

BULLETIN



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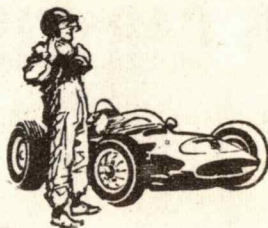
BOX 2591

AUCKLAND



APRIL 1964

SPORTSMAN'S



CALENDAR

Auckland Car Club Events

19th April	Hillclimb Chamberlains Rd., Bombay
22nd April	Annual General Meeting Epsom R.S.A.
25th April	Gimmick Trial
2/3rd May	Khyber Pass Trial Rotorua
20th May	Club Night Epsom R.S.A.
24th May	Ardmore Race Meeting
21st June	Experts Trial

Invitation and Open Events

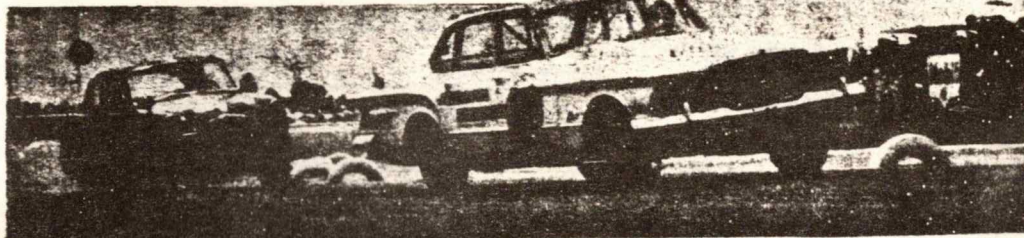
11th April	Peugeot Gold Star Trial Northern Wairoa C.C.
19th April	Hillclimb Austins Rd., Maunu, Northland C.C.
26th April	Race Meeting Ardmore A.U.C.C. and Pukekohe C.C.
2/3 rd May	Gold Star Trial Wellington Area Clubs
2/3 May	Mt. Maunganui 12 hr. Trial Mount Maunganui C.C.
2/3 May	Capping Rally University Car Club
9/10 May	Cambridge Centennial Trial Cambridge C.C.
16th May	Kendall Motor Oils 8 hr. Trial Taranaki C.C.
23rd May	Matamata Festival Road Race Hamilton C.C.
24th May	Race Meeting Ardmore A.U.C.C. and Auckland C.C.
30th May	Castrol Rallye Gold Star Trial Northern Sports C.C.
1st June	S.I. Championship Beach Race Nelson C.C.

Sub Committees of the Auckland Car Club

<u>Social:</u>	Chairman - Mr. E. Lothian. Messrs. T. Molloy, L. Blair, J. Waygood, J. Bernard, J. Thompson, N. Long.
<u>Trials:</u>	Chairman - Mr. B. Webber. Messrs. E. Heap, A. Barker, A. Thompson, T. Pearce, P. Jukes, M. Lawson, F. Hansford, B. Hamilton.
<u>Speed:</u>	Chairman - Mr. L. Rankin. Messrs. P. Parkin, H. Anderson, I. Chalmers, M. Owen, L. Powell.

Hepolite Trial Sub Committee: Chairman Mr. P. Jukes.
Messrs. A. Thompson, T. Lothian, B. Webber.

COMING EVENTS



HILLCLIMB

SUNDAY 19th APRIL NORTHLAND CAR CLUB

Venue - - Austins Road, Maunu.

RACE MEETING

SUNDAY 26th APRIL

A.U.C.C. & PUKEKOHE C.C.

The Auckland University Car Club (Inc.), in combination with the Pukekohe Car Club (Inc.) is holding an Open Race Meeting on their circuit in the Engineering School at Ardmore on 26th April, 1964. To offset the costs of tyre wear until the circuit is sealed, there will be offered as 1st Prize for each race a voucher for $\frac{1}{2}$ a retread; 2nd Prize free wheel balancing, and 3rd Prize yet to be specified. They think they have the dust problem solved also.

Entries close 15th April. A.S.R.'s coming soon.

SHEEL GOLD STAR TRIAL

2-3rd MAY

WELLINGTON AREA CLUBS

Starting points at Auckland, Hastings, Palmerston North, New Plymouth. Join common route at Waiouru. Leaves Waiouru at 3 p.m. arrives Wellington 1.30 p.m. Sunday. Entries close 24th April, £3.10.0. Supplementary Regulations Box 5142, Wellington.

