

BULLETIN



SEP 64

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SEPTEMBER 1964

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B. 63.678

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PRESENT



THE AUCKLAND STALWARTS AT HAMILTON

Rothmans

MOTOR RACE MEETING
Dec. 12th

SPORTSMAN'S



CALENDAR

Auckland Car Club Events

Sun	6th	Sept.	Hillclimb Chamberlain Rd., (closed)
Sat	12th	Sept	Night Trial (closed)
Wed.	16th	Sept	Club Night Epsom R.S.A. Hall.
Sund	20th	Sept	Mud Scramble - Alfriston (closed) Watch prev. week's 8 o'clock. & 19th.
Sund	11th	Oct	Hillclimb Chamberlain Rd., (closed)
Wed.	21st	Oct.	Club Night Epsom R.S.A. Hall.

Invitation & Open Events

Fri	4th	Sept	Blossom Rally Hawkes Bay Car Club
Sat	3rd	Oct	8 Hr. Open Trial Northern Sports Car Club.
Sun	4th	Oct	Bent Sprint Ardmore University Car Club
Sat	10th	Oct	Wills 6 Hour Race, Pukekohe N.Z.I.G.P.
Sat	7th	Nov	Race Meeting Pukekohe Northern Sports Car Club

CANCELLATION NOTICE

Hora Hora Hillclimb given as Open Event in last Bulletin is now "Hamilton Car Club Club Championship Hillclimb" and as such is a closed event.

SUB COMMITTEES OF THE AUCKLAND CAR CLUB

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CHAIRMAN: MR. E. LOTHIAN
MESSRS. T. MOLLOY, J. WAYGOOD, J. BERNARD, J. THOMPSON.

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L. POWELL, I. CRANCH, N. LONG.

BULLETIN

P. PARKIN, I. CRANCH, B. DEWAR.

COMING EVENTS



Sunday 6th September HILLCLIMB CHAMBERLAINS RD., BOMBAY. Closed Club

Entries close 10 a.m. Volunteers for Marshals required. Don't forget
Comp. licence, crash helmet and fire extinguishers.

Sat. 12th Sept. NIGHT TRIAL (CLOSED)

Starts 6.30 p.m. in the parking area at rear of Papatoetoe Hotel. No
maps required. Sealed clocks. Plotted by Warwick Sykes. Checkers want
Ring Warwick Sykes, 'Ph: 67.851

MUD SCRAMBLE

See 8 O'clock Saturday 12th and 19th September for
details.

CLUB NIGHT EPSOM R.S.A. HALL Wednesday 16th September, 1964.

Films and Supper - natter session.

8 p.m. start. Be early for a good seat.

MOBIL ECONOMY RUN 1964

Friday and Saturday 13th and 14th November. Entries now open and will
close at 12 noon, 30th September, 1964.

Entry Forms and supplementary regulations obtainable from all Club Secretaries
or the Co-Ordinator, Mobil Economy Run, P.O. Box 2497, Wellington.

Official A.N.Z.C.C. Observers

For the above Meeting are also required. Any Members of a Club affiliated
to the A.N.Z.C.C. may apply for a position as an Observer.

Forms of Application available from any Club affiliated with the A.N.Z.C.C.
Applications for Observers Close at 5 p.m. 30th September, 1964.

Please send Observer Applications to the Secretary, A.N.Z.C.C. Box 971, Dunedin

Start: Supermarket Car Park Coronation Rd., Mangere. (200 yds. over bridge).
 1st car leaves 1.30 p.m. Entries at start 10/- per car. Nominal prize money awarded. No number boards or maps required. Duration approximately 8 hours. Sealed clock timing. There will be a meal and fuel break during Trial. Supplementary Regs. available after 20th September from D.K. Rolfe. 10 Fairclough Ave.. Bayswater.

CENTRAL NORTH ISLAND GYMKHANA CHAMPS. Taupo Car Club.

Saturday and Sunday 3rd, 4th October.
 Start 10 a.m. Taupo Aerodrome. Social Saturday evening. Entry 10/- per car - Club team consists of 3 cars. Entries close September 26th. Late entries on day at extra 2/6 per car. Entries from Taupo Car Club, Box 27, Taupo.

11 Tests are shown on the circular and road tyres only may be used. Maximum of 2 teams per Club.

Sat. 10th Oct. WII'S 6 HOUR RACE MEETING

N.Z.I.G.P. Pukekohe Circuit 10 a.m. - 4 p.m.
 Reservations for Grand Stand seats at 10/- open at N.Z.I.G.P. Office Gt. South Rd. Closing date for entries Friday 11th September.

ROTHMANS MOTOR RACE MEETING

December 12th.

17 races. Entry Forms and Supplementary regulations available after 1st October. Races for Modified Saloons and All comers.

GRAND PRIX NEWS

Jack Nazer will be competing in both Modified Production and All Comer Saloon Races this coming season. The motor he used last year will be in the yellow projectile for M.P. races and an overhead camshaft Lotus Cortina motor for the Allcomers. Worth noting is the fact that the Anglia is about 3 cwt. lighter than a Lotus Cortina.

