henley (Escort) 3rd, G. Pachnatz (Cooper S) 4th, J. Tate (Escort) 5th. RACE 2, STANDARD PRODUCTION SALOONS. G. Sheweiry (Falcon) 1st, G. Wainwright (Mazda) 2nd, N. Hudson (Torana) 3rd, P. Hill (Escort) 4th, H. McVicar (Corona) 5th. RACE 3, RACING. G. Pascoe (F.F.) 1st, R. Williams (RJWLF) 2nd, W. Galloway (R.M.4.) 3rd, J. Watson (F.V.) 4th, K. Hicks (F.V.) 5th. RACE 4, MODIFIED SALOONS 1301-1600c.c. B. Platt (Escort) 1st, C. Reed (Anglia) 2nd, V. McLaren (Farina) 3rd, N. Harlick (Escort) 4th, J. Anderson (Farina) 5th. RACE 5, PRODUCTION SPORTS CARS. C. Conway (Lotus) 1st, J. Ward (TR6) 2nd, L. Parkinson (Jaguar) 3rd, B. Weaver (MG) 4th, G. Pinfold (MG) 5th. RACE 6, MODIFIED SALOONS 1601c.c. AND OVER. G. Lancaster (Victor) 1st, W. Gray (Viva) 2nd, B. McLean (Capri) 3rd, N. Miles (Capri) 4th, G. Sheweiry (Falcon) 5th. RACE 7, MINI 7 SALOONS. J. Harvey 1st, N. Lowe 2nd, D. Coates 3rd, K. White 4th, P. Todd 5th. RACE 8, SALOONS SCRATCH GROUP 'C'. A. Johnson (Escort) 1st, P. Hill (Escort) 2nd, J. Tate (Escort) 3rd, N. Langley (Avenger) 4th, R. Vickery (Datsun) 5th. RACE 9, SALOONS SCRATCH GROUP 'B'. T. McLean (Chrysler) 1st, D. Bullas (Avenger) 2nd, N. Hudson (Torana) 3rd, N. Harlick (Escort) 4th, S. Kahn (Escort) 5th. RACE 10, SALOONS SCRATCH GROUP 'A'. G. Lancaster (Victor) 1st, T. McLean (Chrysler) 2nd, B. Platt (Escort) 3rd, P. Henley (Escort) 4th, B. Shiells (Mazda) 5th. RACE 11, RACING SCRATCH. G. Pascoe (F.F.) 1st, R. Williams (RJWLF) 2nd, W. Galloway (RM4) 3rd, K. Hicks (F.V.) 4th, A. Elvey (F.V.) 5th. RACE 12, PRODUCTION SPORTS CARS SCRATCH. P. Sundberg (Sunbeam) 1st, J. Ward (Triumph) 2nd, T. Farlow (Lotus) 3rd, B. Weaver (MG) 4th, A. Lowe (MG) 5th. RACE 12A, MINI 7 SCRATCH. N. Lowe 1st, J. Harvey 2nd, D. Coates 3rd, R. Bickerton 4th, P. Walker 5th. RACE 14, HANDICAP SALOONS 0-1300c.c. K. Butcher (Mini) 1st, F. Bailey (Cooper S) 2nd, R. Vickery (Datsun) 3rd, G. Pachnatz (Cooper S) 4th, J. Tate (Escort) 5th. RACE 15, HANDICAP STANDARD PRODUCTION SALOONS, P. Hill (Escort) 1st, G. Wainwright (Mazda) 2nd, M. Taylor (Escort) 3rd, N. Langley (Avenger) 4th, N. Hudson (Torana) 5th. RACE 16, HANDICAP RACING. G. Pascoe (RJWLF) 1st, R. Williams (F.F.) 2nd, D. Skewes (Taurus) 3rd, A. Butler (Target) 4th, W. Galloway (RM4) 5th. RACE 17, HANDICAP SALOONS 1301-1600c.c. V. McLaren (Farina) 1st, C. Reed (Anglia) 2nd, M. Ott (Escort) 3rd, P. Benbrook (Anglia) 4th, R. Bennett (Avenger) 5th. RACE 18, HANDICAP PRODUCTION SPORTS CARS. P. Tavern (Jaguar) 1st, L. Parkinson (Jaguar) 2nd, A. Lowe (MG) 3rd, G. Pinfold (MG) 4th, B. Weaver (Triumph) 5th. RACE 19, HANDICAP SALOONS 1601c.c. AND OVER. D. Bullas (Avenger) 1st, T. McLean (Chrysler) 2nd, W. Gray (Viva) 3rd, B. Shiells (Mazda) 4th, G. Lancaster (Victor) 5th. RACE 20, HANDICAP MINI 7 SALOONS. K. White 1st, J. Harvey 2nd, R. Bickerton 3rd, T. Gladstone 4th, P. Walker 5th.