CAPPING RALLY

2-3rd MAY

AUCKLAND UNIVERSITY CAR CLUB

Invitation to N.S.C.C., P.C.C. M.G.C.C. AND A.C.C.

Approximately 150 miles and 6 hours. Entry 5/-

Supplementary Regulations from Rod Drummond 55 Edenvale Rd., Mt. Eden.

12 HOUR TRIAL (OPEN)

2-3 rd MAY

MT. MAUNGANUI CAR CLUB

K.Tonkin 'Phone 716R Mt. Maunganui.

CAMBRIDGE CENTENNIAL TRIAL

9-10th MAY

CAMBRIDGE MOTOR CLUB

Entries close 25th April £2.10.0 Approx, 250 miles, 12 hours.

1st	£50
2nd	£20
3rd	£10

Late entry 2nd May £2.15.0

Starts Cambridge 7 p.m.

MATAMATA FESTIVAL ROAD RACE

23rd May

HAMILTON CAR CLUB

One mile sealed surface 6 right angle turns.

24th MAY

RACE MEETING - ARDMORE

A.U.C. & A.C.C.

Further details next month.

CASTROL RALLYE GOLD STAR TRIAL

30-31 MAY

NORTHERN SPORTS CAR CLUB

Start points through N.I. Rally to Chateau for dinner.

Cars will then follow common route to Auckland, with stops at Rotorua and Paeroa.

Prizes £100 1st - £75 2nd - £50 - 3rd £20 - 4th - £15 5th.

£25 for highest placed Castrol user. £15 Teams Prize.

Entries and Supplementary Regulations Castrol Secretary P.O. Box 3693.

Entry fee £3.0.0. Teams £1.0.0, 3 cars same make any club.

Entries close 8th May - T.S.Birch, 29 Yattendon Rd., 583.975 or 583.677.

Finishes Auckland 12 noon.

HILLCLIMB (Closed)

Sunday 19th April

AUCKLAND CAR CLUB

Chamberlains Rd., Bombay

Last climb of the season. Points for Avenue Cup and next years Exide Trophy. Flag Marshalls and helpers required.

ANNUAL GENERAL MEETING

Wednesday 22nd April

AUCKLAND CAR CLUB

Come along and view plans for the new Clubhouse. Presentation of Trophies. Social and natter hour afterwards.

Bring along an Editor for the Bulletin and your reason for not attending the Interclub gynkhana.

SATURDAY 25th APRIL - GIMMICK TRIAL

Starts at Sunken Garden Cornwall Park at 7 p.m.

Duration - 2½ hours.

Finish at Associated Engineering, Pannure.

The latest Whitcombe's Map of Auckland City and Suburbs is essential.

Bring a torch and a clock or watch - Timepieces will not be sealed.

Plotter - Martin Lawson 'Ph: 868.294.

2nd-3rd MAY - KHYBER PASS TROPHY TRIAL - ROTORUA.

The trial goes to Rotorua on Saturday and returns on Sunday. Overnight stop at Rotorua. The Club has arranged hotel accommodation in Rotorua for Saturday night but in order to complete the bookings it is desirable to have details of the requirements of those going. Enclosed with this Bulletin is a form to show details of accommodation which you will require. Please complete and forward it to Eric Mallard, 17 Marion Ave.,

Mt. Roskill, S.3.

'Phone 63.678 or 896.645 Urgently, together with deposit of £1 per person.

Trial starts at Railway Station, Papakura 9.30 a.m. on Saturday 2nd May.

A.A. maps required : Sheet 2 - North Island

Waikato District.

Sealed timepiece.

Entry Fee 10/-

Some checkers are still required. If you can help please contact the plotter:

Des Gulland,
36 Sutton Crescent,
Papakura.
'Phone 1029S Papakura.

The winner of the trial receives the Khyber Pass Trophy and there is a cup for the timekeeper who loses the least points.

THE 1964 HEPOLITE 24 HOUR RELIABILITY TRIAL Sponsored by MOTOR SPECIALTIES LTD.

£600 Prize List and A.N.Z.C.C. Gold Star Points and the usual Trophies ***

The START and FINISH will be in AUCKLAND on 4th and 5th JULY 1964. ***

Supplementary Regulations and Entry Forms will be available approximately 15th May from the Secretary of the Trial :

Mr. E.H.Lothian, 50 Renata Crescent, Te Atatu. 'Ph: 1883 R Henderson.
or from Members of the Committee.