Overseas drivers competing on the New Zealand circuit this coming Season are :

Jim Clark	Lotus	(Current World Champion.)
Bruce McLaren	Cooper	
Phil Hill	Cooper	(1961 World Champion.)

Others that could be seen are :

John Surtees	Ferrari
Graham Hill	Brabham
Innes Ireland	B.P.P. - B.R.M. (2 litre V8)
Denis Hulme	Brabham
Chris Amon	Brabham

The N.Z.I.G.P. have also made approaches to various Australian drivers. There is a good possibility of several well-known racing and saloon car drivers appearing on January 9th. Amongst these could be : Davidson, L. Geoghagan, Matich, Beechy, Nuir.

IT IS WITH DEEP REGRET THAT WE RECORD THE DEATH OF DESMOND ERNEST HEAP WHO DIED ON THE 10th OF AUGUST 1964 AS A RESULT OF INJURIES RECEIVED IN A MOTOR ACCIDENT ON THE 8th AUGUST.

ERNIE, AS HE WAS KNOWN TO US ALL, WAS ONE OF OUR MOST VERSATILE AND POPULAR CLUB MEMBERS, EXPERIENCED IN ALL ASPECTS OF MOTOR SPORT.

ALTHOUGH NO STRANGER TO HILLCLIMBS AND RACING EVENTS HE WAS BEST KNOWN AS A KEEN TRIALS ENTHUSIAST AND TOOK PART SUCCESSFULLY IN MANY CLUB EVENTS AND TRIALS, AS WELL AS MAJOR EVENTS OVER THE PAST TWELVE YEARS OR MORE. IT IS DIFFICULT TO RECALL A HEPOLITE TRIAL WHEN ERNIE WAS NOT A COMPETITOR.

HE SERVED ON THE EXECUTIVE AND TRIALS COMMITTEES FOR A NUMBER OF YEARS AND ADDED GREATLY TO THEIR SUCCESSFUL FUNCTIONING. HE CONTRIBUTED NUMEROUS ARTICLES TO THE CLUB BULLETIN. MANY YOUNG ENTHUSIASTS OWE THEIR INTRODUCTION TO THE SPORT TO HIM.

ERNIE WILL BE SADLY MISSED BY ALL CLUB MEMBERS WHO KNEW HIM, AND OUR DEEPEST SYMPATHY IS EXTENDED TO MRS HEAP, GARY AND WARREN IN THEIR LOSS.

OVER SIXTY MEMBERS ATTENDED THE FUNERAL HELD AT PAPATOETOE ON WEDNESDAY THE 12th AUG.

☀ *Spotlight on . . .*



1964

"HEPOLITE" BALL

This year, New Zealand's largest Motor Sport Social Function - the Hepolite Ball at the Peter Pan was attended by almost a record number of 700 guests. The attendance could have been considerably higher but the organisers had to cease selling tickets almost a week beforehand. The Club extends its regrets to all those people who missed such a grand nights fun. The presentation of prizes for the Hepolite Trial was held earlier in the evening than usual and this course proved popular, except to those people who went to pre-ball parties and became bar-bound.

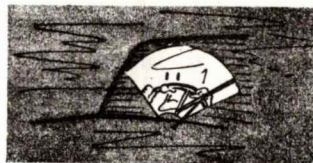
The floor shows needed some livening up so thought the Motorman - Donn Anderson, who treated us to his interpretation of the cha cha. Oddly the management took a dim view, some people don't have a sense of humour. Other notable performances were by Maria Anderson the whippee girl - Pedor (Spinout at the Town Hall) Bernard - Arthur Thompson and Barry Webber don't make eyes at the vocalist - Johnny Riley squeezing 30 people into a cubicle for 15 - Les (Rock n Roll) Rankin - The love birds up the back on the Mezzanine Lounge who couldn't wait till later. - The Northern Sports Car Club cubicle operating at reduced revs - The Peter Pan are supplying torches next year to offset the high cost of electricity.

Three sittings of supper and 100 dozen later 1.a.m. came all too quick - no one wanted to go home - the "do" could easily have gone to 2 o'clock.



le Presidente

S.P.A.L.



1.A.M.

HEPOLITE — TO REDUCE FUEL CONSUMPTION. *

— New Members —

A welcome is extended to the following new members :

Prangley	D.L.	Mt. Albert	Morris Minor
Beuns	M.E.	Waimauku	Zodiac
Galt	J.G.	Henderson	A 35
Shiells	W.	Auckland	A 35
Walters	T.	Papatoetoe	Ford V8
Hutchinson	I.G.	Grafton	
Pointon	N.A.	Remuera	Chev Coupe
Morley	G.R.	Auckland	Humber 80
Coker	R.B.	R.N.Z.A.F.Hobsonville	Austin Mini
Hamilton	E.F.	Mt. Roskill	
Ellis	J.M.	R.N.Z.A.F.Whenuapai	
Gibbons	R.B.	Manurewa	Zephyr
Stanley	J.	Mt. Roskill	Ford 10
Bosdyk	P.J.	Manurewa	Morris
Sidney	D.A.	New Lynn	
Booth	L.H.	New Lynn	A 40
Moore	D.R.	Takapuna	Hillman
McGechie	I.	Otahuhu	Mini
Densem	R.G.	Papakura	Ford 10
Wright	R.J.	Sandringham	Austin A90
Buton	R.	Auckland	Fiat 500D
Hawkins	A.O.	Mt. Eden	Jag XK140
Ivers	Ian	Glen Eden	Morris

