

DECEMBER 1973



# BULLETIN



## ***Repco***

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— BULLETIN —

# AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. Box 2591, Auckland.

## CLUB OFFICERS

### President:

F. B. Webber, Phone 595-282.  
23 Maroa Road, One Tree Hill.

### Vice-Presidents:

L. F. Rankin,  
Phone 84-164 Papakura,  
3 Arthur Place, Papakura.  
W. J. Martin, phone 566-437,  
6 Melissa Place, Pakuranga.

### Secretary and Treasurer:

G. J. McKinstry, A.C.A.  
Phone 373-484.

### Executive:

B. J. Hamilton, E. G. Mallard,  
J. T. Molloy, I. L. Ivers, D.H. Bell  
C. R. Stodart, P. A. Meggison,  
G. L. Spear, N. H. Harvey.

### Club Captain:

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

### Deputy Club Captain:

R.R. White, phone 674-037  
1 Addison St, Blockhouse Bay

### Chairmen of Sub-Committees:

Club House: P. Schenker, 674-544.

Trials: P. A. Meggison, 547-129  
(Bus.)

Racing: L. F. Rankin  
Phone 84-164 Papakura.

Speed: G. L. Spear, 75-180 (Bus.)  
888-811 (Pvt)

Building: M. H. Lawson,  
HCK 4656 O.

Ladies: Mrs. Dot Parkin  
(GLE 7835)

Bulletin: Post to P.O. Box 2018,  
Auckland.

### Membership Secretary:

B. J. Hamilton, phone POP 48-520

### Competition Licence Officer:

J. T. Molloy, phone 654-048. (Evgs)

### Security Officer:

H. G. Southee, phone 607-682.

### Custodian:

W. Ferris, phone 674-071.



JOHN RILEY (CHEV CAMARO) DUNLOP RACE MEETING 11TH NOVEMBER 1973.

COVER PHOTO

KEVIN McNAMARA (FIAT 124) DUNLOP RACE MEETING  
11TH NOVEMBER 1973.

PHOTOS — JACK INWOOD





# COMING EVENTS



**CLOSED  
CLUB**



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

## CLUBROOM HOURS:

Thursday Evenings	8.00 - 11.00 p.m.
Saturday Evenings	8.00 - 11.30 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. Two Pool Tables, Table Tennis and Darts facilities are available. Pit Stop Bistro Bar also open for meals. Films are shown on the third Thursday of each month preceded by a semi formal Club meeting.

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

## 2ND DECEMBER - SUNDAY - ANNUAL HAMILTON CAR CLUB V. AUCKLAND CAR CLUB GYMKHANA AT HAMILTON:



This year's event will be held in Hamilton on the sealed Warldof Carpark at the Winter Showgrounds, Claudelands. Start time 11.00 a.m. Convoy will leave from outside International Harvester Limited, Great South Road, Ellerslie at 8.45 a.m. Competitors and supporters are invited to pack family and lunches into the car and join us for what will be an enjoyable day's outing. A "recovery" hour will be held at the Hamilton Car Club's Hall at the conclusion of the competition. Sandringham Tyre Service Gymkhana Trophy points for A.C.C. members will be awarded. NOTE : Restricted Competition Licence at least required for this event.

## 15TH DECEMBER - SATURDAY - CHILDREN'S CHRISTMAS PARTY:

To be held at the Clubrooms between 2.00 p.m. and 4.00 p.m. Eligibility by prior application only, as previously advised.

## 16TH DECEMBER - SUNDAY - CLUBMAN'S RACE MEETING:

To be held at the Pukekohe Club Circuit. Races will be held for Formula Ford, Formula Vee, Sports/Racing, Production Sports, Modified Saloons, Standard Production Saloons, Mini 7 etc. Scrutineering/Documentation 9.30 a.m. to 11.00 a.m. Practice commences 12 noon. Usual





racing requirements are called for including Competition Licence and Medical Certificate. Competitors should acquaint themselves with Appendix 'S' 1973/74 M.A.N.Z. Rule Book. Entries (Fee \$1.00) close on Friday 7th December with Miss Dewar, by telephone 583-497 (private) or by post C/- Alans Office Service, 23 Shortland Street, Auckland 1. Late entries (\$2) may be accepted. Under 20 year olds require their entry forms (available from the Clubrooms) signed by a parent or guardian. Light foods, soft drinks, etc. will be available at the circuit. Marshals, etc., required. Please phone Eric Mallard - 677-519 (Home).  
P.S. Remember the Club's mighty barbecue is held after this meeting in the Garden Bar Area at the Circuit. Cold lo octane will be available and some hot plates will be provided, but bring your own steaks, sausages or whatever.

#### 22ND DECEMBER - SATURDAY EVENING - CHRISTMAS SOCIAL & DANCE:

An ever popular event which will wind up our social activities for the year. A champagne hour will be held in the Members Lounge from 7.00 p.m. to 8.00 p.m. and "The Music Convention" will be on hand with their big sound playing from 8.00 p.m. through to 1.00 a.m.

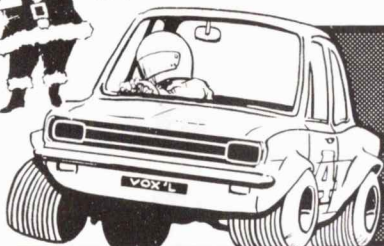
Tickets are available now at \$2.50 each, but make sure you purchase yours early as the number is limited.

#### 9TH JANUARY - WEDNESDAY EVENING - SPECIAL GRAND PRIX MID-WEEK CLUB NIGHT:

The Members Lounge will be open from 7.30 p.m. and both local and visiting drivers and crews are invited to join us for a "Noggin and Natter".

#### 20TH JANUARY - SUNDAY AFTERNOON - GYMKHANA:

Details of this event will be advised in the January Newsletter.



# OPEN & INVITATION

#### 1ST DECEMBER - SATURDAY - WAIOURU DRAG MEETING:

Waiouru Military Airfield. Entries close 24th November. Late entries accepted. Telephone 766 Waiouru. Organised by the Taihape District Car Club.

2ND DECEMBER - SUNDAY - INVITATION HILLCLIMB:

Crawfords Road, Bethlehem. Entries on day. 8.00 a.m. to 9.00 a.m. Organised by the Tauranga Car Club.

8TH DECEMBER - SATURDAY - GOLD STAR HILLCLIMB:

To be held at Tirimoana Road, Eltham, Taranaki. (Sealed) Entries close 4th December with the Secretary of the Meeting, Mrs A.G. Riddle, Phone 5422, Eltham. Organised by the South Taranaki Car Club.

9TH DECEMBER - SUNDAY - ROTHMANS INTERNATIONAL MOTOR RACES



Manfield Autocourse, Feilding. Black & Decker, G.T.X., Formula Ford, Fund of New Zealand Formula Vee Championship, Sports Cars. Promoted by Manfield Promotions, P.O. Box 1959, Palmerston North.

9TH DECEMBER - SUNDAY - DUCKHAMS INVITATION HILLCLIMB:

Andersons Farm, Paremoremo. Entries on the day 8.30 to 10.30 a.m. Organised by the Auckland University Car Club.

30TH DECEMBER - SUNDAY - ROTHMANS MOTOR RACES:

Bay Park Raceway. Black & Decker, Formula Ford, Castrol GTX Production Saloons. Promoted by the Bay of Plenty Motor Racing Assn., P.O. Box 2197, Tauranga.

5TH/6TH JANUARY - SATURDAY/SUNDAY - INTERNATIONAL MOTOR RACE MEETING - LEVIN:

Saturday - Final round of the Black & Decker Championship. Sunday - Peter Stuyvesant Tasman Cup Race. Enquiries to Levin Motor Racing Circuit Ltd, Box 989, Palmerston North.

12TH JANUARY - SATURDAY - AIR NEW ZEALAND INTERNATIONAL MOTOR RACE MEETING:



This meeting will include the Air New Zealand International Race for the Peter Stuyvesant \$100,000 Championship. Supporting programme of Formula Ford Championship, Bank of New South Wales Championship, Castrol GTX Championship and International Motor Cycle Racing. Some events will be contested on Friday afternoon 11th January. Entries close on Tuesday, 11th December 1973. Late entries close on Thursday, 3rd January 1974 and will be subject to an additional fee of \$15.00 per event. Promoted by the N.Z.I.G.P., Box 11-129, Auckland.

13TH/18TH JANUARY - SHELL '74 INTERNATIONAL RALLY:

Begins Epsom Showgrounds, Auckland. First Special Stage - Pukekohe Motor Racing Circuit. Finishes in Christchurch.

20TH JANUARY - SUNDAY - NEW ZEALAND INTERNATIONAL GRAND PRIX MEETING:

To be held at Wigram. Promoted by Motor Racing Club, P.O. Box 448, Christchurch.

# President's Message



Whatever else could be said about 1973, it certainly went by quickly. Here it is, Christmas again and another busy and successful year behind us.

I congratulate all competitors who took part in our events, whether or not they carried off a first prize. The spirit of competition and sportsmanship has been high and that is the main thing.

To all members and friends who aided the Club by organising, marshalling or assisting in any other way, I

convey the sincere thanks of the Executive and Sub-Committees.

In extending best wishes to all members and friends I hope that you will enjoy pleasant and safe motoring over the festive season. I know that you will be doing your best to help reduce our tragic road toll which lamentably increases during this period. Courtesy and consideration to other road users must play a large part in avoiding this situation.

My sincerest personal regards to you all.

F. B. WEBBER,  
President.

## SHOUTS & murmurs

. . . The Clubrooms were used on Wednesday, 14th November, as the venue for a meeting of Area No. 2 M.A.N.Z. Stewards. Area No. 2 is the Auckland area and it is understood that meetings of these Stewards will be held every three months. We award top marks to Area Steward,





Kerry Lay, for holding regular meetings of these officials, who, after all, are responsible for the administration of our sport around this neck of the woods. It should certainly ensure more uniformity of Stewards' decisions.

. . . Congratulations to Randell Edgell and Janice Mallard who were married on 1st December.

. . . We hear that Don Henshaw leaves for England on the 28th January and will be working with McLarens. No doubt we will be hearing from him as he has promised us an article or two for the Bulletin.

. . . Congratulations to Alan Gough and Averil Herbert on their recent engagement. Allan is well known to Auckland Car Club members as former President of Hamilton Car Club. He is at present M.A.N.Z. Deputy Chief Steward.

. . . Members are reminded that the following Club badges and apparel are available from the Clubrooms:-

Cuff Links	- \$3.00 pair
Lapel Badges	- \$1.25 each
Blazer Badges (Cloth)	- \$1.80 each
Car Badges (Metal)	- \$2.00 each
Car Window Decals	- 20 cents each
Shell Licence Folders	- 50 cents each



. . . Whispers from England report popular Club Member, Terry (Buddy) Baker, to be having a rather "Yahoo" time. Terry recently attended the finals of the European Rally Cross Champs. Victory went to Jan de Rooy's 2000 cc BDA engined DAF 55!!! Rod Chapman's 1800 cc Escort came in 2nd with the well known Rally driver, Stig Blomquist 3rd in a Saab 96. Terry reports rally cross to be "good shunting value" which couldn't help but be a success in New Zealand - what do you think?