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.

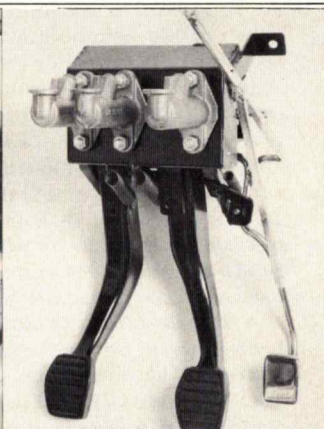
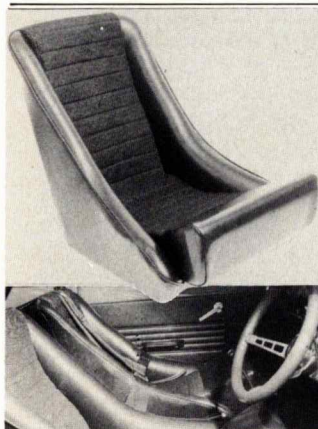
It goes without saying that I have secured Superford service support again for this season and I will be depending on their back-up service and maintenance en route in the rallies. From experience I know I can expect the highest possible standards — it'll be a great team."

Mike Marshall

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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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John W. Andrew





DAVID OXTON writes

Any time the President's wife, Marilyn, rings I know its about a Bulletin article. This time she asked me to say "How it Felt to be First Kiwi in the Grand Prix". Well, Marilyn I could say that in a few words so instead I thought I would recap on the whole Stuyvesant Series for the benefit of members who didn't get to go down south to the other meetings.

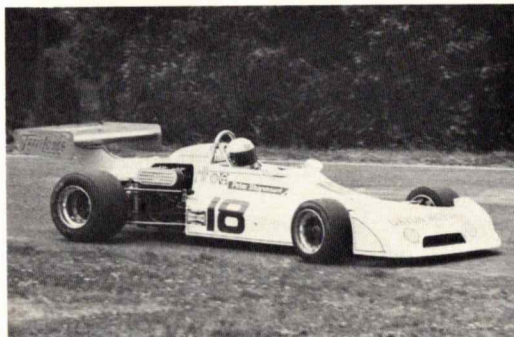
The twenty-three or so starters in the new Formula Pacific Championship descended on Tauranga after New Year's Eve parties. My team organised a house for hire which incidentally works out as one of the cheapest ways to get accommodation. After the three practice sessions it was quite obvious we were going to need a miracle to get to the chequered flag first. On race day a blown rear crankshaft seal after the warm up gave us some pre-race drama but we managed to get the gearbox hung back on just in time to start the race. We all know Steve Millen shut them all down whilst I salvaged seventh place after dicing with Kenny Smith and Andrew Miedecke for quite some time.

After this race we decided on a rear suspension modification to improve traction out of slow turns, an area we seemed to be short on at Bay Park. My father did a temporary job on it for Pukekohe and after our first day's testing it was paying dividends. A reasonable grid position and a better start than most of my efforts in the series had me battling with McMillan, Allison and Millen in the early stages. All three managed to halt their forward progress by going sideways and I spent most the the race fighting off a determined Miedecke and trying to catch the Nicholson Modus. Not a good race for spectators but certainly the best for us with a fifth place and our only points.

