

JUNE, 1978



# BULLETIN



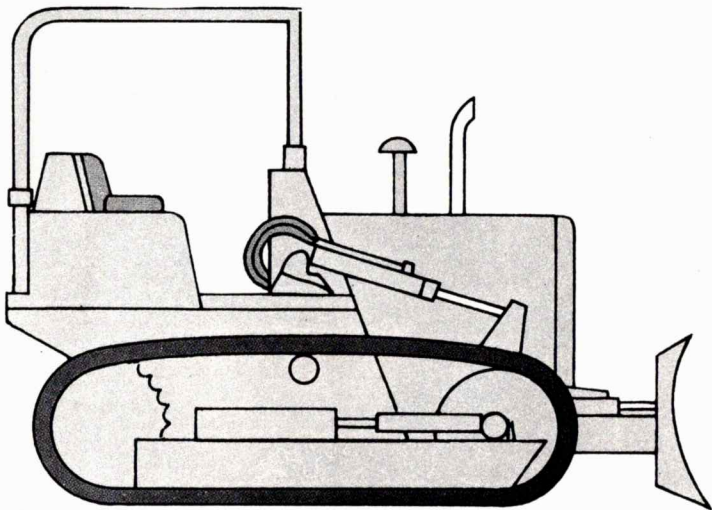
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**665 GREAT SOUTH ROAD, PENROSE,  
AUCKLAND**

# — 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 Bch.

### VICE-PRESIDENTS:

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

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

### SECRETARY AND TREASURER:

W. A. Maddren

### EXECUTIVE:

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

### CLUB CAPTAIN:

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

### DEPUTY CLUB CAPTAIN:

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

### CHAIRMEN OF SUB-COMMITTEES:

Club House: T. Swinburne  
Phone 547-709.

Trials: J. F. Busch

Phone 596-587.

Racing: L. F. Rankin

Phone 84-164 Papakura.

Speed: R. R. White

Phone HSN 38-335.

Rallies: R. Wylie

Phone HCK 49-591.

### BULLETIN COPY:

Post to 16 Wayne Place,  
Mt Roskill. Telephone enquiries  
— Raewyn Brown, Phone 678-739.

### 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.

### BAR MANAGER:

E. G. Mallard.

Please note that telephone numbers listed are residential.



Warren Hull and Stuart Holmes had a nasty roll in the 1600c.c. Datsun 120Y during the Citizen Rally at Tokoroa. The incident put Hull in Hospital for a few days fortunately with only minor injuries.

PIX — Ross Cammick Ph. 558-913

**cover**

A leading contender in this year's National Rally Series, Club Member John Woolf (Vinyltop Mazda RX3) finished 9th overall on the Cibie Rally held recently.

## AUCKLAND CAR CLUB

### *Clubroom Hours*

	CLUBROOMS OPEN	BAR HOURS
THURSDAY EVENINGS	7.30 - 11.00 p.m.	7.30 - 10.00 p.m.
SUNDAY EVENINGS	4.00 - 10.00 p.m.	5.00 - 9.00 p.m.
*Wednesday Evenings	7.30 - 11.00 p.m.	7.30 - 10.00 p.m.

\*(When open for meetings and other events as advised)

Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of the Club Lounge.

\*\*\* LICENCED PREMISES \*\*\*

\*\*\* 3 POOL TABLES \*\*\*

\*\*\* DARTS BOARD \*\*\*

Films are shown on the third Thursday of each month preceded by a semi formal club meeting.

- \* Members are required to carry Membership Cards when visiting Clubrooms - to be made available for inspection on demand.
- \* Member's Guests are to be correctly signed into the Visitors Book on arrival at Clubrooms.
- \* Legal restrictions apply to under 20 year olds consuming alcohol on the premises.
- \* Clean and Tidy dress and suitable footwear is required during Clubroom Hours.
- \* Consumption of alcohol must cease within 30 minutes of Bar Closing time.

N.B. Please park clear of driveways and no noise when leaving.

### *Pit Stop Bistro Bar*

SUNDAY EVENINGS : 5.30 - 9.00 p.m.  
(Last orders 8.30 p.m.)  
Meals available at reasonable prices.



Family groups welcome  
Sirloin, T-Bone, Ham Steaks,  
Scallops, Fish, Oysters, Sausages,  
Eggs & Chips.

A light snack service is available on Thursday Evenings.

# COMING EVENTS



**CLOSED CLUB**

JUNE 14  
Wednesday

TRIALS INSTRUCTION EVENING: Mid season instructional night with the Mercury series now well under way. Bring your Auckland map and your problems.

JUNE 15  
Thursday

CLUB NIGHT & FILM EVENING: To be held at the Clubrooms at 8.00 p.m. Good motorsport films, general discussion and supper. New car on display.

JUNE 24  
Saturday

PRESIDENTIAL COCKTAIL PARTY: To be held at the Clubrooms at 8.00 p.m. General cocktails with a variety of cheeses etc. Tickets available from Clubhouse Committee members.

JUNE 28  
Wednesday

NIGHT TRIAL: Starts at Otara car park at 6.30 p.m. Approx 2 hours duration, finishing at the Clubrooms with provision to buy your tea on the way to the finish. Don't forget your civil driving licence and current club membership card. Exide and Trials Trophy Points.

JULY 1  
Saturday

FEATURE FILM NIGHT: Featuring the movie 'Dirty Mary and Crazy Harry'. To be held at the Clubrooms at 8.00 p.m. Chicken and Champagne supper. A limited number of tickets will be available at \$5.00 each.



**OPEN & INVITATION**

JUNE 3  
Saturday

TISCO GOLD STAR TRIAL: Promoted by Auckland Car Club, the first Gold Star of the season starts in Hamilton at 10.00 a.m. and trials through Morrinsville, Ohinewni and Pukekohe to finish in Auckland approx 8 hours later.

JUNE 17/18  
Sat/Sun

PALL MALL RALLY CHAMPIONSHIP - ROUND TWO: Promoted by Manawatu Car Club, P.O. Box 542, Palmerston North.

JUNE 18  
Sunday

MERCURY TROPHY TRIAL - ROUND THREE: Promoted by Hamilton Car Club, P.O. Box 6029, Hamilton. ▶

- JUNE 24                    GOLD STAR TRIAL - ROUND TWO: Promoted by Taranaki  
Saturday                    Car Club, P.O. Box 704, New Plymouth.
- JUNE 25                    COCA COLA BOTTLERS RALLYCROSS - KAIPAKI: Third  
Sunday                    round of the series. Entries close 16th June with  
Hamilton Car Club, P.O. Box 6029, Hamilton.
- JUNE 30                    TISCO GOLD STAR TRIAL PRIZEGIVING: An invitation  
Friday                    to all members and trialists to a prizegiving  
function for the Tisco Trial, starting at 7.30p.m.  
at the Auckland Car Club Clubrooms. A light  
supper will be provided.
- JULY 8                    GOLD STAR TRIAL: Promoted by Canterbury Car Club,  
Saturday                    P.O. Box 1726, Christchurch.
- JULY 9                    MERCURY TROPHY TRIAL - ROUND 4: Promoted by  
Sunday                    Hibiscus Coast Motorsport Club, the event starts  
at Warkworth at 11.00 a.m. and is approx 4 hours  
duration. Entries to the Secretary, 40 Patons Rd,  
Howick.
- JULY 15                    1978 BLOSSOM TRIAL: Promoted by Hawkes Bay Car  
Saturday                    Club. Approx 7 hours duration. Entries to the  
Secretary, 182 Portsmouth Rd, Flaxmere, Hastings.
- JULY 22                    GOLD STAR/MERCURY TROPHY TRIAL: Promoted by  
Saturday                    Auckland Rallies & Trials Club, P.O. Box 55021,  
Mission Bay, Auckland.
- JULY 23                    COCA COLA BOTTLERS RALLYCROSS - KAIPAKI: Final  
Sunday                    round of the series. Entries close 14th July.
- JULY 29/30                PALL MALL RALLY CHAMPIONSHIP - ROUND 3: Prom-  
Sat/Sun                    oted by Northern Sports Car Club in the Tokoroa  
forest area.
- JULY 22                    OLD TIME ENTHUSIASTS NOGGIN & NATTER NIGHT:  
Saturday                    To be held at Northern Sports Car Club clubrooms  
at 7.30 p.m. A get together for the older  
generation of enthusiasts with nothing to stop  
you talking all night. Open to all.

FOUND ON CIBIE RALLY:

1 DATSUN SSS MAG WHEEL & TYRE. DROPPED OFF ORANGE  
MAZDA UTE WITH TRAILER.

PHONE : BRENT HILLS : 480465

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FLAME RESISTANT CLOTHING

SPEARS SPECIAL OFFER on Nomex clothing is made so that competing drivers can improve their safety without the usual financial burden that Nomex clothing usually entails.

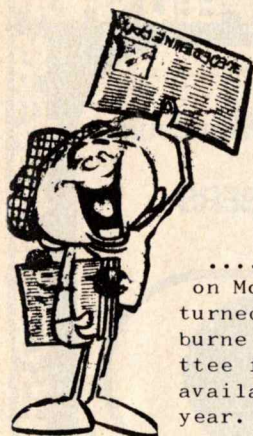


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LIGHTING**

with devaluation and the dramatic price increases overseas this is club members last opportunity to save on these superb lights. THIS OFFER IS FOR A LIMITED PERIOD ONLY - NOW IS THE TIME TO EQUIP YOUR CAR FOR RALLY & TRIAL EVENTS

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# SHOUTS and murmurs

.....The Club's Annual General Meeting was held on Monday 24th April. All office bearers were returned unopposed. Ross Montgomery and Trevor Swinburne were newly elected onto the Executive Committee filling the vacancies created by the non-availability of Bruce White and Brian Keach this year. Ray Small had retired earlier.