. . . Well known club member, Bob White, was recently appointed to the position of Deputy Club Captain. Bob will replace Peter Levet. Always a willing worker for the Club, we are sure that Bob will fulfil this position admirably.

. . . We welcome to the Executive Committee Des Bell co-opted to the position to replace Alan Wilson. Des will be well known to triallists and rally men in the Club.

. . . Most recent acquisition by the Club is a caravan. It is a 15' Crusader and will in future fill the role of mobile office for hillclimbs, gymkhanas, etc. One problem associated with owning a caravan is of course where to store it. At present we have no adequate facility for this. If any member knows of a site where the 'van could be stored under cover, please contact Club Captain, Ron Brown, Phone 678-739.

 **DUNLOP**



# DAVID OXTON writes



As you all know our President, Barry Webber, is a good talker - he must be - he talked me into an article for the magazine! He asked me if I could say a little about what goes on behind the scenes of racing in England, the sort of things

not covered in Autosport, etc. So for those of you looking for who won what, read no further, but I'll try and recap some of the highlights and otherwise of the trip George Begg, Joe Wright and I did to Europe for the Rothmans 5000 Series.

We had originally hoped to go to Australia for the Tasman Races there earlier this year but since this was going to upset our timetable for the European Series we passed this up and loaded the Begg FM 5 on its trailer, complete with all our spares, and shipped it over to England in time for the second race of the Championship, the first one run in conjunction with the Race of Champions in March, being held while the car was on the high seas. We did however watch the Race of Champions meeting at Brands and had a chance to see the competition we had come to do battle with.

It certainly was quite a revelation after seeing the main races in Europe last year, the 5000 cars had really "come of age" and no more were there just a few top runners with the rest of the field padded out with less competitive cars like the Tasman Series. Instead we found twenty-five to thirty new, quick cars, but working on the theory that all that glitters is not gold, we got ready for our first race at Mallory Park two weeks later. George Begg had, on a previous visit to England, become friendly with John Thomson of T.C. Prototypes. John has been with McLaren's, March, Cosworth and what he doesn't know about racing car construction isn't worth knowing. This year he and his small team who have built chassis for Shadow, Ferrari, Techno, Surtees, to name a few, and repaired many more, offered to find us some space to garage the car in his small township near Northampton about 100 miles north of London. The space turned out to be an old shoe factory with doors so

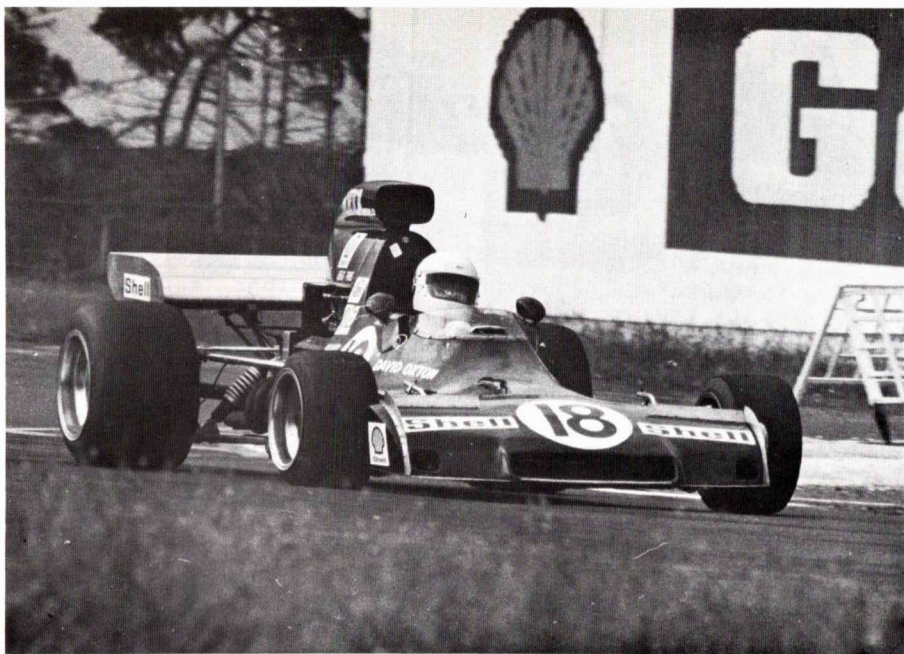
narrow we had to take the wheels off the car each time we wanted to take it in the workshop! However, this didn't last long since the building was wanted for a long term lease. John set to and found that the local Shell Station, Earls Barton Auto Service, were willing to accommodate us for our stay in England. The boss and his son, Jim, and Tony Lee took us under their wing and very soon we felt welcome in the garage and, in fact, in the village. We rented a little house only half a mile from the garage and after buying an old Transit V6 we were all set up to go racing.

I think the highlights of our trip were our visits to Missaro in Italy, our race in Ireland, and finally a camping trip to Austria for the Austrian G.P., I did with some Kiwi friends. The Italian trip was in June and we decided to take a few days to go down and we stopped in France a couple of days and then had an exciting trip over the Mont Cenis pass into Italy. Terrific scenery everywhere but I wasn't too happy with the trigger-happy Border guards who collect your Customs passes between countries. They are always after bribes of cigarettes and drink or stickers but Joe and I were adamant that no Border guard was going to benefit from us so they held us for an hour or so just for spite. Our race was on the Adriatic Coast near Rimini. It was a fabulous circuit but unfortunately the race was cancelled after practice because the local council said our cars were too fast and dangerous!!! So we all packed up and descended on the local "Hire-Your-Own-Go-Kart" track. All the drivers and mechanics got in on the act and George Begg did the honours as starter! After several hours, six immobile karts and many bruises, we were asked politely to leave. Well I think it was polite. It's hard to know with the foreigners! We headed home to England and after a run in with the Italian police for driving on the wrong side of the road, or was it the right side, and then in France having the Gendarmarie just about arresting us for driving with our headlights ON at night in Paris, we were quite quite happy to get back to Britain.

The Irish trip by comparison was a lot more like home in New Zealand. The organisers for the race at Mondello Park near Dublin met us at the ferry (its about a ten hour ferry trip from Liverpool to Dublin) and then showed us to the Kell Dara Hotel where all the teams stayed. They couldn't do enough for us and there was alot of back slapping going on there. As soon as we said we were Kiwis the All Blacks sprung into the conversation and that was that, friends for life. After the race (one of our better ones) the club put on a huge dance which reminded me of the "dos" we used to have at Levin, Wigram and Teretonga a few years ago. There was certainly no suggestion of the trouble which is rife at present in Northern Ireland. After a quick sightseeing trip around Dublin we got down to the ferry and set off to the mainland once more.

The rest of our races were in England and were, in the main, one day affairs. We would leave at 5.30 a.m. to practice at about 10.00 a.m. and then probably wait till 5.30 p.m. to race! A peculiar feature of English racing is that the big race is usually last and that can be as late as 6.00 p.m.!





Our base near Northampton was central to most circuits and it was usually about 3 hours drive to Oulton Park in the North or Brands Hatch in the South. I remember one day we were trying to make it in  $2\frac{1}{2}$  hours to Oulton doing 80 mph in the outside lane of the M1 with the trailer on. That was bad enough but we passed a "bobby" in the process!! After the Range Rover (how's that for a mufty wagon) stopped us, and went to great trouble to point out our list of charges, the Bobby sent us on our way with a warning and many good luck wishes. Fine fellows those English "bobbies"!

After our dozen or so races in England I put the car on the boat to New Zealand and headed off to Austria in our Mk 3 Zephyr with Club members Dick Bennetts and Jim Murdoch and three others. It would take too long to describe that trip but suffice to say we saw a fabulous F1 race; the Austrians are very friendly and the birds are fabulous. And I'm sure by camping the way we did it we got to see a lot of the Continent not normally on the tourist routes.

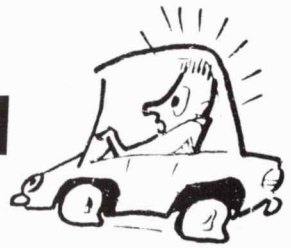
Overall we had a great trip to Europe. We were very competitive in a very competitive formula, we made a lot of friends and got a lot of enjoyment both from the racing and other activities. I am indebted to George and Joe for making the trip a success and now I look forward to competing in the Black & Decker Series in my favourite country.

In conclusion my thanks go out to the Auckland Car Club, all the rain soaked marshals, and especially to the ever capable Clerk of Course Les Rankin for making the first race of the season at Pukekohe a success. To members one and all - good luck.

DAVID OXTON



# GYMKHANA



A beautiful hot summer's day beheld the usual gymkhana mad-men (and one woman) at the Western Springs 'cark park - come football field'. It had been very wet on the previous few days so the ground was nice and boggy, resulting in many cars wasting precious seconds trying to get off the 'starting block'.

James Perkins was leading the field in the first two courses until cheeky Des Gulland turned up just in time to have a sprint round the second course, to take first place. Bob White sneaked through first on the third test followed smartly by Steve Hamilton. It was close competition between Steve, Des and James on the fourth test but Steve managed to leave the muddy patch at the beginning the quickest. Steve also managed to get pretty niftily round the fifth course.

One of the highlights of the day was the Holden Torana GTR driven by David O'Carroll and Christine Croul, the latter being one of those dreaded people - a woman driver - who proceeded to make quicker times than her boyfriend (the owner) much to the delight of the timekeepers who happened to be two very pregnant Women's Lib followers. I must admit though it was very kind of David O'Carroll to let his girlfriend have a go. (My husband wanted me to substitute brave for kind there but I refused).

'With the usual 'Let's Dance' jaunts round the courses the meeting was fired with enthusiasm and zest. Many thanks to the A.C.C. for letting us plough the field for them.

Results were -

## CLASS A:

S. Hamilton	6
B. White	5
D. Gulland	4

## CLASS B:

A. Jefferies	6
J. Rhodes	5

## CLASS C:

J. Perkins	6
J. Busch	5
R. Clark	4
J. Crombie	3

## CLASS D:

B. Kirk-Burnnand	6
J. Riddell	5

## CLASS E:

K. Bennet	6
G. Pitt	5

## CLASS F:

B. Platt	6
W. Painter	5
D. O'Carroll	4
R. Senne	3
C. Croul	2



TYRES

**DUNLOP**

RETREADS





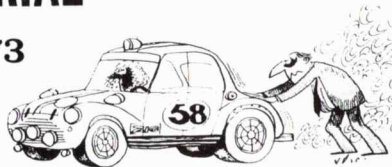
Photos by ROSS SENNE





# 'Experts' TRIAL

October 27, 1973



The 1973 Experts Trial was regarded and recognised as a first class trial. The trial left the Clubrooms and headed for the Waitakere area continuing around the Kumeu-Waitakere area and eventually travelling towards Massey and Whenuapai and finally back onto the Motorway to head for the Clubrooms.

On receiving our A.S.R.'s we prepared for what looked like a real demon. After collecting our odo check we came across our first check at the CAREY PARK sign which the A.S.R.'s defined as two signs. Instruction 18 created a few headaches although it was different, reading "Go left after 3696 feet".

