

BULLETIN



JUNE 68

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AUCKLAND CAR CLUB (Inc)

P. O. BOX 2591 AUCKLAND

BULLETIN

JUNE 1968

CLUB OFFICERS

PRESIDENT :

F. B. Webber Phone 595.282
23 Maroa Road, One Tree Hill

VICE PRESIDENTS :

L. F. Rankin Phone 2747M
3 Arther Place, Papakura
I. Ivers Phone 7738 Glen Eden
28 Archibald Road, Glen Eden

IMMEDIATE PAST PRESIDENT :

E. G. Mallard Phone 677.519
17 Marion Ave, Mt. Roskill

SECRETARY & TREASURER :

G. J. McKinstry

EXECUTIVE :

P. A. Jukes, B. J. Hamilton, M. H. Lawson,
P. Bruin, T. Molloy, P. C. Allely,

J. Stuart-Masters, E. G. Mallard,
CLUB CAPTAIN : M. I. Marshall

K. Galbraith Phone 606.083

DEPUTY CLUB CAPTAIN :

M. I. Marshall Phone 699.815
Flat 2, 135a Landscape Road, Mt. Roskill

CHAIRMEN OF SUB-COMMITTEES :

Club house	- K. Galbraith	606.083
Trials	- P. A. Jukes	84.511
Racing	- L. F. Rankin	2747M Papakura
Speed	- I. Ivers	7738 Glen Eden
Building	- M. H. Lawson	6156D Howick
Bulletin	- Miss K. Leahy	664.738
Slot Cars	- T. Molloy	656.926



BLAIR ROBSON, WINNER OF THE GOLD STAR RELIABILITY TRIAL.

COMING



EVENTS



AUCKLAND CAR CLUB

CLUB EVENINGS - Every Thursday night 8 p.m. - Table Tennis, Darts, Slot Cars, etc.

CLUB AFTERNOONS - Every Saturday from 4.30 - 6.30 p.m. (Except when there is a major event on).

SLOT CAR RACING - Wednesday - 7.30 p.m. - Terry Molloy 656-926.

20TH JUNE - THURSDAY - CLUB NIGHT - FILM EVENING - 44 Stoddard Road, Mt Roskill, Films, Discussions, Supper, New Car on display. New members please introduce yourselves to a Committee Member.

MEMBERS PLEASE NOTE: DO NOT PARK OVER FOOTPATH OR NEAR THE LOCAL DAIRY, ALSO PLEASE PARK CORRECTLY AND NO NOISE WHEN LEAVING - THANK YOU.

SATURDAY 22nd JUNE - GIMMICK TRIAL
Starting Clubrooms at 7.30p.m.
No Clocks or Maps required.

6TH JULY - AUCKLAND CAR CLUB ANNUAL BALL AND GOLD STAR TRIAL PRIZEGIVING - New Peter Pan Cabaret. The Peter Pan has been completely re-built and the entertainment, service and supper will be of a high standard. Tickets are only \$4.00 per person. Cubicle bookings open Thursday, 27th June at the Clubrooms, 8.30 p.m. Tickets on sale from 1st June.

18TH JULY - THURSDAY - CLUB NIGHT - FILM EVENING - 44 Stoddard Road, Mount Roskill. Films, Discussions, Supper.

INVITATION & OPEN

9TH JUNE - SUNDAY - PUKEKOHE CAR CLUB - MEYER BALANCE TRIAL.
Start and Finish Alfred Buckland's Tea Rooms, Manukau Road, Pukekohe. Entries on day till 10.30 a.m. \$1.00 per car. Duration 4½ hours. Maps required N.Z. L. & S. N.Z.M.S. 1 N.52

9TH JUNE - SUNDAY - TAURANGA CAR CLUB - Open Hillclimb, Wainui South Road, Apata. Entries on day till approximately 9.30 a.m.

15TH-16TH JUNE - SATURDAY AND SUNDAY - Taupo Winter Speed Weekend. Hillclimb (Oruanui Road). Sprint (Acacia Bay Road). Entries on day till 9.45 a.m. \$1.00 fee each. Secretary - Mr C. Haggett, P.O. Box 27, Taupo.

29TH-30TH JUNE - SATURDAY-SUNDAY - PEUGEOT GOLD STAR TRIAL. Further Information from Northern Wairoa Car Club, P.O. Box 85, Dargaville.

