



BULLETIN



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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:

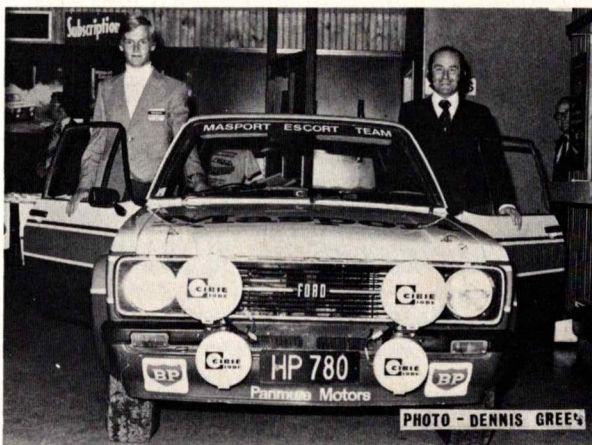
H.G. Southee, Phone 607-682

Equipment Officer:

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

Custodian:

W. Ferris, Phone 674-071.



ARI VATANEN AND CLUB PRESIDENT BARRY WEBBER WITH BLAIR ROBSON'S MASPORT ESCORT AT THE CLUB FILM EVENING, 21ST APRIL 1977.

COVER PHOTO BARRY AND PENNY KIRK-BURNAND COMPETING IN THE RECENT WOODHILL RALLY.

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.

8TH MAY - SUNDAY - CLUBMANS TROPHY RACE MEETING:

Pukekohe Club Circuit. Races for Mini 7, Modified Saloons, Formula Ford, Formula Vee, Production Saloons, Production Sports and Sports/Racing Cars. Annual trophies for most classes. A series of Kart Races for members of the Auckland Kart Club will also supplement the 24 Race Programme. This day will provide exceptional spectator value. Light Refreshments available at Circuit. Competitor enquiries to Mrs R. Brown, Phone 678-739. Scrutineering 9.30 - 11.00 a.m. Practice 12 noon. Racing commences 1.00 p.m.

21ST MAY - SATURDAY EVENING - PRESIDENTIAL COCKTAIL PARTY:

This function will be held at the Clubrooms commencing

at 6.00 p.m. and finishing approximately 9.00 p.m. The Clubrooms will stay open till 11.00 p.m. Cocktails, beer and nibbles included in the price of the tickets which is \$3.75 a single. Available from the Clubrooms from Duty Officers or Clubhouse Committee Members.

25TH MAY - WEDNESDAY - MIDWEEK TRIAL:

Starts 6.30 p.m. at Foodtown Car Park, Kelston Shopping Centre. Counts for Exide Trophy. Approximately two hours duration. Drivers required to produce their civil driving licence and current membership card, together with a sealed clock. Last trial for practice before the TISCO Gold Star Trial. Provision will be made to buy tea on the way to the finish which is at the Clubrooms.

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

A real Sunday outing for spectators and drivers alike. Marshals are still required for this event. If you are able to assist, please phone Arthur McWatt, Phone 889-494 or Bruce White 31-499 (Business). For further details or enquiries, contact Rally Chairman, Kevin Lancaster, Phone 657-088 (Residence)

4TH JUNE - SATURDAY - TISCO GOLD STAR TRIAL:

This event is going to be held on the Saturday of Queen's Birthday Weekend. If you are able to do a check on this trial please phone the Trials Chairman, 574-836 (Residence) Full details of this event under 'Open and Invitation' events.



**OPEN &
INVITATION**

21ST MAY - SATURDAY - DAYLIGHT MERCURY TRIAL:

Round 2 of the 1977 Mercury Trophy Series. Promoted by the Auckland University Car Club the trial starts and finishes at East Tamaki Bowling Club, East Tamaki Road. First car away 12 noon. Approximately 3½ hours duration. Essential Map - N47 Pt N46 Pukekohe, 3rd Edition 1974. The organisers promise a closed club type trial ideal for learners and experts. Entries on the day but get there an hour earlier than the stated time to allow yourself time for documentation, etc. Don't forget your clock.

22ND MAY - SUNDAY - CLUBMAN'S RACE MEETING - PUKEKOHE 1200M CIRCUIT - PROMOTED BY NORTHERN SPORTS CAR CLUB:

Invitation event to Auckland Car Club members. Races for all types of cars. An ideal opportunity for novice drivers to gain their Competition Licence Observations.

The proceeds from this meeting will be utilised by the Club Circuit Resealing Fund. Enquiries should be directed to the N.S.C.C. Secretary, Mrs Diane Hopson, P.O. Box 22-362, Otahuhu, Phone 592-247 (mornings) or the Race Organiser, John Money, Phone 88-557 (Busines) which is a Papakura number. Entry Forms will be available from the A.C.C. or N.Z.I.G.P. Clubrooms.

4TH JUNE - SATURDAY - TISCO GOLD STAR TRIAL - QUEEN'S BIRTHDAY WEEKEND - ORGANISED BY AUCKLAND CAR CLUB:

This is the first round of the Gold Star Championship Series and starts from Hamilton at 9.30 a.m. and finishes at the Auckland Car Club Clubrooms about six hours later. A.S.R.'s and entry forms available from the Clubrooms or from the Secretary, 3 Verena Place, Green Bay, Auckland 7, Phone TGN 8364.

11TH JUNE - SATURDAY - GOLD STAR TRIAL:

Promoted by the Canterbury Car Club. All enquiries to P.O. Box 1726, Christchurch.

12TH JUNE - SUNDAY - EBBETT WAIKATO MOTORS MERCURY TROPHY TRIAL

Promoted by the Hamilton Car Club. Entry forms and further details obtained by writing to P.O. Box 6029, Hamilton.

18TH JUNE - SATURDAY - CANTERBURY RALLY PANEL PALL MALL RALLY

This is the second round of the Pall Mall Rally Championship.

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EXIDE TROPHY

The following are the final Exide Trophy points for the 1976/77 season.

R. NASEY	65	R. WILLIS	24	M. FINCH	17½
I. STEPHENSON	64	N. LANGLEY	22	A. VERRY	16
R. SENNE	51½	B. DOUGLAS	21½	T. PEACOCK	16
G. WOODMAN	44	B. HOMEWARD	20	G. APPLETON	16
C. HUDSON	37½	B. PLATT	20	D. McCONNELL	16
D. BONE	35½	P. FONG	20	J. STEWARD	16
L. BENNETT	33½	G. SUTTON	20	P. LEVET	16
A. LOWE	32	S. SUBRITZKY	18½	B. WEAVER	14
R. FINDLAY	30	B. MERRETT	18	P. SERGENT	13
T. McLEAN	28	M. PAINTER	18	P. HENLEY	12
L. BAIGENT	27	I. LAIDLAW	18	P. SLAVICH	12
R. BENNETT	27	P. FINCH	18	H. WADE	12
R. MONTGOMERY	26½	G. BAWDEN	18	J. BUSCH	12
G. SIBUN	24	S. BROWNE	18	P. BATTEN	12
N. MALLARD	24				

10 POINTS:

G. PASCOE, C. PARKINSON, G. SHEWEIRY, D. ALEXANDER, N. HARLOCK, A. VERRY, G. HEWITT, G. KYLE, A. FLOWER, D. MACKRON, G. MATHEWS, 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, A. TURNER.

9 POINTS: H. ARTHUR, L. SHANKS

8 POINTS:

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

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, D. HUGHES

4 POINTS:

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

3 POINTS: R. WALLACE, T. McCLEAN

2 POINTS:

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

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

SHOUTS & murmurs



. . . Club Members, Greg Lancaster and Jack Nazer were involved in a spectacular shunt recently at Manfeild. At the time of going to Press, Greg was still in Palmerston North Hospital under observation. Involved in his injuries are three crushed vertebrae. We hope to see him out and about very soon. Unfortunately the car appears to be a write-off. Jack is apparently fully recovered and his car appears to be repairable. We hope both members will soon make a complete recovery. They have given much to the sport.

. . . Congratulations to Alan and Christine Draper on the birth of their daughter recently.

. . . The Club film evening on Thursday, 21st April was devoted to rallies and we were fortunate to have three excellent films, top rally personalities in New Zealand and an over-flow attendance of members and friends. The films included the three "The 1973 Tap Rally", "The Flying Finns", and "The 1975 R.A.C. Rally".

Guest of honour for the evening was Ari Vatanen, Finnish international rally driver and 1976 British Rally Champion. Ari is here to compete in the Radio New Zealand International Motor Rally.

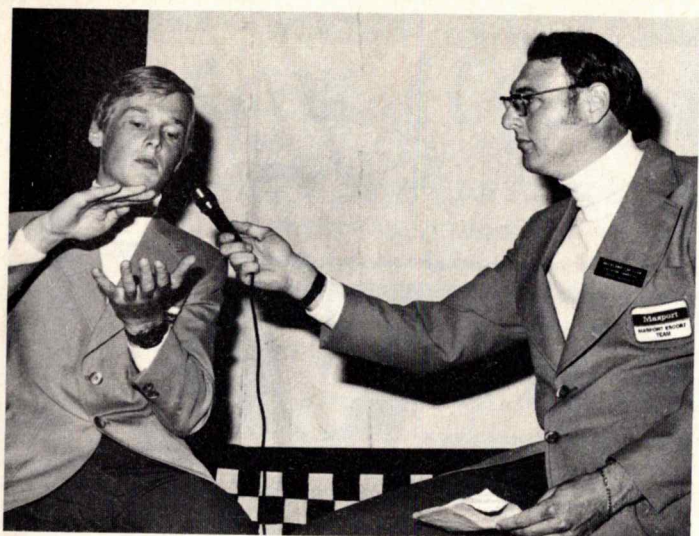
Also included in the guests were Jim Scott and his wife Jackie. Jim is co-driver for Ari Vatanen this year and is a member of the M.A.N.Z. Executive and chief M.A.N.Z. Steward for the Auckland area. Ray Stone was also with us. He is Team Manager of the Masport Escort Rally Team and Superford Performance Consultant.