.....The Exide Trophy awarded annually to the Club's top points scorer was presented to Rob Nasey. Congratulations Rob on winning this trophy for the second time. The Executive Committee Award, the Horace Robinson Trophy, for notable assistance to the Executive and the Club during the year from other than an elected officer, was made to Raewyn Brown. Again we extend our congratulations.

.....Another highlight of the A.G.M. was the election of long standing member Laurie Powell to a Life Membership of the Auckland Car Club. Laurie is well known these days as the Pukekohe Circuit Race Starter, a task he has capably fulfilled for about 16 years. His competition days exploits in midget cars, a side valve Morris Minor and Ford B4 V8 (complete with aerodynamic reversed headlamps!) and other cars are now in the annals of N.Z. Motorsport. For some time Laurie has been actively involved in the M.A.N.Z. Stewarding movement. Younger members appreciate the help and advice freely given them by Laurie in his various capacities. Members at the A.G.M. were unanimous in their support of the motion.

.....Congratulations to Trials Committee Chairman, John Busch on the announcement of his engagement to Lois Tucker.

.....Our apologies to Mike and Wendy Boyle on our incorrect identification of their new offspring. She is most certainly a girl.

.....The Chairman of the Race Sub Committee Les Rankin has asked that we convey to ALL personnel involved with Club Circuit or National Championship Meetings thanks for your assistance and involvement during the past season.

.....Miss L.V. de Clifford James has for sale, from her late fathers estate, 15 volumes of Automobile Year, Vols 7 - 21 (1959-74) Her address is 104 Neidpath Road, Dunedin, Telephone 35628.





ROB NASEY RECEIVING THE EXIDE TROPHY AWARD FROM RON BROWN.

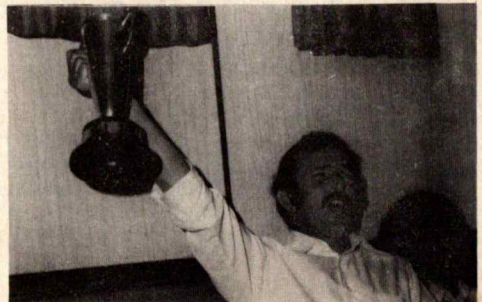
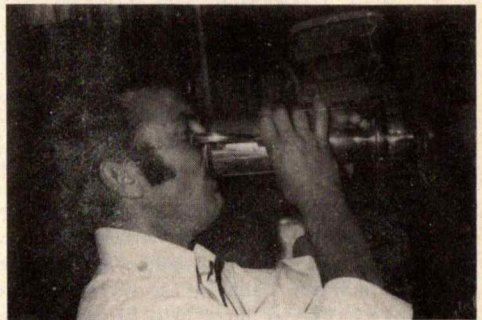


RAEWYN BROWN RECEIVING THE HORACE ROBINSON TROPHY FROM BARRY WEBBER.



LAURIE AND MARGARET POWELL AT THE A.G.M. AFTER LAURIE HAD RECEIVED HIS LIFE MEMBERSHIP CERTIFICATE FROM THE PRESIDENT.

AND THE NIGHT GOES ON!!!!



.....Winners of the Auckland Car Clubs two top motor racing awards were announced at the May film night. The Dennis Hulme Trophy was presented to Bryce Platt by Mr Les Mc Laren. The Bruce Mc Laren Motor Racing Trophy was awarded to Ross Stone. As Ross is currently overseas it will be held and presented to him on his return. Congratulations to you both.

.....The New Zealand International Grand Prix Association held its Annual General Meeting recently where it was announced that the organisation incurred a deficit of \$25,000 over the past year. This was mainly brought about through the installation costs of laminated timber safety fencing. The Grand Prix Management Limited has changed its name to Motorsport Management Ltd reflecting its extended organisational involvement with the international rally and Mobil Economy Run etc.

.....In recognition of 25 years of active service mainly as Chief Medical Officer Dr Ken Orr was elected a Life Member of the N.Z.I.G.P. Inc. The Auckland Car Club had much pleasure in fully supporting this move.

.....Club Member, Peter Herbert is calling for drivers interested in racing Production Sports Cars next season to contact him urgently. Telephone 892146 (Private), HSN 63189 (Business) or write 33 Woodward Road, Mt Albert.

.....It is regretted that the DISCO DANCE planned for May 27th had to be cancelled as it was uncertain whether the Club's extended hours application would be processed in time. This event will be re-scheduled at a later date.

.....N.Z. Toyota franchise holders, Consolidated Motor Distributors Limited, (CMD) are for the second year running offering Toyota Motorsport Competitors the opportunity to purchase all Genuine Toyota and TRD (Toyota Racing Development) competition parts at wholesale prices and are offering a prize fund of \$1200 for the 1978 Pall Mall Rally Championship.

Under the parts scheme, all such items for the preparation, maintenance and improvement of Toyota race and rally cars will be supplied at wholesale price from CMD's National Parts Distribution Centre at Palmerston North. For further information write to Mr M.V. Peet, Consolidated Motor Distributors Limited, National Parts Distribution Centre, P.O. Box 46, PALMERSTON NORTH.

.....Club Member Alan Lilley who is responsible for the Importation of many of the racing and rally cars brought into New Zealand, has established his own business. Previously associated with South Auckland Customs Services (S.A.C.S.) Alan is now based in the Ferry Building, Quay Street, Auckland. Phone 799-967 or P.O. Box 675, Auckland.

.....The Motorsport Association New Zealand Incorporated 31st Annual General Council Meeting will be held at the Vacation Hotel, Auckland over the weekend of 9th-10th-11th June 1978. Representatives of your Club will attend the various Advisory Committee Meetings prior to the A.G.M. proper.

.....A M.A.N.Z. Court of Appeal has dismissed an appeal against the decision of the Stewards of the Meeting (Pukekohe 9.4.78) not to hear a protest on the eligibility of the Bryce Platt Escort. We believe the reason given was that although the Notice of Appeal had been lodged in the required time, the substance to follow had not. We also understand that the final placings in the SHELLSPORT SALOON CHAMPIONSHIP have now been confirmed as BRYCE PLATT, Escort 1600 TC, First; REG COOK, Datsun 100A, Second; GRANT AITKEN, Datsun, 3rd.

.....It was announced at a recent function that Mike Marshall will take command of the ex-factory works Escort RS1800 formerly driven by Bob Couch. His Co-driver will be the cars owner, John Couch, a Director of Tanner Couch Limited and World Games. The car looks most attractive re-painted in the colours (White with red) of the teams new sponsor, CRC Chemicals (New Zealand) Limited. Their first outing was expected to be the opening round of the Pall Mall Championship in North Otago on May 27th and 28th.

.....The withdrawal of Peter Stuyvesant Sponsorship from the summertime International Motor Racing Series is a sad blow. Formula Pacific (Atlantic) is rapidly becoming one of the World's leading 'alternative' open wheeler formulae. It is imperative that a new sponsor is found urgently as circuit promoters already are having problems making ends meet and will find it most difficult to mount such a series without considerable financial assistance. At the same time an expression of thanks must go to Peter Stuyvesant for the major motor racing support given by them over a number of years. It is probably fair to say that in return they have been rewarded with a tremendous amount of opportune exposure.

.....Many members have responded to our "Please pay your Subs early" call which is most appreciated by your Club. Unfortunately with the high costs of printing and postage it cannot be long before unfinancial members must be removed from the mailing list. If paying your subscription has escaped your attention please forward it urgently to the Membership Secretary - Thanks.

.....A recent Race Promoters Meeting was informed that Castrol have withdrawn their Sponsorship of the Production Saloon Car Championship, and it would appear at this stage that next year's series intended for the new '2 litre N.Z. assembled' regulations may be abandoned. Sounds like real bad news after all the time various people spent working on the revised articles, and no doubt some competitors have already begun preparation.

AND ANYWAY I HAD A MATE WHO WAS NEAR KILLED  
BY HIS SEAT BELT ....

"Well, safety belts don't really work in fact - and many motorists have been saved by being thrown clear of an accident; belts are liable to trap you in a burning or submerged car. Belts are uncomfortable, restrict freedom of movement and, really, they simply aren't necessary for a trip round the block in a 50 kmph zone. Isn't that so?" So they say. They also say you won't get pregnant if you jump up and down afterwards and if you tread on a crack you will doubtless end up marrying a rat.

"They" couldn't be further from the truth. Among all the reasons people put forward for not wearing a seat belt you rarely hear the real one: fastening the safety belt is a reminder of the life or death risk that is being taken in a moving automobile - who wants to remind themselves of that every time they get in their car?

The facts about safety belts are very clear, the statistics very simple: if you wear a safety belt you dramatically reduce your chance of being killed or seriously injured in an accident. In 1973 Volvo studied 28,000 accident cases in Sweden. Without the belt, fatalities were recorded through the speed range down to 19 kmph! With seat belts however, there were no fatalities recorded under 96 kmph. The fact is, seat belts really do work.

But what happens if your safety belt traps you in a burning or submerged automobile?

The short answer is that without a belt the motorist is most likely to be stunned by the crash - increasing the time it takes to get out of the car. With a belt the motorist is more likely to be unhurt, alert and capable of getting out quickly. The belt speeds up the escape process, not slows it down.

What about all those motorists who've been thrown clear of accidents?

What about them? They were thrown clear through the windscreen, they were thrown maybe 40 or 50 feet clear through the air scraping along the ground. Extensive statistics prove that there is virtually no situation in which people are not better off inside the car. The probability of death is almost five times greater when the motorist is thrown from the automobile.

