

# BULLETIN

April 69





# AUCKLAND CAR CLUB (Inc)

P. O. BOX 2591 AUCKLAND

## BULLETIN

april 1969

### 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 **373.484**

**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 :**

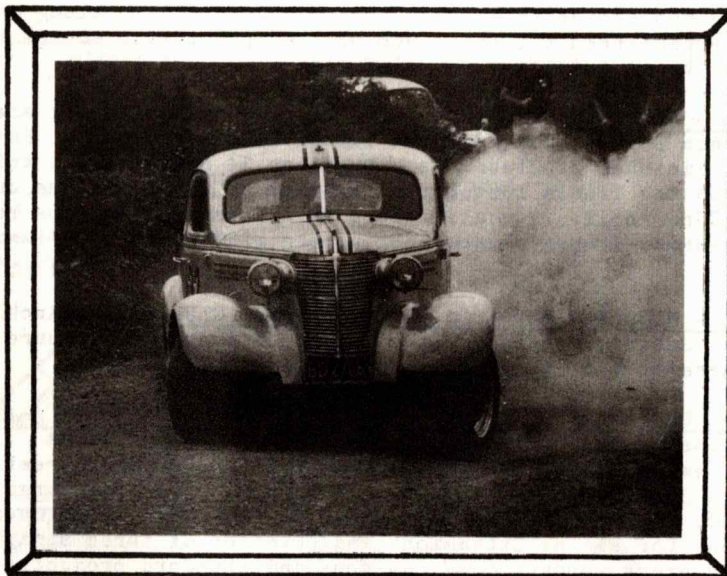
K. Galbraith Phone **659.122**

**DEPUTY CLUB CAPTAIN :**

M. I. Marshall Phone 699.815  
**1594 Dominion Road, Mt. Roskill**

**CHAIRMEN OF SUB-COMMITTEES :**

Club house	- I. Road	<b>6LE 5204</b>
Trials	- W.J. Martin	<b>83.554 Pap.</b>
Racing	- L. F. Rankin	<b>84.164 Papakura</b>
Speed	- I. Ivers	<b>7738 Glen Eden</b>
Building	- M. H. Lawson	<b>6156D Howick</b>
Bulletin	- Mrs. Marshall	<b>699.815</b>



'If this don't shake off that cop, nuttin' will.'

# COMING



# EVENTS



## AUCKLAND CAR CLUB

CLUB EVENINGS - Every Thursday night 8.00 p.m. Table Tennis, Darts etc.

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

17TH APRIL - 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.

PLEASE NOTE: DO NOT PARK OVER FOOTPATH OR NEAR THE LOCAL DAIRY. ALSO PLEASE PARK CORRECTLY AND NO NOISE WHEN LEAVING. Thank you.

23RD APRIL - WEDNESDAY NIGHT - CLUBROOMS AT 8.00 P.M. Trials Instruction Evening. If you are going to take part in trials this year come along and get the message on trialling. Bring your problems along and discuss them with experienced trialists who will help you with advice on what is required to go trialling successfully.

27TH APRIL - SUNDAY AFTERNOON TRIAL - Starts Otara shopping area car park - Corner Bairds Road and East Tamaki Road - 2.00 p.m. Entries at start. Finishes at Clubrooms. Duration 1½ hours. This trial is a follow up on the Trials Instruction Evening at the Clubrooms on Wednesday 23rd April. A sealed clock is necessary. No maps required. Counts for Exide Trophy points. Bring the girlfriend/wife/family/etc along.

28TH APRIL - MONDAY NIGHT AT 8.00 P.M. AT THE CLUBROOMS - Auckland Car Club Annual General Meeting. Election of Officers. Make sure that you are there to have your say in Club affairs.

11TH MAY - SUNDAY - CLUB CIRCUIT RACE MEETING "TROPHY DAY" - A trophy for each class winner. Entries close Monday, 5th May, with Miss C.E. Dewar, C/- Alans Office Service, 23 Shortland Street, Auckland. Fee \$1.00. Scrutineering 10.00 a.m. till 11.00 a.m. Your requirements are M.A.N.Z. Medical Certificate, current Membership Card, Overalls, Observations for Racing Extensions and Deletion of three stripes. Events for open wheelers, sporty cars, saloons and standard production saloons. Late entries may be accepted to fill races at a fee of \$2.00.