The Manager of the Radio New Zealand International Motor Rally, Murray Thompson, spoke to the meeting about the rally. He is also the rising T.V. star for New Zealand Motor Corporation.

Dave Winter, Auckland Area Vice-President of the Rally Pilots Association was also with us. An apology was received from Doug Benefield, who due to a bout influenza was unable to be there. Doug is well known through his association with trials and rallies and is the Managing Director of Mason and Porter Limited and Director of the Masport Escort Rally Team.

We wish the Masport Team good fortune and every success for the forthcoming rally.

Shell SPORT

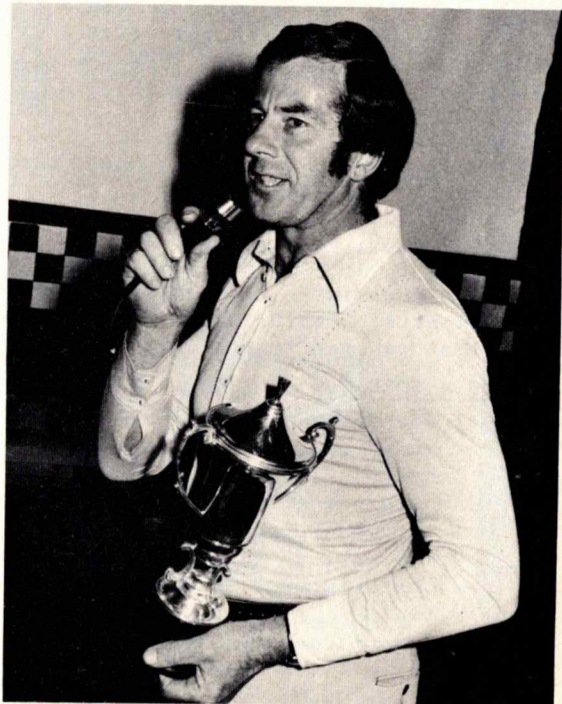


Pictured at left is Rally Chairman, Kevin Lancaster, interviewing Ari Vatanen during the course of the evening. Ari's comments showed a subtle sense of humour and were enjoyed immensely by the crowded attendance.

Ari was made an Honorary Member of the Club at this film evening.

PHOTOS - DENNIS GREEN - PH 698-675

On behalf of the Club Ari presented the S.T.P. Trophy to Tony Baker (see Rally Roundup). A well deserved win to Tony and his wife, Marlene. We congratulate them on their success and the picture at right shows Tony replying after the presentation.



. . . We record with regret the death of Alex Elvy of Ngaruawahia who was tragically killed at Bay Park practice in his Formula Vee.

Shell SPORT

A MID-AUTUMN NIGHT'S DREAM

MID-WEEK TRIAL



23rd March

ACT 1 - SCENE 1:

A small garage. Boss returns in happy mood from seeing friend off at airport. Eventually stops worker singing bawdy version of 'The Red Flag'.

BOSS: "We're going on a trial! We're going on a trial!"

ME: "Not guilty".

BOSS: "A car trial, idiot. Crombie's trial. Tonight. In your car because the Halda's still in it."

ME "Your not driving"

ACT 1 - SCENE 2:

My Place : Two fools and a cold chicken arrive in a Mini.

My Brother: "Where are you two going?"

Boss: "We're going to win a trial!"

Brother reels off in helpless fits of laughter.

We fit lights and leave. Somehow boss is driving. It's because he can't work my calculator, he says.

ACT 2 - SCENE 1:

Otara Carpark. Scene of calm and order as trial starts under control of the usual workers. Then madmen in Mini arrive. Blind officials with Super Oscars. Deafen with Air Horns. Oddly enough, also succeed in getting an entry form. Boss attempts to light starter's cigarette with hand spot. Fails. Starter retaliates by using my back as clipboard. Everyone else leaves. Decide we must have B.O. Finally informed we are last car and respectfully requested to b..... off."

ACT 2 - SCENE 2:

End of Odo Section. Halda reads 5.01 - how lucky can you get?

ME: "Hey, what's that Detour sign pointing back this way for?"

BOSS: "Doesn't affect us. It obviously applies to traffic from Murphy's Road on the right, there."

ME: "No way, we can see the sign so we've got to follow it by U-turning, I think, maybe, possibly.....??

BOSS: "Nuts"

Argument continues for 2 km. Finally we U-turn and flog back to pick up a check only one other car found.

From this point on, the Super Oscars and big fogs were worth a million dollars and really won the trial for us. They made spotting the homemade SANDSTONE RD sign child's play. There was plenty to keep me busy though, so I soon neglected time-keeping and we just drove at a reasonable average. This

SPEAR'S SPEED SHOP SPEAR'S SPEED SHOP

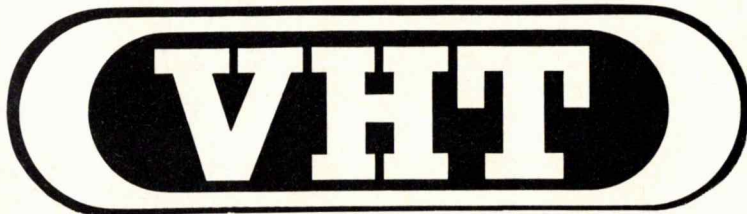
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SPEAR'S SPEED SHOP SPEAR'S SPEED SHOP

messed us up a bit during mapreading where we didn't bother slowing drastically for great distances of Road Works and lost many points early.

The mapreading itself was long but very straightforward and John had the brilliant idea of giving everyone a Xeroxed page with the essential rules from Appendix T and the essential bit of map both on it. Ten points to John from the novices. Halfway through we came to a manned check and got the best handout I've ever seen. To really get across the simplicity of longhand timekeeping, he did it for us! He gave us our travelling times for the rest of the event and it should have been dead easy to add them up, add one minute allowances from checks, and add a special 15 minute meal allowance at Royal Oak, to get your finish time. But quite a few apparently forgot the 15 minutes.

Meanwhile back in the jungle, we shot through the mapreading still with no gaps and immediately picked up a trap at the start of the next section. Like just about everyone else we then failed to see a clarifying arrow and wasted some minutes around the new Manukau City Centre. Soon found our way back though, and into a glorious maze of brand new subdivision roads in Flat Bush. With tongues hanging out by now we blazed through this passing about 28 lost Fiats, or maybe 7 Fiats lost 4 times, or even 4 Fiats lost 7 times; anyway they were still there when we left and headed for the motorway.

Finally we got one I have to give to the Boss. Through Royal Oak and the instruction said, "Go second left after passing through four sets of traffic lights".

BOSS: "Aha, my son", (he is getting old, isn't he?), "This is where my local knowledge comes in."

ME: "Um...um...um " Gives up trying to think of a smart reply. "Yes?"

BOSS: "The Fire Station lights. There's traffic lights on the Fire Station entrance miles before Dominion Road, so second left will be one of those side streets."

And so it was. And we found a manned check down there too.

ACT 3 - SCENE 1:

Clubrooms. We were the happiest people there, probably because we were the happiest at the start. (I mean that). The chicken walked in after a while but didn't last very long. Then everyone else started to cheer up when the unbelievable Crombie produced a dozen bottles of Champagne and started handing them to people for various reasons such as birthdays. Then Doug Bone presented one back to John for his own birthday, which was the day before the trial and everything was pretty convivial when the results came out. John read the results from last upwards which is real good because every time your name isn't read you get a little more excited and ready to do a decent rave if you have won; not that we did - rave, that is. We did get some Champagne though.

Shell SPORT

Congratulations John, and thanks to Peter Batten and Alan Jack and Peter and Linda Shanks, Steve Cargill and everyone else who helped make the event such a success.

MARK REYNOLDS

RESULTS OF A MID-AUTUMN NIGHT'S DREAM (MID-WEEK TRIAL):

1st	Peter Levet	47.1
2nd	Linda Shanks	132.0
3rd	Ivy Stephenson	229.1
4th	R. Bennett	305.0
5th	C. Hudson	345.6
6th	D. Hughes	418.9
7th	L. Bennett	511.1
8th	R. Senne	532.1
9th	P. Clendon	607.0
10th	R. Nasey	626.1
11th	P. Petersen	730.9
12th	G. Woodman	739.1
13th	A. Collier	832.9
14th	S. Subritzky	859.1
15th	P. Lewis	914.1
16th	S. Conning	917.9
17th	C. Wrigley	1085.9
18th	D. Laycock	1111.1
19th	K. Lack	1195.5

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On The Social Scene...



The months are certainly creeping by this year, May already.

As most of you will know if you attended the Annual General Meeting, this will be my last column as I resigned from Clubhouse Committee Chairman and Executive as work and family commitments prevented me from doing the job properly down at the Club.

Pat and I have enjoyed the last two years being involved with the Club's social activities and hope you have all enjoyed the social functions we have arranged. We would like to thank the Clubhouse Committee members for all the willing hours they put in down at the Club two nights a week as well as the social evenings. Without their help I could not have carried out the job of Clubhouse Chairman. Also, thanks to all the members who attended our socials and made them the success they were.

At this stage I am not sure who the next chairman will be, but I am sure with the Clubhouse Committee backing he will soon have a social calendar mapped out for the rest of the year.

Looking at past events, "The Gumball Rally" was a great night. How we seated everybody upstairs I will never know, but we did! This was a very good film. The next movie night is in about two months time. These are really popular nights and very good for families.

By the time you get this Bulletin the Roaring 20's night will be over which promises to be a good night, judging by some of the outfits we have heard about. We hope to have some photos in the next bulletin for you.

In May we have another "Presidential Cocktail Party". This is the last function Pat and I are organising with the help of the Committee. If last year was anything to go by this will be some night. Graham Spear, our mighty cocktail mixer, will be on the job again with a few more helpers this time to keep things running smoothly. Cocktails, Beer and light nibbles are included in the ticket price of \$3.75 a single. The function will commence at 6.00 p.m. and



finish at 9.00 p.m. The Clubrooms will then stay open till 11.00 p.m. for you to enjoy the rest of the evening. Tickets are now on sale from the Duty Officers or any Clubhouse Committee member and they will always be on hand. Once again there is a limited number of tickets so I would advise you to get yours early as this is a popular evening.