What about the dangers of seat belts, they can cause injuries, that's proven?

Certainly it's proven. An accident is going to produce injuries. Without a belt you're liable to have your legs shattered, your pelvis crushed, your internal organs burst, your face lacerated. With a seat belt, correctly worn, you risk bruising and a rib fracture.

But why bother wearing a belt driving around town though, just going shopping round the corner?

Remember the Volvo tests? Any speed over 19 kmph can be fatal. And the accident rate, surprisingly, is greater in city streets than on motorways.

A station wagon carrying a family of six was struck from the rear. It ran off the road and rolled over. The mother flew out of the door and was killed when her head hit a rock. Three of the children stayed in the car - all had broken bones but lived. The father stayed in the car and was not injured. When the police arrived the father was frantically searching for the 18 month old boy his wife had been holding in her lap. Half an hour later they found the baby. Otherwise unharmed, he had drowned because he was hurled into six inches of water.

● The latest figures from the Ministry of Transport show that only 20% of motorists are wearing their seat belts correctly. The facts are simple. If you wear your seat belt correctly you dramatically reduce your chances of being seriously injured in an accident.

If you do not wear a seat belt, or wear it incorrectly you risk permanent damage or death.

Take a lesson from rally and race competitors - they don't even think twice about it.

It's very easy to wear a seat belt. DO IT UP - CORRECTLY!

## Saturday Movies July 1st

featuring

'Dirty Mary & Crazy Harry'

**Chicken &  
Champagne**

**Supper**

Tickets \$5.00 each

(Limited number available)



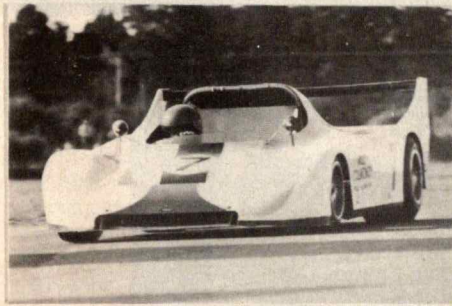
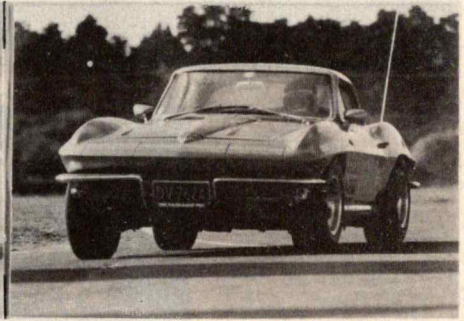
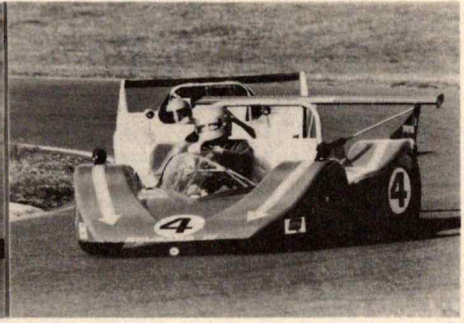
# CLUB CIRCUIT ANNUAL TROPHY DAY

RACE ONE : PRODUCTION SALOONS: George Morrell, Capri, 1st; Trevor Mc Lean, Charger, 2nd; Charles Conway, Mazda, 3rd; Arthur Fickling, Mazda, 4th; Rex Findlay, Datsun, 5th; Kent Baigent, Torana, 6th. RACE TWO : SPORTS/RACING: Bob Homewood, Sports, 1st; Ray Willis, Palliser, 2nd; Ray Williams, R.J.W., 3rd; Gerard Barker, Talicum, 4th; Peter Herbert, Lotus 7, 5th; Andy Lowe, Lotus 7, 6th. RACE THREE : CLASSIC CARS: Rex Findlay, Corvette, 1st; Jim Short, Jaguar 3.8, 2nd; Les Parkinson, Jaguar XK140, 3rd; John Sharplin, Jaguar XK140, 4th; Paul Tavern, Jaguar XK140, 5th; Richard Gray, Ginetta, 6th. RACE FOUR : MODIFIED SALOONS 0 - 1300c.c.: Rex Findlay, Datsun, 1st; Kevin Butcher, Cooper S, 2nd; John Moses, Mini, 3rd; Peter Benbrook, Mini, 4th; John Morton, Mini, 5th; Allan Turner, Escort, 6th. RACE FIVE : MODIFIED SALOONS 1301c.c.+: Vern Mc Laren, Escort, 1st; Graeme Addis, Charger, 2nd; Kevin Masterton, Mini, 3rd; Bill Powell, Escort, 4th; Dennis O'Connell, Escort, 5th; Steve Kahn, Escort, 6th. RACE SIX : SPORTS/RACING HANDICAP: Bob Homewood, Sports, 1st; Bryan Scobie, Rhubarb, 2nd; Jenny Watson, F.V., 3rd; Ray Willis, Palliser, 4th; Peter Herbert, Lotus 7, 5th. RACE SEVEN : CLASSIC CARS HANDICAP: Paul Tavern, Jaguar, 1st; Jim Short, Jaguar, 2nd; Richard Gray, Ginetta, 3rd; Rex Findlay, Corvette, 4th; Les Parkinson, Jaguar, 5th. RACE EIGHT : SALOONS HANDICAP: Geoff Pachnatz, Cooper S, 1st; Russell Fergusson, Mazda, 2nd; Peter Hill, Escort, 3rd; Michael Tindill, Escort, 4th; Neville Langley, Avenger, 5th; Michael Johnson, Escort, 6th. RACE NINE : SALOONS HANDICAP: Charles Conway, Mazda, 1st; Arthur Fickling, Mazda, 2nd; Dennis O'Connell, Escort, 3rd; Kent Baigent, Torana, 4th; Allan Turner, Escort, 5th, Rex Findlay, Datsun, 6th. RACE TEN : SALOONS HANDICAP: Bryce Platt, Escort, 1st; John Tindill, Escort, 2nd; Rex Findlay, Datsun, 3rd; Kevin Butcher, Cooper S, 4th; Peter Benbrook, Mini, 5th, George Morrell, Capri, 6th. RACE ELEVEN : SPORTS/RACING HANDICAP: Bryan Scobie, Rhubarb, 1st; Bob Homewood, Sports, 2nd; Jenny Watson, F.V., 3rd. RACE TWELVE : CLASSIC CARS HANDICAP: Rex Findlay, Corvette, 1st; Paul Tavern, Jaguar, 2nd; Les Parkinson, Jaguar, 3rd; Richard Gray, Ginetta, 4th. RACE TWELVE A : PRODUCTION HANDICAP: George Shewairy, Falcon, 1st; Charles Conway, Mazda, 2nd; Trevor Mc Lean, Charger, 3rd; Rex Findlay, Datsun, 4th; Neville Langley, Avenger, 5th; Peter Hill, Escort, 6th. RACE FOURTEEN : MODIFIED HANDICAP: Kevin Butcher, Cooper S, 1st; John Morton, Mini, 2nd; Allan Turner, Escort, 3rd; Peter Benbrook, Mini, 4th, Geoff Pachnatz, Cooper S, 5th, Wal Wymer, Mini, 6th. RACE FIFTEEN : SALOONS HANDICAP: Steve Kahn, Escort, 1st; Bill Powell, Escort, 2nd; Michael Tindill, Escort, 3rd; Dennis O'Connell, Escort, 4th; Michael Johnson, Escort, 5th; Graeme Addis, Charger, 6th. RACE SIXTEEN : SPORTS/RACING HANDICAP: Bob Homewood, Sports, 1st; Jenny Watson, F.V., 2nd; Ray William R.J.W., 3rd. RACE SEVENTEEN : CLASSIC CARS HANDICAP: Richard

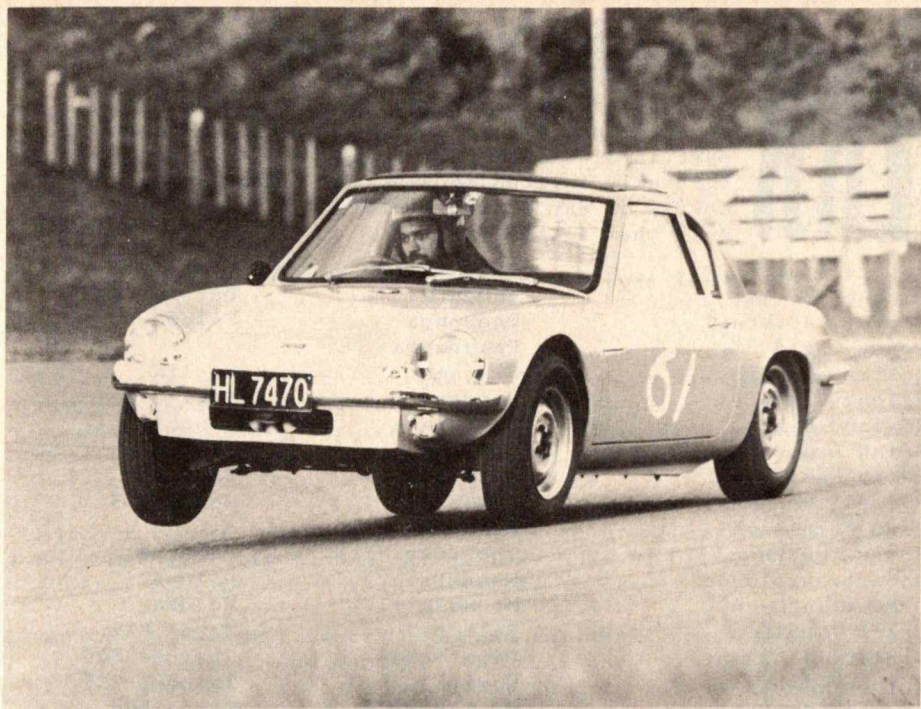
Gray, Ginetta, 1st; Paul Tavern, Jaguar, 2nd; Jim Short, Jaguar, 3rd; Les Parkinson, Jaguar, 4th. RACE EIGHTEEN : PRODUCTION HANDICAP: George Morrell, Capri, 1st; Charles Conway, Mazda, 2nd; Arthur Fickling, Mazda, 3rd; Neville Langley, Avenger, 4th; Rex Findlay, Datsun, 5th; Russell Fergusson, Mazda, 6th. RACE NINETEEN : MODIFIED HANDICAP: Peter Benbrook, Mini, 1st; Kevin Butcher, Cooper S, 2nd; Allan Turner, Escort, 3rd; Wal Wymer, Mini, 4th. RACE TWENTY : MODIFIED HANDICAP: Bill Powell, Escort, 1st; Bryce Platt, Escort, 2nd; Steve Kahn, Escort, 3rd; Dennis O'Connell, Escort, 4th; Vern Mc Laren, Escort, 5th; Graeme Addis, Charger, 6th. RACE TWENTY-ONE : PRODUCTION SALOONS: Russell Fergusson, Mazda, 1st; Rex Findlay, Datsun, 2nd; Neville Langley, Avenger, 3rd; Russell Williams, Fiat, 4th. RACE TWENTY-TWO : SALOONS: George Morrell, Capri, 1st; Peter Benbrook, Mini, 2nd; Rex Findlay, Datsun, 3rd; Bryce Platt, Escort, 4th; Arthur Fickling, Mazda, 5th; Kevin Butcher, Cooper S, 6th.