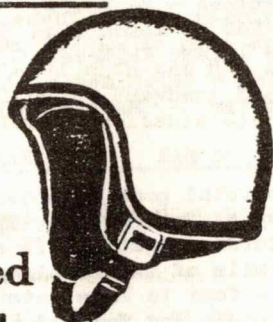
P.S. Have just heard from a very reliable source that every entrant to finish the Trial will receive a Prize. *****



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NEW CLUB HEADQUARTERS

A good attendance of club members were present at the special general meeting held on the 10th February at the Epsom R.S.A. to give approval to an Executive recommendation "that a permit be completed with the Mt. Albert Borough Council for the long term use of an area of land at Freyberg Field, Kiwitea Street, Sandringham, for the purpose of erecting a suitable Club Headquarters".

The proposal was carried without dissent. The main points of the permit (lease) are :

Term: 21 years with right of renewal for a further 21 years.

Rental: £5.0.0 per annum for the first five years, thereafter by agreement.

Rates: No rates are payable only charges for water supply etc., are accountable - Note: If general rates were payable these could have well cost the club £70-£80 per year.

Hall Hire:

The club will be allowed to let the building out for Weddings, Birthdays, socials, meetings. etc., but not for public dances.

Area: The size of the section is just under half an acre with a road frontage of 100 ft., and is level.

Car Parking:

50-70 cars should be able to park on the section adjacent to the hall.

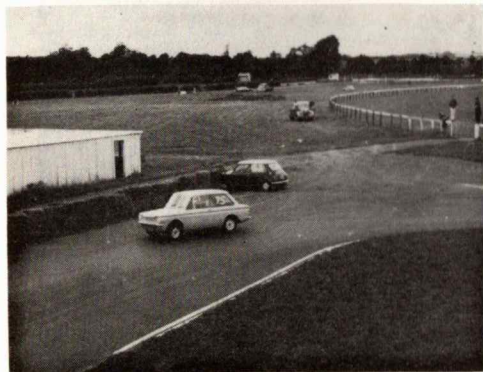
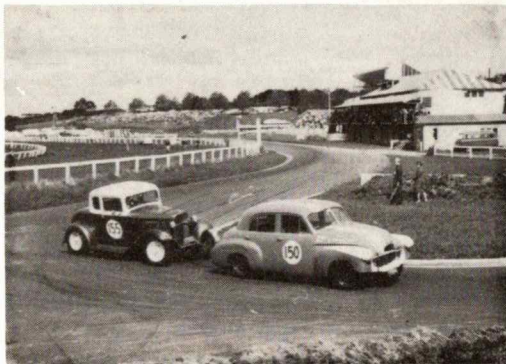
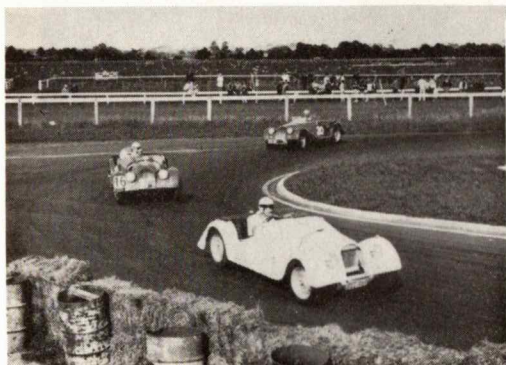
The Executive have now formed a building sub-committee consisting of Ted Lothian, Jim Waygood, Mart Lawson, John Thompson and Eric Mallard. This committee has made a list of the amenities required and the floor area needed - 4,500 sq. ft., seems the most favoured size.

Mr. John Godwin, a registered Architect, has offered to draw sketch plans of the proposed building and to submit a cost schedule free of any charge. This offer has been gratefully accepted and it is hoped to be able to submit to members at the Annual General Meeting on the 22nd April these plans together with any other information to hand.

In conclusion may I on behalf of the club extend our sincere thanks to Ted Lothian and Brian Silk for the tremendous amount of work they put in to secure the site and make the necessary arrangements with the Mt. Albert Borough Council.

Eric Mallard.

