

APRIL 1977



# BULLETIN



## O'Connor-Sparkes Motors

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

*We deal only in  
good used cars*



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

# The Champ's track record says it all.



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

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



## On-track, on-road and off- nothing beats the Champ.



1718



— **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 (Pvt)  
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 (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.



CLUB MEMBER, JIM DONALD, AT THE HIBISCUS COAST CHARITY GRASS TRACK MEETING BEFORE UNFORTUNATELY BREAKING AN AXLE.

**PHOTO = Ross Cammick Ph. 558-913**

## COVER PHOTO

HARVARD DANIELS ON HIS WINNING WAY TO FASTEST TIME OF THE DAY AT THE CLUB CHAMPIONSHIP HILLCLIMB ON 6TH MARCH.

**PHOTO - COLIN NYHANE PH 869-236**

# COMING EVENTS



**CLOSED  
CLUB**

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

## CLUBROOM HOURS:

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

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

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

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

## PIT STOP BISTRO BAR:

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

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

## 17TH APRIL - SUNDAY - GYMKHANA - WESTERN SPRINGS:

Entries on the day from 11.30 a.m. to 12.30 p.m. Entry Fee is \$2.00. No knobby tyres. Points count for the Sandringham Tyre Service Trophy.

## 21ST APRIL - THURSDAY EVENING - CLUB NIGHT & FILM EVENING:

To be held at the Clubrooms commencing at 8.00 p.m. This month's film evening will be run in conjunction with the "International Rally Night" advertised elsewhere in the bulletin. Special rally films will be shown this evening, together with interviews, etc. with top rally drivers from overseas. One of the top rally



cars will also be on display at this special rally film evening. Supper provided.

23RD APRIL - SATURDAY EVENING - "ROARING 20S" DANCE NIGHT:

Commencing at 8.00 p.m. this evening promises to be a roaring success with the music provided by "Joe Fingers Webster and His Honky Tonk". Come dressed in the 20's style and you may be lucky to win the prize for the best dressed couple which is Sunday Dinner at "The Gateway Lodge". Tickets are limited so get yours now. They are obtainable from the Clubhouse Committee members at the price of \$2.00 a single.

26TH APRIL - TUESDAY EVENING - ANNUAL GENERAL MEETING:

To be held at the Clubrooms commencing at 8.00 p.m. Your nominations should be in the Secretary's hands no later than the 14th April. Entry Forms were featured in last month's bulletin.

27TH APRIL - WEDNESDAY EVENING - MID-WEEK TRIAL:

Starts at the Glenfield Shopping Mall at 6.30 p.m. and finishes about two hours later at the Clubrooms. Provision will be made to buy your tea on the way to the finish. No map reading. Plotter - Chris Hudson.

8TH MAY - SUNDAY - CLUB CIRCUIT TROPHY DAY:

Pukekohe 1.2 km circuit. Races will be provided for all the usual circuit machinery. Standard Production Saloon Class is reserved for "off the floor" models fitted with standard road tyres. Cars to G.T.X. specs should be entered as modified saloons. Annual trophies will be awarded to the winners of the first round of scratch races. Scrutineering and documentation at the venue between 9.30 a.m. - 11.00 a.m. Practice commences 12 noon. Racing 1.00 p.m. Usual racing requirements called for including M.A.N.Z. medical certificate. Under 20 year old competitors also require a Cadet Licence Authority. Entries accepted by phone and should be directed to Mrs R. Brown, Telephone 678-739 (16 Wayne Place, Mt Roskill) Entries close on Wednesday, 4th May. Entry Fee \$3.00. Late entries may be accepted to fill under-subscribed fields. Light refreshments available at the circuit.

21ST MAY - SATURDAY EVENING - PRESIDENTIAL COCKTAIL PARTY:

This is an advance notice of this evening which will be held in the Members' Lounge of the Clubrooms. Further information in next month's bulletin.

29TH MAY - SUNDAY - MARAMARUA RALLY - MARAMARUA FOREST:

Full details of this rally appear in the special advertisement elsewhere in the bulletin. Write to the Rally Secretary now and obtain your entry forms and any other information you require. Seven special stages are featured in the event.



## OPEN & INVITATION

### 16TH APRIL - SATURDAY - MERCURY TROPHY TRIAL

Promoted by Thames Valley Car Club, this is the first round of the 1977 Mercury Trophy Series. Starts at 10.00 a.m. at Linn Motors, Belmont Road, Paeroa and will finish approximately five hours later. Essential Map N53 Pt 54 Paeroa required. Entries close 9th April with the Secretary, 44 Moresby Avenue, Waihi. Late entries on the day.

### 16TH-17TH APRIL - UNION COMPANY INTERNATIONAL - NATIONAL RACE MEETING - MANFEILD

Finals of Shellsport, Formula Vee, Mini Seven, Castrol G.T.X., N.Z. Formula Pacific Gold Star. Championship Rounds of Intelx 2L Sports Cars, N.Z. Motorcycle Sidecars. Feature will be the Australia v New Zealand Formula Ford Test, plus the 20 Lap "Dan Higgins Formula Ford Trophy Race".

### 17TH APRIL - SUNDAY - COCA-COLA BOTTLERS RALLYCROSS

This is the first of these series which will be run on 15th May, 26th June and 24th July. Organised by the Hamilton Car Club, the entry fee is \$5.00 per meeting. Entries close eight days prior to each event. All enquiries to P.O. Box 6029, Hamilton.

### 23RD APRIL - SATURDAY - NATIONAL RACE MEETING - RUAPUNA

This is organised by the Canterbury Car Club with full details, etc. from P.O. Box 1762, Christchurch.

### 1ST - 8TH MAY - RADIO N.Z. INTERNATIONAL MOTOR RALLY

This is organised by R.O.A.N.Z. and further details can be found in Rally Roundup Column.

### 15TH MAY - SUNDAY - COCA COLA BOTTLERS RALLYCROSS - KAIPAKI

This is organised by the Hamilton Car Club, and is one of the meetings comprising the Coca Cola Bottlers Rallycross Championship Series. Entry Fee \$5.00. Entries close eight days before this date.

### 15TH MAY - SUNDAY - NATIONAL RACE MEETING - TIMARU

Organised by the South Canterbury Car Club. Entries





# 1977 TISCO GOLD STAR TRIAL



## 4th JUNE 1977

Queen's Birthday Weekend

Promoted by

### Auckland Car Club



New Zealand's Richest Car Trial

**SPONSORED BY  
TISCO (N.Z.) LTD**

Secretary:

3 Verena Place,  
Green Bay, Auckland 7  
Phone TGN 8364

FINISH: AUCKLAND CAR CLUB,  
STODDARD ROAD,  
MT ROSKILL.

etc., available from P.O. Box 121, Timaru.

21ST MAY - SATURDAY - DUCKHAMS MERCURY TRIAL

This will be organised by the A.U.C.C. and entry forms obtainable from P.O. Box 22-360, Otahuhu. Further details will probably be available for next month's bulletin.

4TH JUNE - SATURDAY - TISCO GOLD STAR TRIAL

Organised by the Auckland Car Club, this is the richest car trial in New Zealand. Further details are shown in the special advertisement elsewhere in the bulletin.

5TH JUNE - SUNDAY - NATIONAL RACE MEETING - MANFELD

Organised by the Manawatu Car Club. All enquiries should be directed to P.O. Box 542, Palmerston North.

