

BULLETIN



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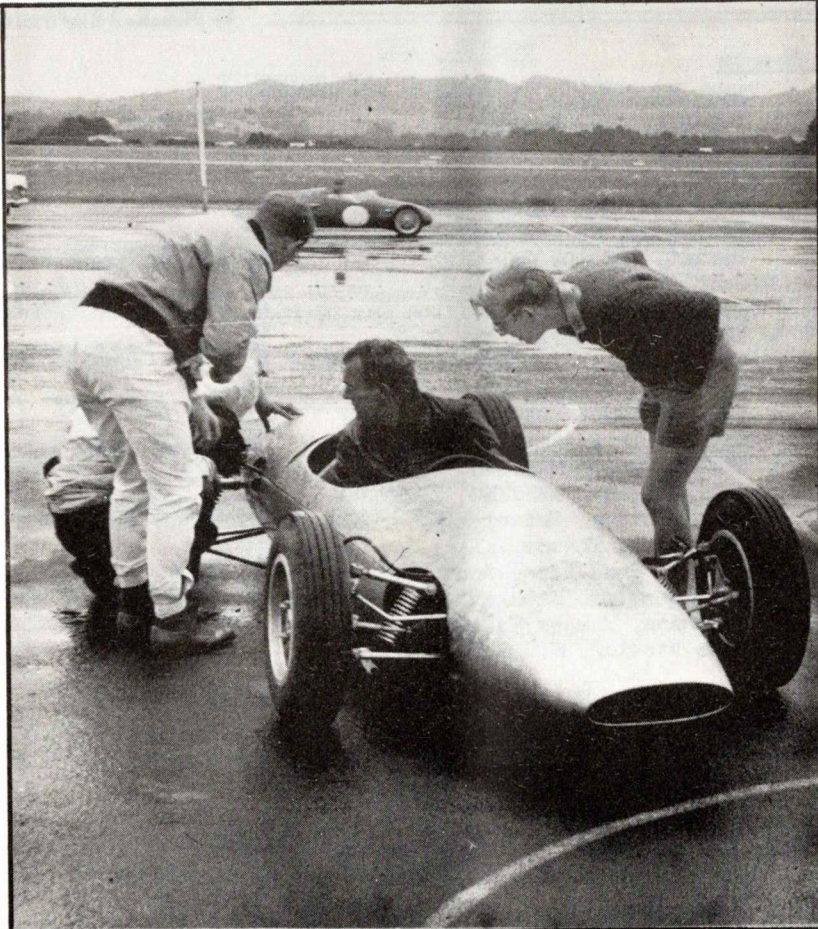
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AUCKLAND CAR CLUB (Inc.)

BOX 2591

AUCKLAND



Bulletin Editor

Mr. Ron Middleton, Ph: 588-119
12 Te Arawa Street, Orakei.

D E C E M B E R 1 9 6 3

SPORTSMAN'S



CALENDAR

Auckland Car Club Events

9th February Hillclimb (closed club)
4th April Pukekohe Race Meeting

Invitation and Open Events

14th December Gold Star Hillclimb, Northland Car Club
14th December Hillclimb, Thames Valley Car Club
26th December Sprint, Rotorua Car Club
28th December Gold Star Race, B.P.M.R.C.
1st January Grass Track Race, Hamilton Car Club.
2nd January Beach Race, Nelson Car Club
4th January INTERNATIONAL MEETING, LEVIN
4th January Gymkhana, Thames Valley Car Club
11th January INTERNATIONAL MEETING, PUKEKOHE
18th January Sprint, Thames Valley Car Club
18th January INTERNATIONAL MEETING, WIGRAM
25th January INTERNATIONAL MEETING, TERETONGA
26th January Race Meeting, University Car Club
1st February Hillclimb, Thames Valley Car Club
1st February Waimate Road Race, South Canterbury Car Club
15th February Race Meeting, Manawatu Car Club
22nd February Gymkhana, Thames Valley Car Club
22nd February Race Meeting, N.S.C.C.



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J. Thompson, N. Long.

Trials:

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F. S. Webber, J. Workum, B. Hamilton, A. & F. Hansford.