PUKEKOHE AUTUMN RACE MEETING



Telephone 885-756

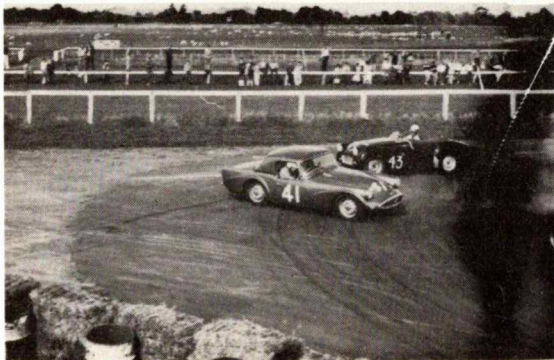
BARRY PERSON
35 Cutler St., New Lynn

Motor Racing



PHOTOGRAPHER

PERSONAL SERVICE



RACE 1 SALOONS 0-1000 c.c. SCRATCH

M.Reynolds	Austin A40	8.20.2	1st
J.James	Austin Cooper	8.29.0	2nd
W.L.Marshall	Morris Mini	8.30.0	3rd

RACE 1A SALOONS 0-1000 c.c. SCRATCH

I.Kriletich	Austin Mini	8.55.2	1st
W.Nicholls	Austin A40	8.55.6	2nd
S.R.Davis	A40 Farina	9.13.6	3rd

RACE 2 SALOONS 1001-1300 c.c. SCRATCH

B.Ax	A40 Farina	8.07.8	1st
T.B.Parker	Austin Cooper S	8.09.2	2nd
T.Lawrence	Ford Anglia	8.18.2	3rd

RACE 3 SPORTS CARS 0-1500 c.c. SCRATCH

I.Dawson	Lola Sports	7.30.0	1st
K.Kay	Kato Special	7.31.1	2nd
G.D.McLeod	Lotus 11	7.55.3	3rd

RACE 4 SALOONS 1301 - 2000 c.c. SCRATCH

K.Grant	Lotus Cortina	7.28.2	1st
I.Segedin	Anglia	7.41.2	2nd
J.Murphy	Anglia	7.50.3	3rd

RACE 5 SALOONS 2001 c.c. & over SCRATCH

R.Coppins	Chevrolet	7.38.0	1st
G.Souness	Ford Corvette	7.39.8	2nd
G.Harvey	Holden	7.41.9	3rd

RACE 6 SPORTS CARS 1501 c.c. & over SCRATCH

J.Riley	Lola	7.19.5	1st
B.P.Aislabie	Cooper Holden	7.50.2	2nd
B.G.Merrett	Daimler SP250	7.56.4	3rd

RACE 7 RACING CARS Open Capacity SCRATCH

W.Thomasen	Cooper	8.01.7	1st
R.Levis	Lotus 22	8.09.4	2nd
K.Sager	Lotus 20	8.44.8	3rd

RACES 8 & 9 SALOONS PRODUCTION SCRATCH

0-1600 c.c.

R.Emsen	Fiat.1500	9.06.0	1st
S.Hadfield	Fiat	9.31.0	2nd
K.Yeats	Austin Mini	9.36.3	3rd

RACE 9 SALOONS PRODUCTION SCRATCH

1601 c.c. & over

D.Marwood	Ford	9.14.6	1st
C.Lowry	Zephyr	10.02.7	2nd



RACE 10 SPORTS & RACING HANDICAP (Fast Group)

I. Dawson	Lola Sports	9.38.9	1st
J. Riley	Lola	9.44.0	2nd
B.G. Merrett	Daimler SP250	9.48.9	3rd

RACE 11 SALOONS HANDICAP (Fast Group)

J. Nazer	Ford Anglia	8.18.3	1st
J. Riley	Ford Corvette	8.29.0	2nd
C.M. Hogan	Allardette	8.29.0	3rd

RACE 12 SPORTS & RACING CARS HANDICAP

B.G. Taylor	Dina Four	11.09.6	1st
K. Yeats	Orchid	11.10.8	2nd
D.W. Jeffares	Cooper Norton	11.20.4	3rd

RACE 12A SALOONS HANDICAP (Medium Group)

B.H. Keene	Austin Mini		
	Cooper	8.56.0	1st
F. Radisich	Zephyr	9.00.0	2nd
R.B. Brown	Anglia	9.17.0	3rd

RACE 14 SALOONS (Slow Group) HANDICAP

H.M. Anderson	Hillman	10.29.8	1st
B. Webber	Hillman	10.31.8	2nd
A.P. Thompson	Morris Mini	10.33.0	3rd

RACE 15 SALOONS | "ROTHMANS" INVITATION :

K. Grant	Lotus Cortina	14.45.4	1st
R. Coppins	Chevrolet	15.34.5	2nd
J.M. Hayes	Lotus Cortina	15.43.8	3rd

RACE 16 SPORTS & RACING "ROTHMANS" INVITATION

SCRATCH Up to Fastest 18 Cars.