# PUKEKOHE CLUB CIRCUIT







## LETTER BOX

The Editor,

I would like to thank EVERYONE concerned for their help after my 'prang' at Club Circuit.

Thanks to the Marshals on the hairpin for their speedy assistance, the St Johns Ambulance team, and Trevor Mc Lean for stopping to see if I was O.K. Special thanks to Brian and Noel (the fire crew) for looking after the car after the meeting.

It is not until you are involved in an incident that you realise how very necessary these volunteers are to the safety of all concerned in Motorsport.

Yours sincerely,

TERRY DUVAL.



# 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.

Robbie Assink  
 Michael Boaler  
 Murray Catterall  
 Perry Child  
 Matthew Collins  
 Ailene Cribb  
 Rowland Dixon  
 Brian Drake  
 Garth FAMILTON  
 Russell Fergusson  
 Jane Fergusson  
 Roger Freeth  
 Robert Hazelwood  
 Graeme Johnson  
 Grant Johnston  
 Gregory Johnson  
 Anthony Kibby  
 Stephen Morten  
 John Moses  
 John Nicholson  
 Graham Potter  
 Russell Rhodes  
 Lynton Ryan  
 Stephen Sell  
 Robert Thorne  
 Paul Thompson  
 Neil Trott  
 Susan Trott  
 John Tindall  
 Peter Williams  
 Peter Worthington  
 Peter Gronous

Whakatane  
 Wanganui  
 Onehunga  
 Pakuranga  
 Swanson  
 Henderson  
 Greenlane  
 Sandringham  
 Auckland  
 Remuera  
 Remuera  
 One Tree Hill  
 Henderson  
 Mt Roskill  
 Balmoral  
 Papatoetoe  
 Howick  
 Mt Albert  
 Titirangi  
 Mangitangi  
 Glenfield  
 Henderson  
 Onehunga  
 Henderson  
 Mt Wellington  
 Epsom  
 Sandringham  
 Sandringham  
 Howick  
 Whitford  
 Papatoetoe  
 Wood Bay

Cortina  
 Datsun 1200  
 Falcon  
  
 Anglia  
 Mini  
 Renault  
 Fiat  
 Escort  
 Mazda RX3  
  
 Porsche  
 Holden  
 Holden  
 Mazda RX2  
 Charger E49  
 Triumph 2.5  
 Mazda 808  
 Mini  
 Datsun 1600  
 Model T 1923  
 Cortina  
 Holden  
 Mazda RX4  
 Escort  
 Mini  
 Mini  
 Mini  
 Falcon/Escort  
 Fiat 124  
 Mazda RX2  
 Mini 1275 GT



September 3rd to 6th 1978



PROMOTED BY THE RALLY ORGANISERS ASSOCIATION OF NEW ZEALAND LTD.

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# Masport News

The Masport rally team has named Aucklanders Jim Donald as its number one driver to compete in the four-round Pall Mall Rally Championship.

Jim will drive the Escort RS 1800 that Finn, Ari Vatanen, scored second place with in last year's international motor rally.

It is a car with which J.D. is familiar. He was the Finn's service manager during the 1977 international event and the wonders he and his service team achieved as Vatanen made a frantic charge from 32nd to 2nd place earned him the name 'miracle man'.

Masport is now giving him the chance to prove his driving is on a par with his mechanical genius. His co-driver will be another Aucklanders, Kevin Lancaster.

Announcing Jim's elevation for the Pall Mall Championship, Masport's rally team manager, Mr Ray Stone, said the opening became available through the standing down for family and business reasons of Blair Robson.

Ray Stone emphasised that Blair's intention was to have a quieter season than in the past, and that he was not retiring.

'Blair is too good a driver to be lost to the sport and he will run in a number of major events for the Masport team. He is also a contender, along with Jim Donald, for our number two car in the Motogard International Rally'.

Jim has recently returned from a trip to England and Ford's competitions department.

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

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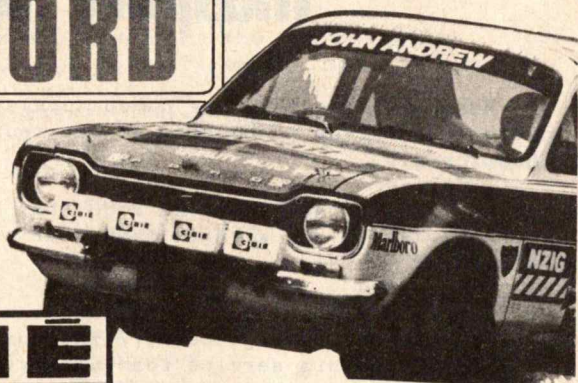
Prices	4 cylinder	\$32	} For complete job, comprising crank, flywheel, clutch, rods and pistons.
	6 cylinder	\$40	
	V6 & V8	\$60	} Rods are balanced end for end. This means all big ends & all little ends are same weight. This is essential.
	Car Type D/Shafts	\$20	

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

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

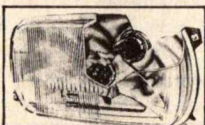
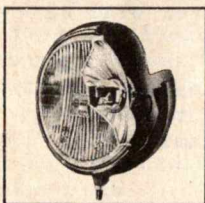
# SUPERFORD

lights the way with



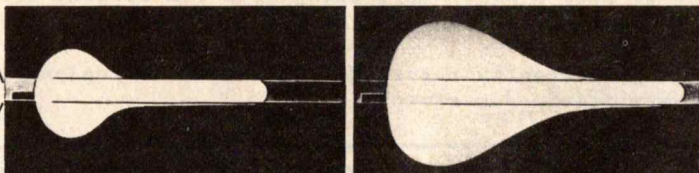
How long have you been thinking of doing something about the terrible lights on your car? Well now's the time because the Superford team of Ray Stone and Murray O'Donnell can advise you personally on the exact CIBIE lighting to suit your vehicle no matter what make or model it is.

Both Ray and Murray have a wealth of experience with CIBIE, having prepared both Hannu Mikkola and Mike Marshall's Heatway winning Escorts, while more recently Ray has been helping prepare the Masport team of Blair Robson and Ari Vartenen for the Radio NZ International. So with experience like this you can be sure of the best from Superford so if you're unable to contact them direct just fill in the coupon and they will advise you of the correct CIBIE lights and price by return mail.



## THE PROOF IS HERE!

This is the normal light beam given off by a conventional headlight unit



Ray Stone please advise what type of extra CIBIE lighting I require for safer night time driving.

Type of vehicle . . .

The vehicle is used for country or city driving . . .

Name . . .

Address . . .

This is the light beam from a replacement CIBIE unit which can be fitted to your car quite inexpensively and without requiring changes to the bodywork.

### SEE THE CIBIE EXPERTS

Ray, Murray and Glenda all have a wealth of experience with CIBIE. For the 1978 CIBIE rally Murray O'Donnell was clerk of the course while Glenda acted as events secretary and Ray took part as a stage controller. So see the experts who know and assist the sport best . . . The Superford Team



John W. Andrew

# SUPERFORD

P.O. Box 8520 Auckland. Telephone 364-280

# CIBIÉ LIGHTS RALLY

On Saturday 22nd April Rod Millen won the Auckland Car Club Cibie Lights Rally after an event long duel with Jim Donald.

There was a great line up including many stars of New Zealand rallying. Starting first off the line were last years winners Jim Donald and Kevin Lancaster. Alias H.P. and I.F. Next were Rod Millen and motoring correspondent Jon Addison, then came Blair Robson and Chris Porter in the other Masport Escort RS 1800. Wellingtonians Colin Taylor and Len Fisher were next in the Ex Mike Marshall Escort RS 1800 followed by Paul Adams and Phil Dalzell in the Nylex RS 1800. The next spot was filled by one of the roundy-roundy boys, Steve Millen with Margaret Webb in Rod's other Mazda RX3. Mike Marshall and Pam Mc Keown were in position seven in a MK 1 RS 2000. Bob and John Couch followed in the Scrabble Escort RS 1800. The List carried on with notables like Tim Gibbes, John Woolf, Tony Baker, Mark Parsons, Morrie Chandler, Rocky Cribb, Robert Harris, Tony Teesdale, Warren Hull and Chris Kirk-Burnnard to round off the top twenty places.