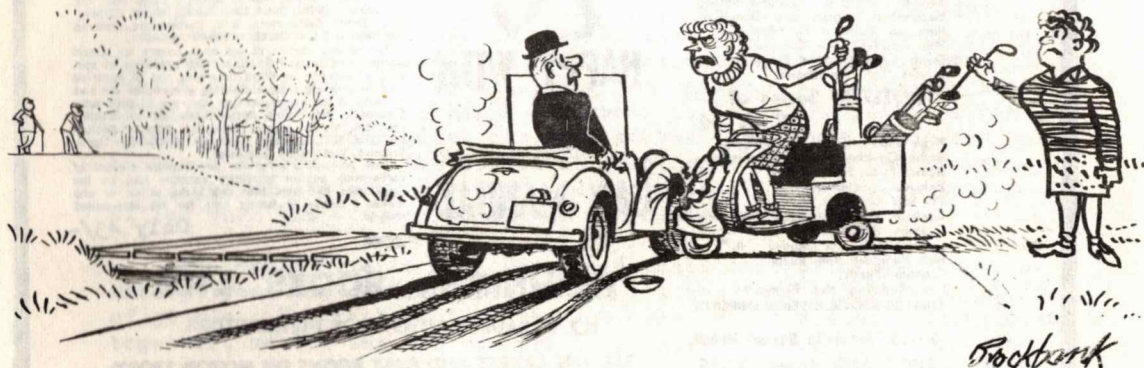
13TH JULY - SATURDAY - ROTORUA CAR CLUB - Six Hour Invitation Trial Starting in Rotorua at 1 p.m. Supplementary Regulations and Entry Forms from P.O. Box 365, Rotorua.

14TH JULY - SUNDAY - PUKEKOHE CAR CLUB MONSOON TRIAL (MERCURY CUP) Starts Sunken Gardens, Cornwall Park. First car away 10.30 a.m. Finish Pukekohe. Approximately 5 hours. Maps - A.A. Local Tours No. 20M/667/167. Entries close Monday 8th July. Fee - 70 cents per person. Regulations and Forms from P.O. Box 174, Pukekohe.

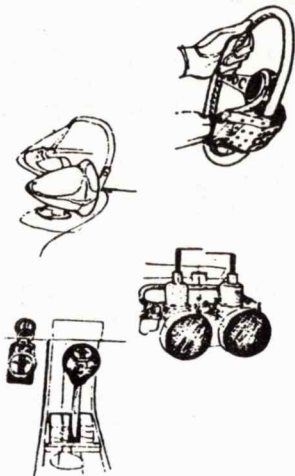
27TH JULY - SATURDAY - Bay Park National Open Race Meeting.

27TH JULY - SATURDAY - Champion Spark Plug Gold Star Rally. Organised by R.A.T.E.C. Auckland. The event starts at Panmure Motors Limited at 10 a.m. and finished at the Champion Spark Plug Factory, Mt. Wellington approximately 12 hours later. The Secretary is D.W. Benefield, P.O. Box 14-228, Panmure - Phone 579-009 (Bus), 589-712 (Res).

6TH AUGUST - SATURDAY - TE AWAMUTU CAR CLUB - Rothmans Trophy Trial. Entry Forms and A.S.R.'s available from P.O. Box 229, Te Awamutu.



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Here is a brief indication of the contents of this huge 528-page book, which is illustrated with well over 1,000 photos, charts and drawings of actual carburetors, and injection, along with diagrams of carburetor circuitry. Topics include: Carburetor Theory and Practice; How to Select a Carburetor; The Air Density Meter; Solex Carburetors; Weber Carburetors; Zenith Carburetors; S. U. Carburetors; How to Synchronize S.U.s; Mercedes Fuel Injection.

The second section of the book covers the actual operation, disassembly, repair and assembly of specific carburetors as fitted to a long list of imported cars. Tuning and trouble shooting procedures are also included in the comprehensive coverage of such automobiles as Alfa-Romeo, Austin, BMW, Datsun, Healey, Fiat, MG, Morris, Jaguar, Mercedes, Porsche (including the 911), Renault, Sunbeam (including Tiger), Triumph, Volkswagen, and Volvo.

This book is a must for any serious student of carburetion and an extremely valuable tool for the owner who has more than one make of car or who makes a hobby of tuning cars for his less-skilled friends.