Speed:

Chairman - Mr. L. Rankin.
Messrs. P. Parkin, H. Anderson, I. Chalmers, M. Owen, L. Powell.

Bulletin:

Chairman - Mr. R. Middleton.
Miss B. Dewar, Mr. J. Giles, Mr. B. Person.



COMING EVENTS

OPEN HILLCLIMB

SATURDAY 14th DECEMBER - THAMES VALLEY CAR CLUB

Venue - Fishers Rd., Maramarua. Entries close at 10 a.m. at the venue. Entry Fee 10/-
To get to the venue, turn off the Main Highway at the Dalgety and N.Z. Loan and
Mercantile building and proceed approx. 1½ miles.

OPEN SPRINT

THURSDAY 26th DECEMBER - ROTORUA CAR CLUB

Venue - Old Taupo Rd., from 1 p.m. till 4 p.m. Scrutineering - Baker Bros. garage,
Old Taupo Rd., at 12 noon. Entries close 1 p.m. Entry Fee 5/-. First run 1 p.m.

GOLD STAR ROAD RACE

SATURDAY 28th DECEMBER - B.P.M.R.A.

Scrutineering - Friday 27th, 8 a.m. to 5 p.m. Entry forms, and any further information
can be obtained from - Bay of Plenty Motor Racing Association, 618 Cameron Rd.,
Tauranga. Entry Fee, £3 for each event entered. Entries close

GRASS TRACK RACING

WEDNESDAY 1st JANUARY - HAMILTON CAR CLUB

Venue - Raglan Airfield. Entry Forms, S.R.'s and any further information available
from the H.C.C., P.O. Box 172, Hamilton.

OPEN GYMKHANA

SATURDAY 4th JANUARY - T.V.C.C.

Venue - Waihi Beach. Take Bowentown turnoff, then follow the venue signposts. Entries
close 10 a.m. Entry Fee 10/-

OPEN SPRINT

SATURDAY 18th JANUARY - T.V.C.C.

Venue - Wharepoa, Ferry Rd., Kerepehi, turnoff Main Highway at Kerepehi Hotel. Entry
Fee 10/-. Entries close 10 a.m. at the venue.

WIGRAM INTERNATIONAL RACE MEETING

SATURDAY 18th JANUARY - MOTOR RACING CLUB INC.

Practice Friday 17th. 11 races starting 10 a.m. Entries close 13th November. Late
entries till 11th January at a special fee. Entries to The Secretary, Motor Racing
Club Inc., 104 Hereford St., Christchurch, Box 448.

TERETONGA INTERNATIONAL RACE MEETING

SATURDAY 25th JANUARY - SOUTHLAND CAR CLUB

OPEN CIRCUIT RACING

SUNDAY 26th JANUARY - UNIVERSITY CAR CLUB

Venue - School of Engineering, Ardmore.

COMING EVENTS

WAIMATE ROAD RACE MEETING

SATURDAY 1st FEBRUARY - SOUTH CANTERBURY CAR CLUB

OPEN HILLCLIMB

SATURDAY 1st FEBRUARY - T.V.C.C.

Venue - Fishers Rd., Maramarua. Starts 10 a.m. Entry Fee 10/-

CHAKEA RACE MEETING

SATURDAY 15th FEBRUARY - MANAWATU CAR CLUB

OPEN CIRCUIT RACING

SATURDAY 22nd FEBRUARY - N. S. C. C.

Venue - Pukekohe.

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ANOTHER BABY CAR ?

Alec Issigonis, the designer of the famous Mini cars has begun work on his baby car of the 1970's. He describes it as a logical development of the Mini as a congestion car planned to beat the traffic jams of the crowded cities. Mr. Issigonis, who is the 57-year-old technical director of the British Motor Corporation, began a post war motoring revolution when he followed up his famous Morris Minor with the front-wheel-drive Minis and then the 1100 models.