Going right at COULTER RD and then following DROWER RD contradicted the A.S.R.'s, thus - another check. Instruction 23 read "Go right at McENTEE RD". The "c" was not in capital letters, so one continued, looking for MENTEE RD and encountered a "delete" check. We eventually found Diane Cribb (known to the competitors as Section Control) and received instructions for Section 2.

In Section 2 competitors were required to go right at intersections where a sign incorporated the letter "A". What a mighty section! Checks everywhere! The first good trap came when a sign was quoted in the instructions with its layout altered, (there is some doubt as to whether this trap is on, however, common-sense sorted out any queries).

"Go left at HAMHAN RD" saw us going right (overriding instruction) as the sign read HANHAN RD., to collect Check "BEASTIE". The A.S.R.'s stated that in Section 2, on encountering Check "BEASTIE", delete the instruction you are on and make a U turn - something seemed fishy so we went back and forth whilst a bunch of kids on the side of the road took the mickey out of us something terrible! We found nothing so back to where we came from to pass a rather amused Peter (Mount) Batten. We continued to go overriding rights, even the REST AREA sign was at an intersection. Eventually we found Norm Harvey at Section Control. (How's your road rallies, Norm?).

Norm issued us with our mapreading instructions. The mapreading was excellent, especially for a novice like trial such as the Experts!!! Some good traps were pulled in this section especially when competitors found check "BEASTIE" again - some deleted their instruction and U-turned (A.S.R.'s). However, we were now on Section Three (A) and not Section Two as the A.S.R.'s ruled. The more experienced crews encountered the End of Sub-section Check twice as the previous instruction took competitors to a grid reference just past the

check. An interesting aspect of this section was the speed schedule being done to grid references on the map and not to signs etc.

Section Three (B) took us back to the Clubrooms - the overriding instructions were too numerous to mention. These overriding instructions had competitors entering a crossroads and leaving it in every possible direction - the confusion of so many cars heading in so many directions was absolutely hilarious! We couldn't go left after M.R. WILCOX & SONS LTD NURSERYMEN as AA signs only were to be quoted. The HOBSON-VILLE AIRFIELD sign did not agree with the A.S.R.'s, thus ahead to find a perfectly made AA sign. A "hard-to-see" sign took us right just before the motorway to find Geoff Smith having a lonely time (only about five cars found him). We then continued to join the motorway where most people forgot they had an overriding Go left and as a result did not go left off the next motorway exit (Lincoln Road) to find Dave and Judy Hinton - who had a lonelier time than Geoff Smith!

At last, a nice trip back to the Clubrooms - but wait, all signs quoted must be AA signs and STODDARD RR S3 is not an AA sign - instant panic! - so straight past the Clubrooms to find Dave Childs who gave us "delete" instructions. Finally - back to Final Control (they even made this an AA sign - well done lads) inside the Clubrooms.

Congratulations must go to Steve Hamilton and John (Flat) Busch for a fantastic trial. Rumour has it that these two boys are plotting a considerable portion of next year's TISCO Trial, along with another famous crew in the club. Congratulations also go to Peter Batten on plotting an enjoyable mapreading section.

Results showed the Morley crew were first with second placed car being John Crombie and third, Robert Wylie. John Wentworth was an excellent and well deserved fourth.

RASTUS



## AUCKLAND CAR CLUB

### *Pit Stop Bistro Bar*

Open Thursdays from 7-30 p.m.  
Sundays 6—9-30 p.m.



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

**Children Welcome Sundays**





# DUNLOP MOTOR RACES

ORGANISED BY N.S.C.C.

11th NOVEMBER

The Northern Sports Car Club held their Dunlop Meeting on November 11th in what was probably almost ideal conditions, dark, not quite raining, except for a couple of light showers, which kept the people away from the beach and brought them to the Motor Racing. A very good crowd it was too, and the feature race of the day naturally was the Black & Decker Championship event, the Dunlop Motor Race.

Well Graham McRae, fresh from his Australian victory, romped away to win this one without any particular trouble at all and it was certainly easy to see he was in a class of his own. Oxtan in a similar situation with the rest of the field. It was the rest of the field that the interest came from, and from the outset Pedersen was running in 3rd place from Lawrence, Robertson, Robbie Booth, Dexter Dunlop, Reg Cook, Russ Noble and a very late Frank Radisich. On the opening lap things were pretty much the same, the positions altering perhaps a bit as Dunlop forged his way past Robertson and Booth and pressed hard, but then Cook started waking up from down the back of the field and went past Booth on the third lap, moved up to get in behind Dunlop and then on the following lap both he and Booth moved up ahead of Dunlop as Dunlop fell back with problems. Cook then set out with a mighty drive in an effort to pull back the flying Garry Pedersen up in front, but Pedersen tried all he knew how and apart from the odd excursion, one of them across the grass and somewhere on the track, when he dented the front, he managed to hold off Cook, but only just, to take 3rd place. Cook, tremendously improved, was in 4th place, a long way back was Robertson after the unfortunate Robbie Booth dropped out with a gearbox failure, really tearing some teeth off the gear, and five laps behind was Russ Noble. So that left the points for the Black & Decker series at the moment standing: 15 - David Oxtan, 9 - Graham McRae, 7 - Garry Pedersen, 6 - Ken Smith (who didn't run), 4 - Dexter Dunlop, 3 - Reg Cook, 3 - Baron Robertson, 2 - Robbie Booth, 1 - Russ Noble.

The field moves on this weekend to Ruapuna for their 3rd round and Timaru the next weekend for their 4th, then they move back to the North Island to thrash out the last of the three rounds. If McRae keeps going the way he is he will be fairly hard to stop, but you never know, there are lots of ifs and buts in Motor Racing and it could be the consistency that counts. The surprise of the day, and certainly a great pleasure to see was Reg Cook who really picked himself up and went - perhaps if he had gone a little earlier he just might have got passed Pedersen in his Hi Fi McLaren.

DON HADFIELD



# DUNLOP MOTOR RACE MEETING

PUKEKOHE, SUNDAY, 11th NOVEMBER, 1973

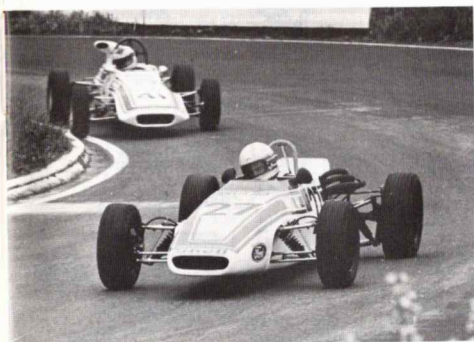


PHOTOS...

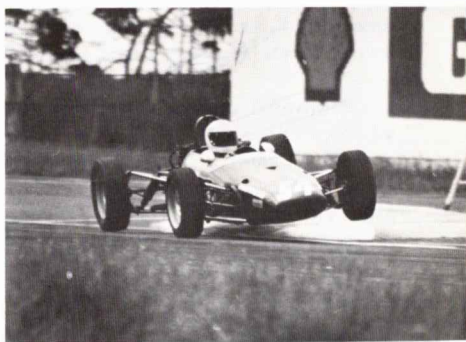
Jack Inwood, P.O. Box 9323, Auckland



McRAE



WALKER



HASKETT



BRAY



COX



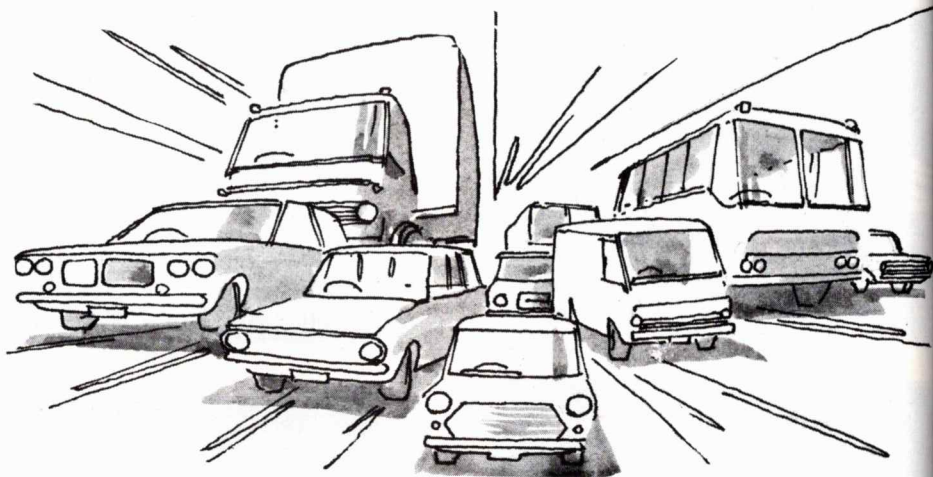
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# MANFIELD RACE MEETING 28th October

*by Don Hadfield*

On Sunday October 28th the Manawatu Car Club got away with their inaugural meeting namely the Castrol Inaugural on the Manfield Autocourse. A very, very fine circuit. 1.8 miles in length, with the cars progressing in front of the spectators four times per lap and so much action going on as the cars spread out at various corners, and it is very, very difficult to know which corner to watch.

The very first race of the day was the Group 2 and 3 Castrol GTX races. From the outset it was a fantastic battle between Roy Harrington, Kevin McNamara and Paul Adams. Close behind was Langley who was rather unfortunate to roll it quite spectacularly on the third lap. But battle it was as Harrington worked away using a fair amount of the track with Adams trying desperately to get by inside him, underneath him and every other way, and finally in his desperate efforts he got involved with a bit of an incident with Harrington and went 3rd, McNamara catching them up quite easily as these two struggled to get past each other. McNamara had been some considerable distance behind but he caught them up and finally got to 2nd place with Alan Woolf being 4th and Glen McIntyre 5th.

In the Group III Class normally Flashman has had himself a ball but the Datsun 1600 couldn't use its off the line procedure here because there was not room to get past, and it was Bruce Cork who battled away very well with him for some time, then Cork went off the island. And so they fought throughout and Paul Anderson who had a tremendous practice time, was fairly well back on the opening laps, worked his way up, and it was a photo finish, as young Stephen Emson, having his first drive in a Datsun 1600, took it from Bruce Cork, with Paul Anderson right there with him, then came Flashman. This class is completely dominated by Datsun 1600s at this stage, in some little time maybe something else will intervene, but it doesn't look too much like it.

First preliminary for the Ace-Osca event was bit of a cuffuffle as Dawson couldn't start as he wouldn't wear an Ace-Osca decal, so it was Trevor Crowe who won this one from Graham Baker whose car appeared to be ailing. In 3rd place was Rod McElrea a long way behind, then came John Riley followed by Blair Patton in his Escort.

Formula Ford events were dominated by Dave McMillan driving his old car as his new car had not yet arrived from the States. In 2nd place in the second heat was Steve Millen who did have fastest time on poll originally, but in the first heat just didn't get off the line and dropped right out of the race altogether. Young Brett Riley had two thirds, Norm Smith 2nd in one heat but out of the picture in the first,



and always present and trying hard was young Grant Walker.

Jeremy Gough had a long overdue win in Formula Vee but look out for Norm Lankshear who was certainly very very difficult to stop and was leading quite a bit of the time until Gough took over on the last lap to come home. George Hetterschaid was 3rd and the reigning Formula Vee Champion, Ian Hodge 4th.