W. Thomason	Cooper	12.42.0	1st
R. Levis	Lotus 22	13.00.0	2nd
J. Riley	Lola	13.52.0	3rd

RACE 17 B.M.C. MINI SALOONS HANDICAP

B. Thomson	Austin Mini	9.53.0	1st
A.J. Harrison	Austin Mini	9.54.8	2nd
W.L. Marshall	Morris Mini	9.58.6	3rd

RACE 18 SPORTS & RACING CONSOLATION HANDICAP

B. Rice	Cooper Holden	8.23.6	1st
D. Curlett	Triumph TR4	8.28.9	2nd
K. Sager	Lotus 20	8.28.9	3rd



AUTUMN RACE MEETING

PUKEKOHE APRIL 4th

The weather in the early part of the morning didn't look too promising. A persistent drizzle of rain made things unpleasant underfoot and quite dicy out on the bitumen. However, the sun eventually shone through and as the meeting got underway the track dried out fairly quickly.

There were some big moments during practice, the most exciting of which was undoubtedly Lumsden's De Soto coming out of Rothmans into the Pit Straight pointing in several different directions at once and ending up in the ditch below the terrace stands. The body was a different shape than the designer intended and the petrol tank wouldn't hold petrol any more.

Buchanan was in trouble at almost the same place later on and damaged the rear suspension of his car.

It was a pity to see two interesting cars out so early in the day.

The programme scheduled some twenty races but had to be reduced to eighteen due to the unavoidable delays which always ^{seem to} occur at any race meeting. Les Rankin's ulcers were standing up and barking.

When racing started, things went smoothly and some first class motor racing was seen. A lot of close finishes and good handicapping kept the crowd on its toes all day.

It was quite amusing to see the devilish grin on Dennis Marwood's face after two Fiat 1500's spun-up behind him at the Elbow. Dennis was driving a 1958 Ford V8 in this race, which was for Standard Production Cars.

Just after the start of Race 4, G. Rathbone, driving Marwood's Humber, took to the haybales in front of a big bunch of screaming saloons. How everybody avoided hitting him will never be known. In the same race, Paul Fahey drove for about two hundred yards after shunting Segedin's Anglia hard in the back, before his bonnet flew up.

Kerry Grant, the present N.Z. Saloon Car Champion, had a field day, winning all his races in a manner of driving that was a delight to watch.

Many cars appeared to approach the Elbow much too fast, and as a result, a lot spun violently, some giving a spectacular display on how to spreadeagle the bales. M.J.Smith was extremely lucky to escape intact after putting the Lola Ford backwards through the bales at the Elbow. The car came to rest finally, straddling a drum, and was virtually undamaged.

One particular incident that really made my hair stand on end was when T.R.Sheffield lost control of his Daimler Dart, spinning round and round between competitors and disappearing backwards down the escape road.

In race 14, Margaret Hough gave a tremendous demonstration on how to put a Mini right through the notorious Elbow's bales, coming to rest between the track and the stables.

It was good to see two Hillman Imps entering into the Racing Game, and they gave a very creditable performance to finish 5th and 7th in the Standard Production Cars Race.

I wonder how many spectators realised that during the morning Jack Nazer's Ford Anglia had a new clutch fitted and later on in the day had a holed piston removed and a new one installed. There were certainly enough people around the car in the Pits watching proceedings.

* * * * *

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NEW MEMBERS

A hearty welcome is extended to the following new members. We hope to see them competing in events and perhaps helping on occasions,

L.R. Baston
D.W. McCarthy
C.A. Chard
W.H. Kettelwell
L.G. Walker

R.W. Omundsen
C.E. Davis
G.C. Merton
J.M. Sigglekow
M.R. Lockyer

P.C. Hanson
L. Ryan
H.G. Grocock
D.H. Haultham

+++++

Congratulations to Doug and Pauline Poland on the arrival of a son - Another scallop eating Ford driver ?