Manfeild a week later and as usual the flying Finns set the pace in practice and race. This was probably the one where I fell asleep at the start and woke up when the chequered flag fell! However, some consolation, we finished in the prizemoney, if only ninth, and looking forward to better luck in the Mainland. A week staying with Jim Murdoch at his new garage in Drummond, Southland, saw us tidy up the suspension mods by making up new pick-up points on the tub and several other improvements suggested by Jim. As a result we

missed the first day's testing and even the first official session didn't go too well till we put more downforce on the wings. Although it's a fast track it still warrants a high cornering speed and so with a few wing adjustments we were back in the hunt. On the pace lap, however, the engine started a chronic misfire and after two stops for battery and spark plugs in the first few laps the Opert Team came to the rescue with a distributor and I was on the road again although well out of contention. In the words of my spanner man, Allan Draper, I looked like I was enjoying myself as the car went better and better. I caught and passed the eighth and seventh runners and was closing on sixth man, Miedecke, when I felt the engine tighten up and parked the old girl before doing any mischief. No points or money but some satisfaction in fourth fastest lap of the race.

We stayed on in Invercargill to change engines for Wigram, and with a few days in hand we caught up with most of the Teams who had settled in Queenstown for a few days solid laziness. After jet boat rides, gondola rides and Lion Super Falls, we decided it was time to make tracks up the Lindis



Pass to superfast Wigram. No testing here, just two practice sessions on Saturday and then the race. Apart from sticking my nose spoiler up somebody's exhaust at the start and breaking it off, nothing of much note happened. The broken nose was causing some dire handling problems but perseverance and a good engine rewarded us with

first Kiwi and eighth place, after the demise of fellow Kiwis McMillan and Millen.

Certainly it wasn't a series for me to brag about but I didn't for a moment expect it to be easy and the competition was better than I could have hoped for. I am glad to see so much support for this Formula and am looking forward to the remainder of the Gold Star Races where I hope to have some surprises for everyone with the Chevron.

Next season the sky is the limit. More cars, more local drivers, more prizemoney and hopefully even more interest for the spectator and enthusiast.

May I conclude by thanking all those people who helped in any way in getting Formula Pacific established and remind one and all to stick behind this Formula and promote, support and encourage it so that it will be as healthy in five years time as it is now. As politicians have proved, only a few words of knocking can bring about a downfall

DAVID OXTON

Shell SPORT

INTER CLUB GYMKHANA



At Western Springs Car Park on 12th February at 9 a.m. Clive Taylor emerged out of the early morning mist, hugging a huge bundle of bamboo poles under his arm, a hammer in hand, tape measure in his pocket and the usual M.G. gleam in his eyes, then promptly set about planting his spoils in neatly geometrical patterns around which a then unknown number of cars would spend the best part of the day trying to pass as swiftly as possible round and occasionally over them.

The Interclub Gymkhana had arrived and with the weather still much of a question mark as regards rain, or not, things began to happen. As soon as Bob the caretaker of the Springs gave us the O.K., entries began to pour in, from H.C.M.C., Fiat, Triumph, A.U.C.C., A.C.C. and M.G.

One of the features we were undertaking was that all the timing would be done by electronic counters, operated by either pressure tubes or lights, the reason being that in past years, questions have been raised as regards possible favouritism towards some competitors of various clubs by the operators of the stopwatches. It was felt that this method could do nothing but improve the situation. I personally feel that whilst stopwatch timing is all right for fun events, like closed club or challenge events, accurate timing is essential for an event of this nature.

The start was for 11.00 a.m. and it was not long after that we were under way, not before I had fooled everyone as regards my demonstration runs through each test. In fact I got lost and had to take a navigator who in true M.G. manner tried to prove the advantages of handbrake turns, much to my disadvantage and confusion.

A.C.C., A.U.C.C., M.G. & T.C.C. handled a test each and my thanks go to those clubs who helped with their equipment, and the fine job they did, it certainly made for a smooth event.

As for the actual competition itself, the result was in the balance between A.U.C.C. and A.C.C., mainly because these clubs had fielded strong teams in every class.