In the 1300 B.N.S.W. races Reg Cook led from the outset but then fell back with fuel injector belt problems, and Rex Hart moved up to win this one from Peter Harris. Robert Lee was next and he was followed home by Mark Reddish.

The Castrol GTX Group 1 Production Car race was a bit of a drag, Richards leading all of the way, and this one being nearly as boring as the Group I series turned into late last year. Wayne Wilkinson was next, and probably the best drive of the race was Merv Neil who battled away with Tony Warren and a few others to finally get through into 3rd place, Geoff Sutherland being next, then Tony Warren.

The B.N.S.W. 1301 - 4200 plus the 4201 - 6000 class was quite a good race. It started out first lap round being Peter Sundberg who was very very quick indeed, and was probably the star of the race, although he had himself a bit of a cuffuffle. But Coppins won this one, and Sundberg looked like being the man to threaten until he blew it up in the biggest possible way. John Riley took 2nd and then we had Rod McElrea a long way back. Clyde Collins moved up after spinning back through the field, to be next.

In the 1301 - 4200 class it was Halliday all the way, and we expected a bit of a battle from Boyle, but Cook led first time round having entered this class as well, and Boyle moved up and then spun his way to the back of the field, but boy did he go while he was making his way through. So the race ran out with Halliday winning from Cook and Neville Brickley being next from Eric Morgan.

Mini 7 looked like being a bit of a drag, but it didn't turn out that way at all and John Bedford put on a fine display. There was a monumental prang on the opening lap when one of the competitors spun in the middle of the field and wrote five of them off out of the race right from the word go. Jim Harvey returning to form took the race, Bedford unfortunately failing on the last lap fell back to 4th, Ian Kirk in 2nd, Murray Cox being next with Bedford and then we had Ian Anderson.

The final race of the day was the big Osca event which unfortunately once again failed to feature Red Dawson; Clyde Collins and Trevor Crowe having a mighty race throughout, and unfortunately in trouble from the outset was Graham Baker who had some time spent in the Pits, but in his efforts to catch up he was really trying and went off the road in the biggest possible way when the throttle jammed wide open coming down to Higgins Hairpin. John Riley took third, McElrea a consistent 4th and then we had Morgan in the XVI.

So wound up a very good day's racing on what promises to be one of the finest circuits in New Zealand, in fact at this point I would say the finest. Sitting on the bottom row of the Grandstand at any point you can see all parts of the Circuit. ●



# POINT OF VIEW



After two rounds of the Black & Decker Championship I will be bold enough to predict that this new series will go from strength to strength.

At the first Pukekohe meeting for the F5000 cars we had an encouraging line up of cars and the second meeting on November 11th saw yet a further improvement. With one or two new F5000 cars still to come it should not be unreasonable to expect grids in excess of 15 cars.

It appears that B & D are pleased with the results of their series so far. It is to be hoped that as a result of this sponsorship more resident drivers will move up to the premier class in New Zealand motor racing.

It is most unfortunate that the matter of the South Pacific Championship has again lifted it's head. First mooted some three years ago this series has been planned for cars with engines complying with the new 2 litre Formula Two.

In the past twelve months Motorsport Association New Zealand have at last seen the light and taken some action to halt the ridiculous proliferation of racing categories in this country. If the motor sport authorities of New Zealand give any support to this proposed 2 litre formula they themselves will be guilty of the crime that other small groups have been accused of.

As a result of hard work F5000 has been built up to the stage where it has been officially recognised by the FIA. Formula 2 on the other hand was created by the FIA and with the change to 2 litre engines, not based on production units the price of such engines will be ridiculously high.

Any attempt to introduce yet another formula to this country will do great damage to the Black & Decker Championship, for the more people who purchase Formula 2 machinery the less there are who purchase F5000 cars.

It is rather disconcerting that Australia is pushing this South Pacific series rather hard, or would it be more correct to state that a very small group are doing the pushing headed by the retiring CAMS Secretary General.

In a recent editorial in Australian Motoring News the editor of the publication said "Australia needs Formula Two like it needs a Holy War". Just as this class would throw motor racing into chaos on this side of the Tasman so it would do over in Australia.

The promoters on the other side of the Tasman have been getting behind their F5000 series to the benefit of all concerned, now with the added sponsorship of Peter Stuyvesant for what was the Tasman Series the Australasian motor racing scene shows signs of improving health after a long period of illness.

That M.A.N.Z. has not made up its mind on this subject is reprehensible, the gentlemen elected to the governing body of our sport are put there to do a job and unless they can carry out that function they should step down and let someone who has the interests of motor sport at heart take over.

It seems as if the interest of our sport is placed second on the list of priorities - too many people are only interested in pushing their own barrow. This situation will lead only to the fragmentation of the sport; I fail to see any benefit to be gained from that.

NHH



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# GRASS TRACK MEETING

PUKEKOHE C. C. ~ AUCKLAND C. C.  
4.11.73

The meeting was a culmination of several meetings between the two clubs to discuss the possibility of the two clubs running such a joint venture, and many were the problems that had to be sorted out, especially as this was to be a race venture, not just a skylark. It would be true to say that apart from minor snags, all of the type that raise their heads at the first event that is any different from the run of the mill style, but with the co-operation of everybody the occasion went with a swing.

As I myself was kept very busy calling up the cars that Ron Brown had sorted out into some semblance of races I can say that the racing I did see was keen, clean and under such conditions of slipperiness, fast. The only major happenings were a collapsed front suspension of an A40, a shunt between an Anglia and a certain 'Woolcraft' Escort and a few missing links by Murray Firth. Finally, a sad looking single seater whose rear suspension had gone out for a walk.

I must say thank you to Dean Aitkenhead who made available the venue and his many workers who put in so much time and effort in preparing the course, and to the organising committee - W. Kelly - Clerk of the Course - for a mighty difficult job well done; Mrs N. Pilkington for documentation, and the 'workers', D. Pilkington, R. Dixon, D. Aitkenhead, and our man of many parts, Tom Walker; and from Auckland, Spencer Pearce and his semaphore gang, and Ron Brown.

Thanks also go to the ladies of the Pukekohe Car Club for keeping us all so well refreshed.

Considering most of the Auckland public events were cancelled the meeting was in jeopardy from the start, due to climatic conditions, and therefore quite a number of our would-be entrants judged the meeting to be cancelled, the result being very depleted numbers. Should there be a similar meeting held in the future I am sure the situation would be very different.

In conclusion, it would be true to say a good day's fun was had by all and we hope that this is a beginning to a new sporting alliance between the two clubs.

BOBLYN





# STRAIGHT AHEAD



The shouting and the tumult dies ..... or it is supposed to. I have been disappointed by two non answers this last month. First off, all you trialists out there, as far as Norm Harvey is concerned, you still cannot see beyond the end of your nose, despite my proof that you could. However, this month he wants to know about grammar, you know, the Englishe expressiones you learnt at highe schoole.

Well first of all I hope you know the difference in interpretation between the word 'left' and the word 'right' and the word 'ahead'; knowing this does help immeasurably - and carry this understanding further on until you have the difference between words such as 'can', 'may', 'must', 'could', 'should', etc. Now apart from those unfortunates who didn't get the education that most of us did (I am sympathetic to the handicapped and unfortunate) I believe that every - repeat every person above the age of 10 years could interpret the correct grammatical sense and interpretation of any trialling instruction I have yet come across this year. But here is an Auckland Car Club reporter telling me by inference that he cannot and he does not give a single example. I challenge you sir - let us see your evidence - and we trialists still await our apologies.

Second - have you read your report on the rule changes yet. I do believe we are entitled to some report, either from MANZ or our delegate or someone. One reason I was told that it was hard to get a clear view was that the MANZ Executive consider trialists as a whole group of protestors. Well, well, well. Murray Thompson gave some figures at conference and apparently only 11 people/crews filed a protest of protest this last Gold Star season. If you poke your tongue out you can count them on the fingers of your hands. One crew filed 11 protests, two crews both filed 7 protests and three crews filed four each. This leaves four protestors who filed only six protests between them.

Now here is the crunch. Only eight protests of these 43 were unsuccessful, and I might say that eight obviously includes four on the Castrol, three nights before prizegiving which the Stewards refused to hear. Now, if so few were wrong, how come MANZ Executive is saying that the protestors/triallists are at fault. I am expecting a lot of action from the trialling brigade on MANZ - Jim Scott will readily admit to winning a few protests this year and is now on MANZ executive, so is Morrie Chandler - a strong triallist and so is Jim Carney - an experienced triallist of yester-year.

I have just learnt that a copy of the MANZ Newsletter will be included in the Bulletin this month, if possible, and this newsletter apparently includes the rule changes - three cheers!

The Experts Trial has come and gone and a thoroughly enjoyable trial it was too - obviously a lot of work put in by the assorted crews of the Sutherland Panelbeating sponsored car and the checkers.

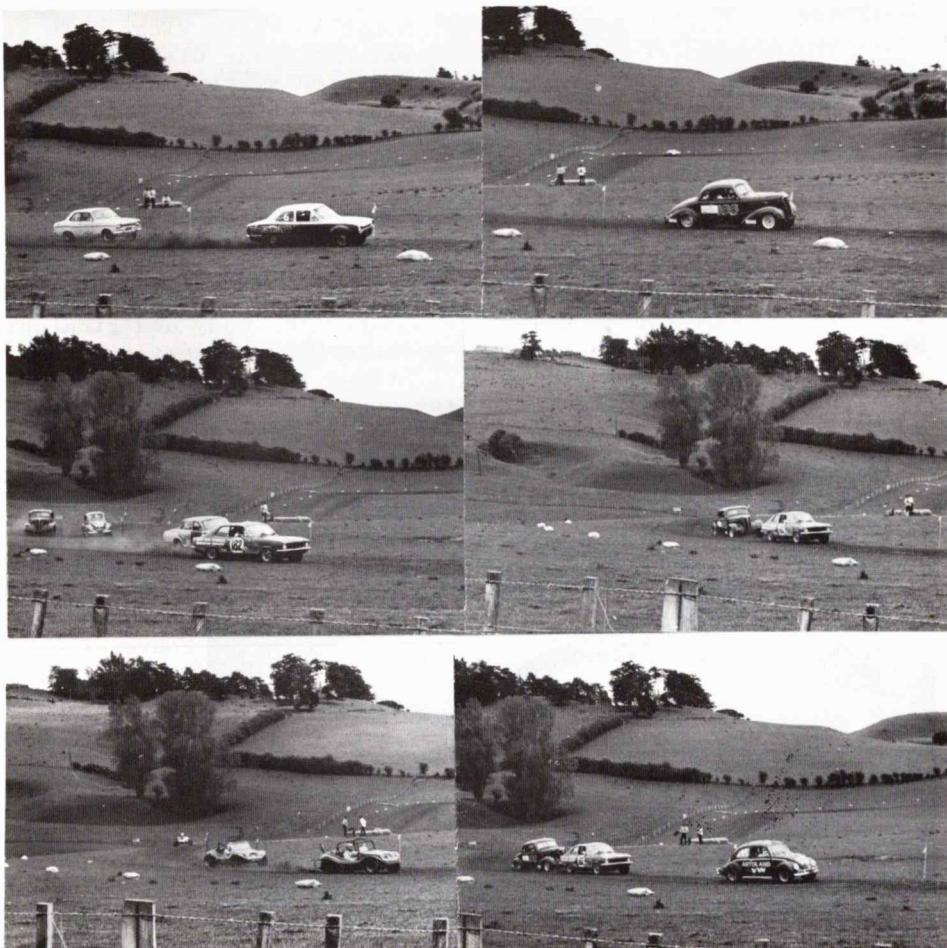
Did you know I have had at least one fan letter this year - including a whisky bottle - I could do with more fan letters like that.