Marshals required for various duties. Phone Eric Mallard - 677-519.

15TH MAY - THURSDAY - CLUB NIGHT - FILM EVENING.

## INVITATION & OPEN

5TH APRIL - SATURDAY - Bay Park Raceway - National Race Meeting.

7TH APRIL - MONDAY - Rotorua Car Club DR Championship Grass Track Meeting - P.O. Box 365, Rotorua.

12TH APRIL - SATURDAY - Whakatane Car Club Grass Track Meeting - P.O. Box 157, Whakatane.

17TH - 20TH APRIL - THURSDAY - SUNDAY - Wellington Car Club Silver Fern Rally - P.O. Box 5142, Wellington.

19TH APRIL - SATURDAY - NORTHERN SPORTS CAR CLUB 6 HOUR TRIAL

Start: Sunken Gardens, Cornwall Park, 2 p.m.

Essential Maps: L & S Sheet N41 Pt Sheet N46 3rd Edition  
1st May 1964. Sheet N42 3rd Edition  
1st August 1966.

Fuel: For approximately 180 miles.

Evening meal will be available at the meal break.

Entry forms available on the day. Entry 50 cents per person.

Points count toward Mercury Trophy.

26TH APRIL - SATURDAY - Thames Valley Car Club Gold Star Hillclimb - Fishers Road - P.O. Box 120, Thames.

27TH APRIL - SUNDAY - Auckland University Car Club Hillclimb at Faremoremo. Entries on day from 11 a.m. to 12 noon. To get there - Turn left off Highway 1 opposite Albany Hotel and continue along road to H.M. Prison for approximately 2 miles to reach course on right which will be signposted.

31ST MAY - 1ST JUNE - SATURDAY - SUNDAY - Northern Sports Car Club Castrol Rally.

---

### MAJOR UPSETT



## SUPER SPEED BY GRIFFITHS

Just a selection from our SPEEDSHOP

Twin Carb Manifold for Hillman Imp.  
Takes Zenith Stromberg or S.U.  
Carburettors.

Twin Carb Manifolds for all O.H.V.  
Hillmans etc.

Floorchange Conversion Kits to Suit  
Hillmans from 1957, Humber 80's,  
Singers and Super Minx, and Cortinas.

Reground Camshafts for Imp, Humber 80  
and Hillman.

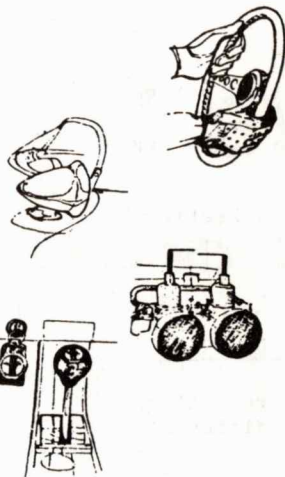
Alloy Rocker Covers - Driving Gloves

Full Range of Tachometers and Supplementary  
Gauges.

Ring, write or call for complete  
SPEED EQUIPMENT LIST :

GRIFFITHS MOTORS OF TAKAPUNA

Open till 9 p.m. every Friday



PHONE 297-143

445 LAKE RD. TAKAPUNA, AUCK



PHONE 542-890



## TUNING SPECIALISTS LTD.

IN ASSOCIATION WITH **C & W AUTOS LTD**

**ZENITH**

**SOLEX**

**STROMBERG**

SERVICE AGENTS

OFFER A COMPLETE SERVICE IN . . . . .

**CARBURATION AND CRYPTON ELECTRONIC TUNING**

STOCKISTS OF **CAV** AND **LUCAS** BATTERIES



AND **WEBER** SERVICE

CROWHURST STREET, NEWMARKET 1



# HILLCLIMB

CLUB CHAMPIONSHIP SUNDAY - 16TH MARCH 1969

Thirty three saloons and eight sports racing cars turned out to contest the Club Championship Hillclimb. This championship is decided at the final hillclimb of the season on the fastest run of each competitor. In the event of a draw, which is often the case, the competitor's next best time is used to decide the issue.