In the sports car class, two surprises emerged, the first being that of Barry Kirk-Burnnand who won the small class for A.C.C. from Mr Williams from M.G. by the narrow margin of .11 of a second and in the larger sports car class, M. Adams from A.U.C.C. in a Triumph Herald, yes that's right, a Herald, put G. Woodman, A.C.C., into second place by .19 of a second.

The overall results were close but up to the last event the whole contest was wide open between A.C.C. and A.U.C.C.

The Hibiscus Car Club was represented by Paul and Sue Adams who with fellow member, Bob Brittain, achieved a creditable 24 points. Although they finished last in the competition they were only three points behind Fiat Car Club who had seven scoring competitors and a total of 27 points. This was

INTER CLUB GYMKHANA

12th FEBRUARY

PIX — Ross Cammick Ph. 558-913



ROSS SENNE



GARY LATHROPE



WARWICK FORD



SIMON WAYMOUTH



MIKE PAINTER

surely the best effort of the day.

In the Minis a hard fought battle took place between Bob Nazey - A.C.C. and Peter Levet A.U.C.C. and the outcome was a victory for Bob who in fact took fastest time for the day. Well done Bob!

All day surprises came forth. Two lads who had only joined the club the previous few weeks turned up in two beautiful Citroen 15s and surprised everyone by being quicker than some of us thought they would be. Thanks for the effort lads. By the way, Mark Parsons driving a V.W. proved that his handling problems with the Monaro in earlier events were not the fault of the driver by cleaning up his class. Maybe Mark should go rallying in a V.W.?

Of all the Interclub events that I have either competed or assisted in, this was an event which was a real pleasure, especially when nothing but praise from the competitors was heard instead of moans and groans. Perhaps we have achieved the right format at last.

It is probably general knowledge that A.U.C.C. took the trophy from M.G. Car Club.

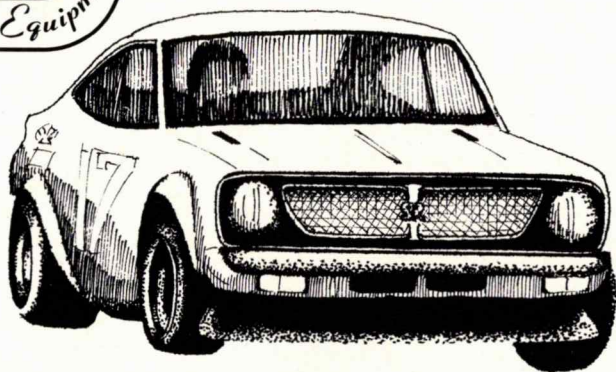
To all the A.C.C. entrants thanks for the big effort and a good turn out. Next year could be our turn to win the trophy.

BOB WHITE

	A.C.C.	A.U.C.C.	FIAT	H.C.M.C.	M.G.	T.C.C.
TEST A	20				15	10
					12	8
TEST B	15	20			12	10
					6	8
TEST C	20	15	4	8	2	
	12	10	3	6		
TEST D	12	20	4		15	6
	10	8	3			2
TEST E	12	20	1	10	8	4
	6	15			2	3
TEST F	12	20	8		15	
	6	10	4		2	
TEST G	15	20				
	12					
	152	158	27	24	89	51



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HAPPENINGS



Quite recently I was asked by a club member how the N.Z.I.G.P. operated and how it is structured. Nothing too unusual about that question except that of the large number of people who are members of the A.C.C. only a handful can remember just what the history of the "Grand Prix" is.

Fully researched the topic would make a fascinating book - however what the majority of A.C.C. members don't know is that the Grand Prix was actually formed as a spin-off organisation of the Auckland Car Club.

In the early 1950's there were among the Auckland Car Club, members who considered that a Grand Prix for racing cars could be held in Auckland. Rather than have the A.C.C. shoulder the full load and responsibility a separate organisation was formed. Why form another organisation you may ask? The thinking at the time was, and quite correctly, if the event fails then the Auckland Car Club will not go under with the event.