* * * * *

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590 x 15

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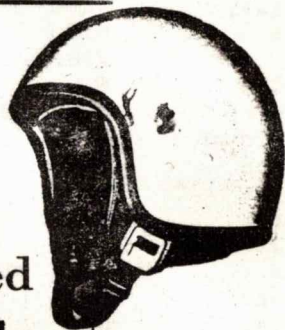
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ing -most valuable.. 25/-.

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SHOUTS

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We are pleased to hear that good progress towards full recovery has been made by Jack Chappell, Jack Claney and Fred Hansford, all of whom were injured in the motor accident on 8th August. At the time of going to press Fred is still in Middlemore Hospital completing his recovery and we hope that he will soon be on deck again.

Joe Hayes of Ford fame has sold his Lotus Cortina to Ray Thackwell who has entered it for this years Six Hour.

That though we lost the Annual Football Match against Hamilton, the comments and the quantity of spectators was rather amazing.

Many thanks to Hamilton for their hospitality at this battle of gladiators.

That the No. 1 Race Meeting for 1964 will be the Rothmans Motor Race Meeting sponsored by Rothmans and presented by the Auckland Car Club.

There will be a meeting of race officials as soon as details are finalised.

We believe that Kerry Grant, N.Z. Saloon Champion will be seen piloting a Brabham 2.5. Good luck Kerry.

If anyone is looking for a 2.5 Cooper Bill Thomasen's is for sale.

Congratulations are due to Club member Bill Blewitt on his appointment as President of the Manakau Speedboat Club.

Judging by the Entry List for this years Grand Prix, all the motor enthusiasts are in store for a great race.

The new grid layout at Pukekohe is the offset 2 . 2 . 2 grid.

The 1965 Hepolite Trial to be held on the 3rd and 4th July has been granted Gold Star Status.

Auckland car Club will be running a Gold Star Hillclimb at Chamberlain's Rd. Bombay on November 15th.

WANTED:

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Occasional Comment ★

by 'Vevaxel'

Back in 1933 history was made in the Ulster Tourist Trophy when Tagio Nuvolari, one of the greatest drivers who ever lived, drove a Magnette to victory.

Cutting corners so tightly that he lifted dust from the stone houses, and on one of the faster laps a piece of wood was bit from a telephone pole, he won by a few seconds and then ran out of fuel!

In those days the racing cars carried a mechanic; how would you have liked to have been in Alec Hounslow's place as driving mechanic while the great Maestro Nuvolari drove the supercharged 1086 M.G. K3 those 478 miles!

Lets have a look at this car :

At the end of 1932 a decision was made to enter a team of three super-charged K3 Magnettes in the Italian Mille Miglia.

With less than six months to go, not even a prototype had been built and the supercharged engine had not even fired a shot!

Three cars were built, shipped to Italy, tested and then driven to victory.

<u>Engine</u>	<u>Bore</u>	<u>Stroke</u>	<u>Number Cylinders</u>	<u>Valve Timing</u>
1086cc	57	71	6	15.55 - 50.20

Supercharged No. 9 Powerplus $\frac{1}{4}$ engine speed.

4 Bearing crankshaft.

Pre-selector gear box.

This is the car type with which Nuvolari won the R.A.C. ULSTER T.T.

During the year 1934 John Miles Ltd., published a book by Barre Syndon called 'Circuit Dust'. In this book was a drawing by one of the greatest racing artists of our time, the late F. Gordon Crosby.

The original hangs I believe in the lounge of the R.A.C., Pall Mall, London.

If you could ever see or borrow permanently one of these pictures of Tagio Nuvolari and his mechanic Alec Hounslow with his head set to one side, by Gordon Crosby you would have a masterpiece.

Look closely at our Auckland Car Club badge and you would be struck with the similarity.

Frankly I never liked our old badge, but when I realised it could represent one of these old M.G.'s in action I was filled with pride in even having a small place in wearing it.

In its final form the 1100 produced over 202 b.h.p. at 7500 with a 28lb boost!

Just the engine for cutting the boys down in the 1100cc class at Pukekohe.