# ROARING 20'S

## DANCE NIGHT

**SATURDAY  
23rd APRIL**



Music By--

**Tickets  
\$2 Single  
on sale now**

**Joe Fingers Webster  
& His Honky Tonks**



PRIZE FOR BEST DRESSED COUPLE



# On The Social Scene...



April is here already and it makes one wonder where the time goes to.

The Clubhouse Committee is busy fixing dates for a few months ahead. We have some really good evenings coming up. Looking at past events, the Hawaiian night went off with a swing, grass skirts and all. It was great to see so many people enter into the spirit of the evening and come dressed Hawaiian style. Congratulations to the two people who won the prizes for the best dressed couple.

Look for Ian Palmer's write up about the Pool Tournament which appears elsewhere in the bulletin, together with results. Congratulations to Brian Keach and Les Thorpe on winning the trophy, also to the top ladies players, Glennis Palmer and my wife, Pat, for winning the Ladies Shield.

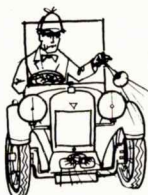
Looking at coming events - On Saturday, 2nd April we have a family film evening featuring "The Gumball Rally". Then on Saturday, 23rd April, we have a "Roaring 20s" Night. With Joe Fingers Webster and his Honky Tonks, who I am told are "the" group for this type of night, you would be well advised to come along and join in the fun. Come dressed in the Twenties style. Was it the Charleston or Can Can Days? Whatever style you choose you are sure to have fun and I am sure all our Grans and Grandads have a favourite outfit in the wardrobe which could be taken out of mothballs and maybe help you win the prize for the best dressed couple. The prize for this will be Sunday dinner and a bottle of New Zealand wine at "The Gateway Lodge". We thank "The Gateway Lodge" for their kind gesture in donating this prize.

The Clubhouse Committee would like to take this opportunity of thanking Ian and Glennis Palmer for the tremendous amount of help they give us. Ian arranges all the films for the Club, not only our monthly Film Evenings, but also the Feature Films held on a Saturday evening. As this involves a lot of work and personal time, we are indeed grateful for his assistance as Ian is not a Committee Member, only a willing helper. Thanks also to his wife Glennis, who is always helping at Thursday night Film evenings with the supper, together with dance suppers and other clubhouse duties. Thanks to you both.

Well, that is about all the news for this month.

See you in May

MAURICE CARGILL



# GIMMICK TRIAL

27th FEBRUARY



It's quite amazing how the top placings in Gimmick trials are generally filled by non-regular triallists and how most of the "Experts" feature well down in the results of such events. For example, in the recent gimmick trial organised by Alan Jack, eighteenth place was filled by Ivy Stephenson (covering double the correct distance); and Ross Senne (alias John Crombie) came fifteenth after taking almost double the average time. Myself, ably assisted by Peter Batten, managed only seventh equal with Chris Hudson, and we thought we were pretty ingenious in collecting some of the items required.

Being the official starters gave us the advantage, we thought, of at least being able to find one of the items to be collected, namely a 1971 five cent coin, from behind the bar. Alas, out of something like thirty five cent coins none was minted in 1971, leading us to the conclusion that such things were not made that year. However, after collecting a dollar's worth of five cent coins at a Henderson dairy while buying a balloon and a pack of cards, we were rewarded with about five minted in 1971. A box of Beehive matches with two igniting strips proved more difficult to find and it was necessary for two of the new style boxes to be cut up and stuck together. A tube of lipstick and a can of beer also required some thought and a further dairy found us buying "Lipshield" and a can of Coke. The contents of the latter were consumed, the can refilled from a bottle of ale and an appropriate hand-written label affixed to the outside. The major difficulty was identifying specimens of "Bellis Perennis" and "the inflorescence of our most common coniferae". A toi toi and a pine tree branch were our contributions but unfortunately, neither was correct. A daisy and a pine cone were the requirements.

Anyway, during all this frantic ingenuity, we were also trying to cover the correct course and answer lots of stupid questions, most of which were based on observations along the route. There were none of the usual trialling traps or checks used and this, I feel, helped to make the event very popular with the nineteen crews that took part.

The trial finished at Rickardo's Hot Pools at Parakai where we had virtual exclusive use of one of the areas containing four pools, barbecue tables, etc. We probably had the pools to ourselves because of the hilarious antics that were taking place over a tennis ball between twenty or so people using two different pools at times. This activity understandably built up great thirsts which were suitably quenched, accompanied by barbecued sausages and Rob Nasey's fantastic guitar playing. Not so much could be said for Steve Hamilton's bugle accompaniment or some of the vocalists though.



I am sure even those that stayed for only a short time had a good time on the trial and at Parakai and many thanks must go to Alan and Steve for organising the event.

DOUG BONE

RESULTS:

		<u>Points</u>
1st	M. Gabriel	820
2nd	H. Arthur	810
3rd	R. Nasey	790
4th	R. Montgomery	770
5th	A. Verry	760
6th	K. Oakden	730
7th =	D. Bone	710
7th =	C. Hudson	710
9th =	L. Bennett	680
9th =	S. Subritzky	680
11th	D. Jones	660
12th	G. Woodman	650
13th	I. Mobberley	620
14th	P. Coleman	560
15th	R. Senne	480
16th	P. Clendon	470
17th	P. Stone	460
18th	I. Stephenson	340
19th	T. Benson	270

# 'EASY'

## PRODUCTS LIMITED

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



Specialists in:

**HAND CLEANERS**

**TYRE PAINTS**

**DISINFECTANTS**

**POLISHES**

**DETERGENTS**

---

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

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

# SHOUTS & murmurs



. . . The Annual General Meeting has been set for Tuesday, 26th April, the day after Anzac Day, in the Clubrooms at 8.00 p.m. Many changes are imminent and new faces will appear on the Executive Committee at your instigation. For many years you have been urged to attend the Annual General Meeting to make sure that your choice of committee member is doing the best for you at all club levels. This year is no exception and you are urged to come along and make your feelings known at the Annual General Meeting.

. . . Congratulations to Steve Horne and Christine Gibson on their recent engagement. Steve has been a member of the V.D.S. Racing Team for some time and the recent engagement was announced after the final round of the Australasian Racing Series.

. . . Congratulations to Clubhouse Committee members, Graham Johnston and Sue Lawrence on their recent marriage. Also best wishes for a speedy recovery to Graham who has been in Dunedin hospital on his honeymoon. We can think of better ways to spend a honeymoon.

. . . The organisers of this year's TISCO Gold Star Trial to be held on Saturday, 4th June 1977 (Queen's Birthday Weekend) are looking for people to help out as checks. Anyone interested in this easy job should ring Spencer Pearce, Phone TGN 8364.

. . . Long standing member George Horne and wife, Marie, (father and mother of Steve, referred to above) have recently left for England on a seemingly permanent basis. George is an aircraft engineer and hopes to work for a few years in England before retiring there. He was at one time the Ferrari agent in New Zealand and has given various Ferrari owners help over the years. He was also a foundation member of the New Zealand International Grand Prix and has been long associated behind the scenes with motor sport in New Zealand. We wish George and Marie every success and happiness in their new venture in England.

. . . At the last film evening we were pleased to have Mr Ian Langley and Mr Geoff Herbert of Siddons Industries (N.Z.) Limited, New Zealand agents for Sidchrome tools, with us at the Clubrooms. A film was shown regarding the manufacture of Sidchrome tools.

Another film shown was "Portrait of Clay Regazzoni", a Shell Oil film which showed Regazzoni's rapid rise to fame in Formula One racing.

