

JULY 1977



# BULLETIN



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— BULLETIN —

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

# AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. BOX 27-063, AUCKLAND. 4.

## CLUB OFFICERS

### PRESIDENT:

R.E. Brown, Phone 678-739,  
16 Wayne Place, Mt Roskill.

### IMMEDIATE PAST PRESIDENT:

F.B. Webber, Phone HCK 49-959,  
12A Levaut Place, Bucklands Beach.

### VICE PRESIDENTS:

W.J. Martin, Phone 566-437,  
6 Melissa Place, Pakuranga.

I.L. Ivers, Phone GLE 7738,  
28 Archibald Rd, Glen Eden.

### SECRETARY AND TREASURER:

Wilf Maddren

### EXECUTIVE:

N.H. Harvey, R.R. White,  
R.B. Wylie, K.R. Lancaster,  
B. Platt, R. Small, J. Busch,  
E.G. Mallard, D. Gulland,  
B. White.

### CLUB CAPTAIN:

P. Batten, Phone 594-874 (Pvte),  
96 Ruawai Road, Mt Wellington

### DEPUTY CLUB CAPTAIN:

D.E. Bone, Phone 544-651 (Pvte),  
539 Remuera Road, Auckland 5.

### CHAIRMAN OF SUB-COMMITTEES:

Club House: R.J. Small  
Phone : 84-819 Papakura (Pvte)

Trials: J.F. Busch  
Phone 574-836 (Private)

Racing: L.F. Rankin  
Phone 84-164 Papakura (Private)

Speed: M. Harold  
Phone : 65-715 Manurewa (Pvte)

Rallies: K.R. Lancaster  
Phone : 657-088 (Private)

Building: M.H. Lawson  
Phone : HCK 42-934

Bulletin: Post to 16 Wayne  
Place, Mount Roskill.

Membership Secretary:  
N. Harvey, Phone 673-231

Competition Licence Officer:  
P. Batten, Phone 594-874

Security Officer:  
H.G. Southee, Phone 607-682

Equipment Officer:  
G.L.C. Hill, Phone 892-174

Custodian  
W. Ferris, Phone 674-071



Alan Jack photo

The Hudson/Hamilton/Meggison Crew about to be flagged away on the Tisco Trial by the Mayor of Hamilton, Mr Bruce Beetham. The P.A. Commentator was Don Hadfield.

## cover photo

"PILOT TO CO-PILOT"... "LOSING ALTITUDE"... "PREPARE FOR ROUGH LANDING". The Peter Levet/Rob Nasey Mini BC5932 pictured shortly before it was demolished on the Maramarua Rally 29th May.

PHOTO - COLIN NYHANE PH 869-236

# 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.

## 16TH JULY - SATURDAY NIGHT - TISCO TRIAL PRIZEGIVING:

To be held at the Clubrooms commencing at 8.00 p.m. All members are invited to attend. The highlight of the evening will be the presentation of prizes to all winners in this year's Tisco Gold Star Trial. A light supper will also be provided.

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

To be held at the Clubrooms commencing at 8.00 p.m. Good motorsport films, supper and general discussion. New car on display.



23RD JULY - SATURDAY - POOL TOURNAMENT:

To be held at the Clubrooms. All entries must be in before 3.30 p.m. No late entries will be accepted. Practice from 2.30 - 3.30 p.m. Entry Fee 70 cents. Current A.C.C. Membership Card must be produced. Mens & Ladies Doubles Trophies. Bistro will be open and the evening will conclude approximately 10.00 p.m.

27TH JULY - WEDNESDAY - NIGHT TRIAL:

The Trial will start at the Lynmall Shopping Centre at 6.30 and finish at the Auckland Car Club Clubrooms approx. 2 hours later. Provision will be made to buy your tea on the way to the finish. Membership Card, Civil Driving Licence and clock required. Counts for Exide Points.

13TH AUGUST - SATURDAY NIGHT - ANNUAL BALL:

To be held at the Sheraton Ballroom - Mt Eden Road from 8.00 to 1.00a.m. Tickets \$12.00 single and are all inclusive (hors d'ouvres, all drinks including spirits and bubbly and banquet supper) The Sheraton is under new management and an excellent nights entertainment is assured. There will be a 400 limit on ticket sales, so we urge members to purchase their requirements early. Tickets will be available from Thursday 14th July. All Executive Committee Members will have them. Sorry no table reservations this year. Organiser, Eric Mallard Phone 677-519 Res. Treasurer, Willard Martin.



**OPEN &  
INVITATION**

2ND JULY - SATURDAY - MERCURY TROPHY TRIAL:

The fourth round of the series will be plotted by M.G. Car Club and will start at the Jolly Farmer, Drury at 10 a.m. and finish near Waiuku. Approx duration 3 hours. Entries to P.O. Box 6483, Wellesley Street, Auckland.

3RD JULY - SUNDAY - PALL MALL RALLY CHAMPIONSHIP:

The third round of the Pall Mall Rally Championship Series. Promoted by Otago Sports Car Club, P.O. Box 299, Dunedin.

9TH JULY - SATURDAY - INVITATION TRIAL:

Auckland University's Experts Trial, with a specific invitation to Auckland Members, will start at Roselands car park, Papakura at 10.30 a.m. Duration approx 3 hours. Essential map N47 pt 46 Pukekohe 1974 edition required.

16TH JULY - SATURDAY - TISCO TRIAL PRIZEGIVING PRESENTATION:

To be held at 8.00 p.m. at the Auckland Car Club Clubrooms. Usual Lounge facilities. All members, particularly the trialling fraternity welcome.

24TH JULY - SUNDAY - GOLD STAR & MERCURY TROPHY TRIAL:

Promoted by Auckland Rallies and Trials Club. The event will start at Franklin Farm Services, Pukekohe at 9.30 a.m. The Mercury Trophy part of the Trial will finish at approx 1.00 p.m. at Franklin Farm Services and the Gold Star will carry on to finish at approx 4.30 p.m. Entries close 10th July with the Secretary, P.O. Box 14577, Panmure.

24TH JULY - SUNDAY - COCA COLA BOTTLERS RALLYCROSS:

The fourth round of the series organised by Hamilton Car Club, P.O. Box 6029, Hamilton. Entries close 15th July.

30TH JULY - SATURDAY - "A.A." GOLD STAR TRIAL:

Promoted by the Waikato consortium of Hamilton and Thames Valley Car Clubs. Entries and details from P.O. Box 22, Paeroa.

6TH AUGUST - SATURDAY - CIBIE RALLY:

This invitation rally will use Tairua and Maramarua Forests and possibly some other roads. Duration will be approx. 10 hours starting at 11.00 a.m. at Tairua. Entries close 8th July with the Secretary, F3/53A Mt St John Ave, Epsom.

13TH AUGUST - SATURDAY - GOLD STAR TRIAL:

Promoted by Victoria University Car Club. Entries and details from P.O. Box 4102, Wellington.

20TH AUGUST - SATURDAY - BLOSSOM TRIAL:

This open trial is promoted by Hawkes Bay Car Club, P.O. Box 323, Hastings. Entries close 15th August.

21ST AUGUST - SUNDAY - CITY OF ROTORUA TRIAL:

This open trial is promoted by Rotorua Car Club. Further details from P.O. Box 365, Rotorua.