I cannot finish this column with the usual, "See you next Month", so I will say "See you down at the Clubrooms".

MAURICE CARGILL



WOODHILL RALLY

THE TWO PHOTOGRAPHS BELOW BY MILAN FISTONIC SHOW JOHN WOOLF/MARK SWINBURNE (ABOVE) AND ROD MILLEN/ALAN THURSTON (BELOW) IN ALMOST IDENTICAL POSITIONS AT THE SAME SPOT IN THEIR MAZDA RX3's IN THE RECENT WOODHILL RALLY.





STRAIGHT AHEAD : Auckland Car Club Bulletin's column on trialling and, when there is no trialling, to report on Speedway, borrowed jokes, misleading stories and stirrings, written by one G.R. 1.5 who is alias John Crombie who is allegedly alias Ross Senne'..... Horrors.

Apologies for no column last month but the bulletin closure date and yours truly's trial were too close - thanks to my readers, both of them, who said what a refreshing difference it was not to have to put up with my inane ramblings. There is always this problem of not getting around to the pressing problems but with the free gift in this month's column I should solve that problem for most of you - you need never be guilty of having to say that you just could not get around to it.

I have had several comments, thank you, for my write up about the Exide Trophy. Since I wrote the March column the battle for Exide became closer and closer and changed over the lead several times. However, yours truly is concerned now that although I am told that my article was generally correct as to how points are awarded, no-one has yet told me why the left and right hands of the points scheme are unrelated. It appears that although the trials and speed sub-committees may award Exide Points from a "closed club" event, where only one other club has been invited, (which are especially allowed under our MANZ permit system), the Race Sub-committee, who advertised their event as a closed club event on Page 3 of the February Bulletin do not award Exide Points. In fact, this year's Exide points race has been probably the closest ever. It annoys me that unless one has inside information no one knows what events count for what points. Perhaps someone could give an authoritative report in the bulletin as I object to having MY neck chopped off for someone else's rule variation.

Back to trialling and a big thank you to all the people who helped so willingly with my trial at a time when yours truly was semi indisposed. Thank you also to Mark Reynolds for doing the write up, I am sure that there is no relevant connection between the aspersions you cast at your former employer and the fact that he is your former employer rather than current. Good luck and fortune in Australia, Mark. I have always been heartened by your approach at the end of trials of thanking organisers and telling them of your honest opinion as to enjoyment.

Coming Events should have quite a few trials listed for the next two months. The interclub system of closed club trials has been sorted out now to the benefit of many, the basic system being that our "closed club" trials will all be invitation with one other club (different clubs in different months) and the good news is that for each month we invite another club, we get

invited back, so theoretically all the organisation difficulties are halved. For the smaller clubs especially it will make it worthwhile for their plotters, etc., yet the entry will not be so heavy that newcomers get lost in an abundance of entries. We had a couple of crews compete from the Fiat Car Club in our March trial and it was very heartening to see their write ups of our event in their bulletin - one of the write ups was markedly critical on several points, all of which I accept. It was good to see that someone pointed out one can get so carried away with a simple trap on a Tee junction that is not a sloping Tee, but is a sloping Tee at a non Tee, where there is a clarification arrow!! Still with me?? Well, I apologise, but just to show that others are capable of doing the same thing, I quote from an explanation handed out at the end of a 'Trap' rally in the United States and re-printed by Alan Martin of V.U.C.C. from Rally Magazine:

"The 1st "George Hill" sign was valid for the turn by Note H but invalid for Instruction 58. At the next intersection "George Hill" was valid for Instruction 58, but there you re-encountered Deer Creek to the right which you were on by name. If you failed to go right on Deer Creek you are a max early. At the crossroad of Deer Creek and Janet Loop you were on Deer Creek by name but in the absence of the "Janet Loop" sign the intersection would be unidentified and MR 4 would have applied making the sign on the right; therefore, invalid for Note I. If you turned either way on Janet Loop at the Deer Creek crossroad you have a max early. You should have been forced right on Janet Loop at "Dead End" putting the "Janet Loop" sign on

Don't
get
mad!
Get



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the left but you couldnot execute the Note. At the Janet Loop and Little Creek Y the main road went left (MR 8) on Little Creek and you would have gone that way in absence of the sign. Again the sign was invalid for Note I but you could execute Instruction 59 by turning right onto Janet Loop. If you executed 59 by going left on Little Creek, instruction 60 brought you into the Control".

All I have to do now is find a Deer Creek, George Hill sign, Janet Loop etc., - oh well, if we keep it simple like this year's TISCO, perhaps we will get everyone to the finish and most people, if not all, to enjoy the sport. Speaking of the TISCO, which no doubt you all know is to be held on the Saturday of Queen's Birthday weekend, if any of my readers, yes the two of you plus your host of friends, can assist in doing a check on this trial, please phone Spencer Pearce - Phone TGN 8364. This is a great way to meet the various competitors and can be a lot of fun.

Last month I competed in our Gimmick Trial, ably written up by Doug Bone in last month's bulletin, but in case anyone is concerned, Ross Senne is not alias John Crombie any more than Doug Bone is alias Linda Lovelace. I am sorry if my record in gimmick trials is so poor that I am considered as featuring "well down". A few personal reminiscences made me remember my first gimmick trial for A.C.C. back about 1970 which I did with Ken Sleath and Carol Jowitt. Start 7.00 p.m. Captain Cook's Wharf. Scene - Eric Mallard attacking a Leopard Can with a spade to get the instructions out - place overall - second. Place for Eric Mallard - forgotten. However, in all fairness, Doug's comment is valuable because it does point out that whilst the driver's name is the only one that appears in the result list, prize list, points list, etc., it is the whole crew that does the work. I am sure Doug could tell you of his own alias's who have helped him win the Trials Trophy for this last year by a convincing margin.

This year's Mercury Trophy Series got away to a resounding start on Saturday, 16th April, with the Linn Motors Trial promoted by Thames Valley Car Club. It was so refreshing at the beginning of the season to see an even balance of teams between the clubs, to see for the umpteenth time a tremendous clean enjoyable trial from the Thames Valley Car Club, and for the first time, Hamilton Car Club won a round of the Mercury. Brief placings are:-

1st	Ray Spence	A.R.T.C.	105
2nd	Ted Graaf	A.U.C.C.	129
3rd	J. Neale	Hamilton	249
4th	O'Connell	Hamilton	261
5th	G. Robertson	N.S.C.C.	263
6th	C. Hudson	A.C.C.	355
7th	D. Bone	A.C.C.	419
8th	P. Sergut-Shadbolt	A.U.C.C.	476
9th	G. Evans	N.S.C.C.	599
10th	G. Foothed	Rotorua	628
11th	I. Stephenson	A.R.T.C.	664
12th	L. Shanks	A.C.C.	785



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Club Results

1st Hamilton Car Club
2nd Auckland University Car Club
3rd Auckland Rallies & Trials Club
4th Auckland Car Club
5th Northern Sports Car Club

You people, who have been putting up with me all this time, despite my missing deadlines, never getting around to it, etc., well I have a grievance for you this month ---

CROMBIE'S TOOWIT (ROUND)

AT LONG LAST I HAVE BEEN ABLE TO FIND A ROUND ONE AND YOU CAN ALL HAVE ONE EACH COMPLETE WITH FREE AD. ON THE BACK. THEY ARE VERY RARE AND HARD TO COME BY, ESPECIALLY THE ROUND ONES, WHICH IS WHY YOU AND I HAVE BEEN PUTTING THINGS OFF AND EXPLAINING THAT YOU WILL DO IT AS SOON AS YOU GET AROUND TOOWIT. WELL, THANKS TO JOHN CROMBIE, YOU NOW HAVE ONE OF YOUR OWN, GUARD IT, AND GO AND DO THOSE THINGS,

GET TOO WIT

Finally, two messages -

1. As to the great argument that is splitting rallying down the middle, I understand from independent witnesses that it was wet and there was therefore NO DUST on those stages.
2. My many thanks to Barry and Marilyn who have never given up but have kept at me to get this column together, even though it was always provided late, and congratulations Marilyn on your ability to see reason through the indecipherability of my handwriting - Farewell.

JOHN CROMBIE

Sandringham Tyre Service

Gymkhana Shield Points



The following are the final points for the Sandringham Tyre Service Shield for the 1976/77 season:-

R. NAZEY	28	G. RANKIN	4
G. SIBUN	25	B. LINDSEY	4
N. MALLARD	22	A. SAUNDERS	4
G. WOODMAN	19	J. CROMBIE	4
M. PAINTER	14	R. JONES	4
S. SUBRITZKY	13	B. PEACOCK	4
R. SENNE	12	C. HUDSON	4
P. FONG	12	M. FINCH	4
P. WALBY	12	S.A.B. SUBRITZKY	4
I. LAIDLAW	9	P. BREWER	3
G. APPLETON	8	B. GALLOWAY	3
J. CHALMERS	8	K. HUGHES	3
J. BUSCH	7	S. KANN	3
P. BATTEN	6	K. TURNER	3
R. CARN-BENNETT	5	W. MASKELL	3
B. KIRK-BURNAND	5	P. FINCH	2
J. PERKINS	5	C. GRAHAM	2
W. GREEN	5	B. DOUGLAS	2
G. LATHROPE	5	B. MOIR	2
P. LATHROPE	5	D. GULLAND	2
T. SCOTT	5	S. CAMERON	1
N. HARLOCK	5	M. PARSONS	1
B. COX	5	K. MATHEWS	1
C. MALLARD	5	I. STEPHENSON	1
		K. SAUNDERS	1

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

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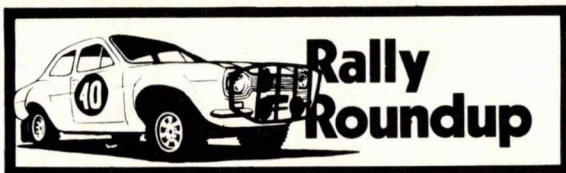
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With a bit of arm twisting from Kevin Lancaster I agreed to write the May article thinking I had a few days in which to accomplish the task. Was I mistaken - the article was overdue and the regular contributor was wondering when the editor's curses would fall upon him.