The third film shown was "The 1976 Hardie Ferodo Bathurst Race", kindly loaned to us by Union Travel and it was a pleasure to have Mr Roger Hoskins present at the evening. Ian, Geoff and Roger spoke to the audience and their comments were most appreciated.

. . . Norman Harvey's article, HAPPENINGS, last month has drawn fire from Dick Messenger whom older members will know as the 'father' of the Grand Prix. Dick has kindly written an article for this month's issue and it is printed elsewhere in the Bulletin.

. . . Congratulations to Mark Watson, another clubhouse committee member, on his recent marriage to Dianna Oncil. The rumour that the Clubhouse Committee has gone into the marriage business is untrue, despite the two weddings this month.

. . . Club members are reminded that annual subscriptions are now due. Early payment would be appreciated.

. . . The picture below shows Club Member, Ross Stone, in his almost locally made Cuda during the recent Peter Stuyvesant Series.

## Shell SPORT





# POT BLACK

Another successful Pool Tournament was held on 12th March the results of which are as follows:-

1st	Brian Keach	&	Les Thorpe
2nd	Richard Jones	&	Robert Carlsen
3rd	Terry Molloy	&	Ian Palmer
4th	Wayne Boberg	&	Tony Howe
5th	Pat Cargill	&	Glennis Palmer
6th	Des Gulland	&	Ray Small
7th	Dennis Johnston	&	Grant Russell
8th	Scott Cameron	&	Kevin Mathews
9th	Maurice Cargill	&	Kay Howe
10th	John Haglund	&	Val Parkinson
11th	Rick George	&	Anne Blake
12th	John Crombie	&	Ross Senne
13th	John Coruthers	&	Roy Tidman
14th	Kevin Oakden	&	Chris Berridge

Congratulations to Brian and Les on their well deserved win for which they received "The Trans 8 Ball Championship Trophy". Both have compted in previous tournaments, but this is the first time they have partnered each other. Certainly a combination to watch out for in future tournaments.

Congratulations also to the second place getters, Richard Jones and Robert Carlsen. It is interesting to note that all their preliminary games, which were played on a best out of three basis, were won in two straight games. An excellent effort from both who were placed eleventh in August 1975.

The top ladies team of the tournament was Pat Cargill and Glennis Palmer, who, to the embarrassment of many men's teams were placed fifth overall. For their effort they received the Ladies 8 Ball Championship Shield.

Some excellent play was seen in the semi-finals between Messrs. Keach and Thorpe v. Messrs. Boberg and Howe and between Messrs. Molloy and Palmer v. Messrs. Jones and Carlsen. Both went to three very close games with Messrs. Keach and Thorpe and Messrs. Jones and Carlsen going forward to the final.

The final was run on a best out of five basis and a brief summary is as follows:-

In the first game with Brian and Les having one ball remaining, Robert played three excellent shots to sink their last three balls. He then attempted to double the black but it jawed in the top pocket. Brian sunk their last ball, then the black, to put himself and Les, one in front.

In the second game with Richard and Robert having two unders remaining, Brian potted their last over and then with a beautiful cut, sunk the black in the left side pocket to put himself and Les, two in front.

In the third game "Nerves" were apparent. Richard broke, and the cue ball went in off leaving the remaining balls bunched

tightly. Both sides played safe with neither being prepared to really break the bunch with the result that this was probably the tightest and most awkward game of the tournament. Eventually with both teams on the black, Robert attempted a very fine cut only to find that it was so fine it missed the black altogether, giving the final to Brian and Les.

It would appear that the specially imported tilting frame "safety" glasses worn by Brian Keach were a worth while investment.

Only one protest was received at the end of the tournament, and this was lodged by Des Gulland and Ray Small in respect of the play off for fifth and sixth places between themselves and Pat Cargill and Glennis Palmer. Apparently they had won a game each and were about to play the decider when the top button popped off Pat's blouse. The boys maintain it was an unfair advantage and many boobs were then seen in their last game. They later withdrew their protest after admitting they quite enjoyed the game.

It was good to hear newcomers, John Coruthers and Roy Tidman say they would be back for the next tournament, after having been knocked out of the first round by "The Girls" (in three close games).

EIGHT OFF THE BREAK

# Shell SPORT



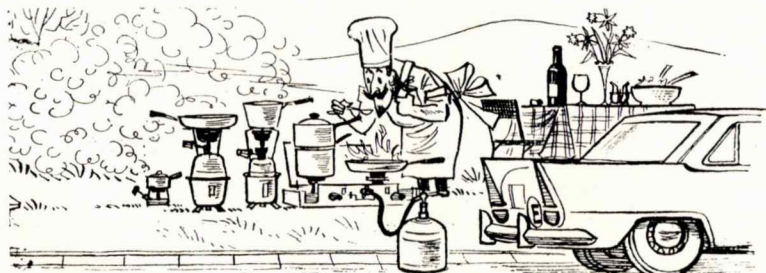
AUCKLAND CAR CLUB

*Pit Stop Bistro Bar*

Sundays 6 — 9-30 p.m.

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

**Children Welcome Sundays**





## NEW ZEALAND GRAND PRIX

by DICK MESSENGER,  
First President.

The idea of having a great motor racing event in Auckland, big enough to attract star names from overseas, first came to me as I was being driven back from the Ohakea Races in 1950 with J.R. Breckell - we were both associated with a now defunct magazine, "N.Z. Modern Motoring". I thought the logical place to hold a major motor race should be Auckland - the largest population centre, where we could stage something really big.

'Breck' saw the possibilities and we discussed it at some length - the only likely venue seemed to be Ardmore, but on application being made to the RNZAF, permission was refused. (There was a reason, but they did not enlighten us). The plan was dropped, we had other things to do.

A couple of years later I was astonished to hear that the Auckland Car Club had been granted permission to use the circuit for a sports day, by the new controllers of Ardmore. I told a committee member of the A.C.C. of my great plan. I was then asked to attend a committee meeting in the secretary's office in K. Road, Geoff White was in the chair. I told them of my plan for a major motor race, the biggest of it's kind in New Zealand, outlining the plan in some detail: 'Far too big for any single club to promote - it concerned the whole City of Auckland, indeed New Zealand. I suggested that the A.C.C. should forego their sports day in favour of a co-operative body representing all the motor clubs of Auckland. The organising body should be made up of: A.C.C. (majority on committee), the Northern Sports Car Club, The Auckland Motor Cycle Club and the Automobile Association, Auckland, (whom I knew had held the delegation from the R.A.C. for motor racing in New Zealand since 1930)'. The A.C.C. committee were attracted by the idea and subsequently approved it, as did all the other motoring bodies when approached.

At this stage I had no thought of being personally involved. I was more or less conned into organising the event simply because (1) It was my idea. (2) I knew motor racing. (3) I knew how to 'sell' shows. It was apparent that if I wanted my dream to become a reality, I would have to do it. My office became the public office of the new club. I roughed out the programme, the whole 'battle order', afterwards handed to various departmental heads to fill in their own details. I persuaded two old friends, Phil Seabrook and Jack Johnston to head the organisation and a host of prominent citizens joined the Board of Control - they all gave us much



needed standing. All the other helpers, of whom there were many and they did a grand job, came in at this point. I prepared a brochure, inviting entries, which was sent all over the world - the result was a flood of famous names who wanted to come. We could not afford all of them. All I wanted was a few to ice the cake - to give me something to sell. (A lucky letter I wrote to Alfred Owen brought the BRM, a landmark in New Zealand racing). Through the press and regular weekly broadcasts over the next ten months I sold the Grand Prix to 65,000 spectators, most of whom paid for admission.