In the 1000 c.c. saloon class Alan Boyle was defending his two year old title in his Group 5 Cooper 'S' but had to concede to Ralph Emson in the 998 c.c. Rally Imp. Third in this class was Neil Silcock in his 999 c.c. Cooper 'S'. Fierce battles raged in this class between Wayne Cann and Gerry Smaller in Riley Elfs and the three standard production Simcas. The 1001 - 1500 class was taken by Dennis Phillips after a spectacular display in his Metalflake Blue Cortina from John Oudney's Mini Cooper 1275. Bruce Cox was also spectacular in his 1500 c.c. Cortina G.T. in lightweight trim taking scrub with him on every run.

Doug Bremner experienced mechanical problems in his first two runs in the 1501 to 2000 class but sorted these to take the honours with a time of 39.7 seconds. Alan Woolf and James Urry were the only other starters but were very competitive and amongst the front runners.

Tony Vazey impressed with his great display in the Chev Coupe with consistently quick runs to win from Ian Bourke in the yellow Mark II Zephyr. Ian did a tremendous loo coming out of the top corner on his first run and kept the crowd alert anticipating a repeat dose.

In the Sports Racing Class Arthur Hopkins improved consistently to take F.T.D. with a run of 38.8 seconds. It was disappointing that Ross Hollings' Mini Max was off song and he was no threat on the day. Peter Bruin was second and Brian Walsh third. It was an excellent day for spectators with the wind blowing the dust away from the viewing area. After a long dry period the road surface was very hard with loose stones making the going tricky. However, no serious mishaps occurred and the programme ran smoothly all day.

## NEW MEMBERS

Over 

Philip Lindesay  
Charles Bradshaw  
Les Peterson  
Robert Cann  
James Sloggett  
John Baldwin  
Anthony Rolley  
Robert Stephens  
Carl Hoffman

Papakura  
Fakuranga  
Papakura  
Ellerslie  
Lynfield  
Howick  
Hamilton  
Mount Roskill  
Iapatoetoe

Fiat 1500  
T.R. 2  
Anglia  
Cortina  
Cortina G.T.  
Hillman Imp  
Jaguar  
Austin 1100  
Holden Monaro

# Results

CLUB CHAMPIONSHIP HILLCLIMB

MARCH 16TH 1960

## SALOONS 0 - 1000 C.C.

			C.C.	1st	2nd	3rd	4th	
A 3	Bruce McDonald	Morris Cooper	970	50.5	49.1	49.0	49.1	
A 4	W. Cann	Riley Elf	998	44.8	43.4	42.9	42.5	
A32	Clint Hallam	Hillman	875	47.9	47.7	47.2	47.8	
A34	Gerry Smaller	Riley	998	44.9	44.4	43.9	43.2	
A39	Neil Silcock	Morris Cooper S	999	43.2	42.4	42.1	42.2	3rd
A41	Charles Johnson	Morris Mini Van	848	49.9	50.3	48.1	46.9	
A46	Alan Boyle	Morris Cooper S	970	42.4	41.3	40.8	40.7	2nd
A48	G. Goodwin	Simca 1000	944	47.4	48.6	46.7	46.8	
A49	D. Sizemore	Imp	875	46.6	45.3	45.4	44.8	
A51	John Crombie	Morris Cooper	998	44.8	43.4	43.3	42.5	
A52	Graeme Fawcett	Austin Mini	999	46.7	45.9	47.3	61.5	
A54	W.L. Wymer	Austin Mini Cooper	998	48.8	49.5	48.8	47.9	
A57	Judy Hanbury	Fiat	903	49.7	48.5	46.9	46.8	
A58	Roy Hanbury	Morris Cooper	998	50.8	49.2	N.T.	51.0	
A59	Wayne Jones	Simca	944	47.9	48.3	-	-	
A60	Ralph Emson	Imp	998	58.8	41.4	40.7	40.3	1st
A61	Richard Hatfield	A. Mini De Luxe	997	49.4	48.9	49.4	48.5	
A62	G. Wilson	Simca	944	46.7	47.9	46.9	46.9	