And finally, I borrowed this Christmas message from Hutt Valley's Bulletin:-

Happiness is a pair of Cibies in the Christmas stocking  
Misery is the 'straight ahead' you took at 40 mph turn-  
ing out to be a swamp. G.R.006

\*\*\*\*\*

## Auckland -- Pukekohe Grass Track Meeting







# My Most Memorable Car



## JACK NAZER

My biggest contribution to New Zealand motor racing came into being in 1963. It originated from a crumpled heap of panel steel that was previously the prized 105E Anglia of a South Auckland vicar. It was a similar distorted and dejected state that the 'Yellow Submarine' (as she

was later nicknamed) died, along with the Allcomer class of racing which she was very much part of.

The Anglia project was conceived after having been soundly thrashed by Kerry Grant and Co., in my old Chev Coupe. A magazine article on Doc Merfield in England showing a picture of his Anglia outraking a Jaguar influenced my decision on what to build. The process of building a racing saloon started with the help of Laurie Evans who squared the body and straightened the chassis and the process of assembling almost a whole car out of new panels. The modifications were as follows - the front legs were Consul 315, the engine was a 3 bearing 1340 c.c. bored to 85 mm with the demon Holboy camshaft and



proudly sporting a pair of 40 mm Webers. The gearbox had a Buckler weld-on conversion close ratio gear kit and the diff, a Ray Stone converted cone type limited slip centre. Super wide 4½ inch Zephyr rims were

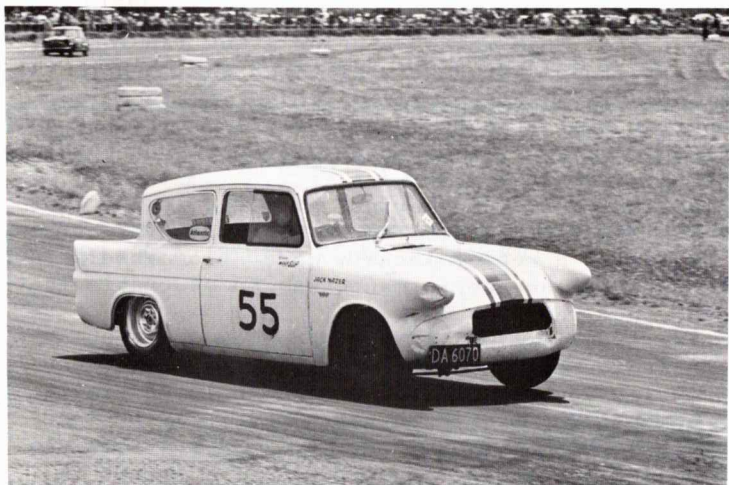
fitted to the Anglia Centres and most important, she was painted bright yellow.

Hillclimbs were the venues for her debut. In September 1963 at Chamberlain Road the first outing returned 51.3 seconds and at Kerrs Road in November she was not only fastest saloon by several seconds but only 1.8 seconds short of F.T.D.

That first season of racing brought home to me just how raw I was, particularly that terrifying sight of Ernie Sprague in his MK 3 Zephyr coming into view. I learned a lot and have nostalgic memories of dicing with Ivan Segedin in a similar car and Kerry Grant in the Lotus Cortina. It was during this season that Kerry and I on the same lap enjoyed the honour of being the first saloons to break the minute around Levin.

At a mid winter meeting around the houses at Matamata she had her first excursion, ending up on the front door of the local church as a result of a welded steering arm breaking. (Trevor Birch wasn't the man of importance in those days).

The season following was Molyslip year with Rod Coppins in the organ pipe Zephyr Corvette, Tony Lawrence, Morrie Hogan and myself with Anglias, the late John Ward in the ex Kerry Grant Lotus Cortina and Graham Lawrence with his first single seater Brabham 1.5 litre. It was during this season the Anglia competed at every race meeting in the country and became fondly known as 'Sabrina'.



The 1475 cc push rod engine had become the spare by this time and the new motor was a 1650 cc twin cam with Cosworth L1 Cams. This was the season that the star attraction at Levin was Robbie Francevic and I beat

panels, particularly around the Cabbage Tree section of the track. The end of 1965 was a time of change because although I had learned a lot about what makes a racing car go my business had suffered considerably so I gave it away until the 1966-7 season when 'Sabrina' was transformed into 'The Yellow Submarine' and I was determined to win the championship.

The first meeting was Renwick and I can remember my joy after practice to find I was on pole position and nearly four seconds quicker than Robbie Francevic's Custaxie, who was alongside me. I won every race so easily that day so I was very much looking forward to Pukekohe, only to have my first experience of Indy Slicks in the rain. A third behind Robbie



and Paul Fahey was where I was very lucky to finish after Rod



Coppins in the ex Fahey Anglia spun just ahead of me on the last lap. At the Grand Prix meeting I could only manage third again behind Paul and Robbie. Levin was another second, behind Robbie,

even though I could lap faster. Would you believe Robbie was a very hard person to get by, especially when assisted by the long legs of "Colour Me Gone".

Wigram was a race meeting I'll never forget, especially after the preliminary race when Robbie was red with rage and trying to explain to his pit crew how this terrible Anglia spun him around by the hangars. Anyway he calmed down for the main race which he just took from me and sharing a new lap record. Teretonga was the meeting that Robbie clinched the championship and I was sidelined with a blown diff. Timaru was the final championship meeting and although I was again sidelined when the clutch went on vacation, I had accumulated enough points to be runner up.

The last meeting "Yellow Submarine" attended in the South Island was the Air New Zealand Meeting in February 1967 at Ruapuna where we fitted a set of locally made alloy wheels but when it came to the race her performance was so miserable that her only unplaced race was run.

The engine was rebuilt for the last Pukekohe meeting of the season which featured a 20 lap Allcomer race. After Paul spun on the first lap Robbie set the pace and with me playing a waiting game until about 5 laps to go where I started to press him, hoping his brakes would start to fade but this was not to be and he took the chequered flag 0.8 of a second in front of me.

To further prove himself, after learning of my new 1-13.1 lap record, he promptly recorded a time of 1-12.6 in the final handicap race of the day.

New Zealand's last Allcomer race was also the end of this bright little car when one of the alloy wheels broke, causing the bank at the end of the main straight at Levin to bring the death blow and to add insult to injury the engine jammed at full throttle until it self destroyed.

JACK NAZER

 **TYRES DUNLOP RETREADS**





## NEW MEMBERS



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

Graham Monaghan

Kevin Pickard

Michael Pederson

Peter Thomson

David Lee

Frank Chandler

Peter Cope

Henry Fava

Ina Hirovanaa

Alan Houltham

Paul Hunter

Peter Sherrington

Maurice Jully

Warren Pearce

Murray Rout

Onehunga

Te Atatu

Massey

Henderson

Takapuna

Milford

Avondale

St Heliers

Mt Albert

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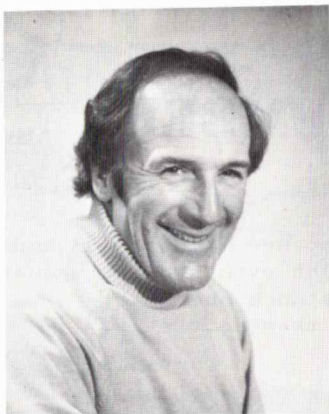
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# IN EUROPE WITH GEORGE HORNE



Well, you had "Feminine Viewpoint" last month, and that's really dropped me in it - no escape from "Masculine Viewpoint" this month!

But where to start, that's the problem; should it be at Ravenna, that historic and lovely Italian town on the Beautiful Adriatic which

so few tourists seem to find; at Zeltweg, most scenic of the artificial road courses since the fabulous Nurburgring of the "Golden Age"; at Modena - and you know the wonderful things that come from there - in the middle of the hottest of Italian heatwaves; at Silverstone - well, everyone knows about Silverstone; or Donington (yes, only three "n"s please), or even Doune, in the Scottish Highlands - what the heck have the Scottish Highlands got to do with motor racing? You tell me where to start - it was just a glorious seven weeks of motors, and motor racing, and motor racing people, all tied together by thousands of miles of driving on fantastic roads in about six countries - and the weather was marvellous most of the time!

O.K., so why on earth did we go to Ravenna - no motor racing there nowadays? True, but there certainly used to be! Such as what went on on Sunday, 17th June 1923. The race was the Circuit of Savio - Il Circuito di Savio (for the River Savio, which runs nearby) - a particularly gruelling course apparently, and one which gave Alfa-Romeo an opportunity to prove the capabilities of their new "Targa Florio" racing versions of the 3rd Series RL six cylinder car. An RL won the race, one of the first in a fairly considerable string of victories which was to establish it as an historic car - the driver, a youthful Enzo FERRARI, just twenty-five.



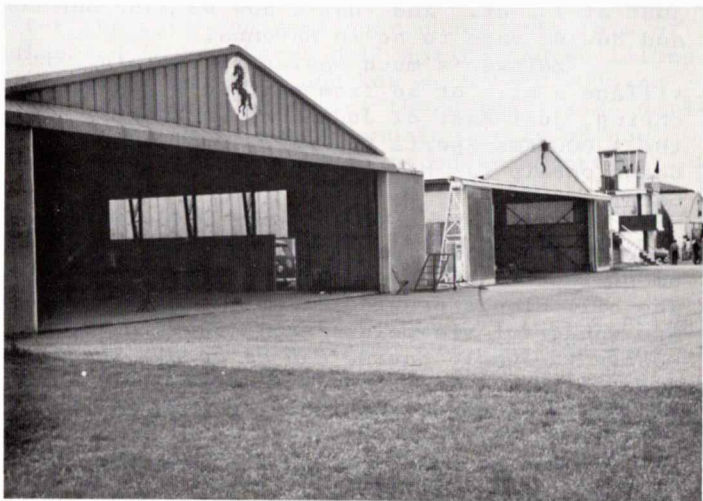
Another young Italian's name had become a part of history a few years earlier - Francesco Baracca, Italy's top scoring air ace of the First World War. He was born at Lugo, just a few kilometres from Ravenna and trained as a cavalry officer at Modena (how history fits the jigsaw of names together) before transferring to the Army Air Service. His Spad fighter was shot out of the sky by Austrian ground-fire on June 19th 1918. He had thirty-four air victories to his credit. And that was but two days short of five years before FERRARI's famous victory at Ravenna! His personal insignia, emblazoned on the fuselage of each of his aircraft, was a prancing black horse - a memory of the thoroughbreds he'd known so well at Modena.