28TH AUGUST - SUNDAY - SPRING INVITATION MERCURY TROPHY TRIAL:

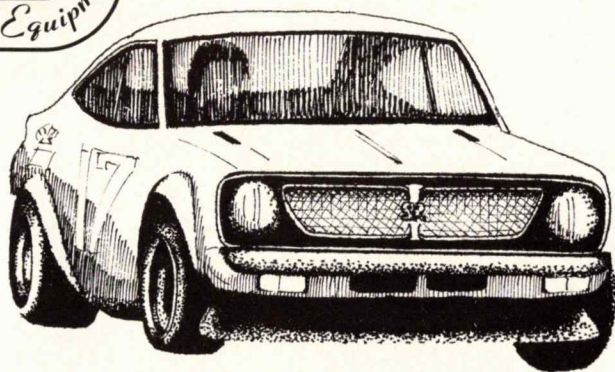
The sixth round of the series is promoted by Auckland Car Club and will start at the Glenfield Shopping Mall. Duration will be approx 4½ hours and finish at the Auckland Car Club Clubrooms.

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# SHOUTS and murmurs



..... We welcome the appointment of Bruce White to the Executive Committee that has been made to fill a vacancy on that Committee. Bruce brings with him a good general knowledge of Club activities gained over many years.

..... Congratulations to Doug Bone who has recently been elected Deputy Club Captain by the Executive Committee. Doug is a well known triallist, sometimes rally co-driver and is Chairman of the '1977 Tisco Gold Star Trial Committee.

It is with regret that we record the recent sudden death of long time member Frederick Archibald Hansford. Fred was an active triallist for many years and had always shown a keen interest in Club Affairs. We extend our deepest sympathy to his wife and his family in their sad loss.

..... The North Otago Car Club (Inc) will be celebrating its 21st Anniversary in 1978. Any ex-members interested in attending the Anniversary celebrations, please contact the Secretary, P.O. Box 152, Oamaru.

..... We wish Club Member Steve Hamilton and his wife Diane all the best for their forthcoming overseas trip.

..... Our congratulations to Club Member Alan Verry and Anne Connell on their recent engagement.

..... Members please note that if you have not paid your subscription for the 1977/78 year, this will be the last Bulletin you receive. If payment of your Membership Fee had slipped your mind, we urge you to forward it urgently to the Membership Secretary, P.O. Box 27-063, Mt Roskill, Auckland 4.

..... Members are reminded of the excellent facilities the Club has available to them. If you haven't had the opportunity recently to visit the Clubrooms, why not plan to spend an hour or two with us one Thursday evening or bring the family down for tea on Sunday evenings?

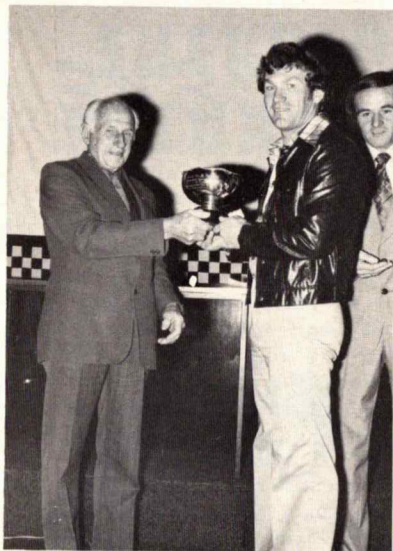
..... The Club wishes to express it's thanks to Mr Les McDougall and Mr Jack Fyfe of the New Zealand Forest Service for their continued assistance in our Rallies at the Maramarua Forest. This year was no exception as they both proved invaluable with help and advice in the organisation of the Rally.



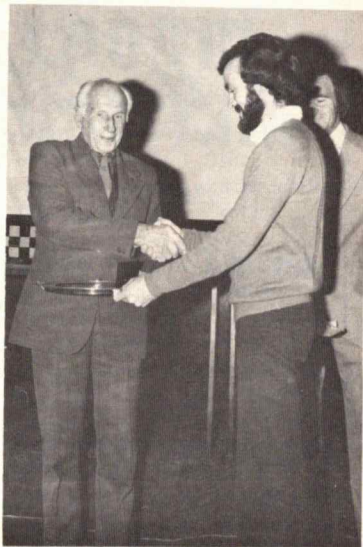
..... We also wish to thank the companies who donated prizes for our Maramarua Forest Rally, namely:- Automotive Developments Ltd (New Lynn), Johnson Engineering (Penrose), Settlers Motor Co. (New Lynn), Rotorsport Engineering (North Shore) and Sonata Laboratories (Avondale).

..... Thanks must also go to Denis Marwood of Performance Developments Ltd (Papakura) who donated a 'Casio C Q - 1' electronic calculator. These calculators are fairly unique in that they do all forms of numerical calculations, are a stopwatch and alarm clock. Denis is an agent for these calculators which are of special use to rally and trials competitors.

..... The Club's top Motor Racing Awards; the Denis Hulme Trophy and Bruce McLaren Motor Racing Trophy were presented by Mr Les Mc Laren at the Film Evening on Thursday June 16th. They are for Annual competition by Auckland Car Club Members.



The Denis Hulme Trophy is awarded to the member achieving the greatest success. This year's winner is Dave Mc Millan the highest replaced resident driver in the 1977 Peter Styvesant Series and also New Zealand Gold Star champion



The Bruce McLaren Motor Racing Trophy, awarded to the member showing the most endeavour, went to Formula Ford driver Grant Campbell, third place-getter in this year's Motorcraft Formula Ford Championship. The presentation of his car continues to be a credit to himself and his team.

..... With motor racing now in winter recess, Les Rankin and his Race Sub-Committee convey sincere thanks to all the many members, and other personnel, who have assisted with the past seasons Club Circuit and National Race Programme.

..... Members are advised that the Feature Film Evening planned for Saturday July 9th has been cancelled. It appears there has been a recently introduced requirement that hirers of feature films must hold an Exhibitors Licence. We hope to sort out this problem and resume these occasional evenings at a later date.

..... This year's Tisco event, although a little light in entries, was a most successful trial and thanks must go to Doug Bone and his many helpers for their excellent organisation. Special thanks to Don Hadfield for taking the Start Ramp to Hamilton, and also the grand job he made of introducing the Crews to the Mayor of Hamilton, Mr Beetham.

..... The Aloha Motel in Hamilton was used by many officials and competitors in the Tisco Trial. The hospitality extended to them by Mr John Bary was most appreciated. We recommend the 'Aloha' to anyone having occasion to stop in Hamilton and remember the 10% discount that is available to members will help your budget.

..... The Editors apologise that due to limitations of space, contributions and many photographs have had to be held over until next months Bulletin.

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## on the SOCIAL SCENE

A relatively quiet month as far as social activities are concerned but with the Tisco Trial, Maramarua Rally and other club activities, a fairly busy time was experienced by all.

The main event of the month was the Presidents Cocktail Party which once again was extremely well patronised. This evening was enjoyed by all who attended and our thanks are extended to the waiters, bar staff and in particular Graham Spear, who mixed some rather potent and head-spinning concoctions. I am sure that Graham raided the fuel dump at Auckland Airport and used this as a base for his wild and varied recipes. It appears that a large majority in attendance 'took off' rather early Saturday evening with some only landing back on the strata very late into Sunday night.

Thursday film nights continue to be extremely successful and late-comers are finding it more difficult to obtain a seat. It is gratifying to have Ian and Glennis Palmer assisting in the organisation of these nights and we thank them and also our ladies who look after the 'inner man'.

Many thanks to the assistance given by the Trials committee at the function at the end of the Tisco Trial.