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Bruce McLaren Writes On Denny Hulme

We were racing on the Ohakea airfield about 30 miles from nowhere in the North Island of New Zealand when I first heard of Denis Hulme. He was just some kid from Tauranga who was going to drive a 2-litre Cooper. He had only driven M.G.'s before, and I can remember the mutterings that kids shouldn't be allowed to drive these sort of cars. Denny has been playing havoc with the pundits ever since.

I've never asked him how he learned to drive, because I'm sure I know exactly how he started out. In time - a long time, I suppose - they will tar seal more than just the major roads in New Zealand, but until they do there will be a few dozen youngsters each year who learn to drive cars in conditions that will make them expert car handlers. These country roads have a layer of loose stones on top of a clay base, and even a fairly sedate family saloon gets quite lively on a twisting, narrow loose metal "shingle" road. Not much of the countryside is flat in New Zealand, so any trip is liable to be a much bigger exercise than driving from London to Brighton, or from Los Angeles to San Francisco on the free-way. Motoring in New Zealand is still something of an adventure away from the main highways. There's a chance that you'll hold a bigger slide on your way to the beach than Jim Clark ever did while he was winning the British Grand Prix.

Denny must have made a good impression with his Cooper. The New Zealand Grand Prix Association's "Driver to Europe" scheme was in operation, but they had one problem: young Hulme was doing very well for himself, but so was a lad from Whangarei, George Lawton, who also drove a 2-litre Cooper. They compromised wisely and sent them both abroad on the racing scholarship that had brought me to England a couple of years earlier. They arrived on the English scene in March, 1960, with Team Manager Feo Stanton, to go Formula 2 racing.

Feo's job, apart from trying to keep them out of trouble, was to look after the cars, enter them in races, introduce the boys to race promoters, and generally show them off. They had only been in England a couple of days when they went to a cocktail party at the Savoy. There was just no way that two New Zealand country boys were going to have the poise and grace of a Lord Fauntleroy, but even allowing for that I wasn't amused when a leading journalist - who shall be nameless - asked me: "Have your monkeys had their tails pulled yet?" I can think of a hundred replies now, but at the time I was stuck for an answer. I wonder if the scribe in question remembers the occasion in the light of one monkey's future achievements? George was tragically killed when his Cooper flipped at the Danish Roskildering.

You would have to call Denny a relaxed sort of bloke. Big and strong, yes, but gentle and shy with it, and just a little suspicious of people. He likes getting the job done, whether it's putting a car together, making the fastest practice lap, or getting an interview over with. A clue that gives an insight into the Denny that doesn't

As a racing driver Denny became a slightly different person. He has always had a lot of natural ability and he doesn't have to work at going fast. He picks up a new circuit very quickly. I think he has always had potential, and this is one of the rare times when Ken Tyrrell, the ace picker, was wrong. He didn't think Denny would make it.

In the past two years, apart from getting better with every race and without hitting anything in the process, Denny has become more determined. He had a year when he couldn't find anyone to give him a drive; he had to spend all his own money on his Cooper, and he worked in Jack Brabham's garage, servicing customer's cars. Ken Tyrrell, to give him credit, has always said that a good hungry driver will beat a good fat one any day, so maybe this spell of "hard times" was the best thing that could have happened to Denny. You wouldn't call him brave, and you wouldn't call him daring because he doesn't do anything dangerous. He always has the situation under control. He can get very sideways on, but he takes one hand off the wheel, and with the other hand and brawny arm he can apply a bucketful of lock so fast that it would shock the front wheels right off some cars. He's pretty hard on gear changes too!

He is a good man to have on a team from a mechanic's point of view. He knows what he wants and how it should be done, because he's done it all himself at some stage. He is easy on the car because he doesn't wear it out with a lot of practice.

In the whole of the CanAm series he has only "blown his cool" once - at us, anyway. Minor officialdom, scrutineers and the few little Hitlers that you tend to come up against at motor races had better watch out for Denny, though. He objects strongly to red tape, or the wheels being pushed and pulled on his racing car by someone who probably doesn't know anything about it.