## SALOONS - 1001 - 1500

B 5	Les Petersen	Anglia	1298	49.3	49.3	47.7	-	
B30	G. Watts	Humber	1500	66.1	51.4	48.8	48.3	
B36	P. Hayes	Cortina	1498	48.7	45.8	46.2	46.1	
B38	D. Phillips	Cortina	1498	44.8	43.9	41.4	42.5	1st
B43	John Oudney	M/Mini Cooper	1275	44.3	43.5	42.2	42.2	2nd
B50	Peter Batten	Cooper S	1293	46.2	46.3	44.7	44.4	
B55	G. Viall	Anglia	1198	46.5	44.1	44.9	46.4	3rd
B56	B. Cox	Cortina	1498	44.3	46.1	45.8	44.1	3rd
B137	W. Smead	Anglia	1285	52.0	49.5	49.4	48.6	

## SALOONS - 1501 - 2000

C 1	Doug Bremner	VW Porsche	1595	-	-	39.7	40.8	1st
C33	James Urry	Ford Anglia	1550	45.0	43.7	43.9	43.2	3rd
C72	Allan Woolf	Triumph Vitesse	1998	42.9	42.8	42.3	42.2	2nd

## SALOONS - OVER 2000 C.C.

			C.C.	1st	2nd	3rd	4th	
D 35	Ray Olenius	Jaguar MK 7	3500	-	49.4	48.7	48.8	3rd
D 42	Ian Bourke	Ford Zephyr	2553	46.6	43.5	43.2	43.4	2nd
D132	Tony Vazey	Chevrolet	4960	41.0	40.8	40.7	39.7	1st



## SPORTS AND RACING CARS:

E 2	Arthur Hopkins	Cooper Norton	500	39.7	39.2	39.2	38.8	1st
E 14	Peter Bruin	Cooper Vincent	998	39.8	40.6	40.3	39.4	2nd
E 24	N. Dobson	Norton	600	44.9	-	50.8	58.8	
E 29	M. MacDonald	Mini	850	42.1	44.4	43.5	42.9	
E 37	R. Hollings	Mini Max	650	47.8	49.8	43.9	42.2	
E 40	Brian Walsh	J.A.I.	981	41.6	41.3	41.7	40.3	3rd
E 47	John Samson	M.G. Midget	1275	46.1	46.6	46.3	44.4	
E 53	T. Waterfield	F.V. Porsche	1600	-	41.9	40.6	42.2	

F.T.D. Saloon (D. Bremner V.W. Porsche 39.7 secs.  
(P. Vazey Chevrolet 39.7 "

F.T.D. Overall A. Hopkins Cooper Norton 38.8 secs.

# THE DULUX RALLY

1ST MARCH 1969

This year's event sponsored once again by B.A.L.M. was the first of this year's Mercury Cup series of trials, plotted by R.A.T.E.C.

From the start competitors used the Motorway to Runciman and then back roads down Pinnacle Hill to Maramarua and down the eastern side of Lake Waikare to Huntly for lunch. After lunch the route used Midnight Rally country of two years ago back through Glen Murray to Tuakau. Here a short Map Reading Section upset most competitors who missed two Checks and then back to the finish at the Champion Factory.

A variety of instructions were used but it seemed strange to get a piece of paper with further instructions at each manned Check you found. However, it helped to explain the gaps which were appearing on most competitors' Driver's Card.

Overall averages were very slow (unusual for the lead-foot plotter) and the map reading had all the usual traps which even the most experienced crews fell into. This year's event seemed tricky and gimmicky by comparison to earlier years; however the place gained by a competitor revolved once again around the number of Checks they missed. Route instructions were, however, most precise and accurate.

## CLUB JACKETS

Anyone who has paid a deposit on a Club jacket and has not yet taken delivery please contact Ken Galbraith URGENTLY - Phone 659-122. If you require a jacket and have not yet ordered, hurry and do so. There are only a very few left. Price \$11.00.



Brent Hawes and Leo. Leonard win the Benson & Hedges 500 in their Vauxhall Victor 3300

Benson & Hedges 500, the longest, toughest and most exacting test of Standard Saloon Cars ever staged in New Zealand was certainly the testing time for reliability and dependability.



Champions sparked the winners to outright success.

Why settle for less. Always specify Champion Spark Plugs.

World's favourite spark plug on land on sea and in the air

# TRACKSIDE

Ford of Britain recently homologated a 940 c.c. Ford Escort which is produced in their Belgian factory for sale in Common Market countries. Although slightly heavy for its class it would appear that Ford has something in mind for the car which has been homologated with goodies including wide wheels, limited slip diff, oil cooler and a 17.6 gallon fuel tank. The engine is a short stroke version of the five bearing 1100 c.c. unit.