Originally incorporated as the Auckland International Grand Prix - later changed to the N.Z.I.G.P. (Auck) Inc., the new club obtained the use of the Ardmore Aerodrome and attracted to itself many hundreds of people and companies who wished to be associated with this new exciting scene.

Within a few years of its founding, the base of the N.Z.I.P.G. widened, involving the Northern Sports Car Club and the Auckland Motor Cycle Club.

During the years of the Ardmore races, huge attendances were recorded with percentage figures which to this day are unequalled anywhere in the world.

In the small unsophisticated country that New Zealand was back in the 1950's the advent of the New Zealand Grand Prix each year was without equal - save for a Royal Visit or tour by an overseas rugby team.

This body which the A.C.C. was instrumental in launching introduced into this country not only a spectacle more grand than almost anything the locals could conceive, but also provided the nursery for many of New Zealand's notable racing drivers.

In 1962 the last Ardmore Grand Prix was run. The club had to search for a new home and whilst the Pukekohe circuit was the most modern in its day, anywhere in the world, the financial cost of construction very near crippled it. It was during this very troubled period that firstly the Auckland Car Club and Northern Sports Car Club invested almost their entire financial assets in the N.Z.I.G.P. and secondly Ron Frost was employed to manage the affairs of the club.

A major organisational step was taken with the formation of a company known as Grand Prix Management Limited.

Organisationally the N.Z.I.G.P. remains one of the most stable incorporated societies in New Zealand its structure being based on an elected Board of Control which in turn elects the

Executive Committee.

As of right both of New Zealand's major car clubs, A.C.C. and N.S.C.C., have four representatives each on the Board of Control. The Auckland Motor Cycle Club has two representatives and the membership of the N.Z.I.G.P. elect ten representatives.

From this number are elected the executive committee - which is responsible for the running of the Grand Prix clubs meetings.

In addition to the automatic car club representation on the Board of Control Northern Sports Car Club and Auckland Car Club have appointed directors on the Board of Grand Prix Management Limited. Northern's director is Mr Jim Lockley whilst Auckland's director is Mr Jim Waygood.

Of vital significance to both car clubs has been the development over the past ten years of the national motor racing meetings at Pukekohe, for during that period it is calculated that as a result of their motor race meetings the coffers of the two car clubs have benefited to the tune of \$20,000 each.

When times became difficult, as they were in the mid sixties it was the strength of car clubs within the Grand Prix Club, along with its own management, which resulted in the huge financial debt being repaid. And rightly when the improvement came the clubs received a fair reward. In addition to the money the clubs made at their meetings the Directors of Grand Prix Management declared a club dividend which they both received.

In return for the loyalty shown the Grand Prix Management Directors have during the last ten years or so passed back to the clubs \$11,000 each by way of dividend.

There is no doubt that Auckland Car Club and Northern Sports Car Club have through their involvement in the N.Z.I.G.P. and motor racing benefited just as the N.Z.I.G.P. has benefited from the association.

Next time you ask just what is the "Grand Prix", or when someone asks the question of you, don't forget more than anything else - the N.Z.I.G.P. is Auckland and Northern Sports Car Clubs. Think of the impressive clubrooms they both have and ask yourself where did some of the money come from.

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EUROPEAN RALLY SCENE

History was made on the Monte Carlo Rally when Sandro Munari became the first man to win the event three times in succession, the Italian having won the event four times in all. Co-driven by Silvio Maiga in the Alitalia Lancia Stratos, Munari was the only survivor of the three car works team and finished more than two minutes ahead of Jean-Claude Andruet/"Biche" in a Fiat France backed works 131 Abarth.

The Lancia and Fiat domination on the 45th Monte Carlo was predictable, but the major surprise of the rally came from the Spanish Seat 124's which came third and fourth in the hands of Antonio Zanini and Salvador Canellas. Top ladies were Christine Dacremont/Colette Galli who were sixth in a Stratos.

Although the rally attracted 198 starters, there were precious few among them who might have been considered beforehand as potential winners. The low number of professionals meant that many achieved results which would not have been possible a few years ago.