Denny said he taught himself to go fast this year from the first lap on the track, due to the fact that at Indianapolis you have to qualify for the race in just four timed laps. It was in connection with this newly acquired ability that our "cool blowing" incident occurred. At the start of the practice session at Bridgehampton he charged out, and it was three laps before the crew had got themselves sorted out, organised their tools and set up the signal board. By the fourth lap he was back in the pits and taking his helmet off. "I'm wasting my bloody time! Why the hell weren't you giving me lap times?" Now we give Mr Hulme signals every lap!

One thing has changed for Denny - there was a time when he had to chase people for a car to drive. Now they chase him.

show is that he hates to waste a day; unless he accomplishes something he's not happy. It's a part of the drive that made him World Champion.

He has never been afraid of work, but he won't overdo it if it's not necessary. As I said before, he likes to get the job done - quickly. He did all the preparation in his own racing cars (before he was famous, that is!) and one thing he didn't believe in then, and still doesn't, goes under the heading of "Technical B.S." and the people who purvey it. I could almost accuse him of being a bit crude, and I could get away with it because I'm a bit that way myself. His favourite expression "She'll be right" is pure Denis.

He was putting his Formula Junior Cooper together in Surbiton once, and I mentioned to him that perhaps he should make proper brackets for the hoses. "Nah. I'll tape 'em up. A bloke might want to take 'em off again. She'll be right"

And a couple of years later at the Brabham factory Jack tells the story of the cars being prepared for Reims. Denny was working on the electrics of his Formula 2 car, and he had just twisted the wires together and taped them. Jack said: "You can't do that! Put some proper connectors on it." But "She'll be right" won again. In the Formula 1 race one of Jack's electrical connections came adrift when he was well placed while I think Denny went on to win the Formula 2 race. Tape and all.

Denny Hulme has notched up a few records now, but there's one that very few people know about. He has built a Formula 2 Cooper in record time. In 1960 they had pranged one of the cars and with a race the following weekend they set about building a new car. With Denny doing the welding and Feo and George cutting and filing the tubes they made a chassis in two and a half days! When I think of the complexities of current monocoque construction, those really were the good old days

Denny is never too proud to lend a hand. On the CanAm series we had only two working days between Bridgehampton and Mosport. The Bridgehampton track was particularly rough and the crew were going to need every bit of available time to check the two cars thoroughly. Denny's car needed an engine change but he had a feeling (as he often does about some things) that either the heads or the manifold on his old engine were a bit special judging by the way it had run in the last two races. But to put those heads on the new engine required stripping, checking, re-lapping the valves and rebuilding. "I'll grind the valves if that's what you're worried about. You get the engine apart and I'll have them done while you're talking about it!" He did too. It was an excellent job, even checking them with marking blue, and that engine won him the race. Everyone was happy. Denny had accomplished something that day, time was saved, and the job was done. I've tried to imagine a similar situation with, say, Ford's racing operation - but it just couldn't happen!

Denny

(good on you mate!)



DENIS HULME
WON THE 1967
WORLD DRIVERS'
CHAMPIONSHIP
ON CHAMPION
SPARK PLUGS

CHAMPION

WORLD'S FAVOURITE SPARK PLUG ON LAND, SEA, AND IN THE AIR

The Social Whirl

SOCIAL AND DANCE : 18TH MAY

Congratulations are due to the Clubhouse Committee for their organisation of the excellent social and dance held in the Clubrooms on Saturday night, 18th May. Tickets were limited to 150 and were sold out completely at the previous Clubnight. For the moderate cost of the ticket, all refreshments were provided (even tha' wee drappy o' tha' hort stoof). Supper was served downstairs and this proved a successful move as it eliminated any stoppage of proceedings on the dance floor. Decorations of ferns and flags provided a good background for the lively atmosphere which continued non-stop throughout. The reluctance of everyone to go home at the finish was understandable. First-class music was turned on by the Bill Ivory Quintet. This group was later increased to a sextet by an anonymous one-man Latin-American rhythm section.

Next social is planned for August and if you plan to go you will have to be in early for your tickets.

TABLE-TENNIS AND DARTS CHAMPIONSHIPS

In view of the constant hagggle among members over who are the best at these games it has been decided to run official Club Championships for each. All games will be played in the Clubrooms on Thursday evenings, Saturday afternoons or other times suitable to contestants when the Clubrooms are available. No entry fees are payable but entries must be completed on the Entry Form enclosed with this Bulletin and forwarded to Murray Firth (Table Tennis) or Ivan Read (Darts). Trophies will be presented to the winners of each Championship. Entries close 30th June. A draw for each will be made as soon as entries close. The draws will be placed on the Clubhouse noticeboard and all competitors should ensure that games are played off as soon as possible. Brief details of each Championship are:-

Table Tennis:

Each game up to 21. Best of 3 sets.
Singles, Doubles, Mixed Doubles.