Well, you've heard how the Italians can go wild with enthusiasm at a motor race - and they really do - you should see them at the Targa! It was such a day at Ravenna when that red Alfa, racing number twenty-eight, came roaring through the dust to win. The young driver was carried off shoulder high to be presented with his trophy, and to receive a much more important memento - the prancing horse from the wreckage of Baracca's Spad, presented by his parents who had watched this race so near their home - see photo on previous page, both as an expression of their enthusiasm for the young men who were providing these faster and ever-faster machines, and as a memorial to their son on the fifth anniversary of his death. There is sentiment, and history, in so many of these Italian stories!

It's the same prancing horse, slightly re-designed in an even more fiery pose, that has been carried so proudly by every FERRARI car - and there've been many thousands of them now.

Now you can see why we were in Ravenna! Sunday, 17th June 1973 was exactly fifty years, even to being a Sunday as well, after that great day. We seemed to be the only ones who remembered, and there we were, turning the Automobile Club di Ravenna upside

down on a Saturday morning trying to find someone who could recall the old circuit, so that we could drive round it the following day and commemorate that great event in our own small way. And not a soul in the place knew anything about it!! Everything in Italian of course! And neither Marie





nor I anything of a linguist, so it was all very complicated. But they were all very kind indeed, even telephoning Rome and Milan to inquire of various newspapers for any information that could be raked up. But no luck!

No luck at all, until we mentioned (would you believe, in a model aeroplane shop) that we were going to Lugo to find what we could of memories of Francesco Baracca. The shop-keeper was delighted to tell us that there would be an Air-Rally at the aeroporto there the following day, and we'd be sure to find someone who could help us. Suggested we telephone members of the Baracca family still living in the area, which we did, and soon discovered that a distant cousin - a Baracca too - was the President of the Aero Club.

So off we went on Sunday to spend a day in the aviation world. And what a day! We were treated as guests of honour, and shown everything there was to see on that little country airfield. And everything was Baracca, wherever you went. Prancing horses on the hangars, in the clubrooms, in tessellated pavement designs on the floor - first day covers on sale for the philatelists, the lot! But not much luck with the course of Il Circuito di Savio. It was a wonderful day - there was a marvellous luncheon and prize-giving which went on for hours with course after course and wine after wine, far into the afternoon; had a young gentleman to interpret for us the whole day - he was a development engineer at Carburatori Weber in Bologna and owned his own aeroplane.

But still no circuit - until, quite late in the day, we met a young lady whose father had had something to do with the old race. She telephoned him, and was able to find out enough for me to be able to figure it out for myself on a large-scale map they'd given us. Which was very lucky indeed for us; we just had time to nip back to Lugo for a few photos (Baracca's birthplace, etc.) before getting back to Ravenna as fast as we could and picking out the old roads among all the autostrade and cloverleaf junctions. Got it all sorted, and drove round twice just at sunset. And that's how we made our commemoration ..... and how we came to be in Ravenna!

Zeltweg's much easier to explain; it's the little village a mile or so from Austria's major circuit, the Osterreischring, just East of Judenburg in Styria. We were there to see the 1,000 Kms Sports Car Race, 9th Round in this year's World Championship for Makes being contested by FIA Group 5 Sports Cars.

And what a circuit that is! Entirely artificial, it winds its near six kilometres through beautifully sweeping curves among the low hills so characteristic of that part of Austria. The hill slopes provide excellent natural grandstands, and there are wonderful viewpoints among the pine trees from which very nearly the whole course can be seen. The weather wasn't on our side at this stage, and it was very wet on Friday and Saturday for official practice. However, Sunday turned out much better - although still cold and grey, it didn't rain, and there was a bit of sun now and then. But the weather of the previous two days had spoilt it for the Austrians, and Hans and his Gretel didn't turn out in their tens of thousands on the day - the crowd in the Tribunen opposite the pits was one of the thinnest

I've seen at a major race. This must have been a big disappointment for the very energetic Knittelfeld Club which organises both this Sports Car Race and the Austrian Grand Prix every year.

Well, you won't want to hear the story of the



race from me - try "Autosport" for that - but Matra won again just as at Le Mans a fortnight before. This time a bit more convincingly with first and second instead of first and third. They certainly sounded strong enough, went like trains, and just kept on going for the four and three-quarter hours which is all a thousand kilometres takes nowadays. I haven't seen the bright blue of France looking this impressive on a circuit for many a year - you can't count the Formula 1 cars because their colours stand for cigarettes and perfume - but I must admit to having been away from it all for quite a time!

Last blue car I saw doing any good was being driven by Luis Chiron! That's a long time ago for sure - and it's certainly another story!

We caught up with quite a number of old acquaintances in the paddock after the race and poked our noses into lots of post-mortems. Delighted to see Derek Bell again, and we talked at length about his visits out here and how much he'd enjoyed coming to New Zealand. Howden Ganley was there too - same Gulf-Mirage team as Derek - and there was an amusing story of how, when he was a schoolboy, he used to write to motor importers here for information on their cars. It seems he used to get nice, informative letters from some of them too - he even kept the letters, all these years, and now another New Zealand writer we haven't seen around Pukekohe for a long time is using some of all this to write another racing book!

Talked to Mike Hailwood as well, and Jacky Ickx - Brian Redman - lots of FERRARI people, discussing the pros and cons of their cars versus the very competitive Matras. Brian was most informative, and very kindly went over most of the race again with me - I think he'd noticed that there was always this chap up on the balcony over the FERRARI pit keeping a close watch on everything they did, so he told me all about the happenings that I'd seen down below during the race itself. His final conclusion .... there was just no way he and Jacky could do anything about those two howling Matras out front that day!

Had a run round the circuit next day, courtesy of BRM one of whose mechanics pulled strings for us with the Firestone people, who'd reserved it for a day's testing. There were a couple of Porsche Carreras there too, screaming around, and we saw Gijs van Lennep in the pits, but didn't take on any of that lot; in fact, waited until we'd got the circuit entirely to ourselves. I'm very good at driving round circuits with nobody else on them! And we didn't break any records either, not even for the standard 1300 XL Escort class - if there is such a thing when you're in such distinguished company! We took the BRM mechanic with us for the ride - he hadn't been round there either - and he very nearly sat himself fair and square on top of the model aeroplane we'd bought in the shop in Ravenna! So we only took him round once!

We had to go to Modena of course, or more particularly, to Maranello, that little village seventeen kilometres South, on the road to the Frignano hills and Pisa, where what was once a modest machine-tool factory has now become an extensive manufacturing plant. This is where the Daytonas and the Dinos come from, and it's an impressive sight to see the three production lines turning them out in quantity - well, not "quantity" by ordinary car standards, but certainly in far greater numbers than one would expect for such complex and sophisticated automobiles. It's a spacious and airy place, beautifully clean, and every part of it fascinating; a line of huge, grey machines turning out gleaming cranks like pieces of fine jewelry; a foundry where groups of magicians preside over ladles of liquid silvery alloy, occasionally casting in a pinch or two of brown or yellow to raise a column of multi-coloured vapours - the birth of a crankcase perhaps; the intricate assembly of row upon row of transaxles; a couple of hundred golden wheels; there's colour everywhere.

No, no Boxers on the line as yet, although we saw one or two completed engines about the final assembly shop waiting for pre-production chassis to come along. Of course, there were racing engines in the test cells singing their flat-twelve songs, but these were working units just rebuilt, some with many thousands of racing miles under their cranks. Engines for finicky paying customers hadn't begun to appear when we were there, and only two prototype cars had been completed.

And where were they? Over at coachbuilder Scaglietti's, they said, having detail mods done so that design could be finalised for production. I spent a happy hour poking about there some time later. The Boxer's a real car alright, although only time will tell if it's going to turn out a classic in the same way as its distinguished forebear, the Daytona. I hope it does, but a flat-twelve is a vastly different engine from a vee-twelve, and there's tremendous devotion to the vee-twelve at Maranello, as you can imagine. Dott. Ing. Gozzi had some interesting thoughts on this, and we spent a stimulating half-hour discussing the pedigree of the revered vee-twelve.

The day before, Gozzi spent most of the afternoon with us, showing us all the secrets of La Pista di Fiorano, the new private test track just across the road from the factory. It's a most impressive facility, with every corner and curve a replica of one or another of the bends on the world's premier





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circuits. Each of them is divided into sections by complex electronic timing sensors, and a car under test can be timed through each section of every corner. Closed-circuit TV watches at chosen points around the track - there are ten screens in the control room which is the heart of the whole thing, and every aspect of a car's performance can be monitored throughout the lap.

The pit, workshop, refuelling facility and control room are all housed in one building inside the circuit - you reach it by driving under the track - and there is a large verandah over the apron at the pit so that crews can work on a car without being affected by the weather; we were glad of the shade that boiling afternoon! And there are stairs so that you can go up on the roof and watch a car right round the track. It's all beautifully equipped, and a very valuable asset for the factory, enabling testing to go on day and night if necessary. We were assured it was already "earning its keep" in helping to sort out any problems arising with any of the cars, production or competition models.

Jacky Ickx was testing a Formula 1 Tipo 312 B3 the afternoon we were there - we spent some time talking to him, and nosing around the car while the mechanics altered suspension settings and changed rubber and so on. It was a most interesting afternoon.

We saw that car next at Silverstone, in the permanent concrete pits which are now a part of the very extensive facilities provided at Britain's most important circuit. How it's changed since I was there last! The track is still basically the same of course, but it's been much improved - re-surfaced many times over, so that it now boasts the billiard-table smoothness the modern Grand Prix car requires; the corners realigned and all the Armco installed in accordance with modern demands; perhaps the biggest change of all, the pits and paddock have been moved from their old position between Abbey Curve and Woodcote around the latter to the short straight before Copse. I'm not sure that this was a good move, with the pit lane coming up immediately at the inside exit from what is now a very fast corner, but there's certainly nothing wrong with the layout of the pits and their very well-protected safety lane.

I think everyone was very glad of this safety lane right at the end of the first lap of the Grand Prix, when Scheckter had his monumental moment and set off the Indianapolis-style incident that promptly eliminated eight cars from the race. It all happened at the exit from Woodcote and would have been a real catastrophe if the old-style pits had been in use. As it was, the elevated lane, with its dead-solid outer face toward the track, prevented any of the debris getting in among the great crowd gathered there (it wasn't at all easy to spot the mechanics in that mass of people) and the whole thing finished up with poor Andres de Adamich, the only one injured. We'd met him last at the Targa Florio a couple of years ago.

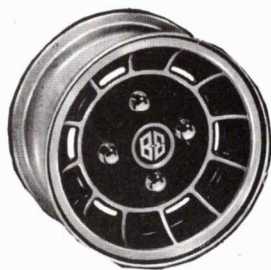
This idea of elevating the pit lane above the track itself looks like a good thing - they've had it for many years at Cerda in Sicily, of course, and it's quite likely this is where it started. They know their motor racing in that part of the world alright!