Dates to note on your calendar are: July 23rd - Pool Tournament, August 6th - Annual Ball, September 17th - Bavarian Beer and Burger Evening.

Due to unforeseen circumstances the Saturday Film Night of July 9th has had to be cancelled. The usual Thursday Film Evenings are not affected by this in any way and will continue as normal.

It is pleasing to note that the pool tables continue to get a high usage by members. We would remind parents that younger children are not permitted to play on the tables but older children may do so until 7 p.m. provided they are under direct parental control. For safety precautions similar restrictions are placed on the use of the darts board.

RAY SMALL



**Auckland Car Club**

**ANNUAL  
BALL**

**SHERATON BALLROOM  
SATURDAY, AUGUST 13th**

**8p.m. to 1a.m.**



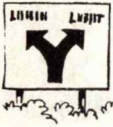
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**\$12.00 SINGLE ALL INCLUSIVE**

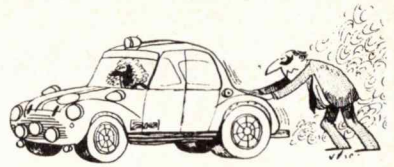
**(Limited number available)**





## MID-WEEK TRIAL

25th MAY



It was a real family affair as we set out on a cold wet night for our first trial after a long break from trialling. After picking up Grandads map boards and getting some potato chips for our timekeeper, we arrived at the Kelston Shopping Centre. We also had a quick look at the rule book to refresh our memories and found that they hadn't changed much.

When our turn came we set off to the Odo check in Bruce Mc Laren Rd. We soon found that we should pay close attention to our A.S.R.'s as the first trap tested this. But we did remember to follow our A.S.R.'s and completed the U turn instruction at the next intersection, so receiving our first check.

The next trap involved Golden West Orchards etc. As the sign was not quoted in full in our instructions, we carried on to get another check.

The next instruction was 'go left at crossroad'. This involved a hasty look at the rule book before we found that 'a crossroad' didn't exist, but 'crossroads' did. So - on to our next check.

We had quite an argument about the A.S.R.'s concerning words in brackets being only for competitors guidance. We found the trap but couldn't find the check. It wasn't till we had retraced our tracks that we found a little road, that, in our hurry we had missed completely!

When we came to the instruction - Avoid VINEYARD RD, it was only with some clever driving that we managed to miss the signpost and get a check in Vineyard Rd.

Following on from that, we came to an intersection for which we had two instructions, so we followed the line of least deviation rule to get another check.

For our 'Go right at Give Way' instruction, (as Give Way was not an A.A. sign), we proceeded ahead to receive a check that some of the more experienced triallists missed.

After watching several cars backing out from a small track that fulfilled our right turn instruction, we went on in to receive a U turn check. As it was not wide enough to U turn, we also started to back out but, our driver, no doubt thinking along the devious lines of the plotters, saw a check in the bushes on the other side of the road. We then proceeded to the only manned check in the trial. At this stage many triallists lost points for arriving early, as the speed schedule was very slow. We were only two minutes early, but we gave up timekeeping when our timekeeper ran out of potato chips and decided to go to sleep.

The run back to the Clubrooms was very simple, with only one trap on a misquoted sign and several passage checks.

Thanks to the Hamiltons, The Shanks, Alan Jack and others who helped. It was a good learners trial with plenty of traps and a slow average speed allowed plenty of time to look for the traps.

How about a few more retired triallists trying out the next Wednesday night trial.

THE CREW.





## MID-WEEK TRIAL

### RESULTS



1st	Neil Mallard	ACC	66
2nd	Peter Sargent	ACC & AUCC	126
3rd	Peter Stone	ACC	202
4th=	Ted Graff	AUCC	214
4th=	C. Crooks	AUCC	214
5th	Chris Hudson	ACC	250
6th	Peter Clendon	ACC	332
7th	Rob Nasey	ACC	340
8th	C. Robertson	ACC	520
9th	Bill Herd	ACC	524
10th	Ross Senne	ACC	586
11th	Laurie Bennett	ACC	612
12th	T. Smith-Palmer	AUCC	620
13th	J.O. Meads	ACC	650
14th	Robin Bennett	ACC	704
15th	Ron Jackson	ACC	734
16th	John Ashby	AUCC	762
17th	P. Dunkley	AUCC	768
18th	D. Hargreaves	ACC	824
19th	Des Bullas	ACC	916
20th	John McNeur	AUCC	1162
21st	M. Glamuzina	ACC	1290
22nd	Grant Hughson	AUCC	1376
23rd	Rewi Wong	ACC	1516
24th	Chris Powell	AUCC	1668



## TRIALS TROPHY POINTS

Listed hereunder are points covering:

Linn Motors Mercury (16.4.77)

Midweek Trial (27.4.77)

Midweek Trial (25.5.77)

C. HUDSON	27	D. BONE	18
L. SHANKS	16	P. STONE	16
J. CROMBIE	14	R. NASEY	12
N. MALLARD	10	P. SERGENT	9
G. WOODMAN	9	P. CLENDON	8
P. STONE	8	R. BENNETT	6
P. FINCH	5	L. BENNETT	5
J. COWAN	4	R. SENNE	3
J. MEADS	1	S. SUBRITZKY	1



# 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, this has contributed greatly to my success.

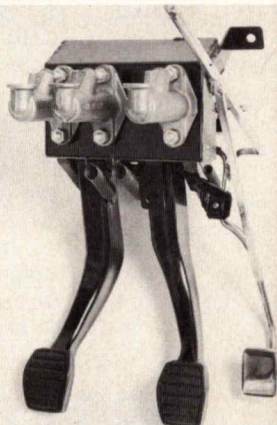
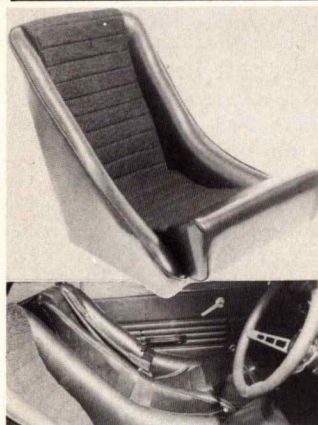
It goes without saying that I have secured Superford service support again for this season and I will be depending on their back-up service and maintenance en route in the rallies. From experience I know I can expect the highest possible standards — it'll be a great team."

*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*



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# MARAMARUA FOREST RALLY

## 1977



paul smith photo ph ALY 229

Sunday, 29th May saw our Club's Closed Club Rally which traversed about 70 Kilo-

metres of special stages in the Maramarua Forest. As usual, interest surrounded this rally, which always sees the countries top drivers come out for a one day 'thrash'. A huge crowd arrived to see the action, and action they saw, as the rally must be the most spectacular in New Zealand to watch. The winner can usually claim to be the fastest rally driver in the country, as the top five seeds always enter and, with such smooth roads and such a short distance - it's hard to find an excuse!!

The week before the event came the biggest disappointment - the withdrawal of the Blair Robson/Chris Poster Masport Escort RS1800, probably due to their 'Radio N.Z.' engine problem. It would have been great to see Blair run, as he loves Maramarua and would've kept Marshall and Millen honest.