All entries and further information available :

Murray Firth,
Carters Road,
Oratia.
Phone - Glen Eden 6434

Darts:

Preliminary games up to 201.

Semi-finals up to 301.

Final up to 501.

Singles and Doubles.

All entries and further information available :

Ivan Read
Carters Road,
Oratia.
Phone : Glen Eden 5204.

CLUBNIGHT : THURSDAY 16TH MAY

Over 200 people attended last month's film evening. Two films were shown. "British Racing Green" dealt with all manner of motor racing in Britain from vintage to late formula equipment. "Cattle Carters" was an enjoyable story of an English hitch hiker who tried to tell an Aussie how to drive his big Semi in the Australian outback. Unfortunately the other advertised film failed to turn up but this, in fact, proved to be a blessing in disguise. In it's place new member, Harold Turner, recently settled in New Zealand from Hong Kong gave a most interesting and enlightening talk on his official association with motor racing in that part of the world. Until recently he was a leading Official of the Macao Grand Prix and answered members' questions on this event.

AUTO BIOGRAPHY

While driving down the road I saw a Wildcat stalking a Mustang. The Mustang was trying to trample a Cobra, which was about to strike a Sting Ray, which was sneaking up on a Barracuda, which was waiting to feed on the loser in a duel between a Cutlass and Le Sabre, while a woman driver in a positive Fury hurled Darts at a Marrauder defying a Tempest.

New Members

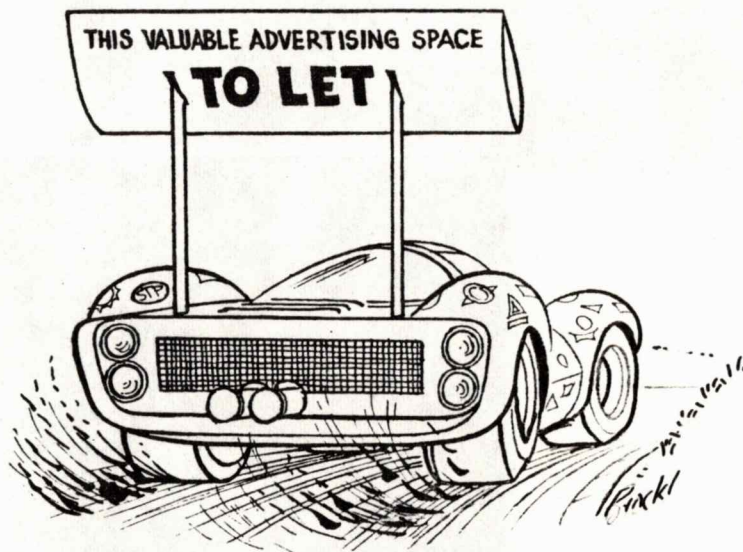
Richard Osborn
Graeme Eade
Denis Organ
Robert Moston
Michael Edgell
David West
Phillip Turner
Peter Caudwell
Denis Turner
Jack Powll
Alan Draper
Garth Ewen
Ivan Marinovich
Robert Augustin
Ken Osden
Tom Skinner
Maurice Melgren
Graham Winn
David Walden
Harold Turner
Paul Mitchell
Clive Linn

Castor Bay, Takapuna.
Glendowie
Huntly
Henderson
Milford
Browns Bay
Pt. England
Buckland's Beach
Glendowie
Avondale
Beachlands
Papatoetoe
Henderson
Mt Albert
Te Kauwhata
Waiuku
Sandringham
Henderson
Mairangi Bay
Kohimarama
Mangere
Paeroa

V.W.
Triumph Herald
Morris Cooper
Austin Mini

Austin A30
Fiat 850 Coupe
Fiat 1500
Hillman
Falcon
Singer Vogue
Morris Cooper

Cortina
Hillman
Valiant
Healy Sprite
Falcon
Hillman
Vauxhall Viva





R. PERILLO R. A. T. C.



N. ROSKILLY A. C. C.



M. ALLEN N. S. C. C.

Gold

4th



S. GLADHILL W. C. C.

Star Trial

May



J. BERNSTEN, EDEN. & A. McMAULL H. C. C.



S. BOREHAM R. C. C.

SHOUTS & *murmurs*

Popular member, Mike Marshall, has been appointed Deputy Club Captain. He will also serve on the Executive Committee.