+++++

SITUATIONS VACANT

Geoff White, ex Committee Member, ex President, is threatening to become ex P.A. commentator. Geoff has done a terrific amount of work for the club over the years and has been trying to quit his P.A. job for some time.

If you are interested or know of anyone suitable for the position please twist his arm and come along to the next club night. The hillclimb on 19th April would be a good opportunity for the dozens of applicants to try their hand.

Ron Middleton who has been our hard working Bulletin Editor for some considerable time has resigned from this position and here again if you are interested don't delay - be first in the queue.

J. FENTON

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JAMES BOND

goes to

PUKEKŌHE

The gatekeeper looked up in surprise as the big Bentley swept through the gate and headed towards the pit entrance. He had often heard about the fantastic days of motor racing when The Bentley Boys had carried all before them to win every long distance sports car race in Europe, but he had never until that moment actually seen one of them. What a wonderful sight it made in traditional British Racing Green with the large white number 007 painted on each side.

The occupants also drew attention. The driver was dark headed, his black hair falling to within an inch above his right eyebrow. The lean, hard face had a hungry, competitive edge to it. He wore a heavy white silk shirt, dark blue trousers of navy serge, dark blue socks and well polished black moccasin shoes. As he glanced into his rear-view mirror, the grey-blue eyes looked back at him with that extra light they held when his mind was focussed on a problem that interested him.

The girl who sat beside him turned her head and the gatekeeper caught a glimpse of long ash-blonde wind-tossed hair that fell down to her shoulders. Her green eyes sparkled with excitement and she raised her scarlet-tipped fingers to re-arrange her hair.

The Bentley passed across the track and into the pits. It travelled across the grass until reaching the section allocated to sports cars, where it made a U-turn, the tail of the car sliding viciously as the driver fought for control. When the Bentley stopped it was parked neatly against the fence. The driver took off his goggles and string-backed gloves and sprang lightly to the ground. James Bond had arrived.

He glanced around the pits, his trained eyes taking into account every detail of the other competitors against whom he would soon be racing. There was a string of Daimler SP250's at the far end, a few Morgans, Austin Healeys, Jaguars and Bucklers. Parked opposite Bond was a Karmann Ghia Volkswagen and mechanics were busily at work on it. Its driver stood watching them, issuing occasional orders in a clipped, guttural voice. Bond's eyes strayed back to him. There was something familiar about him which rang a bell in Bond's mind. He had seen those Slav features, the close-cropped hair, the close-set eyes somewhere before. Unable to remember more, Bond turned back to the Bentley and began to unpack his racing equipment. Within half an hour he had checked the Bentley over, added a few drops of oil to the supercharger as Ginger, his ex-R.A.F. mechanic had told him to do and was ready for lunch. He ate a grilled sole, a large mixed salad with his own dressing laced with mustard, some Brie cheese and toast, and half a carafe of white Bordeaux. While drinking his two cups of black coffee he glanced idly through the programme. As he looked down the list of starters for the Sports Car Feature Race a name took his eye. Otto Von Frankenstein had entered the Karmann Ghia Volkswagen. So THAT was where Bond had seen him before! That trouble in Vladivostock last year and now Von Frankenstein was here at Pukekohe.

Bond had been wondering what made the Bentley slide like it had when he made his U-turn in the pits earlier. Now he walked over to where the slide had occurred and looked closely at the ground. His quick eye saw the banana skin still lying on the grass imprinted with his tyre marks. So! A deliberate attempt to get him out of the way! To Bond this could mean only one thing - SMERSH!

Before he could do anything the klaxon sounded calling all sports cars to the dummy grid. Bond found that his starting position was just behind Otto in the Karmann Ghia. They moved out on to the track and Bond felt a cold shiver run up his spine as they waited for the flag to fall. Smersh were out to get him and what better place to stage an "accident" than on a race track. Bond could see Otto looking at him in his mirror. Otto leaned down and adjusted something under the dashboard of the V.W. Bond's sixth sense was checking the back of Otto's car and as he looked at the two exhaust pipes he suddenly froze. He realized that they were tilting up towards his windscreen. They weren't exhaust pipes. They were the muzzles of two sub-machine guns. So that was it! By remote control Otto could fire at him and send him careering off the track with his iron tyres cut to ribbons. Bond reached into the glove box of the Bentley and unclipped the Biretta. He would give them a fight for it anyway.