I am proud of the achievement in bringing a dream to reality and of all that has happened as a direct result. I am not seeking personal aggrandisement, but don't see why I should be ignored and deprived of the credit that is rightfully mine.

Although founder of the A.C.C., I was not a member at the time the Grand Prix was inaugurated, having pulled out many years before over a disagreement on policy. In 1953 the committee kindly elected me the Life Member I am today.

DICK MESSENGER -

(with apologies for too much use of "I")

(I knew you were out there Dick and I knew you would write to me on the subject without my usual prompting and harrassment of you. Thank you for the article. Dick was a founder member when the Club was incorporated on 20th July 1934 as the New Zealand Motor Racing Drivers Association - later changed to Auckland Car Club Inc. on the 12th October 1949, and was the Club's first President. It has always been acknowledged that the Grand Prix was originally Dick's "baby". See HAPPENINGS last month - Ed.)

## J. FENTON & CO. LTD

492 GREAT SOUTH ROAD, OTAHUHU

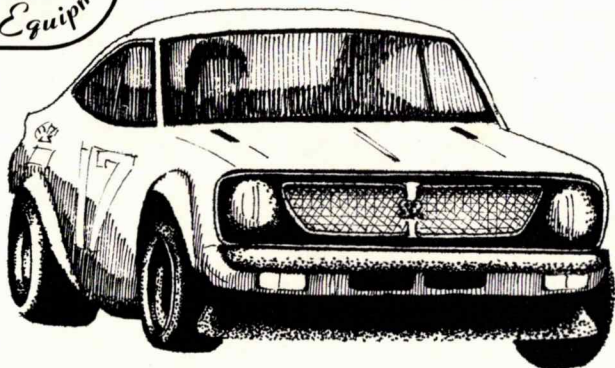
Ph. Oh 67-202

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

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



*Introducing...*



*Genuine*

# TOYOTA

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

*Ove Andersson*

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

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

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

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.



# HALOGEN LIGHTING

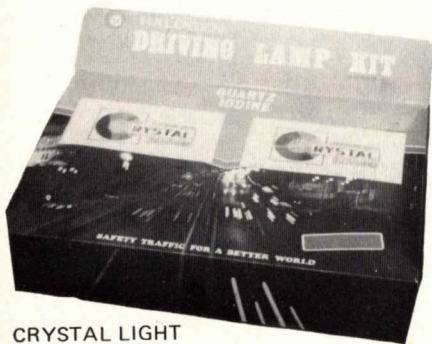
## AT A PRICE YOU CAN AFFORD



6" LIGHT KIT  
COMPLETE \$44.23



7" MARBLE LIGHT KIT  
COMPLETE \$58.39



CRYSTAL LIGHT  
KIT COMPLETE \$58.39

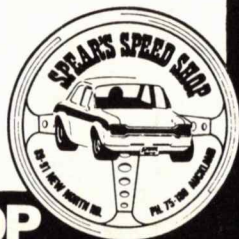


CRYSTAL LIGHT COMPLETE WITH  
BULB & COVER \$19.96 EACH.



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

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



### SPEAR'S SPEED SHOP

117 Newton Road Ph. 75-180 Auckland.

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

# ***Trials Trophy Points***

D. BONE	145	G. ROWE	12
R. MONTGOMERY	117	J. BUSCH	10
C. HUDSON	116	W. SERGENT	10
A. VERRY	64	M. GABRIEL	10
I. STEPHENSON	64	H. ARTHUR	9
L. SHANKS	60	R. BENNETT	8
L. BENNETT	55	R. HAYMAN	8
R. NASEY	40	K. OAKDEN	5
L. BAIGENT	35	S. SUBRITZKY	5
P. THOMPSON	26	M. FINCH	4
B. MERRETT	24	M. O'DONNELL	4
R. SENNE	23	A. COLLIER	4
B. DOUGLAS	20	P. FONG	4
G. WOODMAN	20	P. STONE	4
B. SERGENT	18	T. McCLEAN	3
B. NICHOLL	16	R. WALLACE	3
R. BENNETT	15	J. COWAN	3
W. MARTIN	14	G. APPLETON	3
P. SERGENT	13	D. GOOCH	2
P. FINCH	13	B. KEACH	2
R. CAMMICK	12	R. WYMER	1
		A. MOWATT-WILSON	1



## **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.

Brett Lindsay  
Jennifer Outten  
Robert Harris  
John McCormick  
Adrian Bramley  
Ronald Dawson  
Daniel Clarke  
Michael Bourdot  
Trevor Farlow  
Leon MacDonald  
Clement Chan

Mangere  
Mt Albert  
Glenfield  
Mangere  
Glen Innes  
Glen Innes  
Titirangi  
Hillsborough  
Green Bay  
Papatoetoe  
Papatoetoe

Hillman  
Ford Cortina  
Mazda  
Ford Escort  
Holden  
Mazda  
Mini  
Simca  
M.G.B.G.T.  
Austin A40  
Mini

# **Shell** SPORT

# Club Championship Hillclimb

6th March



STEVE BROWNE



DAVE TEATHER



JOHN STEWARD



HARVARD DANIELS



BARRY NICHOLL



# Club Championship Hillclimb

6th MARCH



Many thoughts were going through my head as we set out to try and sort out McLachlans Road as a hillclimb. Would the timing gear work? Will all the marshals be there? Will the road break up too much, and so on .....

The van from Henderson Rentals, a Bedford Automatic, made light work of the hills, with soft drinks, filled rolls, signs, etc., that are necessary for a day in the country. Through the early morning fog, brilliant sunshine greeted us at the top of the hill, below us the start was still covered with mist, and surprise, surprise, a couple of competitors already waiting. The time, 8.45 a.m. Some people are keen!

Shortly after nine, Geoff Sibun arrived with the mobile office in tow, so it was down to business handing out entry forms, connecting up timing gear (the cable had been laid the previous day). Nothing could go wrong! Out with the flags, fire extinguishers, radios, thanks to Ian Palmer. Peter Batten, Doug Bone and Terry Molloy handled documentation very smoothly and Wally Wymer had a good look at the cars, no problems.

Ian Ivers, the Steward from M.A.N.Z., came down to the start for Drivers' Briefing and a good look at the hill and thought out loud that 40 seconds would be a good time for the 1.28 km climb. Several drivers said that it did not seem too bad, fast, but no problems. Even Mike Harold and myself knew it would be fast, but no one realised how tricky it could be at 92 kph, the average speed of all competitors.

In the background, Geoff Sibun and Vern Ruffles were trying to find out why the timing gear would not work. They checked switches, tubes, connections, all o.k. Only one thing

## **Henderson Rentals [1964] Ltd.**

Telephone:

HSN. 65-594

HSN. 65-593

A LARGE FLEET OF MODERN RENTAL VEHICLES

CARS \* VANS \* TRUCKS  
FOUR-WHEEL DRIVE \* FURNITURE VANS

9 DORA STREET, HENDERSON



RUSSELL BECROFT - - After Hours HSN. 37-623  
DON CLARK - - - - After Hours HSN. 68-548



left, walk along the cable, all 1.28 km of it. No time to worry, Drivers' Briefing took place and practice. Frantic call, last minute entry from new club member Dave Teather but he had no fire extinguisher. Fortunately someone had two, so that fixed that.