# ALLOY ROAD WHEELS

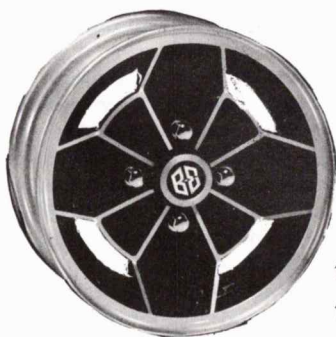
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The thing we found so astonishing about Silverstone was its size and complexity. There were lots of people there we were hoping to see, but we didn't catch up with very many of them at all. Phil Kerr was in the McLaren pit of course, and greeted us in really old-world style! We were very happy to congratulate him on Peter Revson's victory - it had been good to see the white McLarens first and third after the shocking sight of Jody's being just about demolished right in front of us a couple of hours before! Never mind that they should have been black, and the black car that finished between them in second place should have been green - it's all to do with the sponsors you know! And there certainly wouldn't be very much motor racing without sponsors, as I'm sure everyone will agree!

And just in passing, congratulations to our local champion who paints his Begg FM 5 in the colours a New Zealand car should wear! He was racing at Silverstone too, but we didn't catch up with him either I'm sorry to say.

We did catch Jenks again after the race and sampled again his store of inside tales of what really went on. I don't know where he gets it all, but every race produces a string of authentic stories from behind the scenes - wonderfun stories, so very true to life, that never get into print.

It was only a few days after Silverstone that we were up at Donington, not far from Derby, a place famous among motor racing people as the only British circuit on which the fabulous German cars of the late nineteen-thirties ever appeared. That was in 1937 and 1938, when full teams of both Mercedes-Benz and Auto-Union arrived to contest the Donington Grand Prix - and literally shook the ground! I was lucky enough to be there on October 22nd, 1938 when Tazio Nuvolari scored Auto-Union's second Donington victory, and the place has certainly changed a lot since then.

But the old circuit's still there, almost unrecognisable in places, but driveable - and drive around it we did, for old time's sake! I was very interested to see Melbourne Corner again (that's where I seem to remember spending most of that long-ago race) but how narrow it looks now - one wonders how on earth those fantastic cars were ever kept on the road, especially on the tyres of those days. But the plunge down to the corner and the climb up the same slope out of it are just as steep; no hope of the Escort getting all four wheels off the ground at the top after a 30 mph exit from the hundred-and-eighty degree hairpin!

And Tom Wheatcroft's energy and enthusiasm is bringing it all back to life! The whole circuit is being completely renovated and re-laid, and there was a lot of work going on down below Holly Wood and toward the Hairpin (so-called). We had to stop down there and have a good look, for it was here that the red-and-yellow striped flag came into being, long ago in 1938, to warn drivers of oil spilt on the track. That was the day I was there - my first big motor race!

The way things seemed to be going, it won't be long before cars are racing there again, and Donington could very well be re-established as a premier circuit within the next few years.

But what the place is really famous for nowadays of course, is Tom's wonderful collection of single-seater cars. No it's not a museum, but is really is a "Collection" - an assembly of probably the best-presented racing cars to be found anywhere in the world. Nowhere else can you see thirty or forty cars absolutely gleaming under the spotlights - the better museums have the majority of their cars in beautiful order (if you've been to Queenstown you've seen one of those better ones) but at Donington every car, without exception, is absolutely spotless. They're all in far better order, as far as appearances go, than ever they were in their heyday. And they're so wonderfully displayed! Jenks told us (yes, we ran into him up there too) that they have a design consultant on the organising committee who decides finally which cars will look best where, and that's where they go. Jenks is technical consultant incidentally, and he very kindly spent a lot of time showing us some of the more interesting bits.

He suggested that the cars might be referred to as "The Crown Jewels of Motor Racing", and we readily conceded that this about summed them up. They all run as well!

It was quite a thrill to see Tony Gaze's Tipo 500/625 3 litre Ferrari there. This was the car he brought out here in 1955 for the Grand Prix at Ardmore, in company with the similar car of Peter Whitehead, and it's displayed at Donington as the most successful Grand Prix chassis ever built, with a possible eleven World Championship race victories to its credit, albeit with different engine types from time to time. I'd done a lot of work on this car when it was here, and it was quite something to stand beside it again.

And from Donington, which we visited because of a great race of nearly thirty-five years ago, we went to Doune because of a Le Mans Twenty-four Hour Race just as old. Doune is up near Stirling, not really the Scottish Highlands I suppose; actually, it's in the Trossachs. And the car this visit was all about was a 1938 Tipo 2900B 8C Alfa Romeo with beautiful Superleggera coupe coachwork. It had led that Le Mans race, for which it was specially built, for eighteen hours, and was over a hundred miles ahead of the second-place Delahaye when it was forced to retire with a broken valve; driver - Sommer and Biondetti - a great sports car pair if ever there was.

This car disappeared completely after that race, not to be seen again until advertised by its Italian owner in "Motor Sport" a few years ago. Purchased by Lord Doune, it has now been meticulously restored, and can be seen in the Doune Motor Museum resplendent in its Italian racing red.

Why did I want to see it? Well, the 2900B was always one of my dream cars - there used to be two of them in England that would make any enthusiast's mouth water - and 'though I'll probably never own one, I want to see as many of the survivors as I possibly can. I was fascinated to find a 2900B Spider at Doune as well, so there were two of them seen in one day - the place was very good value!

And so our holiday passed in a glorious succession of races, and museums, and cars - people and places - and I haven't

even mentioned the aeroplanes! Not so many of them this time though; we were concentrating on four-wheeled machinery this trip. Oh, and we went to the Transport Museum at Luzern too; they have a wonderful Aviation Hall there, but mainly a W25 Mercedes-Benz of 1934 as a memento of Caracciola; and the Technological Museum at Vienna - a W196 R Formula 1 Mercedes-Benz there; we made those seven thousand miles count alright!

But I'd better shut up - you'll be sick of all these museums, and cars, cars, cars! I think Barry wants a bit of space this month for one or two other contributors as well!

GEORGE HORNE



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## Graham Spear reports



Sports car racing in New Zealand is under way with the new 2000 c.c. class. This form of racing must surely become one of the top spectator forms of circuit racing.

Providing promoters etc., leave this class at 2000 c.c. and do not include the expensive four valve BDA or FVC motors, this class must surely grow. This would prevent what happened several years ago when expensive big banger sports cars took over and then mainly due to their expense were limited to two big banger sports cars with large fields of smaller cars strung out behind. This does not provide the type of racing the crowds pay to see.

The sports car racing at the N.S.C.C.'s Dunlop meeting at Pukekohe on the 11th November was a little disappointing as the first race provided several events which shrunk the field. The later handicap race was a little better with most of the cars finishing.

I think that one thing that should have been done by the N.S.C.C. was granting a little more than the 19½ minutes they allocated to the sports cars in which to practice. This is a new class and I think that it would have been better for everyone concerned that problems be sorted during practice and not on race day and their action was attributable to the poor show put on on the day. The next race for these cars is at Manfield on the 9th December and I feel that the sports cars will put on a very good show at Manfield as the competitors have known they have a race for their class for some time at this circuit and this helps provide the fields so necessary to make this class popular. This period of notification was not given for the sports car class at the N.S.C.C. meeting. The competitors knew about this meeting soon enough but did not know that they were included for some time and this prevented four cars from the South Island coming up as one competitor had arranged his wedding on this day and the other three would-be competitors were guests.

I think that any new class has teething problems. One has only to look at Formula Ford which started with extremely small fields in its first year and has now grown to the stage where, if anything, there are too many cars and they have to qualify at some meetings before they can race. This has come about because the promoters beared with the initial problems and I would think that the promoters should and will probably bear with the sports cars and enable them to expand their fields and thereby make this class attractive to the public.

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## TRACKSIDE



After four seasons with Ferrari, Jacky Ickx will join John Player Team Lotus for 1974 as team mate to Ronnie Peterson.

That was the not unexpected news announced by the World Champion Car Constructors, clearly underlining Colin Chapman's intentions of starting the new season with as strong a line-up in his Grand Prix cars as ever. Ever since Ickx split with Ferrari officially and went freelance mid-way through 1973, speculation has been rife as to just who would secure the talented Belgian's services for 1974. Tyrrell, Williams, Shadow and Lotus had all been mentioned, but when it came to making the move, Chapman again scooped them all.

Ickx, although only 28, has been a regular member of the Grand Prix circus for six seasons now, and had his first Formula 1 drive at the wheel of a Cooper-Maserati at Monza as long ago as 1967. He scored a single World Championship point in that race and then went on to join Ferrari the following year, winning the streaming wet French G.P. at Rouen in his first full season as a Grand Prix driver.

In 1969 he switched to the works Brabham team, winning at Germany and Canada, but immediately rejoined the Ferrari fold at the start of 1970. Despite a bad accident at Jarama where he suffered some nasty burns, Ickx took Grand Prix wins at Austria, Canada, and Mexico, finishing second overall in the World Championship to the late Jochen Rindt. In 1971/72 his Grand Prix victories were limited to one a season, winning a soaking Dutch G.P. and a dry German G.P. respectively. This year has been the first in his career in which he has not won a World Championship qualifier, his best placing being third in the German G.P. in a one-off outing for Team Yardley McLaren.



. . . John Nicholson, having clinched the BP F/Atlantic title at Snetterton has further outlined his F1 plans with Bruno Drury's Pinch Plant Lyncar DFV. The New Zealander took a well-deserved win in the final round of the championship when David Purley's LEC March blew an engine while leading. Having also finished second to Vandervell in the Yellow Pages series, Nicholson plans to continue in Atlantic next season with the same car he used for the first time this year at the British GP round.

Work on the F1 car is progressing well and the two chassis are expected to be completed soon. Nicholson will have one Cosworth which he will be rebuilding himself naturally enough, and will probably build-up a second engine for testing although this will be a bitsa and not used for racing.



Testing is expected to start towards the end of January - "the weather no good until then anyway" - and the debut is scheduled for the Race of Champions in March. Depending on the outcome of that race the team will decide on further showings but hope to at least be able to enter all three British F1 races.

Nicholson is currently finding himself heavily committed and he will be making his sports car debut in South Africa this month when he joins Eddie Keizan in the Crowne Racing Lola T292 for three of the 3-Hour Races. Chris Craft will be sharing the car with Keizan for the Kyalami 9-Hours only and Martin Biranne is also taking out his Porsche Carrera.

Nicholson is finding his commitments for next year rapidly building up and the demand for his engine is growing. Next season he will be building eight Cosworth DFVs for Graham Hill, and as yet an unknown number for his Team McLaren partners and three for Dave Charlton's South African based Lotus 72. Incidentally, Charlton's engines have just arrived back for rebuilding and Nicholson was amazed to find that one has done more than 2,000 miles and taken nine wins in nine starts. Not surprisingly it finally quit in the tenth race with falling oil pressure.



. . . Graham Hill tested the first of the brand new Formula 1 Lola T370s at Snetterton, he will drive in the 1974 World Championship series with Embassy sponsorship, the second season he will have carried the red and gold tobacco concern's colours. The effort will be a two car team next year, but there is, as yet, no official word on the second driver.

Few details are forthcoming from the Lola factory, on this, Eric Broadley's first Formula 1 chassis for eleven years, the T370 follows along conventional lines laid down by the successful T330 Formula 5000 car which has won so many races on both sides of the Atlantic this year.