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19	160 AC	55 L	39 L	59 L	9 L	33 L	3 L	9 L	6 L	9 L	24 L	21 L	0	6 L	21 L	21 L	21 L
20	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC
20	180 AC	20 L	24 L	30 L	35 L	35 L	0	4 L	0	4 L	0	0	180 AC	14 L	19 E	57 L	21 L
21	180 AC	10 L	21 L	27 L	27 L	18 L	12 L	0	0	0	0	0	0	180 AC	77 L	0	180 AC
22	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC
23	180 AC	12 L	6 L	24 L	24 L	14 L	2 E	0	8 L	0	0	2 E	0	3 E	0	20 L	21 L
24	180 AC	66 L	132 L	180 AC	177 L	9 E	12 E	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC
25	180 AC	39 L	42 L	42 L	42 L	48 L	85 L	87 L	82 L	0	0	0	0	75 L	0	90 L	21 L
26	180 AC	8 L	27 L	27 L	24 L	29 L	0	0	0	0	0	0	0	2 L	0	20 L	11 L
27	180 AC	18 L	6 L	15 L	15 L	6 L	0	0	3 E	0	0	0	0	1 E	0	12 L	8 L
28	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC
29	180 AC	2 E	5 L	6 E	5 E	7 E	SE	1 E	180 AC	0	2 E	11 E	0	20 E	0	42 L	21 L
30	180 AC	35 L	32 L	24 L	21 L	8 L	SE	SE	SE	0	SE	10 L	0	11 E	0	22 L	13 L
31	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC
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32	180 AC	2 L	5 L	5 L	5 L	37 L	51 L	3 E	0	2 E	0	0	0	4 E	0	48 L	20 L
33	180 AC	0	4 L	2 L	0	13 E	0	0	8 E	0	0	0	0	3 E	8 L	39 L	13 L
34	180 AC	0	0	0	0	1 L	0	0	4 E	0	4 E	11 E	17 E	4 E	0	69 L	31 L
35	180 AC	4 L	180 AC	0	11 L	3 L	9 L	0	0	0	0	0	0	15 E	0	22 L	13 L
36	180 AC	0	4 L	15 L	12 L	11 L	0	SE	SE	2 E	0	SE	SE	0	20 E	4 L	10 L
37	180 AC	0	180 AC	3 L	3 L	0	0	6 E	11 E	14 E	0	12 E	15 E	18 E	0	30 L	10 L
38	180 AC	39 L	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC
39	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC	180 AC

E - EARLY
L - LATE
M.C. - MISS BLK
I.P. - INITIAL WINGS
MAY - MATURE LATE

NIGHT TRIAL 18th JULY 1964
(GRANDMAN'S GRAND PRIX)

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The Winter sky was dark and threatening. Black clouds scudded low across the bleak greyness. Continuous rain had saturated the countryside to the point of flooding and now there was the threat of snow. Conditions were ideal for a 24-hour Reliability Trial.

A group of Officials stood together beneath the large banner marking the starting point. They stood huddled together, wrapped in thick overcoats in an effort to protect themselves from the bitter wind which blew around them, impatiently waiting for the arrival of competitors.

A short distance away from the start competitors and their cars were undergoing licence checks and scrutineering. Inside this building was a hive of activity as scrutineers checked the cars and drivers queued at the Secretary's table with their documents. Crews were busily checking interior lights, maps, calculators and other trials equipment in their cars. The busy Trial Secretary came to the next entry form on the pile before him. His eyebrows shot up as he scanned it. Turning to his assistant he said "I say, here's a rather unusual one. A 4 $\frac{1}{2}$ Bentley. Don't see many of them around now. Entered by"

"Bnd. James Bond", said a deep well modulated voice behind him.

The Secretary swung around in his chair. Facing him was a tall figure wearing a racoon skin coat, dark blue slacks tucked into fur lined flying boots, an old leather flying helmet, string-backed driving gloves and a pair of goggles slung around his neck. The grey-blue eyes set in a lean, hard face held a glint like polished steel. Beside him stood a girl of breathtaking beauty wrapped in a silver-grey fur coat. Her green eyes framed by ash blonde hair which fell to her shoulders gazed adoringly up at him. Her graceful scarlet tipped fingers held a long cigarette holder and her face wore a Mona Lisa smile.

Bond turned on his heel and walked over to where the big Bentley stood, its British Racing Green paintwork gleaming under the strong overhead lights, its trial number 007 attached fore and aft. His ex-R.A.F. mechanic and navigator, Ginger, was standing on the running board, bent over the motor, adjusting the belts on the supercharger. On seeing Bond approach, he jumped to the ground, saluted smartly and then collapsed on the floor. Bond helped him to his feet, gently reminding him to put the twelve inch shifting spanner down before saluting next time.

Parked opposite the Bentley a Volkswagen was surrounded by mechanics in white overalls. They were busily checking every inch of the car, obviously leaving nothing to chance. It's driver stood by, occasionally speaking in a clipped guttural voice. Bond's eyes strayed back to him. Something about him seemed familiar. Those Slav. features, the close-cropped hair and close-set eyes registered in Bond's trained mind. He glanced through his list of entries and found that the Volkswagen had been entered by Sir Monkton Everett Rochdale Sarsfield Huntington. Nothing familiar there. As he wandered around amongst the cars Bond's eyes kept

returning to the Volkswagen. Where had he seen that driver before! Perhaps it was that ex-Russian Army tank corps. fur cap that we was wearing which rang a bell in Bond's mind. Returning to the Bentley he passed close enough to hear one of the mechanics reply "Jawhole Herr Otto" to the driver. Instantly the picture became clear.

"So that's who he is" thought Bond, "Otto Von Frankenstein."