Topping the bill were Mike Marshall and Pam McKeown in the ex-Clarky RS1800 Escort under Motorcraft colours. They were followed by Rod and Teresa Millen, in the Phillips Mazda RX3 with 'Captain Howdie' Collier and Bruce Andersons Escort RS1800 next ahead of the Alan Carter/Peter Davenport Falcon Concrete RS1800. Clive Smith and Randall Edgell were in the next slot in their Whitcoull's Escort RS1800 with Jim Donald and Alan Draper sixth in the Masport Mark I RS1600. The Paddy Davidson/Russ McKnight Datsun 160J slipped into seventh followed by Bob and John Couch in eighth in another ex-Clarky RS1800. John Woolf and Brent Parsons were next in the second RX3 with Motordrome Sponsorship. The Supervalve Datsun 120Y of STP Trophy winners, Tony and Marlene Baker completed the top ten.

Other disappointing withdrawals were Dave Cooney, Dave Civil, Dave Morris and Rex Rattenbury, all in Escorts except Morris, who was entered in the Vauxhall Firenza.

The first stage got away on time at 9.30a.m. and was taken by Millen (7.25) followed by Marshall (7.26), Collier (7.33), Smith (7.39), Woolf (7.45) and an amazing Grant Liston (Mexico) (7.53). This stage showed the pace was going to be 'all on' throughout the Rally.





Problems had already struck some, with Alan Carter getting a puncture and Jim Donald losing about 2½ minutes when the petrol pump decided to say 'No More'. The only major incident so far was the Stephen Gillard

Anglia which biffed a bank and rolled onto its side. Impressive performances were put up by Liston, Hugh Munro (Datsun - 8.14), Alan Scandett (Escort - 8.10) and Dermott Mally (8.29). This was Dermott's first rally and he was piloting a Porsche 911T. He's just arrived in this country from Ireland and has already purchased Andy Walker's Escort RS2000 for the remainder of the season.

Stage One was 12km long and Stage Two 12.76km. This stage saw Marshall take control to win it, about 8 seconds from Clive Smith, who was 1 second ahead of Millen. Three seconds back was Collier, a second ahead of Carter and Donald who were 5th equal.

Harvard Daniels put the Datsun 1200 SSS off the road and collected a maximum whilst Peter Moore managed to roll his Escort a couple of times. Kevin Rand had bad luck in the Ex-Clive Smith Escort when he hung her out into the scrubber and found a hidden tree stump. This saw the back suspension being smashed away, diff springs, shocks - the lot!!! The rear of the body had dropped onto the ground. Most humorous incident was Reini Vanderkley's Escort going over a bank. Tony Baker, who'd blown a head gasket, had stopped there also. Along comes 'Rallying Roddy' Peat who's so busy laughing, waving, tooting etc, he forgets to take the next corner and 'schmacks' a bank, tweaking the front end and radiator etc. By Gum - Lud!!!

Stage three was 10.16km and was won by Millen (7.15), ahead of Marshall (7.17), Carter (7.21), Collier (7.27), Smith and Donald (7.28). Others to go well were Geoff Carnachan (7.57) - Escort, Hugh Munro (7.44), Dennis McConnell (7.57) - Anglia and Barry Hare (7.47) - Avenger.



More drama as Brian Watkin (RS1600) found himself off the road to collect a maximum. Rex Ferrall's Cortina 1600 found itself wrapped around a tree, but he managed to continue later and finish the rally. Jerome Gare's Escort overheated, and, in the panic, he took off the radiator cap to have boiling water and steam explode into his face. He was later treated by the St Johns men in the mobile hospital, but was out of the event.



**for both man  
and machine  
modern rallying  
is an endurance test**



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RALLY INSTRUMENTS

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Stage Four was a 'wee' 5.38km darling over the yumps, which say a preview of what was to come! Marshall came in quickest, 6 seconds ahead of Collier who was 3 seconds ahead of the Couch brothers who were a further second ahead of the Millens. 5th equal were Smith and

Quentin Phillips (Mazda RX3).

Harvard Daniels had another 'off' whilst Grant Liston, at last, joined the Roll Over Club with a good roll through a fence.

After lunch, cars headed to the 5th Stage, 11.58km, which saw Marshall on form (6.59), Millen (7.09), Couch (7.20), Smith (7.22), Carter (7.24). Good performances were put up by John Steward (8.07) - Farina, Ian Chase (8.07) - Escort and Alan Turner (8.09) - Escort 1300.

Harvard Daniels was up to his ol' tricks as he 'cashed another cheque' (i.e. went into the bank - joke joke!!) Formula Vee 'tweaker' and Westover Endeavour Trophy Winner, Mike King, had put up a great performance in the Collier Ford Escort, but became entangled in some No. 8 fencing wire as he attempted to penetrate outer boundaries!

Marshall really began to rub salt into the wounds, when he took Stage 6, a 9.97km 'honey' with a time of 6.30, 11 seconds ahead of Millen who was 4 seconds quicker than Couch who'd really come to grips with the rally. Next up was Collier who staged 5 seconds honest of Smithy. A great performance in this stage was put up by Alan Turner in the Escort 1300, who came in 12th fastest, only 18 seconds behind Smith. Alan went on to take the novices prize.

Disappointment arose in the withdrawal of Rocky Cribb's nice looking ex-Marshall, Simpson, McGregor RS1600 which blew an oil line. Stephen Gillard was having a hard day when he 'smote' a tree and bounced off into a bank - nasty!



And thus to the final stage which was the longest at 15.54km which traversed the spectator swooned yumps. Marshall really turned it on with a tremendous 11.14, from Smith (11.30), Donald (11.39), Collier (11.40) and Couch (11.40).

Donald was running the ex-Timo Makinen 2 litre BDA although still with the 4 speed gearbox, but the engine timing gave trouble as it had retarded itself 23° throughout the day. A close call on the yumps saw 'the captain' nudge a



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tree. Several other spectacular stances were witnessed including Mike King, Jim Donald, and of course - 'The Captain'.

However, 'the yump' everyone was waiting for was that of Peter Levet and Rob Nasey in the Mini 1300, which literally launched itself like a 737. On the rather hasty descent a front wheel tucked under, sending the 'brick' end for end, and barrell rolling along the road, fairly close to spectators. Fortunately the boys were OK but the Min was totalled! Peter gave Roll Over Club President, Dave Winter, his \$2.00 half an hour later.

The only other 'silly' on this stage was Steve Bowker (Datsun 1200 SSS) which hit a fence just after the start.

So that was it - Marshall retaining his Maramarua Crown that many try so hard to win. The rally appeared to be fairly well organised with no holdups at all - the event running to time throughout. Publicity was high, with newspaper articles in the major papers throughout the country. These Club Rallies are increasingly capturing the imagination of the public, together with competitors and spectators. They're certainly giving the Club a tremendous boost for its recent membership drive.

Thanks must go to all the Organising Committee, Control, Block and Spectator Marshals, radio boys, St Johns Ambulance Brigade, Fire Boss Crew, 'Mr Pizza' and of course Les McDougall and Jack Fyfe of the N.Z. Forest Service, without whose assistance these events would not even exist.

THE HUNT BROTHERS

RESULTS

1st	Mike Marshall / Pam McKeown	Escort RS1800	52.06
2nd	Rod Millen / Teresa Millen	Mazda RX3	53.11
3rd	Howard Collier / Bruce Anderson	Escort RS1800	53.52
4th	Clive Smith / Randall Edgell	Escort RS1800	53.53
5th	Bob Couch / John Couch	Escort RS1800	54.15
6th	John Woolf / Brent Parsons	Mazda RX3	54.37
7th	Alan Carter / Peter Davenport	Escort RS1800	54.53
8th	Jim Donald / Allan Draper	Escort RS1600	56.20
9th	Robert Harris / Paul Swann	Mazda RX3	56.31
10th	Quentin Phillips / Wendell Phillips	Mazda RX3	56.46



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## DEMISE OF BC 5932

A remarkable sequence of action photographs taken by Club Member and amateur photographer Peter Hargreaves. They vividly illustrate the value of safety features such as roll cages - which are mandatory in Rally Cars. Let's hope spectators also learn something about keeping clear of potential danger areas.