Hill clearance in the Henderson Rental Bedford and practice untimed was under way. On arrival at the caravan, Geoff informed us that cows or rabbits had had a feed of the cable, creating a short in several places, but it could be fixed if we had a meal break after practice. On his practice run, Warren Maskell became first to 'bend' his car. A call for the tow truck came, so it was Glen from P. & H. Towing to the rescue, Lance Johnson had rolled. All this, with half the competitors still to finish practice. We hated to think what would happen when they would be really trying. Geoff Sibun gave us the o.k. at 12.45 for the timed runs.

A short question like "How's the Hill" to the drivers brought remarks like, "Not Bad", or "Tricky at 60 ks! above that a different ball game, quite tricky", "Hairy", etc.

After the first run, Harvard Daniels was .583 of a second faster than Mike Limbrick, and it became a hard battle between them, so that at the end of the day, Harvard's fastest run was still only .583 of a second faster than Mike.

On Run 4 John Myers became the first to take to the bush and finish five feet short of the finish line. He was pulled out by the tow truck, revealing a sadly bent Mazda RX3 that would not run again that day. On the previous run Harvard had done a similar thing only he stayed on the island and finished sideways across the line to get a time.

As the results show, the times throughout the day were close and the driving hard and I think that the few spectators there had an excellent view of nine-tenths of the road, and in a position free of dust, would back me by saying it is a good spot for a hillclimb.

To those who did not make the journey, you had better make the next one as it looks like it will be a boomer.

My thanks go to Paul Levis and his 'Press Gang' of marshals who did a mighty job and to the girls who supplied the refreshments, my thanks also.

As a postscript, I have some lost property in my possession. If you can identify it, it is yours. BOB WHITE

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

FARRAND RD.  
BOX 53 KUMEU.

Bus Hrs 8am-6pm  
Mon - - Fri

**PH. 412-9420**

Prices	4 cylinder	\$32	For complete job, comprising crank, flywheel, clutch, rods and pistons. Rods are balanced end for end. This means all big ends & all little ends are same weight. This is essential.
	6 cylinder	\$40	
V4-	V6 & V8	\$60	
	Car Type D. Shafts	\$20	

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

Driveshafts made to customers' requirements. Flywheels lightened \$10 All workmanship guaranteed.

	Run 1	Run 2	Run 3	Run 4	Run 5	
<u>0 - 1000 C.C.</u>						
G. BAWDON	52.011	50.140	49.566	49.867	49.101	
<u>1101 - 1300 C.C.</u>						
L. JOHNSON	-	-	-	-	-	
H. DANIELS	47.381	46.776	46.537	46.393	47.225	1st
S. SUBRITZKY	56.831	55.196	55.073	53.757	54.875	
M. FINCH	54.149	50.140	49.566	49.867	49.101	4th
I. STEPHENSON	64.417	61.039	60.954	60.023	57.838	
J. STEWARD	49.783	47.930	51.673	47.673	48.402	2nd
W. MASKELL	55.938	54.658	56.055	55.469	55.857	
R. NASEY	52.590	50.827	51.997	49.521	49.885	5th
K. LA TROBE	49.915	49.469	49.524	49.321	48.383	3rd
<u>1301 - 16000 C.C.</u>						
D. NICHOLL	50.333	49.262	48.829	48.925	50.031	3rd
D. McCONNELL	50.239	49.962	50.127	49.428	49.738	4th
M. LEVERS	55.225	52.705	50.969	52.170	51.755	
B. SERGENT	54.303	51.282	51.286	50.807	-	
B. HARE	51.044	48.888	48.469	47.484	47.515	1st
O. SORENSEN	48.966	48.300	49.407	48.840	47.642	2nd
P. BENBROOK	52.215	51.096	52.587	51.575	50.586	5th
<u>1601 - 2500 C.C.</u>						
M. LIMBRICK	47.964	47.111	47.016	48.227	46.976	2nd
J. MYERS	49.844	49.370	50.527	-	-	5th
G. ROBERTSON	49.679	-	48.679	-	46.852	1st
P. MOORE	-	49.679	-	49.323	-	4th
D. TEATHER	51.120	52.935	51.910	49.679	48.337	3rd
<u>1101 - 2000 SPORTS-RACING:</u>						
B. WEAVER	52.343	-	49.750	49.236	49.140	2nd
S. BROWNE	51.953	50.328	77.776	48.282	48.085	1st

F.T.D. - HARVARD DANIELS - DATSUN 1200SSS

For all the ACTION -

From Motorsport to all Types of Commercial & General Photography

Contact

**Stewart Ward**

**ACTION Photography Ltd.,**

26 Jervois Rd.

Herne Bay,

Auckland.

phone 760 009

after hrs. 466 373,

P.O. Box 31122

Milford, Auckland.





Well, its back to that time of the month again when one's bulletin article is late and the Editor is casting a million curses on you for holding up the show! Not many events to report on except that by the time you read this, the first round of the Pall Mall Championship will be all over. It will be interesting to see who won. In the past two series, whoever won the first round, won the championship. One thing is for sure, if you don't come first or second in the first round, you can flag away the series - but then again - I could swallow my words.

#### RADIO N.Z. RALLY - MAY 1ST - 7TH:

Our duties involved in co-ordinating this end of the show includes two stages at Maramarua and the final stage at the Domain. We definitely need every assistance we can get, especially in the way of carpark marshals for both venues, so if you can help, please ring:-

Geoff Sibun - Phone 33-453 Extn. 88 (Bus)

Malcolm McGill - Phone 592-185 (Bus)

Believe me, our club's reputation for keenness and efficiency could be at stake, so let's see if we can organise something to be remembered and show all other area co-ordinators an example they will never forget.

Maramarua sees the yumps being used and it will be mighty to see how Vatanen and the boys handle them - especially with their reputations. Pity we can't see the most insane yump artist ever - Jassi Kynsileto, who usually ends up untangling himself from the trees!!!

The Domain should be a honey, and if it doesn't rain, Thompson's arranged for the Fire Brigade to come and water the "mother" down - imagine Lover's Lane in the wet!!! Apparently Murry has negotiated for one or two well known public figures to go for the ride of their lives with a top driver in a top car about fifteen minutes before the stage opens.

At the time of writing it was about ten days before entries closed and only two overseas entries had definitely been lodged - Vatanen and Danté Silverio of the Phillipines. At our April Rally Night we will hear just who is coming and who is not.

#### VATANEN TO SPEAK AT CLUBROOMS:

By special arrangement with Doug Benefield and Masport we are able to have a special International Rally Night at the Clubrooms on 21st April. Main speaker for the evening will be Ari Vatanen.

**INTERNATIONAL  
RALLY NIGHT  
AUCKLAND CAR CLUB**

**in person :**

- \* Ari Vatanen (Finland)**
- \* Peter Bryant (England)**
- \* Murray Thompson ROANZ**

**THURSDAY 21st APRIL**

**ALSO RALLY FILMS :**

**"THE FLYING FINNS"**

**"THE 1975 RAC RALLY"**

**"THE 1976 RAC RALLY" or**

**"THE 1974 TAP RALLY"**

**RALLY POSTERS ETC ON SALE.**

Ari Vatanen has won the 1976 RAC Rally Championship together with the Arctic and Montex International Rallies this year. Almost every motoring magazine in the world rates Vatanen as the fastest rally driver Europe can offer at the moment. His driving is described as "mind bursting" with his two wheel stunts and well calculated yumping.

Also appearing with Ari will be his co-driver, Peter Bryant who is Ari's regular navigator in England. He co-piloted Ari to his 1976 RAC victory. Since he started rallying in 1970 he has competed in over 100 rallies of which he has won more than thirty.