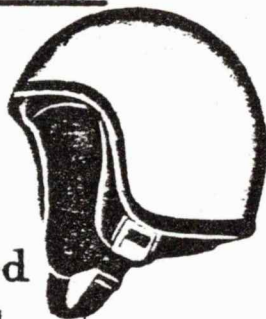
The big problem which is worrying him about his designs of the future is: where to put the engine. He has long believed that all small and medium sized cars will have front wheel drive like the Mini and 1100 in 10 years time but until he can find the solution of where to put the engine he is stuck. However, he does think it will still be at the front. Until he had designed the Mini all cars were a three-box shape; a box each for the engine, passengers and luggage. The Mini cut this to a two-box car combined passengers and luggage into one box and the engine in the second box. He thinks that the new design will have to be of a one-box shape in which there are no obvious divisions. It would be a full four seater of greater comfort and dimensions similar to the present Minis - about 10 feet long and just over 4½ feet wide. The engine would be of similar size, under one litre, and with good performance and extreme petrol economy. But this would be a town car to beat jams by extreme manoeuvrability and compact size. There would not be space for a roomy luggage boot but more of a parcel shelf behind the rear seat.

His problem is still where to put the engine. He says there might be a spot under the floor but the answer may be to make a much smaller engine than is made today and fit one in the limited space over the front wheels.

Mr. Issigonis has several years to work on this problem and if the results are in keeping with the type of car he has designed in previous years it should be worth waiting for.

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HILLCLIMB RESULTS

GOLD STAR
17th NOVEMBER

No.	Driver	Car	1st Official	2nd Official	3rd Official	Fastest Time
<u>CLASS A - SALOONS 0 - 1000 c.c.</u>						
57	R.D.Harrington	Mini	42.3	41.6	41.0	41.0
24	R.D.Wilson	Mini	42.8	45.2	43.1	42.8
3	B.J.Hieatt	A30	43.5	44.0	N.T.	43.5
25	C.G.Pilkington	Mini	43.9	44.1	44.4	43.9
17	B.Thomson	Mini	45.2	46.2	44.3	44.3
6	A.J.Harrison	Mini	44.7	47.5	47.3	44.7
62	J.James	Mini Cooper	45.2	44.2	44.2	44.2
8	S.R.Davis	A40 Farina	46.2	45.4	45.4	45.4
43	A.P.Thompson	Mini	46.9	46.3	45.7	45.7
23	A.Gaudie	Mini	48.2	46.4	46.4	46.4
28	B.Wade	Minor	50.3	50.3	49.3	49.3

CLASS B - SALOONS 1001 - 1300 c.c.

45	D.Bremner	V.W.	40.0	40.9	40.5	40.0 * 8TH
2	R.Sisler	Mini	42.3	41.5	41.0	41.0
5	M.Firth	Mini	42.5	41.1	41.5	41.1
42	D.Bjerring	Cortina	44.9	44.1	43.5	43.5
15	E.Anderson	A40 Farina	44.3	44.1	43.7	43.7
61	R.Brill	Ford 10	48.4	47.8	47.2	47.2
32	K.Lawrence	Ford 10	N.T.	52.8	56.0	52.8

CLASS C - SALOONS 1301 - 1600 c.c.

30	J.Nazer	Anglia	41.2	41.0	41.6	41.0 *
21	G.Weare	Hillman	44.4	42.7	42.3	42.3
26	H.M.Anderson	Hillman	46.0	43.5	53.0	43.5
35	B.Webber	Hillman	45.4	44.8	44.6	44.6
62	P.Macks	Humber 80	46.4	45.8	45.3	45.3
31	S.G.Hall	Victor	48.3	47.4	47.7	47.4

CLASS D - SALOONS 1601 - 2000 c.c.

14	J.Murphy	Anglia	41.2	41.1	41.3	41.1 *
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CLASS E - SALOONS 2000 - 2500 c.c.

65	G.Pedersen	Holden	47.1	46.5	45.7	45.7 *
58	G.E.McLean	Zephyr	47.2	45.8	46.9	45.8
60	D.Monour	Zephyr	47.0	48.2	46.8	46.8
59	P.R.Armstrong	Zephyr	48.1	47.5	47.8	47.5

CLASS G - SALOONS 2501 and over

49	G.Soumess	Ford V8	42.0	40.8	40.6	40.6 *
20	C.Jennings	Jennings Sp.	41.5	-	40.9	40.9
41	J.Richards	Jaguar	44.2	-	44.2	44.2
53	K.Masterson	Zephyr	45.6	45.4	45.2	45.2
18	J.Curtis	Zephyr	47.7	47.8	46.9	46.9

CLASS T - SPORTS 0 - 1500 c.c.