The last Grand Prix Lola ran during the 1962 season, with John Surtees leading the team. The only event they won was the non-championship event at Mallory Park, although Surtees had one or two good placings in the points during World Championship events. At the end of 1962, Surtees left for Ferrari and the Lola F1 effort dwindled, now to be revived by this "private" team.

Hill's connections with Lola go back to 1965 when he handled the second of the Team Surtees T70s in several Gp 7 sports car races.

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M. Cox	5
D. Johnson	5
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D. O'Carroll	7
M. Bowers	5
W. Painter	5
R. Senne	3
P. List	3
J. Fogelberg	2
C. Croul	2



# EUROPEAN RALLY SCENE



At Sanremo, the Societe des Automobiles Alpines set their own seal on the World Rally Championship for 1973 when Jean-Lue Therier and Jacques Jaubert were comfortable winners of the Sanremo Rally, the tenth event of the 13 round series. Fiat had been hoping for a win on home ground to bring them closer to Alpine's points total, but they had to be content with the second place of the teams latest acquisitions, Maurizio Verini and Angelo Torriani.

The mountains behind the Riviera dei Fiori are cross hatched by a tangle of roads looping their way up and down, seldom straight for more than 25 yards and very rarely on the flat either. It is territory in which good handling is a far greater asset than sheer power, which means that it is an excellent stamping ground for the leech-like Alpines.

Many of the stages were predominantly loose and sometimes bumpy, but there was a generous proportion of tarmac, usually in the shape of steep winding ascents or descents with rock-faces on one side and the edge of the world on the other.

Alpine didn't get off to a very good start, for on the third bend of the first stage Darniche put his Alpine into a ditch in no uncertain manner. Therier made no bones about demonstrating his skill in an Alpine, for he was all of 41 seconds quicker than anyone else.

It wasn't very far into the first leg that the BMW team was cut in half when Warmbold retired against a massive chunk of the Italian mountainside. Sliding wide on a left hander, the right rear wheel went into the ditch just as a tyre on the other side decided to deflate. He powered out, but the flat tyre took over and the car dived nose first into solid rock.

The Fiats were having trouble with fuel pumps with sporadic stoppages. Despite wholesale changes of every item which could be defective, the trouble could not be cured. Pinto added to Fiat's concern when he had gearbox problems, but the mechanics didn't get around to changing it because he retired with a broken wishbone.

Waldegard had trouble on the remaining BMW when he lost a rear wheel. It was never found and the nuts had remained on the studs.

At the halfway stop, Therier and Nicolas were firmly in the lead with Ballestrieri's Lancia in third spot some way behind.

Shortly after the re-start, Nicolas suffered a puncture and lost considerable time changing the wheel. After that he pulled all the stops out in an endeavour to make up the lost time. Ballestrieri, now in second didn't last long as he



stopped in mid stage with fuel starvation. It was either a blockage or fuel requirements had been cut too fine. Two stages later in an effort to make up lost time, he clipped a large stone and shattered a wishbone.

Waldegard finally retired with a broken diff in the BMW and Nicolas was losing time on the uphill grades with a slipping clutch. Results were -

- 1st J-L. Therier/J. Jaubert (Alpine-Renault)
- 2nd M. Verini/A. Torriani (Fiat 124 Rally)
- 3rd J-P. Nicolas/M. Vial (Alpine Renault)

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## ***Trials Trophy Points***

A. MORLEY	161½	M. HEISTAND	9
J. CROMBIE	127	J. KIRK-BURNAND	9
R. WYLIE	122	W. PARKIN	7
S. HAMILTON	98	M. TREE	7
B. NICHOLL	72½	C. HENRY	6
R. WILSON	56	C. MINERS	6
C. SHANKS	56	A. CLARK	6
P. JUKES	36½	J. GREENWELL	6
D. BONE	36	G. WINDSOR	6
B. BLACKLOCK	30	P. BATEMAN	5
P. ASHWORTH	22	M. PARSONS	5
D. GULLAND	21	R. VISKOVICH	5
S. MATHIESON	21	W. PAINTER	4
P. SHANKS	18	M. BOYLE	3
J. KILLMARTIN	17	A. MOWATT-WILSON	3
J. CHANDLER	14	R. MONTGOMERY	3
D. HUGHS	14	G. MAINS	3
P. LEVET	12	B. McDONALD	2
D. O'CARROLL	11	L. RYAN	2
D. BROWNE	10	M. WIGHTMAN	2
H. LOCKIE	10	P. LIST	2
M. CHILDS	10	W. OWEN	1
J. EASTERN	10	J. SAMSON	1
J. POWELL	10	D. MARTON	1
J. WENTWORTH	9	B. SERGEANT	1



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	<b>6 cylinder</b>	<b>\$ 24</b>
	<b>V6 &amp; V8</b>	<b>\$ 37</b>
	<b>Car Type D Shafts</b>	<b>\$ 13</b>

For complete job, comprising crank, flywheel, clutch, rods and pistons.

Rods are balanced end for end. This means all big ends or all little ends are same weight. This is essential.

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

Driveshafts made to customers' requirements. Flywheels lightened \$4-\$6. All workmanship guaranteed.



# '74 SHELL

# RALLY

Wrightcars Toyota in Cashel Street, Christchurch, has been chosen as rally headquarters for Shell '74. The same premises were used for the 1970 Shell Silver Fern Rally and proved most ideal for the purpose.

The first pieces of computer peripheral equipment have been installed there. During the event itself the rally results will be handled entirely by computer and the public will have the opportunity to directly interrogate the computer to obtain up to the minute information on the running of the rally. This is in addition to the printed result sheets made available automatically after each stage has been completed. A large amount of preliminary work has already been done and it is estimated that \$10,000 of computer time will have been used by the time the rally is over.

The North Island rally route has been replotted in kilometres and a demonstration of the computer based results service has already been held. With the co-operation of the organisers of the Shell Triple Hundred last May and the Maramarua Forest Rally in September, data from both these events have been run through the computer giving results in the same form as will appear during the Shell '74.

The public will be welcome to call in at the Rally Headquarters in Cash Street, Christchurch, any time during the event to see how such a highly complex organisation works.

A twenty-four hour results service will be available to all telephone callers. A limited service will also be available at a number of smaller centres throughout New Zealand. This will enable people to keep in touch with the performance and placing of local entrants without the necessity of making a toll call to Rally Headquarters.

Advance notice is hereby given of the official prize-giving and post rally function to be held on Friday, 18th January 1974, commencing 8 p.m. sharp. This prestige function will take place in the fabulous Christchurch Town Hall. No expense is being spared to make this a fitting wind-up to a memorable event. With a budget of over \$12,000, continuous buffet and two bands operating from 9 p.m. (after the prize-giving) together with 30 barmen to serve you your choice of drinks, we can promise you a fantastic night. Also, don't forget that the New Zealand Grand Prix is being held at Wigram on Sunday, 20th January and tickets are strictly limited. Advance sales will be available up to 1st December 1973 at \$7.00 per single ticket, all-in cost, but after that date the price will be \$9.00 per single ticket, all-in cost.

Also available now are Souvenir Shell '74 Monograms (blazer or jacket) attractively embroidered in three colours and incorporating the Official 1974 Commonwealth Games emblem.





# EXIDE TROPHY



Exide Points are awarded on the following basis - TRIALS  
10, 9, 8, 7, 6, 5, 4, 3, 2, 1. ALL OTHER EVENTS - 5, 4, 3, 2,  
1 for each. These points are up to and including the Gymkhana  
held on the 28th October.

A. MORLEY	51 $\frac{1}{2}$	W. PARKIN	11	D. JEFFERIES	9
R. WYLIE	38 $\frac{1}{2}$	B. PLATT	10	J. WENTWORTH	9
P. SHANKS	32	B. KIRK-BURNNAND	10	J. CROMBIE	9
P. JUKES	29 $\frac{1}{2}$	K. SMITH	10	K. FLASHMAN	9
D. BONE	25	R. BROWNE	10	L. VANDEMEER	8
S. HAMILTON	18	B. SAMPLE	9	M. BOYLE	8
J. KILMARTIN	17	D. McCRAE	9	G. CRAWFORD	8
B. NICHOLL	16 $\frac{1}{2}$	P. BATTEN	9	M. JONES	8
D. O'CARROLL	16	M. COX	9	D. GULLAND	8
P. LEVET	16	G. ADDIS	9	P. BOYER	7
R. WILSON	16	A. ISBEY	9	M. KING	7
R. MILNE	15	M. HIESTAND	9	M. TREE	7
D. CROSS	13	J. PERKINS	9	C. SHANKS	7
W. PAINTER	11				



## 6 POINTS:

G. NICHOLLS, B. CORK, N. FAVA, W. WYMER, C. HENRY, T. THOMPSON,  
S. McHUGH, C. HUMPHREY, J. GREENWELL.

## 5 POINTS:

C. TURNER, P. JAMES, C. HOULTRAM, R. COOK, D. SIMPSON,  
M. MARSHALL, P. BATEMAN, R. INNES, M. PARSONS, R. VISKOVICH,  
L. FRASER-JONES, D. OLIVER, B. RILEY, D. BREMNER, J. HATTON,  
M. HARFORD, T. TAPPER, R. JORDAN, B. PLATT, M. MILES, R.  
WHITING, W. BLAKEMORE, R. ROBINSON, K. VINCENT, M. SOAMES,  
B. PATRICK, S. MILLEN.

## 4 POINTS:

R. LISTER, M. CARLSEN, J. POWER, N. SILCOCK, T. ROBERTS,  
R. CLARK, R. SWINBURNE, J. RIDDELL, S. WARD, C. REID,  
R. RATTENBURY, B. FOWLER, R. BAILEY, R. DUIRS, I. ZONICH,  
G. MCGREGOR, R. STONE, G. SUTHERLAND, J. WATSON, C. CRAWFORD,  
G. MORRIS, K. STRAHAN, W. BOWERS, S. MATHIESON, R. SENNE.

## 3 POINTS:

D. BONE, K. BENNET, R. WILLIS, D. LIST, P. HAUGH, K. VINCENT,  
V. McWATT, M. MOORE, P. WARD, R. WHITING, H. LOCKEY,  
Q. PHILLIPS, A. CARLSEN, G. MAINS, A. FOWLER, N. FINDLAY,  
F. GILBERT, P. ROBINSON, P. HAUGH, M. MACY, J. PEARSON,  
A. MOWATT-WILSON, D. MORTON, R. HONG, J. WILSON, B. WHITE.

## 2 POINTS:

R. MONTGOMERY, R. IRVING, P. SWANN, M. HAROLD, T. HOLT,  
D. WALSH, G. CAMPBELL, M. McHUGH, D. HONORE, B. GROVE, J.  
HALLEN, J. POWELL, D. CHILDS, B. WASHER, M. WHITEMAN, K. SNOOK,  
J. BUSCH, G. PITT.

## 1 POINT:

D. CLEMENTS, T. BENSON, P. FOULKES, C. CONWAY, I. FLETCHER,  
L. CATE, R. ARMSTRONG, P. SUNDBERG, S. COOPER, J. SAMSON,  
R. VANDERKLEY, R. HANNA, J. FOGELBURG, G. WINDSOR, L. EVANS,  
R. IRVING, C. MANUEL, B. SERGENT, J. RHODEN, C. CROUL.



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