WOODHILL FOREST RALLY:

Rod Millen in his Phillips Mazda started the season with a win in the N.S.C.C. event, followed by Bob Couch in his Escort, Bryan Watkins Escort, Max Irwin's Escort V8 Oldsmobile, Mark Parsons' Monaro and Rocky Cribb's RS1600. Cribb was running second but had clutch troubles near the end, and John Woolf, also in the front three hit a bank in the last stage. 63 out of 80 finished and several cars took to driving upside down.

PALL MALL I:

By all accounts the Wanganui Car Club staged a well organised and highly polished rally, a meritorious effort as it was the first rally that the organisers have run. The Parc Ferme



organisation well well received - half an hour for servicing and a one hour Parc Ferme which allowed drivers and service crews time for a decent meal break.

The special stages were well selected with a good mixture of loose and seal, although some drivers didn't care for the lack of notice about the tarmac which resulted in wrecked tyres due to running low tyre pressures on the wrong surface.

Great to see Mike Marshall win the event, especially after his "over she goes Trev" from the week before in Canberra. Mike had taken the ex Roger Clark RS 1800 to Aussie for the Castrol Rally where while lying second about a minute behind Greg Carr, he clipped a boulder and did an end for end - unfortunate as Mike was confident he could pull that minute back on Carr in the run home to the finish.

Rod Millen was as quick and reliable as ever in finishing second, two minutes behind Mike, with Blair Robson a further four minutes back in third. A fine 7th= placing for Jim Donald meant that the Auckland Car Club Team of Rod, Blair and Jim are now a long way in front in the Pall Mall Club Teams Prize.

Shell SPORT

AUCKLAND CAR CLUB

**1977
MARAMARUA
FOREST
RALLY**

Sunday, May 29



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DRIVING TACTICS:

I thought Robin Curtis' editorial in Motoraction of 8th April on delayed starts, a bit strong. I wonder if judgement had been passed before all parties involved had put their side of the story forward.

Another incident in Pall Mall 1 which I feel deserved editorial mention was the damage done to Alan Carter's car in the last stage. While Alan was stopped in the stage with a suspension problem, another competitor came along miles too fast despite Alan's Zetka, slid off the corner and modified the front of the Carter Escort - and didn't even stop. Zetka's are put out for a purpose and it's BAD NEWS when they are ignored like that.

The same goes for baulking a faster car. Both types of incident are inconsiderate, costly in terms of damage, dangerous to all involved and not needed in Rallying.

NORTHLAND EASTER RALLY:

Incredible - not an Escort in the first ten. Rod Millen won comfortably from Graham Lorimer in an RX3. Then came Steve Bowker (Datsun 1200), Tony Baker (120Y), Harvard Daniels (Datsun 1200), Carl Smith (RX3), Paul Adams (Cooper S), Gerry Piper (Corolla) and Wayne Walker (Datsun 1600). Eight Jap cars in the first nine - that's a turn up for the books.

There were seven stages - three closed public roads and four forest with a total stage distance of around 170 kilometers. Nine more drivers gained entry invitations to the Rally Rollover Club.

The competitors all had high praise for the organisation of both the rally and the social afterwards.

RALLY NIGHT - 21ST APRIL:

For those of you that couldn't get in the door I can only say that you missed a great night. Murray Thompson gave a brief rundown on the International Rally followed by a few top rally films to get the adrenalin going and then Kevin Lancaster interviewed Ari Vatanen who proved to have quite a sense of humour: Excerpt - "How many times have you rolled a car?" - "After 20 I stopped counting".

Ari then announced the winner of the STP trophy which is awarded to the club member who through his endeavours in rallying is felt to be deserving of such an award. This year, it went to Tony Baker for his tremendously fast and consistent efforts in Minis and Datsun 1200's. Well done Tony and Marlene.



Shell SPORT

MARAMARUA 1977 - SUNDAY - 29TH MAY:

A full entry of 100 cars should front up to the start. Only a few weeks ago a number of last year's competitors were talking about hanging up their helmets for this season - too costly they said. But as the season gets under way the temptation is too much and most of them seem to have entered for Maramarua. In a quick glance through the entry list I noticed a Porsche 911T mixed in with the usual multitude of Escorts, Mazdas and Datsuns.

For all those competitors not entered for Maramarua this year, how about helping with the running of the event. Marshals are still required so if you can help give Arthur McWatt (889-494) or Bruce White (688-544) a ring at home.

Marshals Briefing - This will be held on 18th May at 8.00 p.m. at the Clubrooms with another briefing on Wednesday, 25th May, also to be held at the Clubrooms at 8.00 p.m. All Marshals or intending marshals are requested to attend.

So much for the moment. No doubt after the Radio New Zealand International there will be enough stories to fill the whole June Bulletin.

BRUCE WHITE

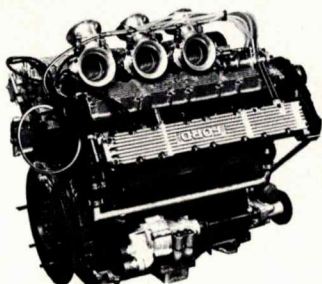


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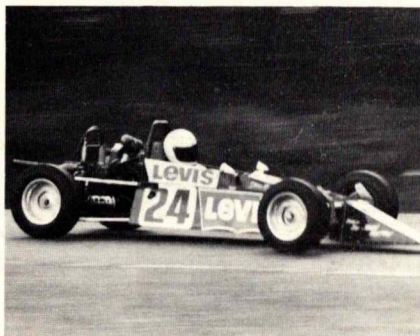
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DAVID OXTON



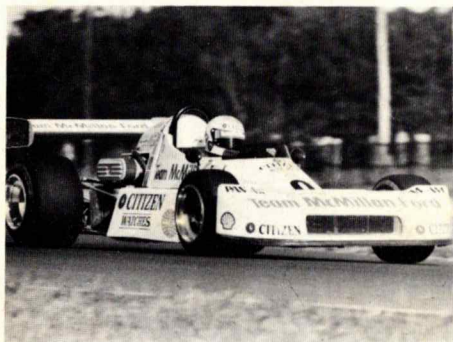
ROSS STONE



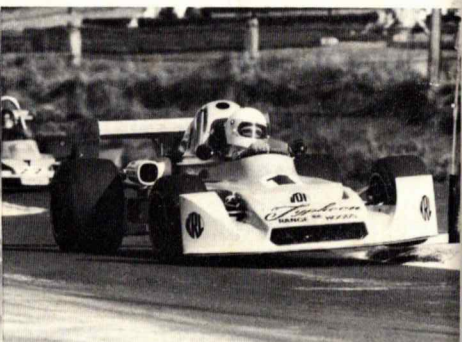
STEVEN RICHARDS



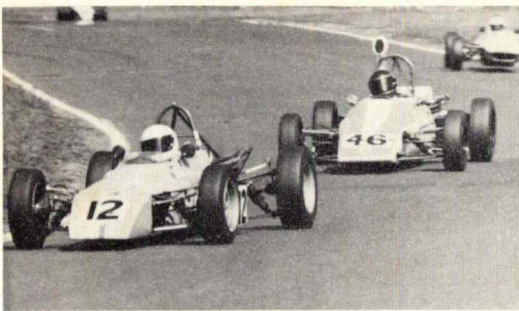
RICHARD MELVILLE



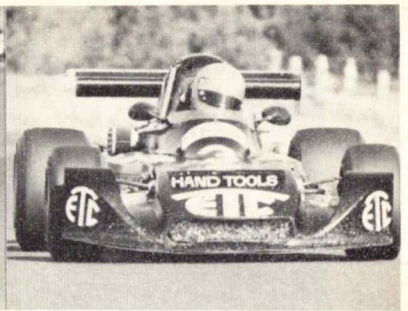
DAVE McMILLAN



ROBBIE FRANCEVIC



NORM LANKSHEAR LEADS GRANT CAMPBELL



STEVE EMSON



JACK NAZER



PETER BATTEN



STEVE EMSON



DICK SELLENS



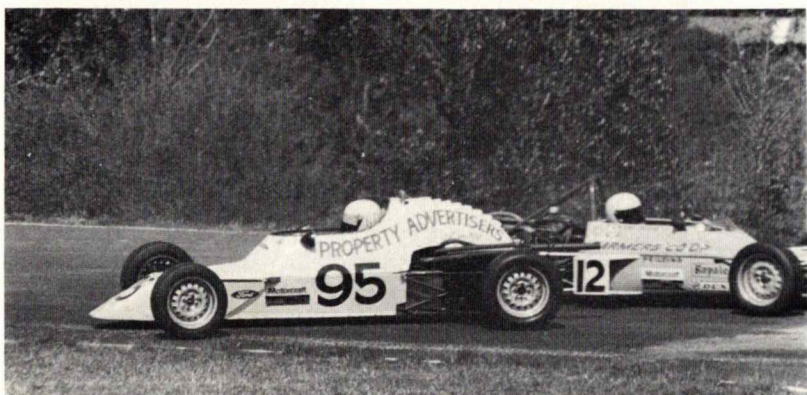
BRYAN BLACKBURY



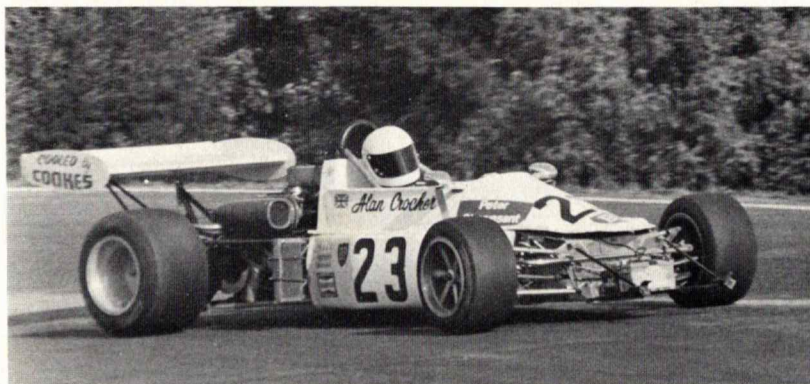
GRAHAM CRAWFORD



DAVID OXTON ON LAP OF HONOUR

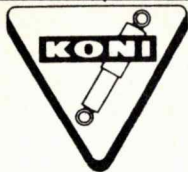


KEN DUNN (95) SPINS AT HAIRPIN BESIDE NORM LANKSHEAR (12)



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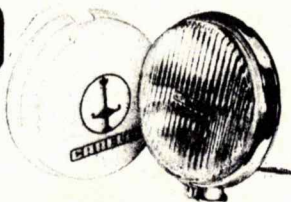
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My Most Memorable Car

Dennis Marwood

This must be the Rothmans Cooper Climax although I had some difficulty deciding between the old Humber 80, the Cooper Climax, the Eisert-Chev and the Chev Camaro.