Sorry to see that we are going to lose Bruce Blacklock for an indefinite period of time to the motor racing circuits of Europe and England. Also John Bursh who is travelling with Bruce. Have a good time boys.

It was good to see our new President showing his musical ability at the last Club Social.

Here is a change from engagements - a marriage -

Congratulations Club Captain Ken Galbraith and Pam Cortesi who were married on the 25th May.

The Club wishes you both every happiness for the future.

Quote from Steve Boreham on the Gold Star Trial at the meal break in Tauranga - "If it had been anything else, we would still be there". This was after an unscheduled excursion into a swamp in his V.W. Special (See photo centre page)

Arthur Hopkins has bought Graeme Brayshaw's Cooper Norton.

Next Speed Season will be starting early. Would you believe our first Closed Club Circuit Meeting at Pukekohe on Sunday 18th August?

Hillclimb champion, Doug Bremner, was involved in a serious motor accident recently and was still in hospital at the time of this Bulletin going to press. We all wish Doug a speedy recovery.

This year's Gold Star Trial held on 4th May was highly praised by all competitors. No protests were received and final results will now be in the hands of all entrants.

When did you last write something for the Bulletin? The Editor will receive anything with open arms. Try it and see. Contact Miss Kerry Leahy, 5 Coronation Road, Mangere. Phone 664-738.

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Phone ROSS - 88-545 Whangarei - Evenings.

wanted

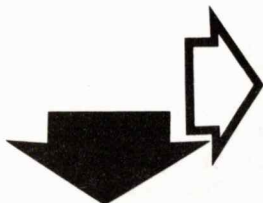
Anglia wheels with 1½" inserts. Contact Harry Witham
Phone 81-179.

Allard Car - any year or model, but preferably J2 2-seater. Any information to whereabouts of any of these cars greatly appreciated.

J.H. Madgwick, 34 Pakura Street, Te Awamutu. Phone 7375.

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1968 GOLD STAR

Reliability Trial

4th May

From a total entry of fifty-six, a field of fifty-four cars faced the starter at Rotorua on the morning of Saturday, 4th May, to compete in the Auckland Car Club's Gold Star Championship Reliability Trial. With a duration of approximately eleven hours the route covered some three hundred and fifty miles of roads varying in nature from pumice forestry tracks to main arterial highways. Average speeds were set to suit these changing road conditions and drivers were kept busy throughout the event dealing with the constantly changing surfaces.

Within a few miles of the start, drivers passed through a speed trap, the existence of which was a closely guarded secret prior to the event. Penalties incurred in this trap dropped some competitors a considerable way down the result sheet.

After the odometer check competitors left the tarseal and plunged into the Whakarewarewa Forest where the deeply rutted pumice surface, in places overgrown with grass and hardly wide enough to get the cars through, brought out all the skill of the drivers to maintain the brisk average speeds. In places the overhanging trees obscured any sunlight and streams had to be forded. Although evidence of some severe braking was apparent in places no accident or damage to vehicles was officially reported. Some fourteen competitors missed the entry into the forest and went straight into the Control situated a few hundred yards beyond the entrance. However, all competitors were given an instruction here to ensure that they did not miss going through the forest. Some found the average speeds here difficult to maintain but all agreed that it was a mighty drive. (Some were even early in places).

Leaving the forest, competitors turned north on the main highway. However, the easy going on tarseal soon gave way again to more difficult conditions when the route led into the Rotoehu Forest. Conditions here were found somewhat easier than in the previous forest but drivers had no time to loiter especially when deep patches of sandy stretches made things difficult and threatened to cause lateness at Check points.

Departing from the Rotoehu Forest the cars journeyed via Te Puke to Tauranga. Here, after over four hours of driving which incorporated such demanding conditions, crews relaxed for a one hour meal break and cars were refuelled. A good meal in pleasant surroundings was enjoyed at "The Hungry I" restaurant.