Snatching up his list of starters again Bond found that the Volkswagen was starting two minutes ahead of him. Then he looked again at the name of the entrant - Sir Monkton Everett Rochdale Sarsfield Huntington - and immediately the gravity of the situation became crystal clear in his mind. He showed the list to Ginger.

"Notice anything unusual about the entrant of that Volkswagen Ginger?", he said.

Ginger looked but could see nothing wrong.

"Take another look at those initials", said Bond.

"Ginger's lips moved as he spelt them out "S..M..E..R..S..H..".

He paled.

"So that's it Guv'nor", he said, his voice a hoarse whisper.

"Too late to do anything about it now", replied Bond. "We're due to start in a few minutes. Just keep your eyes peeled for anything unusual.

Bond stepped up to the driver's door of the Bentley. He quickly leaned forward and with his elbow rubbed the Union Jack painted on the side "Here goes", he thought as he and Ginger settled themselves into the Bentley.

Nothing untoward occurred during the first few hours of the trial. Bond caught an occasional glimpse of Von Frankenstein's Volkswagen on the long straights and above or below him on the twisting mountain roads. He and Ginger had settled down to the steady pattern of driving and navigating which they both knew was essential in order to win. Bond was wearing earphones plugged into the electronic calculator which Ginger had installed in the Bentley for timekeeping. A husky female voice murmured in Bond's ears "You are 15 seconds early --- You are 10 seconds early --- You are 20 seconds early ---."

He knew that these times, given every tenth of a mile, were extremely accurate, thanks to Ginger's genius in making the machine.

The first meal break came just as darkness was falling. Ginger went into the restaurant which was crowded with other trialists all struggling to have their meals served. Bond took a primus stove from the back of the Bentley and, sitting by the roadside, quickly prepared a fillet mignon garnished with mushrooms. He followed this up with a large piece of Linzer Torte and a bottle of claret. While he was finishing

his second cup of black coffee Ginger returned and they were ready to begin the night section.

An hour after starting they were deep into the back country. Some of the roads were mere goat tracks with slips and swift-flowing fords adding additional hazards. As he drove on, Bond began to notice that Ginger was losing his colour and was showing signs of great discomfort. His mind was instantly alerted. Had they got at Ginger during the meal break? Ginger kept urging him to press on but it soon became obvious that he couldn't go on much longer. Bond quickly stopped and got him to lie down on the back seat where he almost immediately lost consciousness. Either he had been drugged by a Smersh agent or he had eaten the inevitable stew at the meal break. Whichever it was, the effect was the same.

So now he was on his own against them. Nothing to do but keep going and watch for trouble. He swept around a tight right hander and his powerful headlights picked out an opossum lying in the middle of the road. There was something definitely unusual about the shape of it. Bond stopped, got out and ran back to it. It showed no sign of having been hit by a car. But then his quick eye saw the bullet hole in its neck.

"Obviously mad by a Luger", thought Bond. Then he saw the reason for the unusual shape of the opossum's body. An empty vodka bottle had been placed inside the coat. So that was their plan. A slashed front tyre would send him hurtling over the steep drop at the side of the loose-metalled road. He quickly returned to the Bentley and unclipped the Biretta from inside the glovebox. Ready for anything he covered the next few miles with his well trained senses alerted for trouble. He came to the next Check point - a Messerschmitt Bubble Car parked on the side of the road. Walking briskly to the Check he presented his Driver's card and clock to the Marshall who noted them and handed Bond a slip of paper saying "Der new instruction". Back in the Bentley Bond quickly read it. It was hand written and merely told him to take the next road on the right. Now Bond knew that there was something wrong. Firstly, he knew that the first road on the right led into a disused quarry. Secondly the Marshall in the Messerschmitt Bubble Car had reeked of vodka. And thirdly, it was the first time that a Check had ever called him a Swinehund Englander. His blue-grey eyes glinted defiantly as he pulled away from the Check. If that was the way they wanted it - then that was the way he would play it.

Soon the next road on the right appeared in the headlights. Bond noted that the wheelmarks of the rest of the trial cars all went straight on. This confirmed his suspicion that the route sheet he had been given was for his eyes only. As he approached the turn his sixth sense was drawn to the signpost on the corner. Had that fingerboard moved as he approached or was he dreaming? He kept his eye on it as he drew abreast. Yes! The sign was revolving to follow him! There was a glint of glass at the end of the sign which Bond recognised straight away as a powerful lense. He turned the corner and drove along the road until clear of the junction. Then he unstrapped a 4-gallon

tin of petrol from the back of the Bentley and quickly carried it back to the corner, the sound of his footsteps deadened by the grass at the roadside. On reaching the signpost the whole position became clear. They had cunningly excavated an underground observation post under the signpost and had used the signpost and fingerboard to conceal a periscope. Moving quietly up behind the sign, Bond took a dozen or so of the route sheets from his pocket and screwed them into a tight ball which he then soaked with petrol from the tin he carried. As he was doing this he could hear the faint voice of a radio transmitter below him and a voice speaking rapidly in German reporting that he had just turned the corner and was heading into the quarry. Bond bent down and picked up a large stone which was lying at his feet. He stepped around to the lens and drawing back his arm he smashed the stone into the glass. He then upended the petrol tin and poured its contents down the periscope. This done, he struck his cigarette lighter and put the flame to the petrol soaked wad of paper which he held. It burst into flame with a roar and Bond tossed it down the periscope. From below there was the sickening dull thud of a confined explosion.