It was twelve years ago in 1965 that I had a telephone call from Ross Jensen, who simply asked could I come to Pukekohe for a test run in the Cooper Climax.

So, I gingerly left the farm in Tahuna and made my way with helmet in hand to Pukekohe not really knowing what to expect on the day and certainly not having any idea that the outcome of that test day was to affect my future life a great deal.

It was a day I will never forget, for I had not only to convince myself that I could handle the car (I had never even sat in a single seat race car, let alone driven one) but I had two other drivers who were taking part in the test on hand to watch, as well as Ron Frost, Ross Jensen and Bill Hanna, all looking very stern and serious.

I learnt one important thing from that test day, and my advice to any young driver who finds himself in a similar situation, treat each run as a necessary step which must be taken to reach the next level of learning, don't try to reach the top (lap record) in one big jump.

The result of that test was that I got a contract to drive for the "Driver Promotion Scheme" for two years. Since Bruce Abernethy had run the car in the 1965 Tasman races, the Rothmans Sports Foundation under the direction of the late Ken Simich, owned the car. Ron Frost and Ross Jensen were trustees of the "Driver Promotion Scheme" which ran the car and the idea was that the first driver drive the Cooper for one season then move into a better car for the second season, while a new driver be brought into the scheme to driver the Cooper and so on.

This was a very worthwhile scheme I thought (and I still do) but it was discontinued at the end of the two seasons because it was felt in some quarters of motor sport that one driver should not be seen to get so much financial help from one sponsor, a very short sighted way of looking at things in the light of today's involvement by sponsors in motor

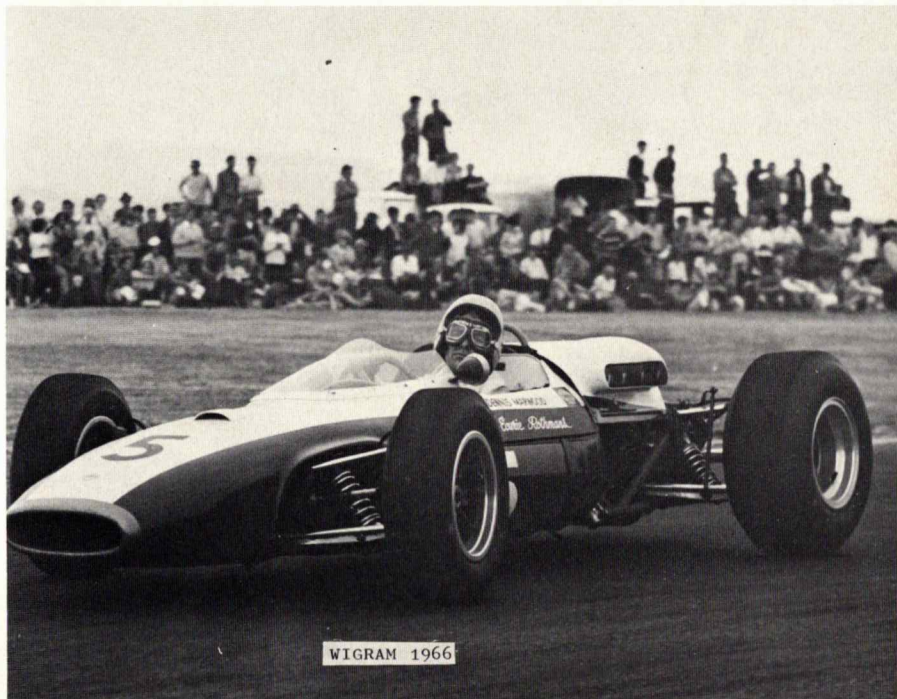
sport.

However, enough about the politics in our sport, to get back to the Cooper, we had Bill Hanna from Havelock North looking after the mechanical side of things and Ross Jensen the management matters, and the first meeting we ran in was Pukekohe 2.2 mile circuit in November 1965 which was also the first meeting Robbie Francevic drove a 2.5 car. We had quite a battle between us which I came out on top of. Jim Palmer won in his ex Clark Lotus-Climax and Roly Levis was second, me third and Robbie fourth.

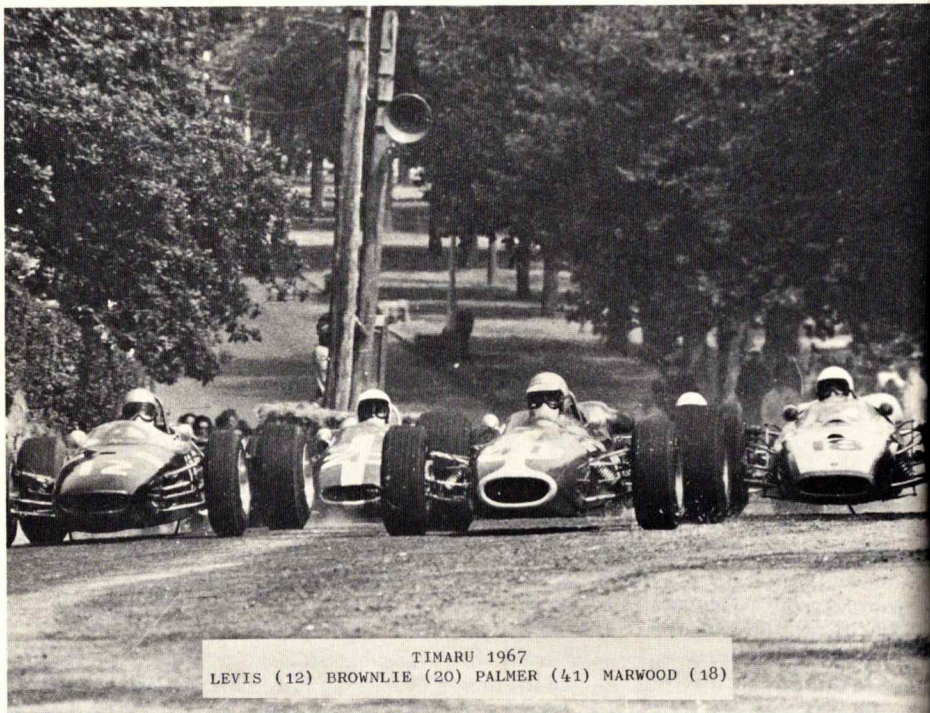
My second start was the first Gold Star Meeting of that season, traditionally the "Renwick 50". Jim Palmer was the man to beat but I had no intentions of trying to achieve this so early in the season, however, after practice I found myself on the front row with Jim. I remember being a little apprehensive about Roly Levis who was on the inside of row two, and sure enough, this was my first big mistake.

On scrambling around the first corner behind Jim, I looked around to the inside for Roly, then by the time I had looked back to where I was going, a narrow bridge loomed up with hay bales in front of it, and sure enough I clouted one with the left rear wheel. The result was a wild uncontrolled exit from the road and entry of a hedge. The bent nose (aluminium) was replaced by a fibreglass example for future use, but my pride was not so easily fixed.

The third race entered was the second Gold Star meeting at Pukekohe. Rothmans sponsored this meeting which was held



WIGRAM 1966



TIMARU 1967
LEVIS (12) BROWNLIE (20) PALMER (41) MARWOOD (18)

on 11th December, 1965.

I cannot remember my grid position, but as I was becoming more familiar with the car, I remember being more determined not to let anyone beat me. As it happened I had to pass Red Dawson in his ex Match Brabham Climax to keep Jim Palmer in sight and after the 25 laps, finished only four seconds in arrears of winner Jim, to score my first Gold Star points. Jim's fastest lap was 1-28.6 which I equalled.

The highlight of the two seasons was undoubtedly the 1966 Grand Prix at Pukekohe where we were able to gain fourth place in the presence of Clark, Stewart, Hill, Gardner and Martin.

I remember having a lonely race for Palmer had cleared off with his ex Clark Lotus and I had the 1.5 cars battling some distance back. It was half wet, half dry type of racing and one had to be very careful not to spin out as Levis did.