A Touring Section led from Tauranga to the start of a map reading exercise at the top of the Kaimai Hills. Now for over fifty miles in fast approaching darkness navigators were busy pinpointing the route from six-figure grid references - no easy task in a moving car. From near Te Miro, competitors' instructions took the form of Tulip diagrams. These diagrams showed sketches of road intersections with arrows incorporated to indicate the line of approach and departure. This section took the cars to approximately two miles from Morrinsville.

From Morrinsville the route followed a northerly direction to end at Kopuku on the Thames-Paeroa Highway. Varying road surfaces and numerous changes of average speed kept the crews, especially the timekeepers, busy. Still continuing north competitors passed through Happy Valley to reach Hunua and then on to Papakura.

From here an easy Touring Section allowed for Saturday night traffic. Joining the Motorway at Papakura the cars entered Auckland to finish at the Clubrooms of the Auckland Car Club.

It was most gratifying to receive compliments from all competitors on the nature and organisation of the Trial. Everyone enjoyed the snack and refreshments in the Clubrooms.

In the absence of any protests, major placings in the final results ran out as follows:-

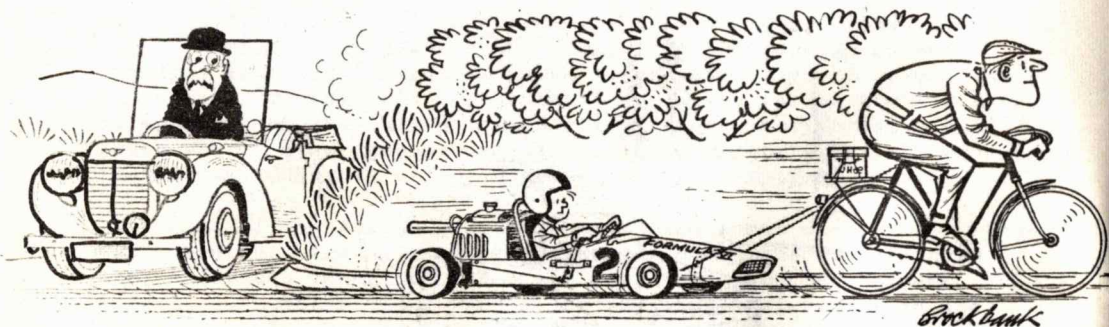


"I know we're lost, but we're making good time".

results

1st	B.A. Robson	Ford Zephyr V6	R.A.T.E.C.	32.2
2nd	K.V. Lay	Triumph 2000	R.A.T.E.C.	72.5
3rd	A.L. Oliver	Ford Cortina G.T.	Hamilton C.C.	102.4
4th	J.H. Scott	MG. 1100	Thames Valley C.C.	117.3
5th	A.R. McNaul	MG. 1100	Hamilton C.C.	135.9
6th	J. Gladhill	Skoda Sabre	Wellington C.C.	151.6
7th	G.W. Holt	Holden	Auckland C.C.	165.3
8th	C. Waite	Ford Cortina G.T.	Northern Sports	176.9
9th	R. Spence	Renault	Te Awamutu C.C.	179.8
10th	S.C. Boreham	V.W.	Rotorua C.C.	225.5

1st Auckland Car Club Crew	-	G.W. Holt
Highest Placed Ford	-	B.A. Robson
Highest Placed Standard or Triumph	-	K.V. Lay
Highest Placed M.G., Morris or Wolseley	-	J.H. Scott
Highest Placed Holden	-	G.W. Holt
Highest Placed V.W.	-	S.C. Boreham
Highest Placed Rootes Group	-	J.M. Frye
Highest Placed Vauxhall	-	G.A. Lupton
Highest Placed Fiat	-	Miss I. Stephenson
Highest Placed Austin	-	K. Sheehan
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Saturday Night Trial

So you want a Saturday night away from Daniel J. O'Brien, The Prisoner or that party which you suffer for on Sunday morning? - so why not try one of the Club's Saturday night car trials. And that's just how I started in the Club's trial on April the 27th - my first in New Zealand and also the first for many years.

After a much needed talk on rules and the pitfalls of trialing - and to freshen the memory, one version of the complicated business of timekeeping - we set off for the start in Roma Road. After a short wait while the cars in front got away, we started off under a bad omen. A member of the motorised police force passed and took several queer glances in our direction as we frantically tried to work out average speeds and odo variation. Nevertheless we managed to get to the first check only about 15 seconds late and that's when the rot set in.