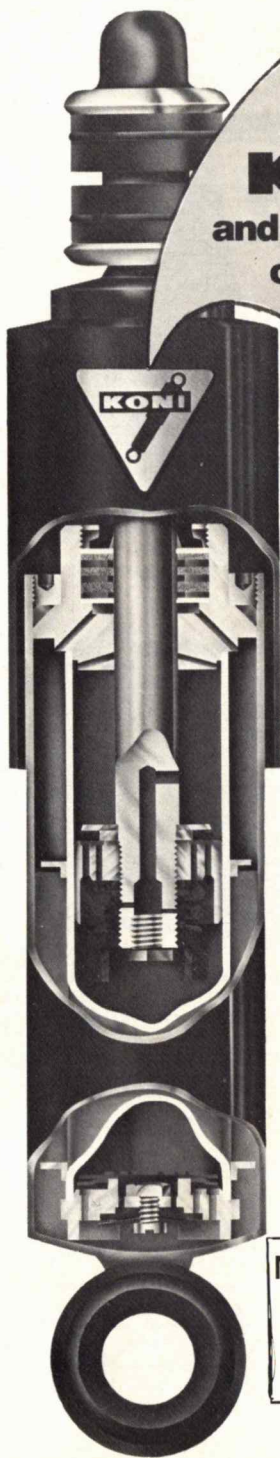
Lancia, Fiat and Opel were the main protagonists, the only other works teams being those of Seat, Polski-Fiat and Skoda. The Opels retired very early in the event and the Lancia and Fiats were so easily out classing the others that it was possible for the Italians to indulge in team tactics without fear of having them upset by outsiders.

Recently announced in London, the Singapore Airlines Rally is to take place during August and September and will in fact be the 1977 London to Sydney event. The route will cover some 30,000 kilometres and it will run through France, Belgium, Holland, Germany, Switzerland (where other rallies are banned), Italy, Yugoslavia, Greece, Turkey, Iran, Afghanistan, Pakistan and India, then by sea crossing to Thailand, Malaysia, Singapore, Sumatra and Java, then by sea crossing via Bali to Australia. The Australian part of the route will take in Darwin, Perth, Adelaide, Melbourne, Brisbane and Sydney.

The event is open to any passenger vehicle with four or more wheels, mechanical specification being free. The entry fee will be a minimum of \$1,700 per car with an extra \$450 for each crew member in excess of two.

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AUCKLAND CAR CLUB (INC.)
P.O. BOX 27-063, AUCKLAND 4.

NOTICE OF ANNUAL GENERAL MEETING

NOTICE is hereby given that the 40th Annual General Meeting of the above Club will be held :

At : 44 Stoddard Road, Mt Roskill
On : Tuesday, 26th April, 1977
Time : 8 p.m.

BUSINESS

1. To receive the Annual Report of the Committee
2. To receive the financial statement and Balance Sheet as at 28th February 1977.
3. To elect the following officers:
 - (i) President
 - (ii) Vice-Presidents (2)
 - (iii) Secretary
 - (iv) Treasurer
 - (v) Club Captain
 - (vi) Executive Committee Members
(Rule 4 provides that three members shall retire at each Annual General Meeting)
 - (vii) Hon. Auditor
 - (viii) Hon. Solicitor
 - (ix) Hon. Medical Officers
4. General.

For the Committee

W.A. Maddren
Secretary

25th March 1977

N.B. Rule 4(b) provides : "All nominations for officers of the Club shall be in writing, signed by the mover and seconder, including the written consent of the Nominee, and shall be received by the Secretary not later than fourteen days prior to the Annual General Meeting"

NOMINATION FORM - AUCKLAND CAR CLUB (INC.)
P.O. BOX 27-063, AUCKLAND 4.