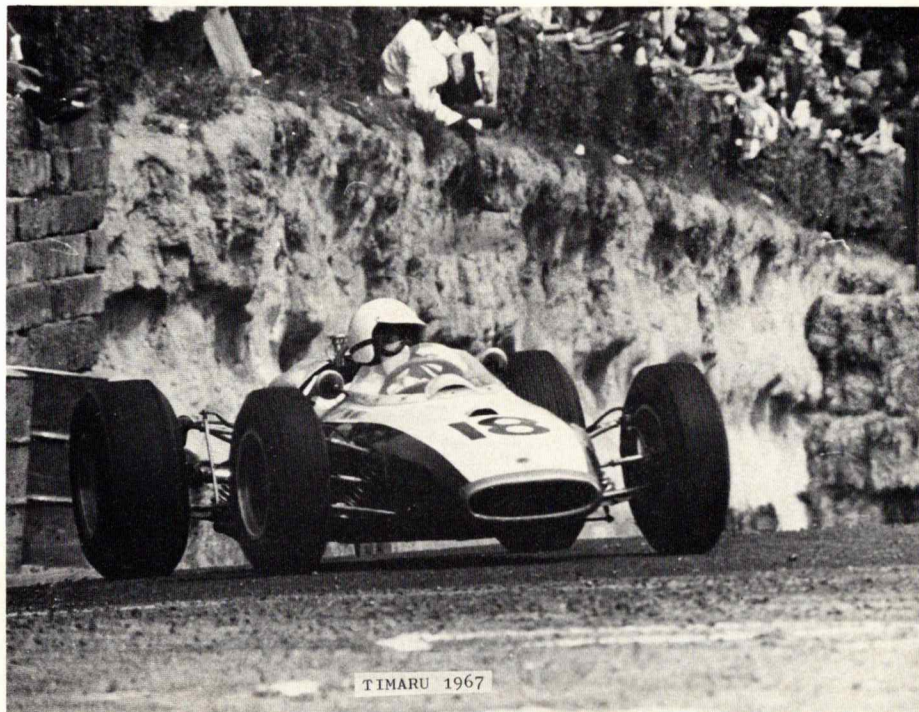
The experience of racing with the likes of Hill and Stewart was most rewarding and I was very pleased to have given the Rothmans Team the sort of result they could be pleased with, although I very nearly didn't finish. Having completed 37 laps, I was slowing for the Stable Hairpin, when the throttle stayed open a little. It wasn't much but it scared the living daylights out of me, enough to force me to head up the escape road, where I was able to gather my thoughts and blip the throttles clear of whatever was sticking them open. On turning around to join the circuit I found Stewart

and Hill stopped side by side a little way up from the hairpin having a chat, and it took me a little time to realise that the race was over. I started driving round with everyone else who were on their slow down lap then realised that I had yet to get the flag, so sheepishly drove round to the finish. As it happened, Hill and Stewart were just about to lap me for the second time when I went up the escape road but they had completed the 40 laps for the chequered flag so no one else could have overtaken me for that fourth place.

The Cooper was an ideal car for those wet then dry conditions, with only one type of tyre used those days, the heavy car and stiff springing made her easier to drive than those lightweight softly sprung Lotus and Brabhams.

Levin was next on the calendar, where we managed only 7th in the Tasman Race behind Attwood (BRM), Clark (Lotus), Martin (Brabham), Levis (Brabham 1.5), Palmer (Lotus) and Dawson's Brabham 6th. I found that the Cooper could not be flung around as easily as the lighter cars and the bumpy nature of Levin did not suit the old girl. However, once again I enjoyed racing in the class company and the 7th place gave me third place points in the Gold Star Championship to be third overall behind Palmer and Levis after four races.

At Wigram we managed sixth place in the Tasman race for one Tasman point (total 4) although I was disappointed not to head off Andy Buchanan who gained fifth place. Palmer was again third overall and first New Zealander so he now had four wins and a second in the Gold Star for 47 points

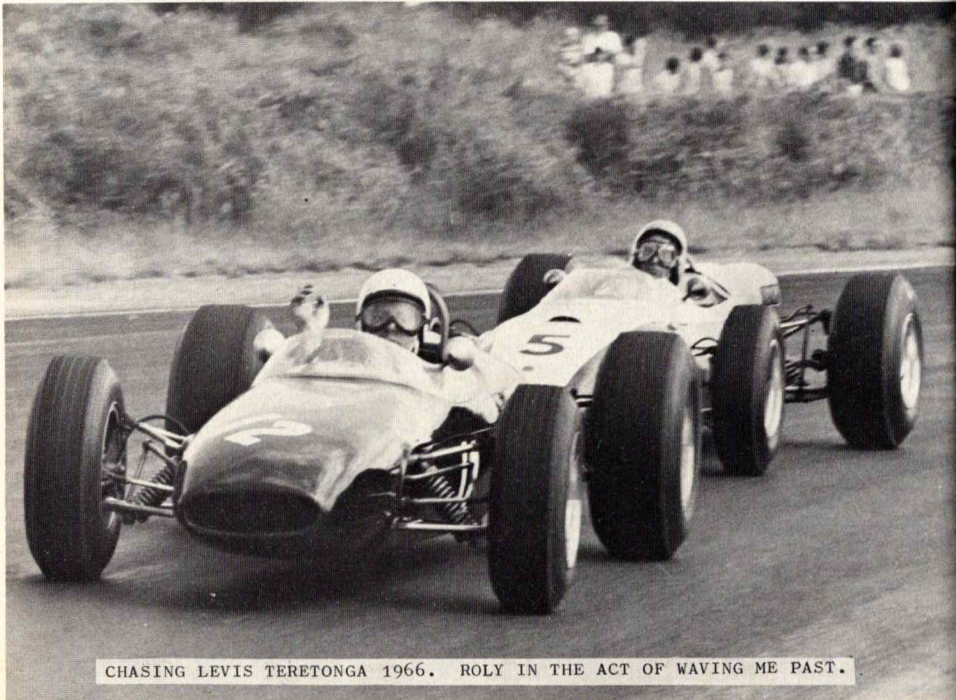


while Roly Levis' fourth place gave him 3 points for a total of 22 and my third place gave me 5 points for a total of 22, so we tied for second place behind Palmer with Teretonga and Waimate to go.

Teretonga was a meeting of mixed blessings for me, another fourth place overall behind the ever consistent Palmer again gave me another 3 Tasman points (total 7) and another 7 Gold Star points (total 29) to give me a final second place in the New Zealand Championship. Jackie Stewart won his second Tasman race on the trot while Gardner notched up his first points with second place.

The sadest part of that day was when friend Bill Caldwell was killed as his 1.5 Brabham left the track with the throttle wide open. It was a clear mechanical failure of the throttle mechanism, as he used full revs in second gear up the short straight to a sharp lefthander on the back part of the circuit, when he hit the brakes, the power was full on, the car hit a dip then a bank which shot it up into a sheep truck which was used as a spectator vantage point. The car ended up embedded vertically in the side of the sheep crate, and we were confronted with the sight of the complete underside of the car with the rear portion at least 15 feet from the ground every time we came round for the rest of the race.

An ambulance was on the circuit for the last few laps of the race attending to the two young spectators who were also killed in the accident and it was while the white flag was out that I was able to overtake Roly Levis, although Roly waved me past outside the white flag area, he did not realise

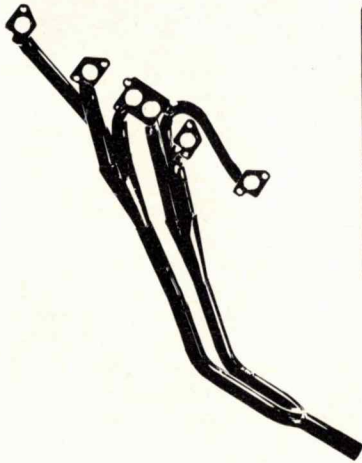


CHASING LEVIS TERETONGA 1966. ROLY IN THE ACT OF WAVING ME PAST.

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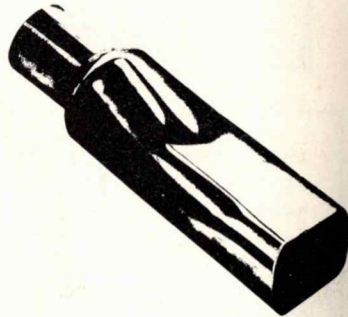
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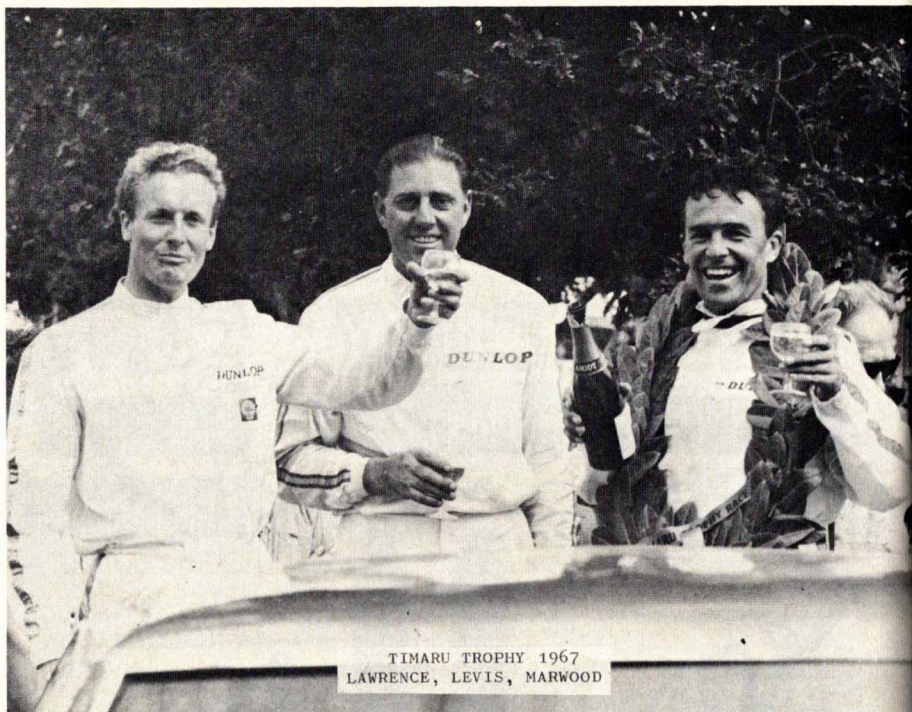
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TIMARU TROPHY 1967
LAWRENCE, LEVIS, MARWOOD

that I was on the same lap.