The starter's flag dropped and the field roared away. As they approached the Elbow, Bond dropped back and let an Austin Healey in between himself and Otto. That would stop Otto from firing and give Bond a chance to work something out. Through the Elbow, around the right hander and into the short Railway straight Bond kept close watch on the two menacing barrels poking out from under Otto's rear bumper. Into the back straight and the tingling sensation at the back of Bond's neck suddenly seemed to shift down to his left ankle. He glanced down just in time to see the huge Avondale spider crawling up over his sock. He grimaced. Dr. No all over again. The spider was crawling up the inside of his left trouser leg. No time to do anything now. The 200 yard marker board suddenly appeared at the end of the straight. Bond eased the throttle. At the 100 yard board he applied the brakes, at the same time double-tripping into a lower gear. Safely around the hairpin he quietly reached for the dry-ice fire extinguisher, poked it up his left trouser leg and squeezed the trigger. As the white mist cleared, the shrunken hairy body of the spider fell out on the floor.

As he roared through Rothman's Curve Bond could see Con Frankenstein's car entering the Pit Straight. Into the Pit Straight and large drops of water appeared on the windscreen.

"To hell with the rain" thought Bond. He knew that he must overhaul Otto to have any chance of saving himself. He pressed the accelerator to the floorboards and the rev. counter needle leapt across the dial. Yes! He was catching Von Frankenstein. Down the Pit Straight he overtook a Daimler SP250 and a Jaguar and then reached for the big red toggle switch on the dashboard.

"Neck or nothing" though Bond and moved the switch to the "On" position. Just as Ginger had predicted, the windscreen wiper started up.

Bond knew that he could not overtake Von Frankenstein before the Elbow. He reached down and turned the heel of his left shoe. A gleaming knife blade sprang out. Now he felt better. With the Biretta and a knife he could face the tremendous odds against him. He couldn't make up his mind whether to shoot around the Elbow or cut through the stables.

There was only one thing to do. When he reached the Elbow, Bond made no attempt to stay on the circuit. Instead, he roared down the escape road between the stables and reached the track again on the other side just as Otto completed the right hander and was heading down the Railway Straight. As Otto approached, the Bentley leapt forward, its front bumper catching the Volkswagen just behind the rear wheels. The Volkswagen spun out of control and hit the straw bales. The air was suddenly thick with flying straw. Bond turned the Bentley back on to the track and accelerated through the cars still remaining in front of him.

He took the chequered flag and continued on his lap of honour. As he passed the spot where Von Frankenstein had crashed he saw Otto still trying to restart the Karmann Ghia. A cynical smile lit Bond's face as he swept by. Smersh had been beaten again.

Bond motored back to the pits, his mind occupied with thoughts of ash-blonde hair, green eyes and the waiting smile of welcome.....

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INTERCLUB GYMKHANA

Apologies to M.G. Car Club for the poor sport by A.C.C. on the occasion of the Interclub Gymkhana.

Three representatives competed to the total of 2 points.

Perhaps we were all tired after Pukekohe - had not paid our subs. or just lacking in competitive spirit. Admitted the Club has lost its venue for this type of event. Perhaps all the more reason to have a go when the opportunity occurs.

~~This is a private document and should not be distributed~~

LATE NOTICE

Mt. Maunganui Reliability Trial:

Start 7 p.m. Saturday 16th May, Finishes 7 a.m. Sunday 17th May.
Entries limited to 100.

1st £20 plus trophy
2nd £10 plus trophy
3rd £5 plus trophy

Entry £2.0.0 25th April
£2.10.0 9th May

Secretary: R. Cole, 44 Tey St., Mt. Maunganui.