We have also arranged for Murray Thompson, the Radio New Zealand Rally Manager, to be present and he will talk on the rally, its characteristics compared to previous ones, it's peculiarities and its problems - if any. Murray should also be able to give us a final list of who is starting and who isn't.

That evening will also see members being able to purchase rally posters, tee-shirts and hats, etc.

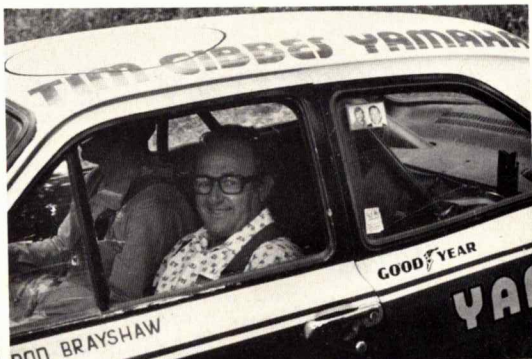
#### RALLY PRESS DAY:

On 15th March at Maramarua a special press day was held for members of the press, radio and television. Members from the media were brought from all over the country and given a few rides with some of the country's top drivers, including Blair Robson, Mike Marshall, Rod Millen, Jim Donald, etc.

All appeared to enjoy the day - especially Leslie Lundy (Woman's Weekly) and Grant Morrison (Rothmans) who joined the Roll Over Club - Bob Couch and Morrie Chandler were the culprits!

A good note of the day saw Alan Smithard M.A.N.Z.

Secretary-General going for a ride with Chandler and is reported to have thoroughly enjoyed it. Another to go for a ride was none other than the forever famous Eric Mallard!!! Eric went for a burst with Tim Gibbes and Tim explained what he was doing as he drove through the 10 kilometer stage.



"I think we're going a bit too fast, Eric - I am going to have to scrub off speed, Eric - I think you had better hold on tight, Eric - Aoooorgh!!!"  
Great to see Eric attend the day and see some of the insides to that "other sport".

#### RODDY TAKES PUBLICITY HONOURS:

Rod Millen takes the cake for the last P.R. trick this year. You see he's sponsored by Phillips Car Stereo (as well as Mazda Dealers) and has thus bolted three great amplifiers up under the front guards. These are linked to a tape deck inside the car - the result - Millen tossing his Mazda through the forest to the tune of Beethoven's 7th Overture in C Minor!!!!

KEVIN LANCASTER



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

31-499 (Bus)

# GRASS TRACK MEETING

## 6th March

ORGANISED BY H.C.M.C.



MIKE MARSHALL

PIX — Ross Cammick Ph. 558-913



BOB COUCH

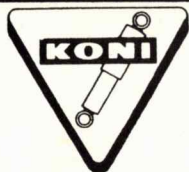


ALAN CARTER .



OLE SORENSON

# 5 POWERFUL WAYS TO IMPROVE YOUR MOTORING



## SHOCK ABSORBERS

KONIS ARE REPAIRABLE  
 KONIS ARE ADJUSTABLE  
 KONIS ARE GUARANTEED



INSIST ON KONI — ECONOMIZE ON SOMETHING ELSE!

FOR  
 REAR  
 COIL  
 SPRINGS  
 OR  
 LEAF  
 SPRINGS!

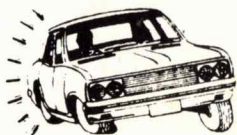
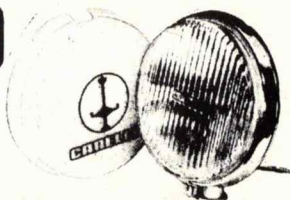


Reduce Tail Sag, Better Road Holding  
 Reduce Car Sickness

Latest Development in the field of Auxiliary Air Springs

## CARELLO

IODINE QUARTZ LAMPS  
 HIGH QUALITY  
 NIGHT VISION



CORNERING WITHOUT STABILIZERS

**K-MAG**  
 STABILIZER  
 BARS



CORNERING WITH STABILIZERS

**SVEZIA**  
 AIR HORNS



AVAILABLE FOR CAR, TRUCK AND MARINE USE

ALL AT —

# N.Z. TRANSPORT SUPPLIES LTD

OLYMPIC POOL BUILDING  
 DAVIS CRES., NEWMARKET, AUCKLAND

PHONE  
 545-078

BOX  
 9145





BOB COUCH



PAUL ADAMS



JOHN WOOLF



ROD MILLEN



# Mike Marshall relies on Superford Service

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

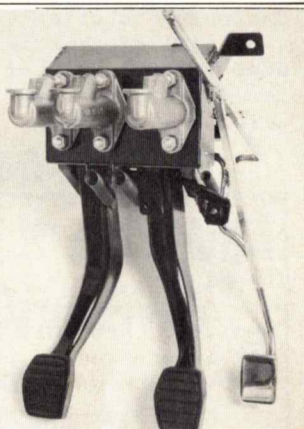
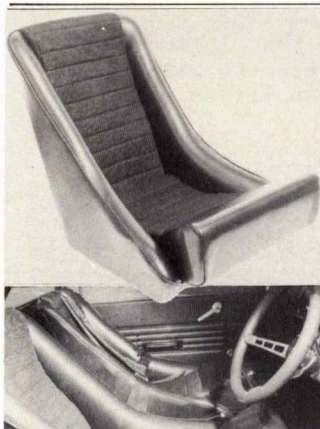
I have always received invaluable technical assistance from Ray Stone and his team and, together, we have solved many technical difficulties. This has contributed greatly to my success. It goes without saying that I have secured Superford service support again for this season and I will be depending on their back-up service and maintenance en route in the rallies. From experience I know I can expect the highest possible standards — it'll be a great team."

*Mike Marshall*

## 3 FOR THE ROAD from SUPERFORD

### Rally Seat Roll Cage Pedal Box Assembly

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



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

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

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

**NB Enthusiasts —**

All Superford equipment is designed and built to do a specific job in terms of performance or safety or a combination of both.

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

We are lucky to have had the practical assistance of top competition drivers, like

Paul Fahey and Mike Marshall, who have tried and proved our equipment.

When you set out on a major modification programme please feel free to contact us for advice and practical assistance. You may find us a little conservative in our approach but we guarantee the best options suited to your budget.

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

*Ray Stone*



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



**John W. Andrew**







# As I See It



During recent weeks there has been a good deal of discussion about saloon car regulations, sparked off in the main by an article in Motoraction written by Mr Keith Douglas, who in addition to being a Vice President of the M.A.N.Z., is Chairman of the Racing Advisory Committee of the M.A.N.Z.

What many people mistakenly took to be new regulations were in fact the colated results of a Racing Advisory Committee research project upon which new regulations would be based.

Regardless of what individuals think of the results, one thing is clear, their publication has certainly aroused interest. The New Zealand Racing Drivers Club organised a meeting recently, primarily for Shellsport Series competitors. Castrol Production Car competitors have held meetings also.

All of this is good worthwhile debate. What is more, some people have put plenty of effort into preparing material for various meetings and for Racing Advisory Committee consideration.

In particular, Jack Nazer and Graeme Addis have produced proposals that have drawn very favourable comment. People ask, "What is wrong with Saloon Car racing?" Being blunt about it, if they have to ask, then I would hate to wait around for their answers - if one had bothered to answer in the first place. Thankfully, those people who have a real involvement, competitors, race organisers, the M.A.N.Z. Executive and Racing Advisory Committee, are only interested in looking forward. They are only interested in producing regulations which work.