Shortly after the first check we struck the start of a gravel road section and according to the list of directions we were looking for a tarseal road on the right. After a few miles up this track our pilot, an experienced trialist, both in the competing and planning departments, started muttering "He's got a warped mind when it comes to trials. I tell you he's got a warped mind." (I didn't know the plotter so I remained silent). That didn't help the navigating department as I was sure this road couldn't possibly run into a tarseal road. More probably it would end up over the edge of a damn cliff or something. Anyway after much indecision we set off down the hill again in search of the elusive tarseal only to be met halfway by a swarm of others charging up the hill on a trail which was wide enough to take one car and a small goat. Back to the first check and no sign of a hidden entrance leading to any tarseal. Running about 20 minutes behind time now we set off in pursuit of the others with a noticeable increase in the volume of "He's got a warped mind" theme coming from the driver's seat.

Anyway, to cut a long story short we eventually found the tarseal road and set off to catch up time. We never made all the time up but must have terrorised the courting couples feeling safe in country lanes as we belted along.

Back to the Clubhouse by ten without getting lost again and all set for some sausage rolls etc as none of our party had any tea only to find no sausage rolls and our position being well down in the field of about 25. However, after several scotches and the

thought that almost half the field had as much if not more trouble than us, I thought it had been a pretty good night out.

I suppose car trials are almost the same the world over, there certainly isn't much difference between those in Australia and New Zealand except most roads here, even cow tracks, seem to have either an AA or local sign on them. This seems to make navigating easier but it didn't help us much. The other difference is the large, dark objects which can bound across an Aussie bush road at night. Commonly known as wallabies or kangas they can put a nasty dint in your bucket of bolts and mount up a pretty stiff repair bill. Even on a small rally, say only sixty miles from the main centres you could easily run into a roo. However, I've heard of some teams who've had them fly completely over the top of the car and vanish off into the scrub on the other side of the road. But that's an occupational hazard and adds to the fun. Generally speaking though car trials are much the same in Australia as Saturday night's club trial.

Pete Mac

MEMBERS' SUBSCRIPTIONS

To those members who have not paid their subscriptions would you please attend to this urgently. Membership of the Club has been re-opened and if you know of any friends who wish to join the Club please procure a Membership Form from the Clubrooms. It is probable that membership will be closed again in the near future.

Fees for new members are -

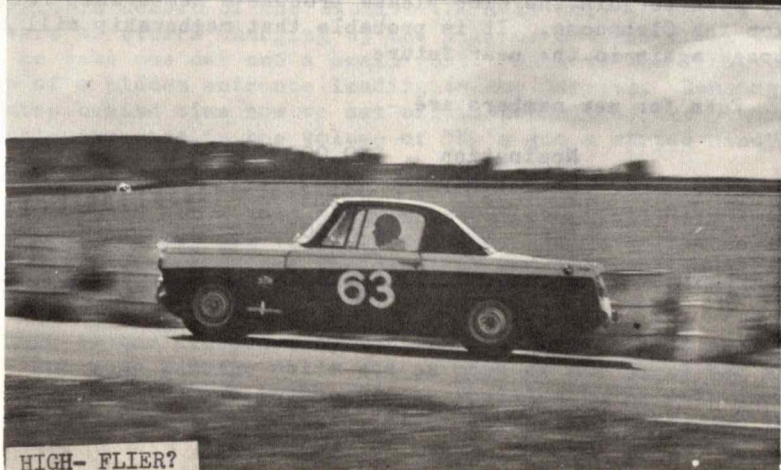
Nomination	\$10.00
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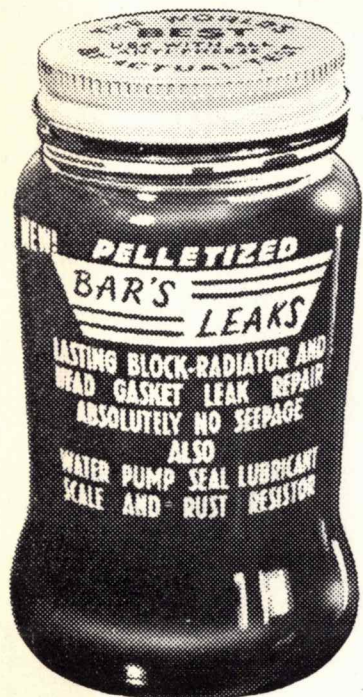
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