-----

For 1970 the F.I.A. will be revamping Appendix J which will include replacing Group 5 with a new Group 2 which will allow much of the freedom enjoyed by Group 5 with the exclusion of replacing castings such as cylinder heads. This will exclude the use of 8 port crossflow heads on Minis and Gurney/Weslake heads on the big Fords. As New Zealand is at present loosening restrictions on saloons it is not expected to affect local competitors. However, it is worth bearing in mind.

-----

Two years ago New Zealand Motorsport officialdom banished the bulk of allcomer racing from local circuits in an effort to clean up saloon car racing. Many observers would say that saloon racing has now become a two marque affair that has lost much of its glamour. It is interesting to note that Argentina saloon car racing, which is even more allcomer than ours was, is enjoying a world wide reputation. This year a team of Torino saloons will be visiting Europe with drivers including Cacho Fangio (Jaun Manel's son). At the same time Alan Whicker of English T.V. fame is making a programme on South American motor racing featuring Gaston Perkins who drives for the Torino team. The programme will be shown on about twelve English channels.

-----

Although the new Ford Capri will not be produced with the V6 3 litre motor until later this year, Race Proved, the English firm headed by Jeff Uren (Ex Wilment) who produce the Cortina V6 Savage, will be marketing a Capri with a 190 H.P. tweaked Zodiac motor and expect a top speed of around 130 m.p.h. and 0-60 in 6.5 seconds. Price in Britain £2,046.

-----

## EDITOR'S NOTE:

-----

This Bulletin is compiled by Club members for Club members and does not necessarily express the views of the Club Executive.



Doug Bremner



Ray Olenius



Bruce McDonald



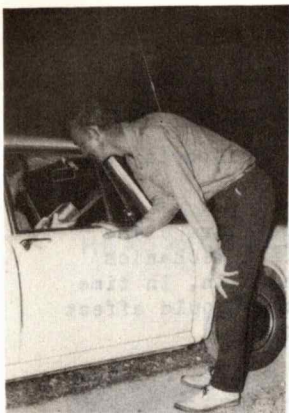
Clint Hallam



Bruce Cox



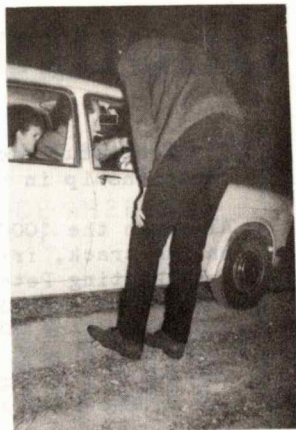
Alan Woolf



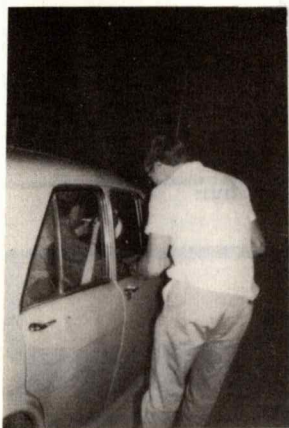
Winner - Ken Flashman



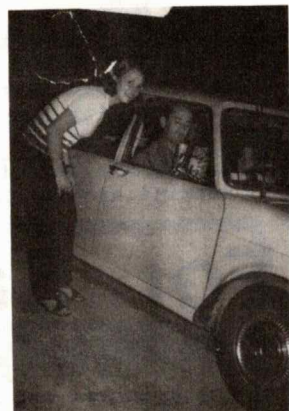
3rd Place - Tom Loader



Wayne Jones -  
before ding



Nocturnal Autograph Hunters



garfunkel

SATURDAY

NIGHT

TRIAL

22ND MARCH 1969



Plotter practising  
presentation

# Shouts & MURMURS

Our congratulations go to Grahame Harvey on winning the sports car championship in his exciting Elfin.

Although the 1000 c.c. saloon class is the most competitive class on the track, friendly rivalry is shown by Alan Boyle's mechanics panelbeating Peter Levet's car following his Pukekohe spin, in time for Levin championship race, despite the fact that this could affect Alan's bid for 1000 c.c. honours in the championship.