Promoted by: The AUCKLAND CAR CLUB (INC)

After having a 3 year lay off from trials while I made myself broke doing rallies, I decided that it was about time I started competing in trials again. So just before the MG Octogon event last year, Rod Peat and myself teamed up to make a very unimpressive entry back into the trialling world. Deciding that it surely cannot be that bad, we persevered with the effort and John Crombie and Bruce Hatrick joined the team for this years events. Wishing to increase my knowledge I joined ACC and John and I competed in the night events, which I might add are excellent.

It has always been one of my ambitions to compete in the Tisco. When I first started trialling a few years ago in Greymouth, the event was well known even in that part of the country, so, upon finding myself in Auckland now, it was only natural that I should enter. With regular team member John Crombie joining Peter Batten and John Busch in plotting, I decided that, with that amount of talent for plotters, a four man crew was going to be essential and invited Glenda Wishnowsky from Wanganui to assist us.

The first major problem confronted us at the start ramp outside Tisco in Hamilton, as with in excess of 56 stone on board we were sure that the bottom of the car and end of the ramp were going to have a monumental coming together. Modest Rod assured us that he is such a good driver that in no way would this happen. We did bottom a bit, but not enough to stop Rod taking the credit for a masterful ascent.

The first section did not cause us too many problems but I understand that a check was not put up until after half the field had gone past. This check was later deleted by the Organisers. Next up was map reading, with good use of the usual traps. This is where the fourth member of the crew came into his own, because for the first time I was able to timekeep during a map reading section by having Bruce look out for the timekeeping signs. So, with only 23 points loss on 'time' for the first map reading section and zero in the second one, it sure was worth it. Many thanks Bruce.

A good section just before lunch - using AA signs on left hand side of the road - had us meeting up with the Shanks once again and both teams wasting more time trying to out fool each other. We are now two v nil in the U turn department despite the Shanks' change of car (we would not be surprised to see them get a Mini for the next round).

Lunch was taken in Morrinsville, and very welcome it was too. We had a small problem getting Rod out of the car as the door had jammed.

A good section before the afternoon map reading had everyone straight back into it, with traps being pulled within a couple of miles of the start.





The afternoon map reading we enjoyed as much as the morning. It was easy to see that a different person had plotted this one, but was not too much trouble even though we had a rather lengthy discussion on whether it is SYME Rd or OSYME Rd, but, being the biggest (while Rod is not in the car) I won. Really enjoyed the bridges section that followed and I know Rod certainly did, have never seen the poor old Cortina do so many U turns with, once again, our friends the ever helpful Shanks in tow. Unfortunately it was just after this that we lost contact with them and we all felt that, with not seeing Linda's lovely smiling face as we came out of roads, the trial had lost something.

The last three sections were all good value. With a good timekeeping trap in the last section to finish off with, the event finished at ACC Clubrooms about 6.30 p.m.

After waiting around for claims to be heard, the results were posted, and shock of shocks! We had actually won the event. To have found four more happier people in Auckland that night would have been a very hard task.



I would like to sincerely offer my unqualified congratulations to the organising committee for an extremely well run event, claims were handled fairly and results done quickly. I feel it is most important - if trialling is to attract more competitors - that these two aspects of the sport are looked at. Future organisers could do no better than achieve the standard set on Tisco 1977.

I would also like to offer my appreciation to Tisco for their continued support of trialling and to ensure them that the name Tisco within car clubs has a secondary meaning - 'the best promoted trials event of the year'.

To my crew, Bruce, Rod and Glenda, and also Bob Homeward from Waimauku Service Station, for ensuring that the ole car kept going, I say thank you all very much for an event that I will always remember.

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# TISCO GOLD STAR TRIAL



4th June

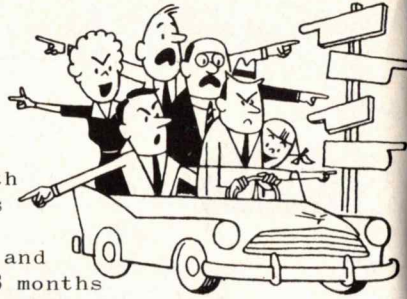


1st	Graeme Robertson	Auckland	Cortina	92
2nd	Chris Hudson	Auckland	Cortina	211
3rd	Frank McConnell	Hamilton	Datsun	315
4th	Ivy Stephenson	Auckland	Datsun	462
5th	Marion Sergent	AUCC	Zephyr	508
6th	Ted Graaf	AUCC	Fiat	528
7th	Ray Spence	ARTC	Cortina	692
8th	M. Cody	Matamata	Datsun	697
9th	Linda Shanks	Auckland	Datsun	699
10th	John Coker	NSCC	Austin	768
11th	Graeme Fenn	TVCC	Hunter	808
12th	Bob Hayman	NSCC	Escort	811
13th	John Neal	Hamilton	Hunter	866
14th	Stuart Holmes	Pukekohe	Cortina	937
15th	Gary Foothead	Rotorua	Datsun	1047
16th	Dan Franklin	Tokoroa	Triumph	1301
17th	Graeme Evans	NSCC	Cortina	1360
18th	Peter Clendon	Auckland	Austin	1395
19th	K. Reid	TVCC	Austin	1447
20th	Allen Fretwell	TVCC	Capri	1773
21st	Graeme Wilson	Pukekohe	Morris	1800
22nd	Murray Beswick	Hawkes Bay	Zephyr	1808
23rd	Jim Foster	Hamilton	Mitsubishi	2019
24th	Laurie Bennett	Auckland	Avenger	2141
25th	Ted Jarvis	Auckland	Austin	2277
26th	Des Bullas	Auckland	Toyota	2508
27th	B. Mudge	Kapiti	Triumph	2554
28th	Barrie Boyle	Taumaranui	Consul	2616
29th	Ian Mills	NSCC	Escort	2878
30th	Paul McSweeney	Taihape	Fiat	3275



PIX - M. FISTONIC -- PH. TGN 5295

# TALKING TRIALS



Boy, was that ever a hectic month of trialling. Steve Hamilton ran his very successful Mid Week Trial which was very capably won by Neil Mallard and family, doing their first trial in 18 months - hopefully there is a write up elsewhere in this Bulletin. Yours truly, made his worst muck-up yet by failing to write down two unmanned check codes - not one but TWO !!

Then we had the second round of this year's Interclub Mercury Series, The Daylight Trial run by Auckland University Car Club. Although no-one has received their results yet, I understand they were posted over two weeks ago, and, as our triallists number almost as many Post Office employees as do Cooke Heating employ rallyists, I understand the entire Post Office mailing system is being reviewed. Unofficial word has it that Auckland Car Club Members did their stuff and managed to win the event, which points to a 'Series Long Battle' with Auckland University Car Club for the trophy. The Ebbett Motors Mercury round, run by Hamilton Car Club was also apparently an enjoyable event (I was overseas at the time) and there are no results yet, but, Mercury co-convenor, Doug Bone, has promised to let the Bulletin Editor have a blow by blow points score for the next Bulletin.