He ran back to the Bentley to find Ginger sitting up in his seat seemingly fully recovered.

"I'm okay now Guv'nor" he said as Bond approached. "I had a walk along the running board a couple of times and the exercise seems to have fixed me".

"They're on to us Ginge" said Bond and he explained what had happened.

"Otto and the rest of them must be waiting for us somewhere between here and the quarry."

With Ginger recovered and there to help him Bond's quick mind soon devised a plan of attack.

"Do you remember that place on the main road about two or three miles further on from this corner, there is a big Detour sign where the road swings hard right to avoid that drop into the river?" he asked Ginger.

Ginger remembered it.

"You could take a short cut on foot over the hill from here", he said. "Be there in about ten minutes with a bit of luck".

"Here's what I want you to do", said Bond. He quickly explained his plan and a few minutes later Ginger left the Bentley and ran up the hill amongst the trees and undergrowth. Bond waited for a few minutes and then started the car.

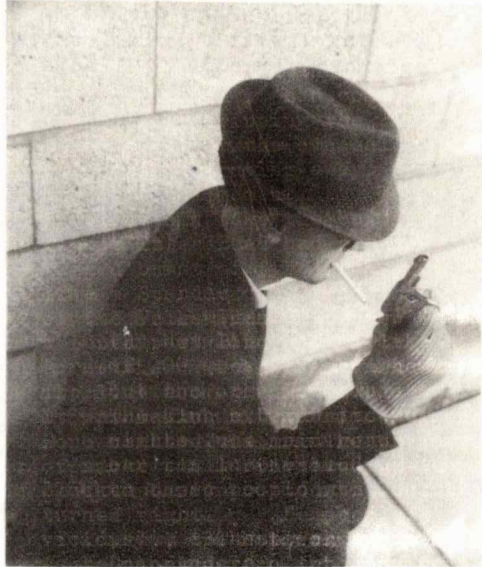
The Bentley moved forward with Bond using his powerful hand spotlight to light up the undergrowth on either side of the road. Within half a mile he saw what he was looking for. The top of Otto's

Volkswagen was just visible above the bushes to Bond in his elevated position. As he drew almost alongside he put his plan into action.

Flicking the wheel hard over he stamped on the accelerator. The big Bentley spun around in a perfectly executed 180° turn and faced back the way from which it had come. Bond leaned out, gripping the Biretta and fired twice at the concealed Volkswagen, before accelerating away. This was the critical moment. Would Von

Frankenstein take the bait? A moment later Bond had his answer. A ragged burst of fire from what sounded like a Spandau came from the direction of the Volkswagen. The bullets whipped past Bond's head like angry hornets. He glanced into his mirror. The lights of the Volkswagen were on and it was making a U turn to follow him. Bond reached the main road, where wisps of smoke still spiralled up the blackened signpost on the corner and turned right. He accelerated

viciously, the supercharger whining. As he changed into top gear he saw in his mirror the lights of Otto's car driving around the corner to follow him. There were flickering pinpoint of light coming from the Volkswagen and Bond realized that one of its crew was leaning out of a window firing the Spandau at him.



He roared on for another mile or so, the road climbing steeply and the bends becoming sharper. At last his headlights picked out the sign he had been looking for. It was a large Detour sign with a huge red arrow pointing to the left. Bond noted that Ginger had done his job. The notice below the Detour sign gave warning of the dangerous drop to be avoided here where the river ran a hundred feet below. Ignoring the sign Bond swung to the right, carried on for a hundred yards and then parked the Bentley behind a stand of young trees. He switched off all his lights and waited. Further down the road below he could hear the tortured scream of the Volkswagen's fan as Otto approached at peak revs in second gear.

Inside the Volkswagen Otto's arms worked like pistons as he controlled slide after slide. Rounding the last tight corner he saw the Detour sign and, without hesitating, swung the wheel to the left to follow the arrow. Too late, he saw the white railings of the safety fence loom up before him.

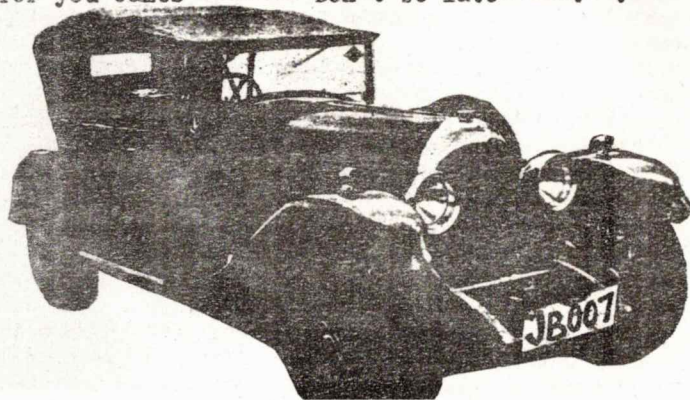
From his position Bond heard the shriek of tyres and then the splintering crash as the Volkswagen burst through the fence. It hurtled out into space turning lazily over and over as it plummeted down to the dark waters below. Bond raced to the point where the fence was smashed. Ginger joined him from out of the darkness, having reversed the direction

of the arrow to point once again in the correct way.
tic splash as the Volkswagen hit the water below.