Nev Bailey now has Ron Brown's Mini Cooper 'S' and is using his old car on the roads.

Roy Hanbury now has Mike Marshall's Mini Cooper. Wife Judy is a bit apprehensive about their new acquisition.

John Wentworth is now driving the ex Mike Marshall G.T.

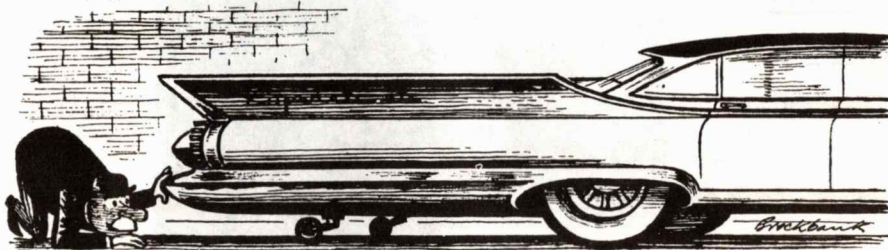
Sorry, Mike Marshall has no more cars for sale.

Our European correspondent, Bruce Blacklock, is back on native soil, we hope with fresh stories of motor racing intrigue.

Congratulations to Club Championship Hillclimb winner Arthur Hopkins and Dot Brown who were married last Saturday.

## For Sale

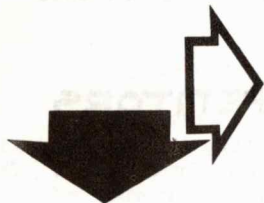
LOLA - CLIMAX Sports-racing Car. Reliable and fast, and everything crack-tested and in immaculate condition; complete with all road gear, horn, lights, etc. MGA Gearbox, Large ALFIN Brake-drums, BMC Diff., Coventry-Climax single overhead camshaft engine, 1220cc. Spares include two extra diff. ratios, all set up; spare wheels for both back and front, spare tyres, spare clutch parts, complete spare distributor, extra fuel tank, tonneau cover, jig for suspension A frame rebuilds, and trailer with new tyres, all-steel, specially built, tows well; the whole complete unit is now available. Phone 588-274.home; 379-341.



★ WE CAN OFFER FOR THE **IMP OWNER**

A COMPLETE TUNING SERVICE ★

A TOP SELECTION OF CAMSHAFTS, MANIFOLDS, WIDE WHEELS,  
HEAD MODIFICATIONS, DOUBLE VALVE SPRINGS, ETC.



# ROY HARRINGTON

---

## MOTORS LTD

INQUIRE ABOUT OUR

IMP SUPER MOTOR

956 cc = 80 TO 95 H.P.

WE CAN BUILD ONE TO SUIT YOU



CORNER OF EASTERN AND  
BUCKLAND BEACH ROADS

TELEPHONE **7100** HOWICK



**ENGINE REBORES** *Ltd.*

*Branches Throughout the North Island*

SPECIALISTS IN MOTOR RECONDITIONING

---

SOLE N.Z. AGENTS FOR  
**GEO. WADE CAMSHAFT GRINDS**

---

THE HOME OF  
**'DURABILT'**

GUARANTEED EXCHANGE ENGINES FOR ALL POPULAR CARS AND TRUCKS

PHONES **20-871, 21-390** AUCKLAND

# Film Evening

Members and friends who attended the last film evening on Thursday, 20th March, enjoyed some good films covering a variety of subjects. The films included one on action in Alaska, The French Grand Prix 1965 and The Power Boat Race 1966. Thanks go to Club member, Brain Rainsford of BF who made these films available at very short notice.

Club member, Mike Bradshaw was interviewed on his speed and racing activities over eleven years in Britain and Europe and this proved to be most interesting and enjoyable.

## OF INTEREST TO SALOON COMPETITORS

At a recent Race Promoter's Sub-Committee Meeting a recommendation was passed proposing a change in saloon car championship classes. The majority of Promoters seem to favour a reduction in the number of classes and according to informed sources the following is to be introduced.

That a two class modified Touring Car class be introduced with a break at 1300 c.c. and a limit of about 3,500 c.c. These cars would contest a series similar to the Group II championship of several years ago but will be running in a loose Group 5 form.