This confusion arose because of the incident during the first lap when Specer Martin left the track (as he did at Pukekohe) although this time he took Attwood and Dawson with him into the lupins. I found myself following Frank Gardner into the first corner and as everyone braked to avoid the incident, I clouted Frank's Hewland with the Cooper's nose. I was afraid the air intake was blocked up as I thought I noticed the temperature gauge moving up during that first lap, so I decided on a quick pit stop to check. No problem, so we continued without being lapped, but Roly's pit must have discounted us as being in the race for they failed to let Roly know that I was catching him (in fact everyone except the first three) right from that second lap on.

We passed Andy Buchanan who was running fifth after 25 laps, then five laps later we caught Roly who was running well in fourth place overall.

Roly simply waved me through as he thought I was involved in that first lap incident and this cost him the fourth Tasman place and also second Gold Star place which would have given him second in the championship.

We couldn't start in the Waimate Gold Star as the Cooper was shipped to Sydney for the Australian Tasman races which started at Warick Farm. There is no other circuit like the "Farm" so many twists and turns and wooden crossings in those days it was a nightmare to learn. We managed tenth fastest in practice, the lap record was Clark's at

1-33.7 so we were pleased to be able to break 1-40 to end up with 1-38.6

The day was so dry and hot we all got very dehydrated. I remember downing five bottles of soft drink after the race without quenching my thirst and Jackie Stewart who won, downed the same number of drinks, then excused himself to bring the lot up again around the back of the Shell tent.

Although the race was hard work, and I had to rest my arms and neck at intervals, I enjoyed the battle we had from about halfway on with Bob James' Elfin, who caught me during one of my rests. We swapped places several times to the end and I think Bob finished ninth and us tenth which we were reasonably pleased with.

Although we were intending to do the four Australian races, at the next meeting, Lakeside, we only ran 8 laps before the main bearings were spent so Ross Jensen decided to call it a day and return home. That season to me was the most rewarding one I have ever had, for to finish in 8th place in the Tasman Championship with 7 points, and gain second place in the Gold Star Championship was most rewarding.

During the winter of 1966 Bill Hanna rebuilt the Climax. She had done a fair amount of work and because we only had the one engine we had to restrict the r.p.m. to 6500 while those like Palmer and the internationals who had spare engines used 7200 regularly.

The first race after the rebuild was on the new Pukekohe 1.75 mile circuit, the first Gold Star race for the 1966/67 season. We had a few laps the week before to run in the rebuilt engine, but this caused some drivers to want to boy-



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cott the race because I got an unfair advantage!! Common sense prevailed, however, and I managed to win after Kerry Grant had ignition trouble in the wet conditions. Graeme Lawrence was holding a comfortable second when of all things he ran out of petrol, in a 25 lap race!! At the "Renwick 50" this time I was able to make up for the previous year's mistake by winning easily. Kerry Grant was again the main opposition but he had gearbox trouble for another DNF.

We took nearly a minute off Palmer's previous race time and the other finishers were Red Dawson 2nd, Roly Levis 3rd, Dene Hollier 4th and Kenny Smith 5th. These two wins gave us 20 points in the Gold Star Championship with the nearest driver being Ken Smith on 8 but from that point on our luck deserted us and we had a series of disasters and upsets.

The November Levin meeting (not Gold Star) was the second time I had an accident (and last) in the Cooper. We took off for the Gold Leaf Trophy Race and as we took the sweeping left hander, the rear of my car took off as though something broke, and we ended up backwards into a shingle bank. The rear suspension had to be rebuilt and my neck took a few days to free up again, but that was the end of that day's racing for me, Kerry Grant won easily as he was always at home in the Lesco Brabham Climax at Levin.

The Tasman Series for 1967 were the next races to be tackled but these proved to be better forgotten. My disappointment started when there was talk of the possibility of my driving the spare BRM which came to nothing as Attwood eventually drove it. There were all sorts of new machinery out for that year, the BRM's had a larger engine with more h.p., Jack Brabham had his new Repco V8 engined Brabham, and Clark had a new 2 litre V8 Climax engined Lotus. They all had newer wider tyres, for the tyre war had really started with Jack on Goodyears, Clark on Firestones and the BRM's trying both Dunlop and Goodyears. We had to be content with last year's skinny old Dunlops, in fact there was no new developments made to the old Cooper and so we became an also ran with lots of DNF's.

Briefly our run of DNF's started at the Pukekohe Grand Prix where the crown wheel and pinion failed, then at Levin a big end bolt broke severely damaging the engine. This was patched up for Wigram but we were having so much trouble with crank-case sealing that although we finished it was well down not even scoring any Gold Star points. At Teretonga I think we had clutch trouble with the same result as Wigram.

Then there was one last race in the South Island (no Australian Tasman trip this year) at Timaru which I won after Palmer had worn out the bottom of his gearbox over the bumps. This was some consolation (it was the last time I drove the car) although Roly Levis was the Gold Star winner with one win, a second and three thirds. Graeme Lawrence had a win, a second and a third to be third in the Championship, although if he had only beaten Roly at Timaru instead of Roly beating him, I would have won the Gold Star.

Motor Racing of course, is full of ifs and buts, and I don't wish to make excuses but the old girl was really worn

out after those two seasons. She is now resting in the Museum of Transport and Technology at Western Springs and if Promoters ever want to run those older cars again for fun, I will gladly get any bits needed to get her mobile again. I have a lot to be thankful for - to the late Ken Simich of Rothmans, Ross Jensen and staff like John Leggett, Bill Hanna, Ron Frost and the Shell and Dunlop men who all had some part to play in the Driver Promotion Scheme.

Thank you Barry and Marilyn Webber for a fine Club Bulletin which you have been responsible for for so long. It has been a pleasure being a member of the Auckland Car Club under your guidance.

D.M.





EUROPEAN RALLY SCENE

After what was probably the best organised and most hotly contested Swedish Rally for a decade, Stig Blomqvist and Hans-Erik Sylwan finished winners at Karlstad more than six minutes ahead of G.M. - Sweden drivers Bror Danielsson and Ulf Sundberg in an Opel Kadett G7/E. Third place went to Anders Kullang and Bruno Berglund in a new standard Kadett whilst fourth went to Simo Lampinen and Solve Andreason in the only one of three works Fiat 131 Abarths to finish.

The rally took place in snowy conditions, with banks all of six feet high in places and temperatures around the -25°C mark. There were two circuits of an identical 17 stage loop, the first being on ice and frozen snow and the second on the deep ruts caused by the passage of cars in the first, the ruts often worn down to the gravel which caused many cars to lose the studs from their tyres.

Saab driver Per Eklund retired early in the event with piston failure, Pentti Airikka (Celica) with breakage of the drive to the injection pump, Hannu Mikkola (Corolla) when his battery very suddenly went dead in mid stage and Timo Makinen when the rotor arm broke on his Fiat 131 Abarth.

Markku Alen, in another works Fiat was putting in a very good performance, but a simple blown fuse stopped his alternator working very early in the event and cost him nearly an hour. Much later, he was put out when an injection blow-back set his engine compartment on fire.

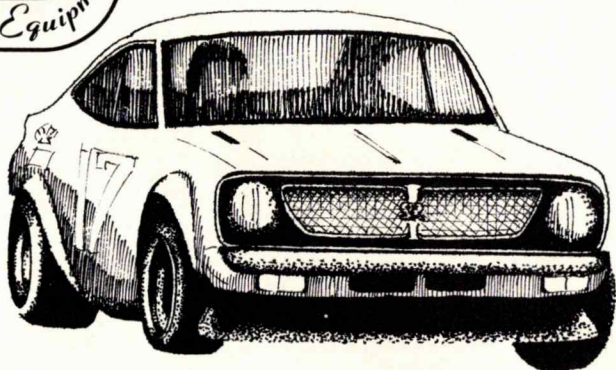
European (and sometimes African) Rally Scene was first started in the Bulletin when the scribe felt that reports on rallies in Europe were few and far between. Times have now changed and rally reports can now be read in other publications. After seven years and seventy-five issues of Bulletin, the scribe's pen has finally run out.

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As I See It



I concluded my contribution to the Bulletin last issue with a very quick reference to the meeting of the MANZ Race Organisers Sub-Committee. This meeting was held in Wellington on 19th and 20th March.

In addition to the race organising clubs the New Zealand Racing Drivers Club, Formula Vee Association, Mini Seven Association and the Sports Car Association of New Zealand were also represented. Of prime importance to all were the various proposals relating to the future saloon car regulations.

In the modified saloon car area a series of proposals were put forward by the technical officers of MANZ - following consultation with many interested parties.

A scale of weight limits was put forward for the under 2 litre N.Z. Saloon Car Championship. This is an innovative move for motor racing and follows the principle used in horse racing - the weight limits will relate to engine capacity meaning for example a Mini Cooper of 1300 c.c. will have a much lower permitted weight than a car of 2000 c.c. The object of the exercise being to place all cars on a similar competitive footing. This concept found substantial favour with the delegates as did a restriction on what tyre size, compound and brand. This latter idea also being applied to the 0 - 6000 c.c. Sports Sedan Cars.

Most people present left the meeting under the impression that in the 2 litre series the Ford Escort would be eligible to race using a Ford BDA 1600 c.c. 4 valve engine in Formula Pacific form, i.e. small valve heads and or carburettors of a specified size. The car being subject to the maximum weight restriction.

Due to influences unknown at this stage the technical advisers recommended to the MANZ Executive that the proposal to allow the BDA Ford unit into the class should not proceed - and the MANZ Executive duly accepted the evidence. What, you may ask is the effect of this change of heart?

Since all cars racing in this 2000 c.c. series are required to use engines of the same manufacture, i.e. Ford uses Ford, Vauxhall uses Vauxhall, etc., and the engine must relate to the model of car being raced, Ford Escorts will have the choice of a 2 litre single overhead camshaft engine or a 1500 c.c. twin cam unit if they wish to be competitive.

It is too early to predict what degree of support will be given to the new N.Z. Saloon Car Championship but all race organisers are hopeful that good fields will eventuate.