22	O. Cullen	Buckler	N.T.	41.5	40.6	40.6	40.6
36	H. Baker	Mistral	48.4	41.5	40.8	40.8	
7	J. Mahon	M.G. Midget	45.0	45.4	44.6	44.6	

CLASS Z - SPORTS 1501 and over

1	B. Aislabie	Cooper Holden	51.9	40.5	39.6	39.6	7TH
9	B. Merrett	S.P.250	41.0	40.8	40.1	40.1	9TH
48	R. Cullen	Healey	41.3	40.4	40.15	40.15	10TH
55	D. Maxwell	TR2	42.4	41.5	41.5	41.5	
38	T. Sheffield	SP250	42.5	42.0	41.5	41.5	
4	R. Smith	Healey	43.1	41.5	43.1	41.5	
11	S. Oxton	Daimler	43.0	42.1	41.7	41.7	
10	R. Wilkin	SP250	42.2	42.3	42.6	42.2	
56	G. McLeod	TR4	42.3	-	42.8	42.3	
47	B. Conway	Healey	43.3	43.0	42.5	42.5	
33	E. Pownell	SP250	43.0	43.5	-	43.0	
29	N. Begovich	SP250	44.0	44.7	44.7	44.0	
50	R. Anderson	Alpine	44.2	44.2	43.2	43.2	

CLASS M - RACING 0 - 1500 c.c.

46	G. Wilson	Cooper Jap	38.4	37.0	36.8	36.8	F.T.D. 1 ST.
39	S. Bonham	Cooper	40.2	40.5	38.5	38.5	4TH
64	G. Harvey	Cooper	38.8	38.8	38.8	38.8	5TH
40	D. Jeffares	Cooper Norton	40.5	38.9	40.75	38.9	6TH
34	A. Stone	Cooper	43.1	40.9	-	40.9	
16	K. Smith	Special	46.4	41.5	41.85	41.5	
37	J. Bowden	Triumph Sp.	44.9	-	-	44.9	

CLASS R - RACING 1501 and over

12	J. Boyd	Cooper Holden	38.0	37.2	-	37.2	2nd
52	R. Lyme	Cooper	39.5	38.2	38.2	38.2	3rd
63	P. Elford	Offenhauser	41.8	41.7	40.8	40.8	

CLASS P - STANDARD PRODUCTION

44	R. Emson	Fiat 1500	44.1	44.4	44.3	44.1	
51	C. Thomas	Mini	48.0	46.5	46.8	46.5	
27	G. Thomson	Mini	48.3	47.8	47.3	47.3	
19	D. Hadfield	Mini	48.1	47.5	49.6	47.5	
66	K. Sager	V.W.	47.8	47.7	48.4	47.7	
67	J. Smith	V.W.	49.1	50.2	51.7	49.1	
13	K. Madgwick	Mini	50.5	49.5	49.5	49.5	

RECORD - BREAKING RUNS

Roye Lyme - Cooper Porsche	38.2
Jim Boyd - Cooper Holden	38.0
Jim Boyd - Cooper Holden	37.0
Graham Wilson - Cooper J.A.P.	38.4
Graham Wilson - Cooper J.A.P.	37.0
Graham Wilson - Cooper J.A.P.	36.8



J. FENTON

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Another fast saloon to watch this season will be the very quick Anglia built by Jack Nazer and Bill Norrish in Auckland.

The motor is virtually a Holbay Formula Junior, sporting double twin-throat Weber carbs. The cubic capacity of this little monster is 1474 c.c.'s, 477 c.c.'s more than a stock motor. The 4-speed gearbox is of close ratio's and surprisingly quick changes can be effected.