Scrutineering was held at the Onehunga Testing Station on the Friday night and seemed to go off without any hassles.

There was to have been a 'Prologue' Special Stage on the Saturday morning to establish the seeding order for the rally. But the sky opened up and down came the cats and dogs, and so the stage had to be cancelled. The competitors then started in the order given to them at scrutineering.

The event started at Motor Specialties in Mt Eden and attracted considerable interest - judging by the crowd. The Manager of A.H.I. Agencies, Brendon Maloney and A.C.C. President, Ron Brown flagged the cars away at 3.15 p.m. Chris Parkinson manned the P.A. system.

The competitors toured to the first special stage at Maramarua. Fastest through the 12 Km stage was Rod Millen on 7.10, Donald 7.15, Robson 7.27, Adams 7.36, Marshall 7.37. Robson had his gearbox jammed in second gear for most of the stage.

Special stage two only saw 25 cars through as a nasty accident involving minor injury resulted in the stage being cancelled.

Special stage three was 19 Km incorporating a loop. A passage control was placed in the loop where competitors had to stop and have their time cards stamped just to keep all the boys honest. But it appears that some competitors cannot follow

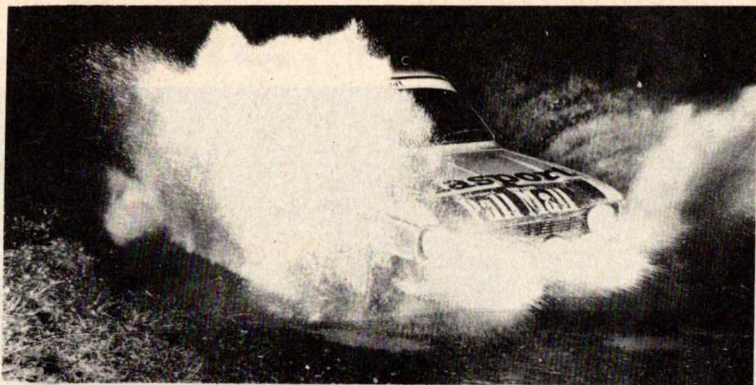
# CIBIĒ RALLY



PIX — Ross Cammick Ph. 558-913



PIX - Ross Cammick Ph. 558-913



# Results count

Ask the guys at Masport Escort Service. They know the name of the game – results. And they know how to get the best results from your machine.



If you are into rallying let the Masport Escort Service Crew prepare your car for the rally season. We cannot win for you but we can prepare a competitive engine and tune your car to a fully equipped rally machine with everything you need to win.

As well as building rally cars Masport Escort Service provide specialist engine services, so if you are into competitive motoring of any sort and you want performance from your engine – talk to the experts and listen to the sweet sound of success.

Call, write or telephone Allan, Jim or Ted now.



## Masport Escort Service

80 Carbine Road, Panmure, Ph: 574-195.



route instructions and don't read the written briefing. The drivers that didn't complete the loop were excluded. Fastest through were Donald and Millen on 13.35, Steve Millen 14.14, Robson and Marshall 14.33, Couch 14.34.

Special stage four was a little five kilometer stage over the infamous 'yumps' at night. Fastest over this, although having to negotiate 'sleeping cows' was Mike Marshall. The stage had to be cancelled after some competitors had decided in their own mind that the stage was impassable after one competitor became struck???. Some people give up easy!

From here the cars toured to Te Kauwhata for a coffee break.

With food under their belts, the competitors headed into the first of the four public road stages.

Special stage five of 12 Km was won by Millen 6.53, Donald 7.05, Taylor 7.21, Robson 7.24, Marshall 7.26, Teesdale 7.27. Grant Liston decided that he didn't like the side of one of the many one way bridges.

Special stage six over Matahuru Gorge, which has 8 Km of seal and 8 Km of metal, was a great test on brakes. Fastest through was Millen 12.15, Donald 12.19, Robson 12.32, Adams 12.38, Steve Millen 12.39, Taylor 12.46, Marshall 12.48. Neville Harlick collected the 'roll of the rally' award in his RS 2000 totalling the car.

Special stage seven was over 9 Km with two tricky bridges. It was brought to the organisers attention that some competitors did not report incidents that happened to them in special stages. One incident that happened in this special stage was that a competitor knocked down a corner of one bridge. The first thing the organisers knew of this was when they received a county bill for repairs. This is not on - with the problems we have with obtaining road closures.

Special stage eight and the last one of the rally was over 7.5 Km. Fastest was Millen on 4.10, Donald 4.12, Robson 4.14, Teesdale 4.21, Hull 4.24, Marshall and Cribb 4.27.

The prizegiving function attracting a very large crowd was held on the Sunday night at the Clubrooms. A list of prizewinners also appears in this bulletin.

1st	Rod Millen/Jon Addison	Mazda RX3	50.10
2nd	Jim Donald/Kevin Lancaster	Escort RS1800	50.43
3rd	Blair Robson/Chris Porter	Escort RS1800	52.33
4th	Steve Millen/Margaret Webb	Mazda RX3	53.01
5th	Paul Adams/Phil Dalzell	Escort RS1800	53.41
6th	Mike Marshall/Pam Mc Keown	Escort RS2000	53.46
7th	Tony Teesdale/Gary Smith	Escort RS1600	53.58
8th	Colin Taylor/Len Fisher	Escort RS1800	54.13
9th	John Woolf/Grant Whitakker	Mazda RX3	54.33
10th	Rocky Cribb/Murray Rawson	Escort RS1800	55.06

I would like to take this opportunity to thank the Auckland Car Club Rally Committee and all the Marshals for the help that they gave in making the 1978 CIBIE LIGHTS RALLY a great event.

MURRAY O'DONNELL.



## Prize List

1ST OVERALL	ROD MILLEN/JON ADDISON \$200 plus Tune-up Kit (Value \$106)
2ND OVERALL	JIM DONALD/KEVIN LANCASTER \$110 plus Tune-up Kit (value \$106)
3RD OVERALL	BLAIR ROBSON/CHRIS PORTER \$70 plus Tune-up Kit (value \$106)
4TH OVERALL	STEVE MILLEN/MARGARET WEBB Timing Light (value \$44)
5TH OVERALL	PAUL ADAMS/PHIL DALZELL Timing Light (value \$44)
6TH OVERALL	MIKE MARSHALL/PAM MC KEOWN Timing Light (value \$44)
7TH OVERALL	TONY TEESDALE/GARY SMITH Timing Light (value \$44)

### CLASS C (CRC PRODUCTS)

1st	Steve Millen
2nd	Paul Adams
3rd	Mike Marshall

### CLASS B (CRC PRODUCTS)

1st	Warren Hull
2nd	Ian Attwood
3rd	Neville Nash

### CLASS A (CRC PRODUCTS)

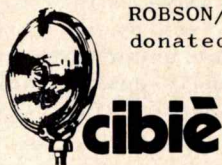
1st	Tony Baker
2nd	Terry Bell
3rd	Clark Houltram

1st, 2nd, 3rd and class cash prizes, donated by A.H.I. Agencies  
Tune-up Kits and Timing Lights donated by Motor Specialties Ltd  
1st, 2nd, 3rd overall do not qualify for a class award.

First Novice	ALLAN FERGUS \$20 donated by Auckland Car Club
First Ford Home	JIM DONALD Trophy donated by Panmure Motors
First Push Rod Ford	IAN ATTWOOD \$20 donated by Oratia Service Station
First Datsun O/all	WARREN HULL \$20 donated by Cook Motor Racing
First Mazda Coupe	JOHN WOOLF \$25 donated by Chartwell Service Station
First Lady Competitor	MARGARET WEBB Jewellery (value \$20) donated by Sleath

Nav. of Car Winning  
Most Special Stages  
Leader at Meal Break  
  
3rd Fastest over 1st  
Public Road  
4th Fastest over 2nd  
Public Road  
First Mazda Overall  
  
Most spectacular Roll  
  
Most Outstanding  
Performance  
Club Team Award

JON ADDISON  
Products (value \$25) donated by World  
Games  
ROD MILLEN  
Super Oscar Fog Lenses/Stone Grilles  
donated by Superford  
COLIN TAYLOR  
\$30 donated by Settlers Motor Company  
PAUL ADAMS  
\$25 Donated by Rotorsport Engineering  
ROD MILLEN  
\$25 donated by Giltrap Mazda  
NEVILLE HARLICK  
\$20 donated by Auckland Car Club  
  
NEVILLE NASH  
Assorted CRC Products donated by CRC  
AUCKLAND CAR CLUB - ROD MILLEN/BLAIR  
ROBSON/JOHN STEWARD. \$10 Each  
donated by Auckland Car Club. ●



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## New Escort 1.6 Sport Saloon Car Racing Formula

The launching of a new saloon car racing formula involving the Escort 1.6 Sport has been announced by Ford Motor Company of New Zealand Ltd and the Motorsport Association New Zealand Inc.

The formula will be introduced with a 14-round series in the 1978-79 season.

'Rules governing the formula have yet to be drawn up', said Ford New Zealand's public affairs manager, Mr I.G. Douglas, 'but in broad terms it will provide for the use of the Escort Sport in standard form, with the possibility of a dispensation on rim widths.