On 15th June we were invited by A.U.C.C. to their Mid Week Trial, organised by Ted Graaf and Charlie Crooks, which started at Glenfield and finished, surprisingly, at our Clubrooms. The Trial was won by Team Cookie Bear, who will therefore have to do the write up and explain away how he unchivalrously beat off Sylvia and Marion, who came second and third respectively.

We have Alan Verry's trial which starts at 6.30 p.m. at the Glen Mall Car Park on 27th July. If there should be any force majeure, or other cancelling factor, I understand we will join Alan in the Potter's Wheel.

Next Mercury Round is the M.G. Car Club's Octagoon Trial of 3½ hours duration finishing near Waiuku - put your demented thinking caps on for this one and don't take anything forgranted.

Other dates: The Taranaki Gold Star Trial has apparently been cancelled. The date of the Rotorua Weekend away has been tentatively postponed to 2/3 October. The 'Enthusiastic Experts' will just have to wait, even if, following our overseas journey, we have zillions of new unexpurgated trialling traps to pull on you.

Now, just to start getting all you Saturday Night Triallists ready for the big win, I will spread this column right out and say a few words about signs, because this is where most of our new-comers are failing to pick up the traps in trialling.

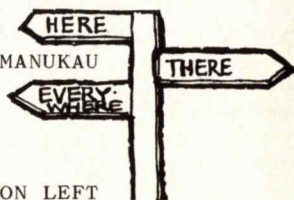
First of all you should know (and if you didn't buy a copy of the Rule Book when I told you, this is one of the reasons) that whenever a Trial's Plotter refers to a sign, he must quote the exact wording on the sign.



Also in the Additional Supplementary Regulations you will normally find the plotter does his referring by the use of Capital Letters, so that whenever words in CAPITAL LETTERS are used, they refer to signs and only signs. Rule 25/1 gives all the details and also says that AA insignia, arrows, punctuation, Local Body Names etc., play no part in the identification of the signs, so that they do not get quoted.

When the plotter says 'Go right onto Stoddard Road', he is referring to the physical road. When he says 'Go left at STOP', he is referring to the sign. Now, just to give my old friend Norm Harvey another excuse to say how demented triallists are, I will list a few typical instructions. Pick the traps in them and look for explanations next month, or ask a regular triallist sub committee member. Oh yes! Some of them contain no traps.

1. Go right out of Auckland Car Club DRIVE onto Stoddard Road
2. Go left at STOP
3. Go right into MT ALBERT RD
4. Go left at DOMINION ROAD
5. Go left at EAST TAMAKI RD CITY OF MANUKAU
6. Proceed ahead at WHITFORD 6km
7. Follow Mc ENTEE RD
8. Go right at COMPULSORY STOP
9. Go left at AA REST AREA
10. Proceed ahead at KAIAPOI 5KM SIGN ON LEFT
11. Follow ARROW
12. Proceed ahead at GIVEAWAY



Well, that should be enough for this month I hope, but before I go I must quote a paragraph which I have borrowed from Motoring News written by Barry Lakeman in Wellington, which is the home of our August Governing Body (also the September, October etc Governing Body).

● FUN & GAMES FOR WINTER EVENINGS

The players divide into two or more racing teams (the more teams the better), leaving one player over who is known as the Secretary General. He goes from group to group to find out what rules the game is being played to. They all give him a different set of rules. He then announces what rules that he would like for the game, at which point Motoraction writes an editorial. There is no winner and the racing teams all lose.

See you next month.

THE FIFTH COLUMNIST ●

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# Canterbury Car Club

## GOLD STAR TRIAL

12th June

After winning the Tisco, we decided to splash out and send Robbo and John Crombie to Christchurch in an effort to get some more Gold Star Points.

Robbo was able to organise Graeme and Tessa Sharp with their trusty 66 Mk 1 Cortina. (Robbo feels any other sort of vehicle would be bad luck, however we were not able to con Graeme into painting it maroon for the event.)

We met Graeme and Tessa in the Casa Del Sol restaurant in High Street, and, if anyone is ever in Christchurch for a meal, this is the place to go. The meal was out of this world, in fact John and Robbo swapped half their main courses as they were both so impressed with them.

There was a very poor entry for the event, only 11 cars, but all the major triallists were there and the standard was pretty high. The trial consisted of four sections, the first was a very long navigational section. 44 instructions for 35 plus checks. Then there was a very good map reading section, followed by a navigational section, then a short touring section.

As there was no sponsorship for the event, the Organisers allowed us to use our Tisco banners (after all they were indirectly sponsoring us on the event).

The first section was really good, very heavy concentration was required. If you missed the first trap, you were going to also miss the next couple of traps as they really built-up. It was really terrific, but unfortunately, a couple of things were wrong. A detour sign (which you can imagine Crombies delight!) and priorities wrong, making it impossible to complete the first section.

Map reading was good. We were at a bit of a disadvantage not having used to map before, but Graeme put us right on interpretations. Boy! If you ever go South Island trialling, take a big magnifying glass.

The next section I did not really like. Just seemed very messy, but was good value. Those who competed in the Tisco and got all up tight about a certain railway crossing, should take a look down Factory Rd, just north of Christchurch one day, as there are gates going across the road, which of course are open, so only evidence is two gates along the solid side of meat works - very difficult to cotton on to. This section ended outside Frank Caldwell's place where results were being done. We had a short touring section to C.C.C. Clubrooms with one trap in it.

The claims were heard at C.C.C. Clubrooms, and I must say the Organiser was more than fair. If there was sufficient doubt about a check, he deleted it for everyone. Results were posted on the night, and, after pointing out an error in them we were placed second, just 11.5 behind Frank Caldwell who notched up his first C.C.C. Gold Star win. As you can imagine John and Robbo were more than happy! Big understatement!!

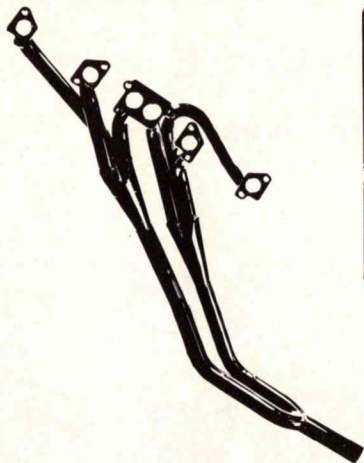




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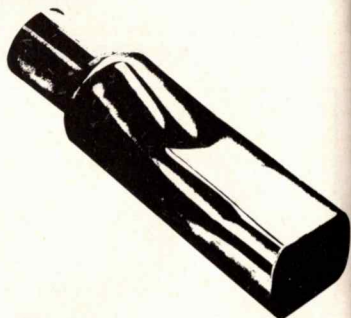
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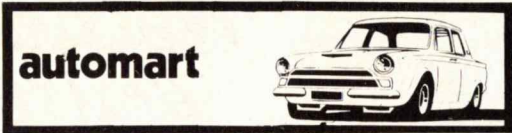
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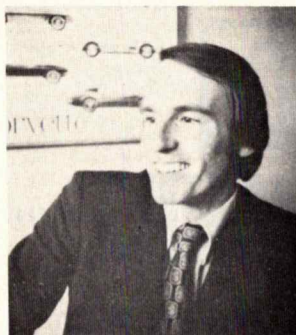
PHONE GLENN 543-284 OR VINCE 695-710.