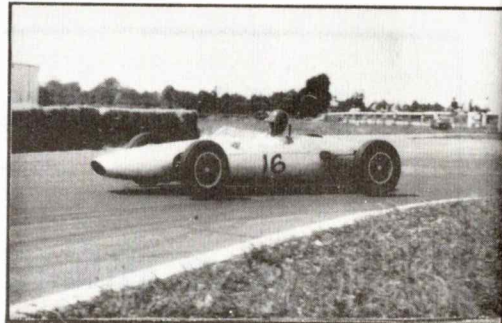
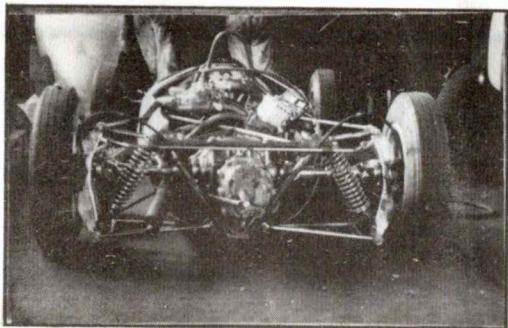
To stop this powerful machinery Consul disc brakes have replaced the standard Anglia ones, and a dual roll bar has been fitted. The rear springs are lightened (only 3 leaves), flattened, and blocked down. Telescopic shocks have been added, and Fannard bars fitted. Up front, Vanguard coils chopped in half have been fitted. Front tyres are 520's and the rear's range from 520's up to 640's, depending on the track conditions.

Nazer and Segedin have clashed once, at the Auckland Trophy Motor Race Meeting on December 7th, and these two cars should continue to produce some exciting racing.

B.P.



Nazer and Anglia at the last Gold Star Hillclimb at Chamberlain Rd.



New Zealand's first Production Racing Car, the Formula Junior Valour built by Jack Malcolm and Jim Boyd has now successfully completed its trials. The 1098 c.c. Valour was not able to stay with the larger capacity cars but appeared to be free of any major problems, at the Auckland Trophy Motor Races on December 7th.

The 1098 c.c. Ford motor with a dry sump is inclined at an angle of 30°. Twin 4-throat Weber carbs are fed by a Bendix high pressure fuel pump. The car is almost entirely New Zealand built, the suspension being designed in Huntly by Trevor Larsen and the body was made by Jack Morrel of Orewa. In the main, the front suspension is from a Triumph Herald and the steering is rack and pinion. The wheels are Australian Elfin Magnesiums with 9" discs.

All going well, Jim and Jack hope to go into limited production of this low, sleek racing car.

B.P.

SHOUTS

& Murmurs

Spare action photos of nearly every competitor in the September and October closed club climbs at Chamberlain Rd., are available at the reduced rate of 1/6 each. Contact Barry Person, 9 Victor St., Avondale, or 'phone 885.756.

Crowd Control Marshall are required at the Pukekohe circuit on the 8th, 9th, and 11th of January. Even if you can only spare 1 or 2 of these days ring Eric Mallard, 896.645. 2 free admission tickets and a luncheon to each volunteer. Duties will all be in front of the spectators.

An incentive prize is being offered to all G.P. raffle ticket sellers. A £50 note to the seller of the Winning Ticket.

All club championship Hillclimb cups are now to be returned to the Club.

Bruce McLaren must have enjoyed quite a boost to his ego when he discovered that the rear end layout on the Lola sports cars, that had been machine calculated by the American Company that has taken Lola over, was almost identical to that on his own new Cooper. Bruce worked his out the hard way.

The Christmas Social at the Caribbean Club swung in the usual style, in keeping with the best of Auckland Car Club tradition. (Some tradition, wow-wee !!)

The Pukekohe Car Club Executive more than deserved the lavish praise that was heaped upon them after their very successful Speed Weekend.

To Aub and Joy Highsted - a baby son, Congratulations.

This Club wishes to thank the many members of other clubs who assisted in making the Trophy Race Meeting the gigantic success that it was.

BIG ENTRY FOR MONTE CARLO RALLY

A total of 80 British crews, including works teams from the British Motor Corporation, Ford, Reliant, Rootes and Standard-Triumph, have entered the Monte Carlo Rally which begins on January 18th.

Thirtyfive of the cars will start from Glasgow, 23 from Paris and seven from Oslo and Monte Carlo.

For the first time there will be a Russian starting point, Minsk, and eight British competitors will begin from there.



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