'The new formula will give expression to our policy of providing low-cost opportunities for entering motorsport to competitors and will, we are sure, produce keen competition that will be enjoyable for spectators', Mr Douglas said.

'Formula Ford, which will continue under Motorcraft sponsorship, has given these attributes to single-seater racing and we are confident that the Escort Sport series will be just as beneficial to saloon car racing'.

The Escort 1.6 Sport was introduced to the Ford New Zealand product range last year and it gained an early competition success when it won its class in the Benson & Hedges 1000 race after a hot duel with the 1973-75 class-winning Datsun 180B team. In overall placings, the Escort Sport beat home many cars of larger engine capacity.



PAUL ADAMS 5TH PLACE CIBIE RALLY

paul smith photo ph ALY 22



# Happenings



During his recent stay in New Zealand, Brett Riley indicated that to race in Formula 3 for a season, in a works car could cost as much as £45,000 £50,000 - approximately \$80-90,000.

In any language, this makes for very expensive motor racing and is the cause of more than a little concern.

Motoring News, the English weekly, recently carried an article giving the major cost factors involved in a 20 race season; fifteen of the races being British National Championship events, the remainder being Internationals (two of which would be on the Continent).

To purchase a new rolling chassis this year would cost in the region of \$16500 with a new Toyota motor costing a further \$6300. In total, the expenses associated with setting up a Formula 3 team, car, engine, wheels, gear ratios, plus other spares and team equipment reaches about \$26500. Then of course comes the cost of a transporter or tow car and trailer.

Analysing things further, the cost per race works out at \$1660. That covers insurance, wear and tear on the chassis, tyres at \$455 approximately per set, entry fee, petrol, oil, transport and food, accomodation. The continental races could cost an extra \$1200 each.

It is not hard to see how \$85,000 - \$90,000 could be spent if a driver was to be competitive. Obviously there are drivers who will spend less.

On the income side of the ledger this years BP F3 Series in Britain will be contested over 17 rounds with over \$20,000 in the prize fund. Somewhere about \$1200 per race. This latter figure may not be 100% accurate, but I doubt if it is too far out.

Formula 3 is strong, not only in Britain, but also in Europe. It is also popular with the spectators. The recent Nurburgring round of the European F. 3 Championship was reported to have had 70,000 spectators.

NORMAN HARVEY ●



## **PRESIDENTIAL COCKTAIL PARTY**

### **JUNE 24th**

TO BE HELD AT THE CLUBROOMS,  
44 STODDARD ROAD, MT ROSKILL



## GERRY MATHIESON & The Miller Special

Many older members will recall Gerry Mathieson and the Miller Special, this combination proving undefeatable in its day.

We bring to light a letter written in the early 1960's by Gerry Mathieson to his namesake (no relation) T.A.S.O. Mathieson in Portugal.

Older members again will remember T.A.S.O. Mathieson as driving Bugattis at Brooklands Track between the wars.

We thought this letter was well worth producing, along with one or two photographs which we have turned up through the goodwill of Gerry Mathieson.

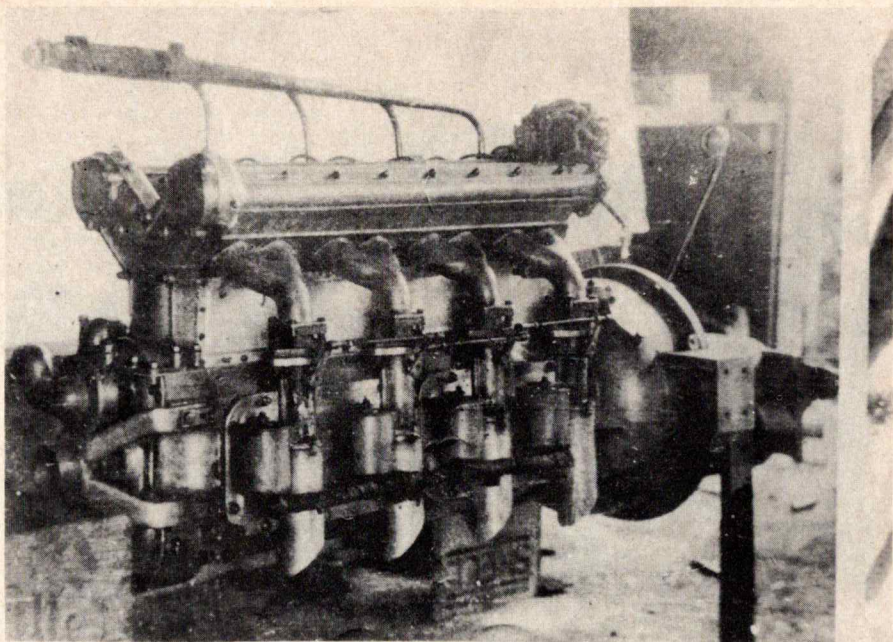
Mr T.A.S.O. Mathieson,  
4 Rua Gabriel de Freitas,  
Cascais,  
PORTUGAL.

Dear T.A.S.O.,

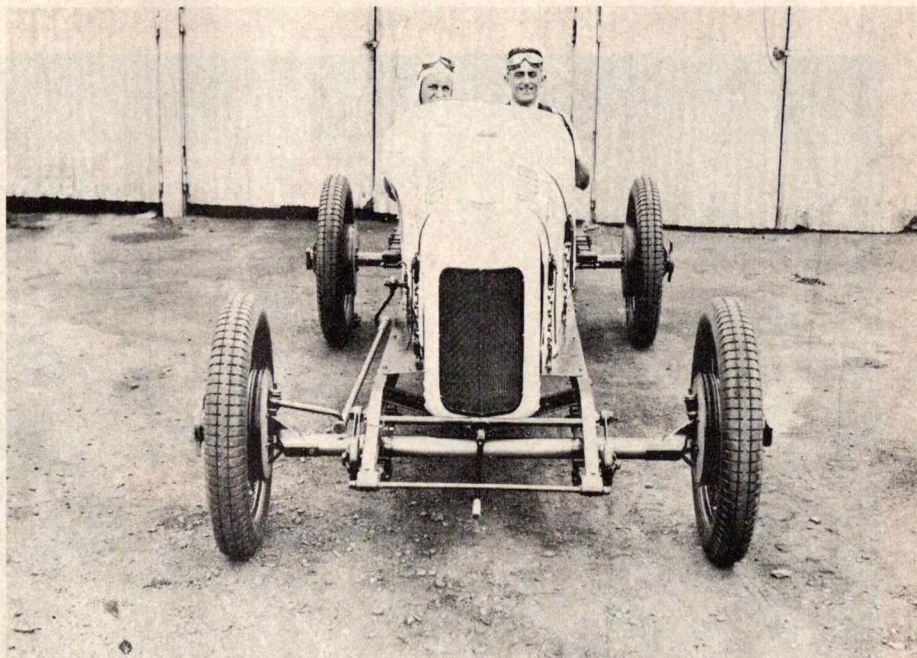
Very thrilled to receive your letter through the hands of my old friend Les McLaren. I remember your goodself in the old Brooklands days and if I remember rightly as the pilot of Bugattis. I have delayed this reply to enable a negative to be made from an old snap of the motor which I felt you might like. In assisting you to compile the complete history of this car I would think that this must be the most written about of any vehicle in the last 50 years of motor racing. Why it is hard to define. Probably because Count Louis was a legendary figure in the early days of European motor racing.

Getting around details required by you, the Miller was purchased in London from the estate of the late Count Louis Zborowski by the late Bert Shorter a local driver and motor agent here in about 1928 or so. The car had not run for some time and in his enthusiasm the new owner uncrated it and proceeded to try it out without a thorough check. Alas the oil filter was clogged with dried Castrol R and at about 6000 odd revolutions two connecting rods departed this life taking with them a couple of carburetters also a portion of crankcase. The motor was repaired forthwith and the car duly appeared in competition but continual big end failure dogged Shorter and the car changed hands going to enthusiasts by the name of Keith and Keppel Cutten.

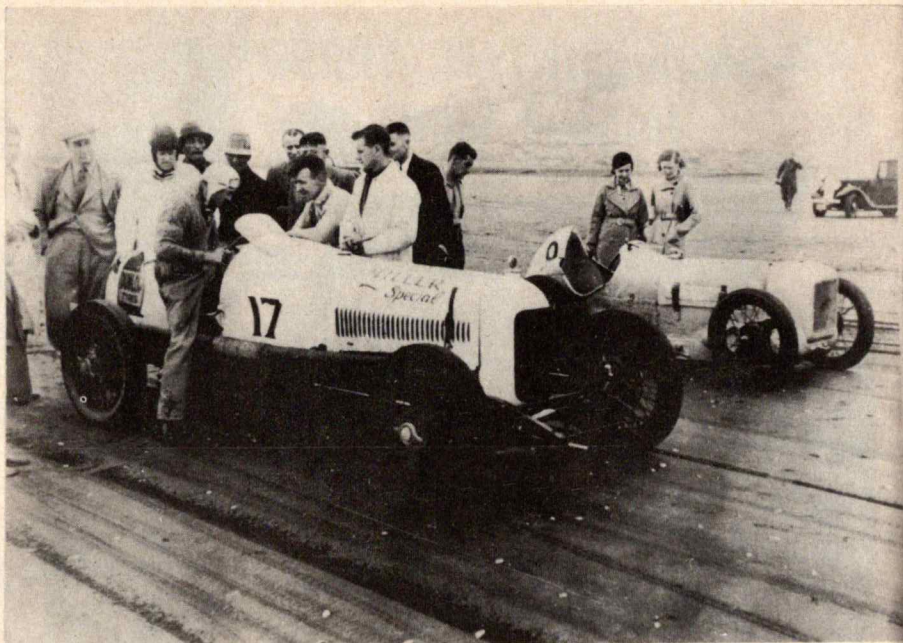
They rebuilt the motor and they developed the theory that if they heated up the oil beforehand they could keep the motor intact. Their argument seemed to be born out in several races including the N.Z. 50 Miles Beach Championship when it was well in the lead when a battery lead came adrift and cost them the race. However a little motor wear and tear exploded their theory because it started to shed a rod or two once more and finally the motor ended