\*\*\*\*\*

MINI 7 (NO 3)

NEW CAR THIS PAST SEASON. FINISHED THIRD PLACE IN AMCO CHAMPIONSHIP DRIVEN BY BRIAN HARTLEY. HAS BEEN FULLY REBUILT WITH ALL THE DEMON BITS. I MUST SELL - AS GOING OVERSEAS.

PHONE MURRAY COX 872-684



## One Member's Club Circuit

The choice of photo for last months cover was possibly a sneaky bit of psychology on the part of the Editor, but it certainly had the effect of pricking my conscience, as I had not written an article for the Bulletin for a long time. The Ross Cammick photo was also appropriate because it was of a Club Circuit Race. At the last couple of Club Circuit Meetings that I have entered, a number of spectating members have approached competitors with questions concerning the hows and whys of Club Circuit. So it seems appropriate to write a few words on this most enjoyable form of racing.

I recall being terrified when I first presented myself at a simple sprint meeting at Bay Park. There is something worrying about scrutineering, it's rather like the feeling you used to get before an examination at school. But despite my preparation I have yet to fail scrutineering, and I can assure any intending club circuit competitor that the scrutineers at these events are most helpful. Naturally it is their job to make sure that your car is safe, but they also go out of their way to help those drivers who might have forgotten one of those little but important things. Really, if you have a road car and you want to enter a club meeting, you only have to remember the following things:-

Approved crash helmet.

Overalls tight at cuffs and ankles.

A securely mounted fire extinguisher with a sticker to state that it has been checked within the last 6 months.

Competition licence and medical certificate.

Wired sump plug.

Two throttle return springs.



Naturally the car has to be in sound condition and the battery well secured, just in case you 'fall over'. You do not have to have a roll bar or cage unless you enter an open sports car and you can use normal three point seat belt. Roll cages and full harness belts are good insurance if you are going to try any heroics, but most of the cars that you see at club circuit do not have these fitted. Don't forget to fill up the tank and pump up the tyres before you leave for the track.

Race day itself is organised so that you get one race in your class, which could for example be 0-1300c.c. Standard Production Saloons. Then, from the lap times you record in that first race, you will be mixed with other saloons of similar speed for the other scratch races. Finally you do one or more handicap races, ▶



which are supposed to give everyone an even chance of crossing the finish line together! Four or five races for a couple of dollars. That has got to be cheap entertainment by todays standards. One of the good things about club circuit racing to me, is the different competition that I get each time out. Sometimes you can strike a day where you might be one of the slower cars in your group, then at the next meeting, there will be different competition and you can score a win or a good place. It is a good place to learn something at each meeting (although there are times when I am heading towards Railway in a cloud of blue tyre smoke and I wonder if I have learnt anything!)

So now you know you have got no real excuse. Toss a new set of plugs in the old girl, give her a quick wash and I'll see you at the first meeting next season. Hope I didn't forget to mention anything important.

PETER HILL

P.S. Thanks to all those members who do not get the pleasure of racing but who turn out rain or shine to wave flags, click stop watches, or do any of the other hundred things that make racing possible for the rest of us. You must be slightly mad, but thanks anyway.

EDITORS NOTE:

Thank you Peter for your words of encouragement directed towards potential circuit race drivers. Members will be interested to know that the Club is currently planning an 'Introduction to Motor Racing Symposium' to be held a little later on in the year.



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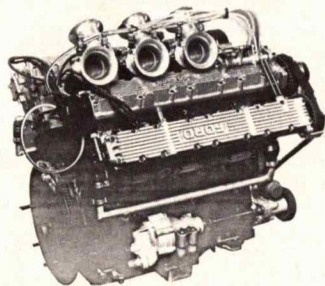
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# As I See It



As I said in last months bulletin, having access to overseas motoring magazines has its advantages. Whilst not wishing to infringe copyright, etc., Nigel Roebuck's Auto-sport write-up on the recent Belgian G.P. includes some amusing comments. For example - describing Zolder...

"Despite its forest setting, which is very pleasant it always seems very much like a 'bargain basement' circuit. There is something rather tawdry about it. And the paddock defies description, uneasy blend of fairground and prisoner-of-war-camp... Everything seems to be fenced off and the whole atmosphere is rather unpleasant and claustrophobic. To that lot add a liberal sprinkling of Belgian police - everyone auditioning for the riot squad - and you begin to gain some insight into the Zolder paddock."

As you may know the weather for this years Belgian G.P. was diabolical, wet and drizzly with the odd dry patch - Roebuck continues...

"If the atmosphere had been murky during the two days of qualifying it was downright unpleasant on raceday. It was dark, damp, cold, miserable, just as before. But there were additional factors to compound the gloom. The Riot Squad was out in force, the traffic was heavy and the whole affair was garnished with the fragrant aroma of good old open Flemish sewers. The P.O.W. camp picture was complete. Spectators wishing to experience the joys of the paddock for themselves were first required to part with £25.00 for the privilege."

Maybe you don't worry too much about the current rate of the Pound Sterling, but 25 of them are pretty close to \$ N.Z.44.51.

Now, how-about being asked to pay that sort of money on Grand Prix Day at Pukekohe? Which just for the record costs \$2.00.

You may ask, why bother to quote from an overseas magazine? The reason being simply that the ability to create a mental image for the reader is something which we don't see much of in this country.

In the case of the report in question. Roebucks short descriptive pieces neatly dropped into the text of the article create an excellent image in the reader's mind of just how lousy conditions were.

Maybe you're not very interested in journalistic style - admittedly your chances of comparing different reports of the same motor racing events are very few in N.Z. So why not try reading the newspaper reports of the Lions Rugby Matches? I agree, they can be pretty boring stuff for motor racing followers - but I am sure you will end up weeping at some of what you read. Some of it is so unbelievable you just have to keep reading.



On the subject of Formula One Racing. It is generally considered that F.1. is the 'Top of the Tree' - so to speak - one accepts this often without much thought and often to the detriment of other classes of racing. In particular Formula Two and say the Canadian Atlantic Series which has just started.

The regular reports in Autosport and Motoring News make excellent reading - the M.N. reporter of F.2. is a New Zealander Murray Taylor.

Autosport gives very good coverage of the Canadian events.

On the New Zealand scene full marks to Motoraction on the column headed 'Atl-antics' which is going a long way towards providing information relative to the type of racing now conducted in New Zealand.

Having recently taken over the position of Membership Secretary from Ben Hamilton, I was very interested to read that the Light Car Club of Australia, operators of Sandown Motor Racing Circuit - and a club of similar size to Auckland C.C. has recently increased it's annual subscription to \$50.00!! Makes our \$15.00 seem wee doesn't it?