He saw the gi

Even in his dangerous and hazardous existence Bond had always hated the idea of taking a human life. As he looked down at the light of the Volkswagen far below the horrible truth struck him. He turned to Ginger with a grim look in his eyes and said "Well that proves it once and for all. Facts can't be denied. They actually DO float

They walked back to the Bentley and a few minutes later were on their way, the husky voice in Bond's earphones repeating "Don't be late I'm waiting for you James ----- Don't be late-----!" .



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R A C I N G

Part II

That jar with the nail in it is a month old so just have a look and see how much oxide has accumulated in the jar.

Now exactly the same thing is happening in your car and the rate of oxidation is increased by heat and agitation. And gradually the % of pure coolant decreases and the % of oxide increases. This oxide does not carry heat so cooling efficiency decreases - a proportion of this oxide lies in the block where it prevents the rapid dissipation of the heat. Some of it coats the entire cooling system and again prevents that heat from escaping through the radiator tubes to the surrounding air. Have a look in your own car. It does not take long to form, but its effect does not become apparent for a long time and temperature gauges do not give any indication of overheating in its early stages. Recent tests showed a difference of 45° temperature in the block, yet outlet temperature showed normal 180°. At one point in the block, temperature was 220° !! What is the first effect of this slowing down of quick and efficient heat transfer ?

I would say that oil is the first victim, so lets see what oil has to do:

1. Provide an unbroken film for lubrication between all moving parts.
2. Seal against compression and prevent blow by.
3. Cool the piston and bore.

We ask the lube oil to be subjected to flame, to dissipate waste heat and to tolerate top ring temperatures as high as 500° with average bolton ring temperatures 350°. At combustion we have up to 450°F and higher in a high performance racing motor, with exhaust valves red hot. Yet temperatures above 400°F are dangerous to oil film strength.

Any restrictions placed in the way of rapid heat transfer through the piston and rings through that oil film, to the bore and out to the coolant, can only have one effect - break down of the oil film and carbonization. The natural end result in piston scuffing - partial seizure - loss of power and poor valve life.

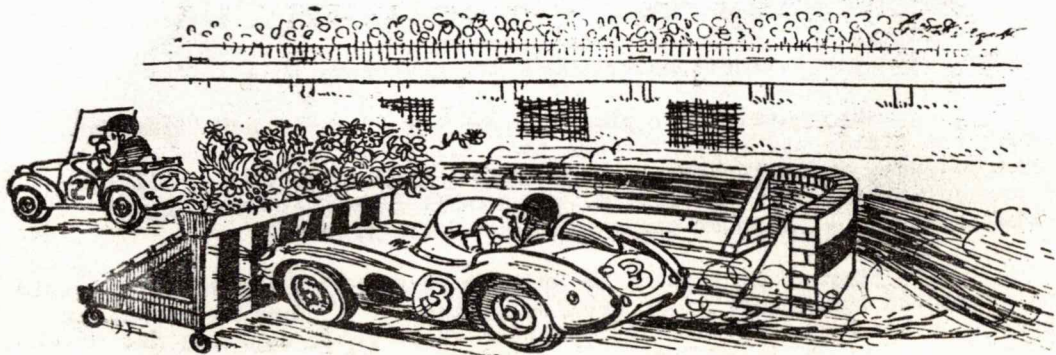
Thermal distortion is another result from overheating caused by a dirty and thus inefficient cooling system. Terrific strains are set up in a block when a motor is operated above rated capacity and cracked

blocks and heads are all too familiar. The distortion of the head and block can cause partial gasket failure leading to coolant seepage into the cylinder and results of seepage will be dealt with later. Often there is little enough metal to grip and hold a gasket as it is, without making it worse with dirty coolant. Should combustion gas get into the coolant then water loss is inevitable with consequent overheating.

For the record - rusty coolant is a danger sign and coolant loss is an infallible tell-tale that something is wrong and if you neglect the warning signs then trouble is as sure as night following day.

There is nothing experimental in cooling system maintenance and nearly all manufacturers warn of the neglect of cooling - yet every day we see motors operated without any attention being paid, in fact rusty coolant is looked upon almost as normal! One of the most common causes of future trouble is the draining of a hot motor before a valve grind - the oxide lies in the block where it hardens. Replace the water and the hard particles start blocking the radiator. Whenever the cooling system is drained for any reason at all, flush immediately and if traces of rust are evident, use a safe non-acid flush like reactor. Never allow a dirty radiator or block to stand dry.