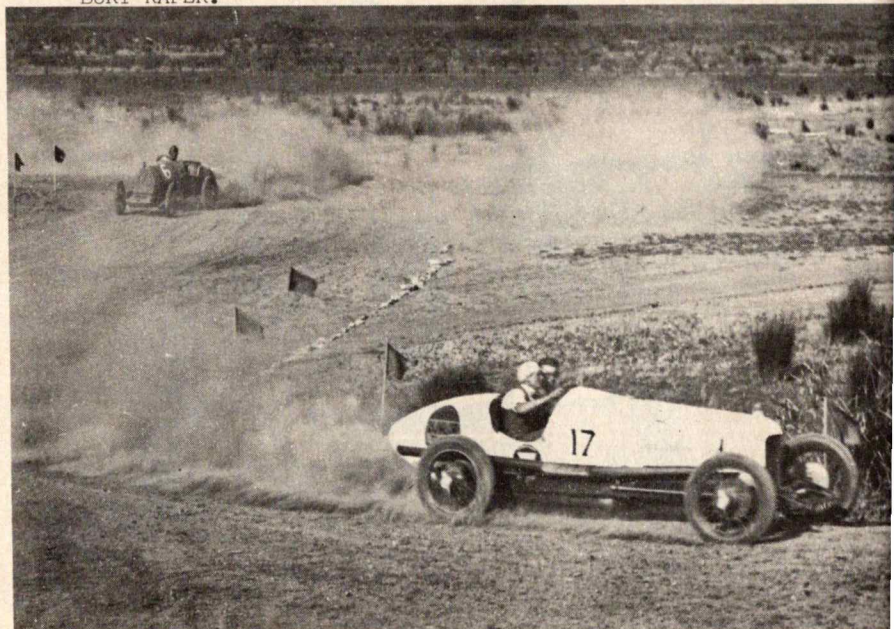
THE MILLER MOTOR AS OVERHAULED BY GERRY MATHIESON.



A FRONTAL VIEW OF THE MILLER SPECIAL HIGHLIGHTS THE LACK OF BRAKE PROBLEMS.



GERRY BOARDS THE MILLER SPECIAL PRIOR TO A MURIWAI BEACH RACE. NO PRIZES FOR RECOGNISING GEORGE SMITH (SUPERCHARGED AUSTIN 7 SPECIAL ALONGSIDE THE MILLER), PHIL SEABROOK AND BURT RAPER.



THE MILLER ON ITS WAY TO ANOTHER VICTORY IN THE PRIMITIVE CONDITIONS OF THE DAY



up in small pieces in many small boxes. This was where yours faithfully duly came on the scene and purchased what was supposed to be a problem car.

I planned at that time to spend a year for experimenting with the engine to see why it should always throw the same two connecting rods and completely recondition it. I had to machine two new tubular rods also all of the work being just a spare time effort as in those days I was a wages man. To the extent of boring you I must tell you that when I assembled the crankcase portion of the motor to study it, it really was a peculiar set up at the rear. The rear main bearing was a huge ballrace around 6 inches outside so that the last white metal main had to supply numbers 6, 7 and 8 big ends all from a bearing measuring in width only around  $1\frac{1}{4}$  inches. The oil entry hole in this bearing was  $\frac{3}{16}$ ths inch yet the straight ducts in the bullet shaft were  $\frac{5}{16}$ ths inches. Added to all of these points was the fact that all the mains seemed to have fantastic side clearances standing right away from the fillets. Thus I felt my first job was to visit the last firms to work on the motor, to inquire why the huge clearances. Both engineering firms, the largest in this city, maintained it was absolutely necessary as the alloy crankcase would, owing to its length, and light construction, have terrific expansion. This to my mind needed investigation so I made up a heating oven to take the crankcase assembly and by making up some special machined thrust washers for the front end of the case to enable me to measure correct expansion. These tests proved the expansion to be only .008 inch against suggested figures from the engineering firms of from  $\frac{3}{16}$ th to  $\frac{1}{4}$  inch. I felt I was getting somewhere so went straight ahead with grinding the crank and remetalling bearings on measurements suggested by my test.

From then on I was aided luckily by the fact that this motor had had a carden shaft brake with a beautifully machined drum on the rear of the box. I bolted the motor in a frame and drove the engine from this drum with a large electric motor. With very large inspection plates on both sides of the case I was able to check all the oiling system by binding the crank pins and testing each one individually at certain pressures. I found the motor would now feed itself at the rear but not in comparison with the forward portion of the motor. There seemed to be a tendency for a few air bubbles to show from No. 8 crank pin even at crankshaft speeds of around 3800 which was maximum I could achieve from the electric motor. You can imagine the mess I was making with surplus oil flying around. I decided the trouble lay in the large drilling in the cheek of the shaft to No. 8. Out came the shaft, I blocked off the duct and ran circular pipes similar to the old Riley motor and only  $\frac{1}{4}$  inch to No. 8. My theory was that the large straight duct was not filling properly possibly the oil only lining the walls of the passage through the throw of the crank. On reassembling the unit I was more than thrilled to find that it succeeded my fondest expectations. Through the circular or centrifugal force of the oil to the crank pin I was getting real results at pressures of as low as 20 lbs. I now had a sound bottom to the Miller at last and it was not long before I had it completely reconditioned, painted and looking like new again.

In the meantime I had written to Harry Miller of Los Angeles the designer of this car for information on valve timing and other data. In reply he wrote me quite a nice letter but made it clear that he would rather have seen it pushed over a bank and buried as he never believed in any of his creations getting out of the States and away from his own servicing. He did however send me some used blue prints with clearances, valve timing, etc. These were invaluable as the valve timing for the double cam motor was about similar to an old bull nose Morris, i.e. Inlet opened 5 degrees before and Exhaust closed T.D.C. with valve clearances of .035 exhaust and .053 Inlet. Weird aren't they?

To your request for events won by this car. Your dates are absolutely correct as far as I can remember 1933 - 1936. The car was never defeated in any Championship it competed in through those years. Championship events are as follows:-

N.Z. Track Championship. Hennings Speedway Track  
1¼ mile circuit.

N.Z. Track Championship. Gloucester Park. ½ Mile Track.

N.Z. Hill Climb Championship. Hillsborough.

N.Z. Beach Championship. Muriwai Beach.

Waikato Dirt Track Championship. ½ mile track.

Apart from these title events the Miller won handicap events on track and beach and also won one of the two road races run during the period of my ownership. It was a wonderfully dependable job while in my hands and whilst I never drove any harder than I was forced to I have seen on a couple of occasions show 7250 on the rev. counter through missing a gear in beach racing. Also ran it up around that purposefully in a Hill Climb. Bent a few valves but won the climb. Thought it was worth it.

The only thing you could not praise on the old girl was the brakes. They were absolutely atrocious. In fact they could be highly dangerous. On one occasion on a large dirt track in this country I was travelling at around 85 or 90 in practice when I got well airborne over a hump in the track surface. We had omitted to tighten the shocks. I panicked a little I think and banged the brakes on to steady the old girl but when it hit the deck one wheel locked and she spun and kept on spinning the length of the straight. Just when I felt I would get it under control I hit a marker drum which jammed under the car and shot me into a large drain on the infield. Fortunately without any injury to myself and little damage to the car.

Well Taso I have written a lot more than was necessary I suppose but I feel that after a lifetime interest in race cars you may find it interesting I hope so anyway. I am enclosing a photo of the complete car besides the motor snap.

Incidentally what do you think of Bruce? Don't you think he is terrific for his age? I would term him the methodical marvel.

Cheerio Taso and will welcome a reply from you. If you have not had a programme of our Grand Prix from Les I could send you one.

Yours sincerely,

Gerry A.M. Mathieson

# 1978 TISCO TRIAL

## 3rd JUNE



**START: HAMILTON. 10.00am**

**8 HOURS DURATION**

**COVERS HAMILTON, MORRINSVILLE, TUAKAU, PUKEKOHE**

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





## FOUR EYES are better than two?

Many thanks to my ghost-writer for producing last month's article while I was rather busy with the Tisco Trial. Organising and plotting a Gold Star status event as long as Tisco is very time consuming for all concerned and I hope our efforts are rewarded with a good representation from the Club.

Congratulations to Rob Nasey for winning the Exide Trophy, Chris Hudson for the Trials Trophy, and Laurie Bennett for the Novice Trophy. The first two of these trophies are keenly contested awards and, although Exide is not a trialling trophy alone, it would be virtually impossible to win without a good performance in trials. For newcomers benefit, Exide is awarded to the person who does best in the year (1 April to 31 March) in all types of closed club competition. Points are awarded on the basis of 10 down to 1 for events not divided into classes, and 10, 8, 6 etc per class for other events. The Trials Trophy is awarded to the driver doing best in closed club and Mercury Trophy Trials for the same period. Points are awarded on the basis of 20, 18, 16 etc for A.C.C. members in Mercury events, and 10, 9, 8 etc for closed club events. The winner of the Novice Trophy is decided by the Trials Committee and, of course, the person concerned is not aware of his success until the end of the year. I will not endeavour to describe the system I devised to determine the Novice Trophy winner as I'm sure I don't understand it myself.