NORMAN HARVEY



**BULLETIN CLOSING  
DATE  
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# NEW MEMBERS

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

Grant Hall  
 Jerome Gare  
 Anthony Maud  
 Wayne Veysey  
 Wilma Veysey  
 Gavin Shoud  
 Ron Bartels  
 Claire Parker  
 Denis Jones  
 David Hargroves  
 Kevin Hinchcliffe  
 Laurence Marks  
 Angela Shelvey  
 Brian Connell  
 Michael Adams  
 Brent Parsons  
 Michael Clark  
 Paul Beerepoot  
 Vincent Ottewell  
 Tim Carew  
 Betty Richards  
 Brian Green  
 Carol Green  
 John Gilbert  
 Geoff Chirnside  
 Graeme Vallyley  
 Bruce Wong  
 Rewi Wong  
 Glynn Jones  
 Joy Moses  
 Colleen Holmes  
 Gary Wainwright  
 Ross Charlton  
 Gavin Forrest  
 Peter Barnett  
 Frank Kingston  
 Graeme Robertson  
 Peter Calder  
 Geoffrey Harriman  
 Noelen Coppell  
 David Tuck  
 Trevor Swinburne  
 Andy Veltmeyer  
 Maureen Veltmeyer

Browns Bay  
 Hamilton  
 Glenfield  
 Mangere  
 Mangere  
 Papatoetoe  
 Browns Bay  
 Parnell  
 Mt Eden  
 Te Atatu Sth  
 Mt Roskill  
 Manurewa  
 Avondale  
 Northcote  
 Kohimarama  
 Avondale  
 Morningside  
 Remuera  
 Mt Eden  
 St Johns  
 Takapuna  
 Papatoetoe  
 Papatoetoe  
 Mt Roskill  
 Mt Roskill  
 Onehunga  
 Te Atatu Nth  
 Mt Wellington  
 Remuera  
 Titirangi  
 Papakura  
 Pukekohe  
 Mangere East  
 Northcote  
 Epsom  
 Manurewa  
 Mt Albert  
 Mt Roskill  
 Glendowie  
 New Lynn  
 Glenfield  
 Green Bay  
 Green Bay  
 Green Bay

Ford Anglia  
 Ford Escort  
 Lotus RS1600  
 Hillman Imp  
 Hillman Imp  
 Cortina GT  
 Escort 1600  
 MGB  
 Holden  
 Cortina  
 Triumph Herald  
 Triumph  
 Ford Falcon  
 Ford Anglia  
 Ford Consul  
 Cortina V6  
 Mazda RX2  
 Mazda  
 Austin  
 Chrysler Valiant  
 Chrysler Valiant  
 Singer  
 Falcon Tudor  
 Ford Escort  
 Ford Cortina  
 Cooper/Fiat 850  
 Mini GT  
 Corona MkII  
 Ford Cortina  
 Mazda RX3  
 Escort 1600  
 Cortina MkI  
 VW 1500  
 Cortina GT  
 Vauxhall Victor  
 Daimler/Datsun  
 Austin Maxi  
 Ford Escort  
 Ford Anglia



Paul Dunkley  
 Michael Jayne  
 Gregory Smith  
 Stephen Bull  
 Peter Vass  
 Kathleen Meggison  
 Jeffrey Wood  
 Brent Purdy  
 Maria Walker  
 Walter Hart  
 Geoffrey Herbert  
 Neil Arnold  
 Steve Griffith  
 James Gardner  
 Barry Cook  
 Alan Lilley  
 Linda Lilley  
 George Ludwig  
 Steven Cowie  
 Reid Brown  
 Lex Charles  
 Scott Williams

Glen Eden  
 Remuera  
 Remuera  
 Remuera  
 Pt England  
 St Heliers  
 Epsom  
 Mairangi Bay  
 Mt Albert  
 Auckland  
 Glenfield  
 Westmere  
 Blockhouse Bay  
 Blockhouse Bay  
 Te Atatu Sth  
 Pakuranga  
 Pakuranga  
 Hamilton  
 Castor Bay  
 Onehunga  
 Avondale  
 Murrays Bay

Triumph Herald  
 Holden Kingswood  
 Mini 1000  
 Vauxhall Viva  
 Ford Escort  
 Ford Escort  
 VW 1500  
 Ford Escort  
 Triumph Spitfire  
 Capri 3000  
 Vauxhall Victor  
 Escort 1300  
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 Ford Anglia  
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 Escort RS1600  
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     0 - 1300c.c.

Prizemoney for the event is \$5,800. Entry is by invitation and interested parties are requested to contact Eric Mallard, New Zealand International Grand Prix (Auck.) Inc., P.O. Box 11-129, Ellerslie, Auckland. Phone : 593-108 Bus.

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# EXIDE TROPHY

The following are Exide Trophy Points to date. An explanation of points allocation is given elsewhere in this Bulletin.

J. CROMBIE	22
R. NASEY	20
N. MALLARD	20
P. STONE	16
P. CLENDON	14

## 10 POINTS:

R. CARN-BENNETT, W. GREEN, G. SIBUN, P. LATHROPE, P. WALBY, G. CRAWFORD, S. FINDLAY, K. MORRIS, T. MC LEAN, M. MOORE, W. GALLOWAY, A. LOWE, B. PLATT, N. LOWE, R. BENNETT, H. MUNRO, M. CHANDLER, M. MARSHALL.

## 9 POINTS:

G. WOODMAN, S. SUBRITZKY, P. SERGENT.

## 8 POINTS:

B. PEACOCK, B. LINDSAY, F. BAILEY, J. CHALMERS, P. HILL, G. COOK, D. BROWNE, C. MARSHALL, C. REED, T. FARLOW, W. HULL, R. FINDLAY, J. MORTON, R. AITKIN, R. MILLEN.

## 7 POINTS:

C. HUDSON.

## 6 POINTS:

S.A.B. SUBRITZKY, K. HUGHES, B. HOMEWARD, N. LANGLEY, T. CAREW, V. MC LAREN, J. WATSON, B. WEAVER, R. BICKERTON, S. BOWKER, O. SORENSON, H. COLLIER.

## 5 POINTS:

P. FINCH.

## 4 POINTS:

J. COWAN, R. JONES, W. MASKELL, C. MALLARD, A. TURNER, D. CLARKE, G. WAINWRIGHT, M. AUSTIN, B. MC LEAN, T. GLADSTONE, L. BENNETT, W. CHANDLER, S. BOREHAM, C. SMITH.

## 3 POINTS:

B. HIRD.


## 2 POINTS:

K. SAUNDERS, R. VICKERY, K. BROWNIE, D. BULLAS, R. SENNE, M. COX, S. KAHN, C. HOULTRAM, N. HOGAN, B. COUCH.



## 1977 CIBIE RALLY

**cibie**      AUGUST 6TH





# EXIDE TROPHY POINTS

The following rules have been drawn up to overcome misunderstandings regarding the allocation of Exide Trophy Points. Points are awarded to drivers in Closed Club events as follows:-

All events NOT divided into classes -

First ten overall - 10,9,8,7,6,5,4,3,2,1.

All events divided into classes - First five each class - 10,8,6,4,2.

- (1) Only events Organised by the Auckland Car Club carry Exide Trophy Points. Occasionally one other Club will be invited to compete in these events, in which case their placings will be disregarded in the allocation of points.
- (2) Where possible classes will remain consistent throughout the season for each particular type of event. However, a minimum entry of three will be required to constitute a class and if less than this number is received, that class will be amalgamated at the discretion of the Clerk of Course, usually to the next class above.
- (3) A Driver can amass points in one class only at any event. In the case of a multiple entry only his highest placing on the day will be counted.



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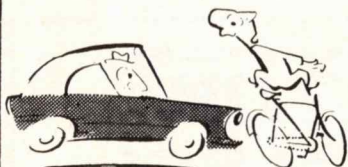
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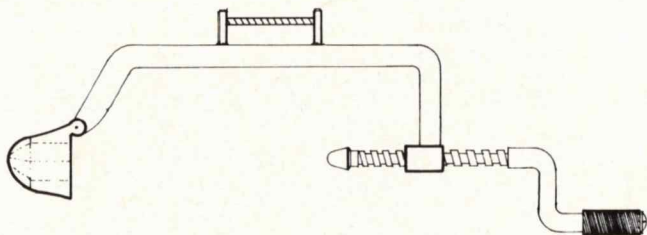
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