There are many things happening in the cooling system of your car - rust I have mentioned. Also there is erosion, corrosion, electrolyte action and scale. We will talk about scale because it is as harmful as rust yet is hardly ever seen, because it forms a fairly even layer around the critical heat areas. Scale forms with heat and the more heat the quicker it forms. Its severity depends on the water and where there is a high mineral content scale is serious; most of the West Coast of the North Island has a high mineral content in the water and farmers using bore water replace heater elements in the water service more often than city dwellers, and the same thing occurs in the motor. 1/16" of scale is equivalent to 3" of steel in heat transferability and it is not uncommon to find a hot spot on a wet sleeve withdrawn because the motor had partially seized. Preventing scale forming can be achieved by the mechanical scrubbing action of Bars Leaks - to try and prevent scale chemically is virtually impossible and for that reason Marine diesels usually run at a very low temperature in comparison with automotive engines to reduce the formation of scale.



Auckland v Hamilton Annual Football Match Played at Hamilton in Cloudy
Conditions

With Hamilton kicking off Auckland immediately put on defence and from a scrum infringement Auckland penalized and were saved when it was wide of posts. Auckland hard pressed to keep "Mooloo's" out and few players looking worse for wear until forging down field to be rewarded with a penalty to which there was no result until brilliant move started on half way and every member of shady backline handling on to the wing who swerved past numbers and scored and then goaled by O'Neil.

Auckland 5 Hamilton 0
From kickoff in centre field again Auckland looking tired and few wishing it was half time were caught unawares and Hamilton scored between the posts and goaled Auckland 5 Hamilton 5 Halftime whistle being blown.

Walk around at interval and interview wisk and injured and see all sorts of beverages being taken and hear all types of arguments.

Auckland playing into STRONG wind and play getting ragged until Bairstow scored from a good move which was converted by O'Neil Auckland 10 Hamilton 5.

Players appear to be slowing down a little and scrums etc., taking longer to get down to work. Well known person seen to deliberately throw ball out again and again and after resting rallying Auckland around again to go down field to no avail and a scrum being assembled on half way down from which "Red Rebel" scored between posts to make conversion easy, Hamilton 10 Auckland 10 being final score.

Sorry, can't print Dressing Room Comments afterwards.

Prizes awarded to appropriate persons at function afterwards in Hamilton Car Club clubrooms and game played again round the tables.

Thanks Hamilton.

MARSHALLS WANTED

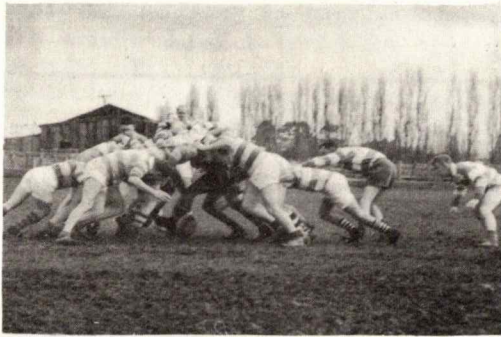
Timekeepers, Lap scorers, Flag Marshals, and Observers are required for the Wills Six Hour Grand Prix and Club Meetings at the Pukekohe circuit.

Anyone interested in helping please contact Miss Margaret Nairn:

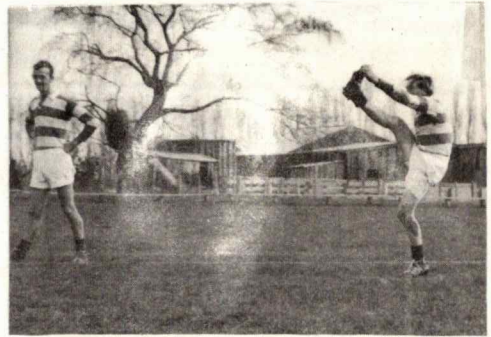
N.Z.I.G.P. Secretary, Phone 546.079 or P.O. Box 3483.

Spectator Control Marshals, for the above Meetings are also required.

Please contact Eric Mallard, 17 Marion Ave., Mt. Roskill, Phone 896.645.



Rankin hoping !!

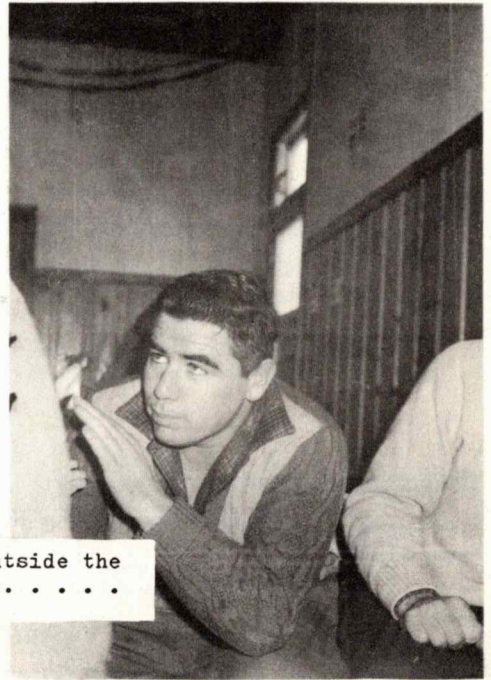


It's Boyd taking a penalty or removing his boot !!

LOOK



Mr. Rankin ponders !!



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