LIST OF DATES, TITLES AND STATUS FOR RACE MEETINGS 1964/5

Date	Promoter	Venue	Nat.	NOFpa	Int.	G.Star	Tasman
4/10/64	N.Z.I.G.P. (6Hr.Rce)	Pukekohe	Yes				
7/11/64	Northern SCC	Pukekohe	Yes				
14/11/64	Marlborough CC	Renwick	Yes			Yes	
21/11/64	Bay of Plenty MRA	Mt. Maunganui	Yes				
28/11/64	Levin MRC	Levin	Yes				
12/12/64	Auckland CC	Pukekohe	Yes				
2/1/65	Bay of Plenty MRA	Mt. Maunganui		Yes(or)	Yes	Yes	
9/1/65	N.Z.I.G.P.	Pukekohe			Yes	Yes	Yes
16/1/65	Levin MRC	Levin			Yes	Yes	Yes
23/1/65	Motor Racing C.	Wigram			Yes	Yes	Yes
30/1/65	Southland SCC	Teretonga			Yes	Yes	Yes
6/2/65	Dunedin FRRP	Dunedin	Yes			Yes	
13/2/65	Sthl.Canterbury CC	Waimate	Yes			Yes	
20/2/65	Northern SCC	Pukekohe	Yes				
27/3/65	Levin MRC	Levin	Yes				
3/4/65	Auckland CC	Pukekohe	Yes				
17/4/65	Bay of Plenty MRA	Mt.Maunganui	Yes				

SHOUTS

A

Jurmers

That Bill Thomasen is having imported a new slim line 2.5 Cooper for next Season.

+ + + + + + + +

That we have also heard that John Riley is going to buy a single seater. Best of Luck John.

+ + + + + + + +

There was great rejoicing at Kaukapakapa a few weeks ago when Doug Poland's wife Pauline presented Doug with his second son. Congratulations.

+ + + + + + + +

That on Behalf of the Members of this Club we would take this opportunity of conveying to Mr. and Mrs. Parton on the occasion of their 25th Wedding Anniversary our very sincere congratulations.

+ + + + + + + +

That we would congratulate the M.G. Car Club on the presentation of the Inter Club Gymkhana.

+ + + + + + + +

That we our very indebted to a lot of people for their assistance at our various events - Thank You.

+ + + + + + + +

LE MANS ENTRIES

This year there are only two Jaguars entered at Le Mans, both E Types, driven respectively by Peter Linder and Peter Sergeant. For sheer speed they are going to be outclassed by the Ford-engined machinery, which consists of 5 A.C. Ford Cobras, 2 Sunbeam Alpines, and 3 Lolas all with V8 motors. The make with the strongest hand however, appears to be Ferrari, and the four litre cars are certainly going to be very difficult to head off particularly on the score of reliability, which could be the weak point of the Ford engined machinery.

Again this year the Owen Racing Organisation have entered the Rover B.R.M. Gas Turbine-engined car. The remainder of the field is not particularly interesting but is conspicuous for its lack of Lotus Cars, possibly due to Colin Chapman's continued refusal to enter a car for Le Mans.

MARKET PLACE

HUMBER 80 1957, modified to take O.H.V. V/8, Sepnyr limited-slip diff, 725 x 13 tyres on rear, 640 x 15 on front, wheels widened to suit, suspension modified, rack and pinion steering, power assisted brakes, discs on front, oil cooler, etc. Offers are wanted for this car as the owner is leaving for overseas shortly.

Contact : Dave Jolly, 'Ph. 873 Papakura.
23 Liverpool Street.

FORD 10 1938 fitted with 3/4 race '52 Ford 10 motor, completely modified suspension, near new tyres, mechanically good, quick and reliable. £130.

Contact : R.Sisler, 'Ph. 585.342.
24 Eltham Road, Kohi.

AUSTIN HEALEY 100/6, 1958, two-tone spotlights, wing mirrors, aerial and wired for radio, Laycock de Normanville electric overdrive on 3rd and Top, motor fully balanced, soft-top and tonneau cover, Michelin tyres on front, oversize standards on rear, side mounted twin exhausts. £975 or offer. Could arrange finance.

Contact : Ron Middleton, 'Ph. 588.119.
12 Te Arawa St., Orakei.

Special Shorrocks Supercharger for 105E Ford Anglia or Cortina. 1 $\frac{3}{4}$ " carburettor, twin V drive, fully reconditioned with new bearings etc., at cost of £40; gives 100 m.p.h. £100

Special cylinder head with larger valves £20

Four branch exhaust and special induction manifold £12

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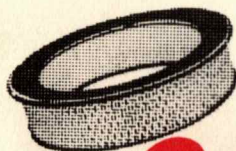
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