Of the 0 - 6000 c.c. Sports Sedan Series, little comment can be made. Though it probably runs against our enthusiasm, we may have to accept that big capacity saloon cars and single seaters are on the way out.

One very interesting point which did arise from saloon car discussion related to the PDL Mustang II. The MANZ technical officers have received a verbal caning from all and sundry over this car. Under the saloon car rules pertaining at the time, saloon cars in New Zealand had to comply with the MANZ Schedule E or the I.M.S.A. rules from U.S.A. The PDL car it is reported was constructed to the I.M.S.A. rules. From what one hears the engine in the car is not approved by I.M.S.A.

In Europe there is great concern being shown at the poor state of health in the Group 5 Silhouette category.

Initially Ford, BMW, Porsche and Lancia, to name just a few, indicated they would support the series. After only one year the future of the class and its championship is in doubt.

As an alternative proposals are expected to go to the C.S.I. shortly for the introduction of a 2 litre Touring Car Championship. These proposals have been made by a group of vehicle manufacturers and takes full account of the growing governmental legislation against big capacity cars. So it appears New Zealand is not the only country to experience problems with saloon cars - and to those who point to NASCAR as a successful saloon car concept - wait a while, there are some real problems in the technical field which are concerning the NASCAR officials - some cars it seems are just too quick to be honest?

The old saying, 'The grass is greener on the other side' is as relevant to motor racing as anything else. The people who criticise the motor racing scene in New Zealand, making comparisons with other countries often don't really know the true picture in the other country.

NORM HARVEY

Bardahl Interclub Hillclimb Series



Listed below are the results of this year's Bardhal Hillclimb Series, as advised by the Convenors.

CLUB POINTS:

Pukekohe Car Club	69 Points	1st
Auckland University Car Club	48 Points	2nd
Hamilton Car Club	40 Points	3rd
Northern Sports Car Club	35 Points	4th
Auckland Car Club	27 Points	5th
Triumph Sports Car Club	23 Points	6th
Hibiscus Coast Motoring Club	14 Points	7th
MG Car Club	13 Points	8th

OVERALL WINNER:

R. Atchinson	P.C.C.	21 Points	1st
W. Hull	P.C.C.	19 Points	2nd
J. Ward	T.S.C.C.	16 Points	3rd



Mike Marshall relies on Superford Service

"I depend on Ray Stone and the Superford Division of John W. Andrew 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.

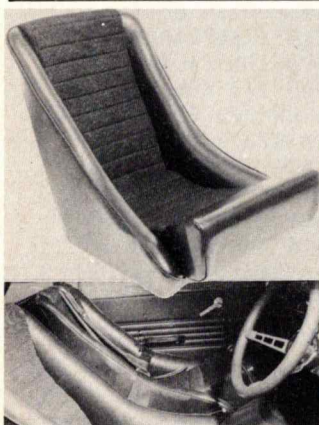
I have always received invaluable technical assistance from Ray Stone and his team and, together, we have solved many technical difficulties. This has contributed greatly to my success. It goes without saying that I have secured Superford service support again for this season and I will be depending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

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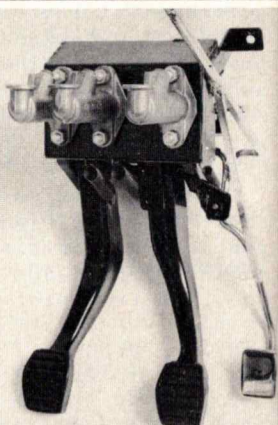
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Paul Fahey and Mike Marshall, who have tried and proved our equipment. When you set out on a major modification programme please feel free to contact us for advice and practical assistance. You may find us a little conservative in our approach but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

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

Ray Stone



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(Private)

PUKEKOHE INVITATION HILLCLIMB

20th March

PHOTOS-- IAN PALMER - PH 67-549(MAN)



ALLAN TURNER (A.C.C.) - 1ST O - 1300 C.C. CLASS.



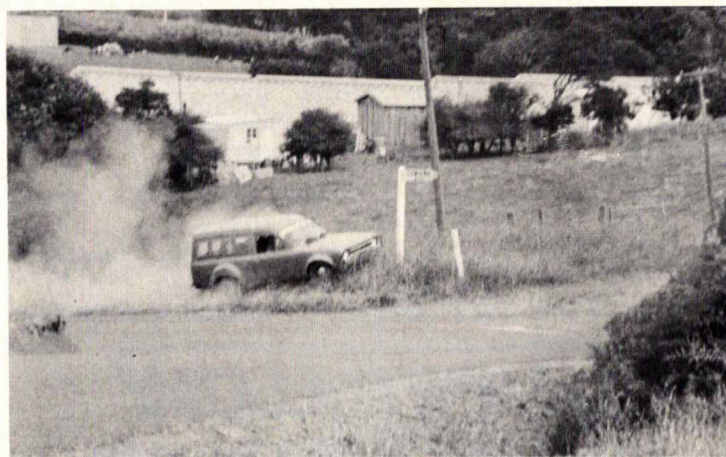
ROBIN BENNETT (A.C.C.) - 2ND 1301 - 1600 C.C. CLASS



JOHN STEWARD (A.C.C.) - 2ND O - 1300 C.C. CLASS



IVY STEPHENSON (A.C.C.) - DATSUN 1171 C.C.



LYALL LAWRENCE (P.C.C.) - HE MISSED THE POST!



ROB NASEY (A.C.C.) IN PAUL COLEMAN'S MINI 7.

Trials Trophy Points

The following are the final Trials Trophy Points for the 1976/77 season.

D. BONE	145	W. SERGENT	10
C. HUDSON	122	M. GABRIEL	10
R. MONTGOMERY	117	P. LEVET	10
I. STEPHENSON	72	H. ARTHUR	9
L. SHANKS	69	B. BENNETT	8
A. VERRY	64	R. HAYMAN	8
L. BENNETT	59	K. OAKDEN	5
R. NASEY	41	S. SUBRITZKY	5
L. BAIGENT	35	D. HUGHES	5
P. THOMPSON	26	M. FINCH	4
R. SENNE	26	M. O'DONNELL	4
B. MERRETT	24	A. COLLIER	4
R. BENNETT	22	P. FONG	4
B. DOUGLAS	20	P. STONE	4
G. WOODMAN	20	T. McCLEAN	3
B. SERGENT	18	R. WALLACE	3
B. NICHOLL	16	J. COWAN	3
W. MARTIN	14	G. APPLETON	3
P. SERGENT	13	D. GOOCH	2
R. CAMMICK	12	P. CLENDON	2
G. ROWE	12	R. WYMER	1
J. BUSH	10	A. MOWATT-WILSON	1

SUPERFLOW

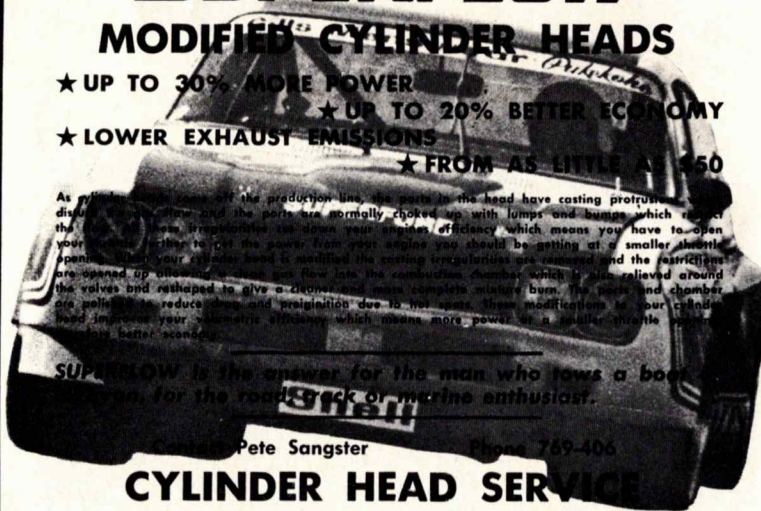
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NEW MEMBERS

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.

Paul Gordon	Manurewa	Austin Mini
David Newall	Manurewa	Cortina
Fred Wilson	Pakuranga	Jensen
Ian Lothian	Te Atatu	Vauxhall
Graeme Shaw	Te Atatu	Cortina
Robin Dowe	Kelston	Holden
Wayne Green	Henderson	Escort
Stephen Thompson	Henderson	Escort
Michael Gabriel	Waterview	Holden
John Davies	Massey	Cortina
Glenis Davies	Massey	Cortina
Blake Bridge	Glen Innes	Chrysler Charger
William Tanner	Howick	Austin Healey
Karen Hughes	Henderson	
Peter Rattenbury	Takapuna	Escort
John Chiverrell	Birkdale	Wolsley 1300
Shirley Conning	Mt Eden	Torana
Brian Watkin	Waiuku	Capri
Alan Eyre	Pukekohe	Mini Clubman
Neville Cossey	Mairangi Bay	
Gary Workman	Orakei	Lotus
Alfred Godfrey	Pakuranga	Humber
Christopher Davison	Torbay	Escort
James Boyd	Mt Albert	Mini Cooper S
Stephen Reynolds	Howick	Morris Cooper S
Colin Gibson	Howick	Hillman Hunter
Jack Cargill	Papakura	

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GOODBYE

Well at last we are giving up editing the Bulletin and are going into retirement. We have been doing the job now for several years and while it has a lot of ups and downs we have enjoyed it.

To try and thank individuals for help would be impossible but our feature writers, photographers and those of you, past and present, who have written up Club events have been of immense help and as we have often pointed out in the past, the Bulletin could not exist without you. It is written by members for members and our task has been made easier by your help.

Although the cost of the magazine is always high, we have always felt that being received by all members, it does not matter which aspect of the sport concerns you, the Bulletin hopefully produces some report or interest in relation to that part of the sport.

We hope and trust that you will give similar support to the next Editor and we take this opportunity to say Good-bye and thank you.

BARRY & MARILYN WEBBER



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