Well - what does one aim at?

Firstly, the most important ingredient is COMPETITION - a reasonable number of cars which are as near as one can get to identical in performance.

Secondly, they should be easily constructed without costing huge sums of money - thus making it easier for more people to participate. In the saloon car arena Mini 7 neatly provides the proof of this formula. Formulas Vee, Ford and Pacific likewise, in the single seater area.

If one accepts the need for two types of saloon car racing which many do then one must decide on the differences. In our case, New Zealand has made the choice

- (a) Modified Racing Saloons
- (b) Production Saloons

The modified classification is understood by all with little trouble. One need only create legislation sufficient to ensure competition between cars for a reasonable expenditure - not necessarily an easy task. The production group is the really hard nut to crack.

According to the M.A.N.Z. Red Book (1976/77 Manual) we have a Production Saloon Car Championship. That on its own is



fine. The problems really gather when discussion turns to what type of car is eligible to compete.

After much hard work the Racing Advisory Committee have put forward proposals for new production car rules. The main change from the past two years stipulates New Zealand assembled cars - to me that seems logical enough. After all, if you are going to have a championship in New Zealand for production cars why not have New Zealand produced vehicles as a pre-requisite? What does seem stupid is the proposed 3 litre limit for it seems to favour the Mazda RX2 from what I can gather. It is also true that under normal circumstances one make of car will often become dominant.

The main objection I have relates to the Mazda RX2 itself - it has not been in production in this country for some time. Another point not to be overlooked is that very few cars are assembled in New Zealand with an engine capacity between 2000 - 3000 c.c. The main one is the Triumph 2500TC and that is due to cease production before long.

On 19th and 20th March the M.A.N.Z. Race Organisers Sub-Committee meets in Wellington. It will be interesting to see what comes out of that meeting.

**Norm Harvey,**



## **HALLIDAY RACING DEVELOPMENTS**

14 KITCHENER RD, SANDRINGHAM  
PHONE 864-743

**RACE EXHAUST SYSTEMS**

**2 LITRE RALLY ENGINES**

**SUSPENSION MODIFICATIONS**

**ALL ENGINE MACHINING**

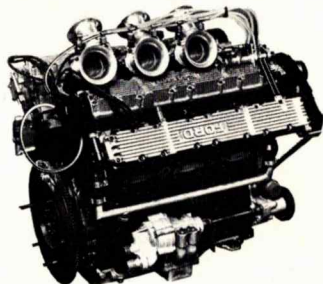
**FULL HEAD MODIFICATIONS**

**— ANY STAGE**

**CYLINDER REBORING — \$3 PER BORE**

**EXCHANGE MODIFIED CORTINA ENGINES**

**B.D.A. & LOTUS SPECIALISTS**





## EUROPEAN RALLY SCENE

Driving one of four works Fiat 131 Abarths, Markku Alen and Ilkka Kivimaki won the Portuguese Rally, the third round of the World Championship, which finished at Estoril. They were nearly four minutes ahead of Bjorn Waldegard and Hans Thorszelius in a works Ford Escort RS 1800 who got into second place on the last night and beat Ove Andersson and Henry Liddon in a Toyota Celica by twentyfive seconds.

The rally took place in brilliant sunshine, but the roads were extremely rough in parts after the ruts and pot-holes caused by weeks of incessant rain had been baked hard. Punctures, on smooth roads as well as rough ones, played a big part in determining the result, for both Ford and Toyota collect many flat tyres whilst Fiat had no such problem.

Roger Clark and Jim Porter retired after just four stages when the replacement of a faulty clutch release bearing consumed more time than the maximum could stand, whilst Hannu Mikkola and Arne Hertz lost a wheel when the studs sheared. Ari Vatanen and Peter Bryant, after holding the lead for much of the time, lost it to Andersson and then went out when they crashed on a bend after the flying finish of a stage.

The World Rally Championship points after the Portuguese Rally is:-

Fiat	26
Opel	15
Ford	15
Toyota	12
Lancia	10
Saab	10

TULIPEN



# Shell SPORT



# MANZ

MOTORSPORT ASSOCIATION NEW ZEALAND INCORPORATED

9 Tinakori Road ■ Wellington ■ New Zealand  
Phone 723-520 ■ P.O. Box 3793 ■ Cables 'Carasso'

8/1

1 March 1977

CIRCULAR MEMORANDUM TO RACE PROMOTERS:

HANDICAPPING OF FORMULA 5000 CARS

At a recent meeting of the Executive Committee the subject of the handicap now applied to Formula 5000 cars in the Gold Star Racing Championship was discussed and I would now advise that as a result of further investigations into this matter, it has been decided that for the remaining races counting towards this championship, Formula 5000 cars will be handicapped to the extent of 5.8% as against 5% as printed in the Motor Racing Manual.

Would you please ensure that all competitors are aware of this change prior to them competing.

A.J. Smithard  
Secretary General

Don't  
get  
mad!  
Get



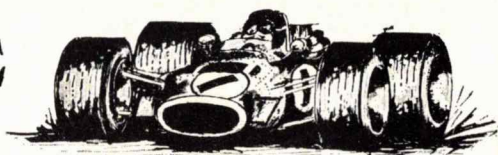
Industrial & Radiological  
Laboratories (SGS) Ltd.

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

to crack test  
your rally  
components -  
moderate rates.



# TRACKSIDE



Finland's Keijo Rosberg has had a last minute change of heart over his plans for 1977 and instead of running with Jorg Obermoster's Toj team in F2 and sports car events, 'Keke' is to join the American entrant Fred Opert. Rosberg, aged 27, won the five round New Zealand Series for Opert in January, winning three races and impressing Opert with his determined driving. He had already run for Opert before, in the SV race supporting the American Grand Prix at Watkins Glen in 1975 and in the Estoril F2 race last year when he qualified Opert's Chevron third quickest.

"I am very pleased to have him on the team, in fact there isn't one other ungraded driver I would rather have in my F2 team this year", said an excited Opert adding that he thought Rosberg would be making a strong challenge for the overall F2 championship.

The Finn has signed a contract with Opert to do 26 races during the next eleven months, including fifteen F2 races, five races in the Canadian Atlantic series, the Macau GP and next January's Stuyvesant series in New Zealand. Rosberg was out testing one of Opert's Chevron-Hart B35 models from last season at Silverstone recently and in spite of a wet track he went well. He then returned to Germany to sort out his affairs there. Obermoser was disappointed to lose his talented youngster who he ran all last year in the F2 Toj but he said he wouldn't hold him. Subsequently the Toj has been withdrawn from the Silverstone entry.