The Peter Levet Motors Sporting Trial was mentioned in last month's article but since then we have heard that a complaint was made to the Ministry of Transport by a resident on one of the "touring section" roads regarding the excessive speeds of some competitors. I would have hoped that competitors would not have got so carried away as to evoke such criticism and place the future of trialling generally in that area in jeopardy, far less the future running of a similar type of event. Fortunately, or perhaps unfortunately, no individual cars were singled out. If a similar events is to be run again, then obviously a minimum time will need to be set for the "touring sections", based on a reasonable average speed and anyone found to have exceeded that speed will be severely penalised, in not excluded altogether.

While I'm on such a sour note it would seem appropriate to make mention of the Auckland University Car Club's Mercury Trophy Trial held recently. To say the least, the event was an utter shambles, full of organisers' mistakes and attempts at ridiculously silly traps. The only occasions where I have seen a generally more disgruntled gathering of competitors at the finish would be some of a 'certain marque Car Clubs' Mercury

event in the past and strangely enough it was a triallist member of that club who 'checked' University's event. Actually, with the number of mistakes in the C.R.I.'s, I really don't see how it was checked. I am not saying that there weren't some good traps in the event. There certainly were, but these were overshadowed by the plotting and typing errors and some of the nonsensical traps, resulting in numerous claims and protests at the finish. Let's hope the rest of the Mercury Series will be cleaner, and newcomers will be encouraged to go trialling.

Anyway, enough moaning. In June, apart from the Tisco, we will be having a further instruction evening, and a midweek trials plotted by Dave and Peter Clendon. Hope to see you all at these events. As a matter of interest, there was a total of 89 different people who competed in trials at least once last year. Where are you all?

DOUG BONE.

P.S. What do you think of the latest amendments to Appendix T? Firstly, I have never seen a Railway Crossing sign like the one shown in the April Newsletter and secondly, I don't know where I am with the definition of an intersection. Last year rule 24/1 was amended to make an intersection the junction of 3 or more roads, but the original rule (a junction of 2 or more roads) was left in the book also. To correct the error, MANZ in its infinite wisdom has changed the new rule to read "...a junction of 2 or more roads", and left in the old rule which says the same thing. The diagram now makes even less sense.

## ***Trials Trophy Points***

Listed hereunder are points covering all events up to and including the Peter Levet Motors Sporting Trial on 15th April:

C. Hudson	25	B. Faulkner	7
D. Clendon	25	P. Levet	6
D. Bone	18	J. Crombie	4
R. Alder	14	S. Graves	3
J. Busch	10	T. Swinburne	2
P. Sergent	8	B. Clendon	1

## **EXIDE TROPHY**

Listed hereunder are Exide Trophy Points covering the first event of the season, the Peter Levet Motors Sporting Trial on 15th April:

J. Busch	10	C. Hudson	5
D. Clendon	9	J. Crombie	4
P. Sergent	8	S. Graves	3
B. Faulkner	7	T. Swinburne	2
P. Levet	6	B. Clendon	1



# Grant Campbell

## MOTORCRAFT FORMULA FORD CHAMPION

At the last Pukekohe meeting of the season I happened to park close to the Percy Motors Team. As I was sitting on their trailer tailgate talking to Grant Campbell it occurred to me how calm and positive he was. Certainly the title was already his. But unlike some so-called Champions of the higher categories of the sport, Grant Campbell realised his responsibilities to the sport and sponsors and raced his car for the complete season. He could well have given the last couple of meetings a miss, left the car in the trailer wrapped up snugly awaiting it's new owner. The car had actually been sold at that stage to Mike King and there must have been considerable anxiety in both the Campbell and King camps as the wheels and tubs flew through the air after the start of the first heat on that day. But as it happened Grant was not involved in that spectacular accident and in true Champion fashion, he went on to win the races and underline that the title was his.

At 24 years old, Grant is almost a Formula Ford Veteran, having raced in the class for four seasons. Brother Ron Campbell is really responsible for a lot of the 'bug' that bit Grant in the early seventies. Ron was racing a Mini when Grant was still at school. By wheeling and dealing a few cars, Grant bought himself a Holden Torana. He did three meetings but sadly ended his short saloon racing career when his bent Torana ended up in the infield at Bay Park leaning up against Charlie Conways car.

Most people were into saloon car racing at that time, but Brett Riley had just moved into 'Fords' and a close friend of Grants, Ross Parker, was a purist who openly preached that 'single seaters are the only way to go'. At that stage the formula was known as Formula C and it looked really good. Grant stretched the finances as he was at full-time University, but by holding down two petrol pumping jobs and a car cleaning job, he managed to buy Brian Scobies MKVI Titan. This car had at one



THE TITAN MKVI SPLASHING OVER ROTHMANS.... PHOTO...ARTHUR BAYNES



MORE RAIN - THIS TIME THE TITAN MKIX...PHOTO...ARTHUR BAYNES

In Grants opinion, organisation won the team the series :

"All but once we made the grid, on that occasion we missed the non-championship race at Manfield". I asked Grant about his attitude towards racing and his temperament :

"Well I have not become any less serious, but I have calmed down a lot. In Motor Racing there are three most important things, a good car, a good team and a good driver. It is very important to have someone you can really rely on - my brother Ron did as much work to win the Championship as I did".

This year Grant did less miles than in any previous year. He has also seen the costs of racing rise dramatically as tyres, for instance doubled from \$200 to \$400 each. Now he would like to move up to Formula Pacific. A Ralt would "suit our style of maintenance" and he believes that with a Ralt the team could make their Motor Racing break even, which is always their aim. Brother Ron will have a look at cars when he is in England. However it could well be that a car will have to be purchased locally which seems to point more to a March.

Grant is the accountant at the family business of Percy Motors. He is a Commerce Graduate from Auckland University but his heart is in Motor Racing. His ambition is to race in Europe. Grant belongs to the Auckland Car Club and is a committee member of the N.Z.R.D.C. It will be interesting to see the Campbell team in action next season with a Pacific car. The 'Veteran' will again become the 'Rookie' but there will be a lot of experience behind the team. They could just surprise a few of the Pacific Veterans!

PETER HILL

time been raced by Pierre Phillips. The 73/74 season was lots of fun for Grant and as he puts it, he ended up 'broke but happy'. Hughes won the title and Grant got to know Peter well enough that he offered to set the car up for the team and generally lend a hand. But 1975 was a depressing year for the Campbell Team. After four accidents, Grant was loosing confidence. Teretonga was almost the last straw. The car was virtually undrivable. After the race the team decided to set the car back to '74 specifications - Grant immediately lapped 2 seconds quicker and got himself into the placings at Timaru with a sixth place. At the end of that season the Titan was sold, Grant had generally run between 5th and 8th in the races.

On the basis of photos and common gossip a MKIX Titan was ordered and was delivered in September. This was probably a poor decision as the new car was not as fast as the old one and never became really successful world-wide. So the '76 season was spent developing the new Titan while Dave Mc Millan was winning the Championship. Towards the end of the season the car was becoming competitive. For '77 Eric Morgan had bought Mc Millans Lola. He won the title, Lankshear was second and Campbell third. Keen to move on Grant put the now quick Titan up for sale but as buyers were scarce he drove it again in the recently completed Motorcraft Series. He won eight of the rounds, set fastest lap at eight of the rounds and held pole position four times. In Grants opinion he did not have to drive as hard as in the previous year but the Championship was his.

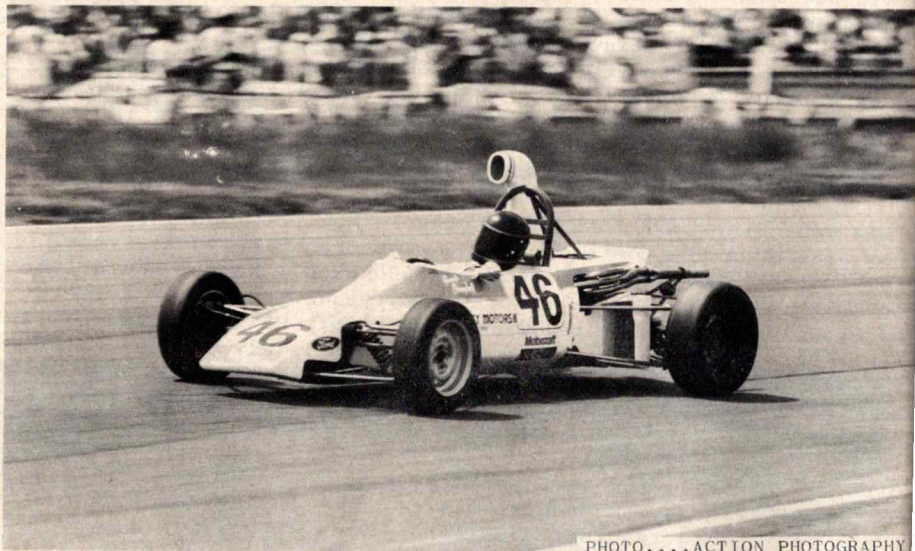


PHOTO....ACTION PHOTOGRAPHY

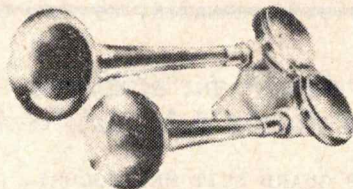
Grant had some interesting notes about the Titan. Evidently the MKVIII was never any good but Titan recognised this and shipped a new MKIX chassis to every MKVIII owner free of charge! Grant's Titan has undergone extensive development as the team started virtually from scratch and improved it over the years.



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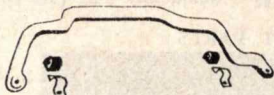


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