We, being financial members of the Club, hereby nominate :
Mr. _____ for election to
the office of _____ of the Club

Proposer

Seconder
Consent re Nomination _____ Nominee

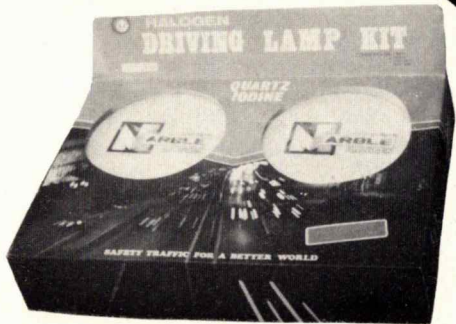
NOTE : Nominations to be received by the Secretary by 14th April 1977.

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EXIDE TROPHY

I. STEPHENSON	45	A. LOWE	22	T. PEACOCK	16
R. SENNE	41 $\frac{1}{2}$	C. HUDSON	20	G. APPLETON	16
R. NASEY	39	B. HOMEWARD	20	S. SUBRITZKY	14
G. WOODMAN	34	B. PLATT	20	M. FINCH	13 $\frac{1}{2}$
R. FINDLAY	30	P. FONG	20	P. SERGENT	13
D. BONE	28	R. MONTGOMERY	19 $\frac{1}{2}$	D. McCONNELL	12
T. McLEAN	28	B. DOUGLAS	19 $\frac{1}{2}$	P. HENLEY	12
L. BAIGENT	27	B. MERRETT	18	P. SLAVICH	12
G. SIBUN	24	M. PAINTER	18	H. WADE	12
N. MALLARD	24	I. LAIDLAW	18	J. BUSCH	12
R. WILLIS	24	P. FINCH	17	P. BATTEN	12
L. BENNETT	22	N. LANGLEY	16		

10 POINTS:

G. PASCOE, C. PARKINSON, G. SHEWEIDY, D. ALEXANDER, N. HARLOCK, A. VERRY, G. HEWITT, G. KYLE, A. FLOWER, D. MACKRON, G. SUTTON, G. MATTHEWS, R. BENNETT, W. SERGENT, G. O'CONNOR, N. LOWE, C. REED, E. WILLIAMS, C. GRAHAM, J. TATE, B. COX, K. TURNER.

8 POINTS:

K. WESTON, K. STONEHAM, S. FINDLAY, L. PARKINSON, M. MOLONEY, R. CARN-BENNETT, J. WOOLF, G. RANKIN, C. BENNETT, G. PEACOCK, G. BAWDEN, R. BURR, W. GREY, R. HAYMAN, M. COX, W. GALLOWAY, F. BAILEY, G. ANDREWS, K. MORRIS, W. MASKELL, K. BAIGENT, J. WILSON, A. SAUNDERS, T. SCOTT.

7 POINTS - J. COWAN

6 POINTS:

R. CAMPBELL, W. BLAKEMORE, J. HARVEY, D. GOUGH, K. STRAHAN, P. BREWER, B. GALLOWAY, P. BURNET, A. SHAND, D. STRONG, B. WEAVER, J. WATSON, P. WALBY, G. CRAWFORD, M. OTT, G. COOK, M. MORRISON.

4 POINTS:

N. STANLEY, J. KERSHAW, T. GLADSTONE, D. OLIVER, D. HAYNES, R. VANDERKLEY, A. COLLIER, N. CALDWELL, K. BUTCHER, D. JONES, B. McLEAN, G. McCRYSTAL, R. JONES.

3 POINTS - R. WALLACE, T. McCLEAN

2 POINTS:

W. WYMER, D. UDY, J. HAMLIN, D. GOOCH, G. McMANEMIN, S. ALGIE, P. CLENDON, B. KEACH, G. PINFOLD, R. FERRALL, R. WILLIAMS, C. MALLARD.

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B. DOUGLAS	18	J. COWAN	3
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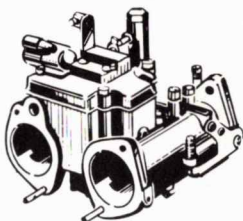
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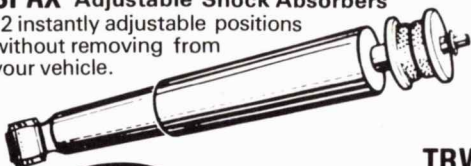
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