## WANTED — URGENT



**ONE TYPIST ~ REQUIRED  
BY FILM ORGANISER**

### DUTIES -

INITIALLY TO ADDRESS 100 ENVELOPES AND CYCLOSTYLED LETTERS. THEREAFTER TO TYPE APPROXIMATELY 6 TO 8 LETTERS PER MONTH. **SALARY - NIL**

**QUALIFICATIONS -** NEAT AND ACCURATE TYPING: RELIABLE PERSON

### CONTACT

IAN PALMER AT CLUBROOMS OR PHONE EVENINGS MANUREWA 67-549 (COLLECT)

# Sandringham Tyre Service

## Gymkhana Shield Points



R. NASEY	24	C. HUDSON	4
G. SIBUN	20	J. CHARMERS	4
G. WOODMAN	19	M. FINCH	4
N. MALLARD	16	P. BREWER	3
M. PAINTER	14	B. GALLOWAY	3
R. SENNE	12	J. TATE	3
P. FONG	12	S. KANN	3
S. SUBRITZKY	9	K. TURNER	3
I. LAIDLAW	9	C. MALLARD	3
G. APPLETON	8	P. FINCH	2
J. BUSCH	7	C. GRAHAM	2
P. BATTEN	6	R. JONES	2
P. WALBY	6	B. DOUGLAS	2
B. KIRK-BURNNAND	5	W. MASKELL	2
J. PERKINS	5	B. MOIR	2
G. LATHROPE	5	D. GULLAND	2
P. CLENDON	5	S. CAMERON	1
T. SCOTT	5	M. PARSONS	1
N. HARLICK	5	K. MATHEWS	1
B. COX	5	P. WALBY	1
G. RANKIN	4	S.A.B. SUBRITZKY	1
A. SAUNDERS	4	I. STEPHENSON	1

# SUPERFLOW

## MODIFIED CYLINDER HEADS

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

As you know, many of the parts on the production line, the parts in the head have casting protrusions which restrict the flow of air. The parts are normally choked up with lumps and bumps which restrict the air flow. This means that your engine efficiency which means you have to open your throttle to get the power from your engine you should be getting a smaller throttle opening. Your Superflow head is modified the casting irregularities are removed and the restrictions are opened up allowing a clean air flow into the combustion chamber which is also relieved around the valves and reshaped to give a cleaner and more complete mixture burn. The ports and chamber are polished to reduce drag and preignition due to hot spots. These modifications to your cylinder head improve your volumetric efficiency which means more power at a smaller throttle opening and better economy.

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

Contact Pete Sangster

Phone 769-406

## CYLINDER HEAD SERVICE

340 GT NORTH RD, AUCKLAND 2

# EXIDE TROPHY

I. STEPHENSON	54	R. WILLIS	24	N. LANGLEY	16
R. NASEY	54	A. LOWE	22	A. VERRY	16
R. SENNE	48½	B. DOUGLAS	21½	T. PEACOCK	16
G. WOODMAN	44	B. HOMEWARD	20	G. APPLETON	16
D. BONE	31½	B. PLATT	20	D. McCONNELL	16
C. HUDSON	31½	P. FONG	20	B. WEAVER	14
R. FINDLAY	30	S. SUBRITZKY	18½	P. SERGENT	13
L. BENNETT	29½	B. MERRETT	18	P. HENLEY	12
T. McLEAN	28	M. PAINTER	18	P. SLAVICH	12
L. BAIGENT	27	I. LAIDLAW	18	H. WADE	12
R. MONTGOMERY	26½	P. FINCH	18	J. BUSCH	12
G. SIBUN	24	G. BAWDEN	18	P. BATTEN	12
N. MALLARD	24	M. FINCH	17½		

## 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, M. GABRIEL, B. HARE, J. DANIELS, G. ROBERTSON, S. BROWNE.

9 POINTS: H. ARTHUR

## 8 POINTS:

K. WESTON, K. STONEHAM, S. FINDLAY, L. PARKINSON, M. MOLONEY, R. CARN-BENNETT, J. WOLF, G. RANKIN, C. BENNETT, G. PEACOCK, 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, J. STEWARD, O. SORENSEN, M. LIMBRICK.

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, J. WATSON, P. WALBY, G. CRAWFORD, M. OTT, G. COOK, M. MORRISON, K. LATROBE, B. NICHOLL, D. TEATHER.

5 POINTS: K. OAKDEN

## 4 POINTS:

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

3 POINTS: R. WALLACE, T. McCLEAN

## 2 POINTS:

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

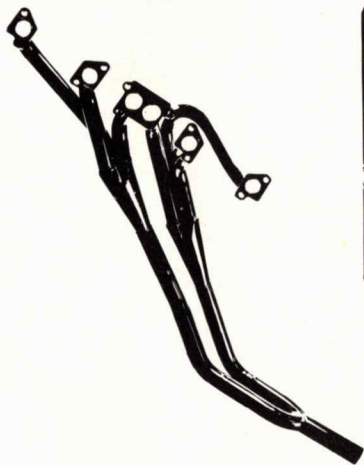
1 POINT: R. WYMER, A. MOWATT-WILSON



# COBY

## EXHAUST EQUIPMENT

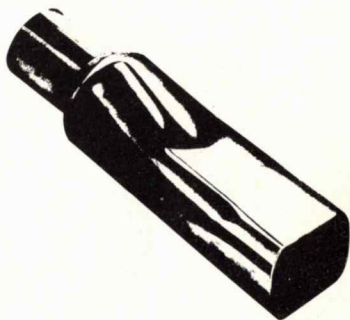
### COBY Exhaust Extractors



### COBY Mufflers



### COBY Exhaust Extensions



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

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

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

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

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

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

DISTRIBUTED EXCLUSIVELY BY



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

**automart**



ESCORT 1300 GT

Fully Modified to current GTX specs. Fully balanced etc. H/C H/P Oil Pump, BCF 3 Cam, Oil Cooler 40 DFA Carburettor. Close ratio gearbox, 4.7 MK II LSD, uprated struts and springs, front and rear sway bars, adjustable shocks, anti-tramp rods and many other tweaks. 3 sets of wheels, road tyres, Dunlop Slicks and Bridgestone Wets. Ideal for club and road car or Group I rally.

PHONE PHIL HENLEY - 31-259 (BUS) OR 373-375 (RES)

\* \* \* \* \*

ESCORT MK II

2 litre single O.H.C. motor professionally built up 1200 km ago includes Marle pistons, stage 3 head, Twin side draft Webers, South African starter, crossflow radiator, diode pack alternator, Atlas diff, fully seam welded body, bilstein suspension, etc., etc. This car is complete and ready in every specification for the forthcoming rally season. Genuine enquiries

PHONE BOB COUCH - 484-414 (RES) OR 488-109 (BUS)

\* \* \* \* \*

FORD ESCORT 1300 GT:

Rally prepared, Bilsteins all round. H/R steering rack, full rally flares, Marshall rally seats, new points, Mags., 4 Dunlop racing tyres on wide rims, etc. Motor just rebored from new 1100 c.c. engine, high compression pistons, competition bearings, new starter motor, generator and oil pump. Roll cage, fire extinguisher and lots of spares, including struts, brakes, etc. \$4,000 o.n.o.

CONTACT KEVIN LANCASTER - PHONE 657-088

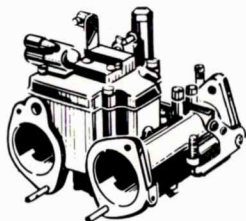
\* \* \* \* \*

**Shell** **SPORT**



# Dennis Torque

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

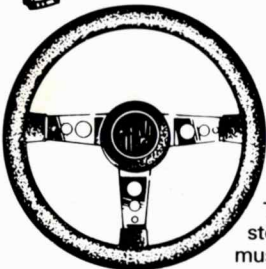
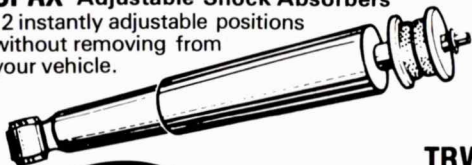


## DELLORTO Carburetors

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

## SPAX Adjustable Shock Absorbers

12 instantly adjustable positions without removing from your vehicle.



## ROYALE

### Steering Wheels

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

## TRW Hot Paint

Resistant to temperature up to 1200°F



For FREE expert advice contact Dennis at

# Performance Developments Ltd.

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





## Simoniz shines like a good shine should shine

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



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