The saloon class championship proper will be a one class affair 0 to 5000 c.c., again based on Group 5 but with less restrictions. In this class it is proposed to delete all capacity restrictions and allow the likes of FVA heads.

This is all very well and will no doubt produce a couple of Escorts capable of frightening a lazy Mustang but at what cost! Many capable but lowly financed teams will have no chance now of winning the saloon car championship and with classes removed the bigger the cheque book the faster you go. With the possibility of winning the championship with a small capacity car gone the budding champ must now shell out for a Mustang, Camaro, or FVA Escort. That's a tall order for an apprentice like say Graham Watson who has performed so well in his 1000c.c. Cooper 'S'. With the chance of being Champ removed the number of immaculately prepared, but run on a shoestring budget, saloons would soon disappear. Should the owner of a 1000 c.c. Mini decide to contest the 1300 c.c. "cocking champion" class he will be facing a bill of £800.00 for a new motor, plus the increased running cost of the larger car. This would mean two or three sets of tyres per season instead of one at £120.00 per set, one limited slip diff every season at £280.00 each, not to mention half the chance of recuperating with prizemoney.

Any Club members feeling strongly about this change, one way or the other, are urged to write stating their views before the remit is passed, to -

The Bulletin Editor,  
1594 Dominion Road Extn.,  
Mt. Roskill.



# AUCKLAND CAR CLUB

## NIGHT TRIAL

SATURDAY - 22ND MARCH, 1969

Time out from Farmers Car Park, 7.24 p.m. Left at T and we missed the first Bear Left. Funny I thought, Funny.

Section 1 was timed. Only thing was we had no method with which to time as maps, sealed clock and pens were all we took. A crew of four, and on to the Harbour Bridge we went, up and over, and on to heaven knows where.

Terms being easily distinguishable, the first half of the section was not too much trouble, except, perhaps for the Ellice Rd sign, which was lying in about 8" of unmown grass, which, let's face it, does not make things any easier. Once found, Left it was, on a short meander over Highway 1. But the meandering was not to be enjoyed for long and it was Acute Right at Jeff's Rd No Exit, which, needless to say, was not a No Exit, and back into the thick of it again. With a list of unmanned checks on our Driver's Card, we proceeded to Control and at this point were feeling rather confident about the whole thing.

But confidence, like the Invaders, diminishes, and we were now on the Map Reading-Rally Section. We used all of a road starting with A, and passed Burne Rd on our left which miraculously, was in keeping with the C.R.I.'s, and what did we find - a certain Fiat 1500 with a certain suspension disaster on their hands, and those certain persons were certainly not rejoicing!

Ignoring Ireland's Rd as instructed, we proceeded on to Forestry Rd and south west around the State Forestry Plantation (Shades of the 1968 Gold Star methinks). Our trusty steed pressed onward to ascertain Motua Rd and it's gateway, which proved to be a trial in itself. Once done, it was on again and the roads were not kind as we were at this stage nearly one hour late???. We continued down the red line to do a tricky bit of Highway swopping and proceeded to a welcoming Control Board. At this point we were 1 hour 14m 16s late???:

Section 3 was a Rally back to the clubhouse via the motorway with a waterworks display as we beared left on to Great North Rd and ahead to the bun fight at 44 Stoddard Road where the Final Control was situated. We handed in our Driver's Card minus one Check, and headed for that right hand corner and any ort that could be devoured.

SUMMATION : Well devised, and of definite structure, an outlet of extremely didactic divagation????!!

SUMMATION OF SUMMATION : Really good fun.

GARFUNKELL

# Trial Results

SATURDAY MARCH 22ND 1969

NAME	NO.	CHECK 1 Target Rd GTX	CHECK 2 Elliott Rd - HALLOP	CHECK 3 JEFFS RD	KAKUKAKAPA 16M Control 1	CHECK 5 Austin Rd - PLOMK	CHECK 6 Ararimu Val Rd CRUNCH	CHECK 7 Motua Rd - STIR	CHECK 8 H.WAY 16 STH KUMER CAST IRUN	CHECK 9	DUNLOP RD CONTROL 2	CLUBROOMS CONTROL 3	TOTAL POINTS LOST	PLACE
BARRY	2	180*	180*	28.5	75.7	0	0	0	180*	180*	7.0	831.2	12th	
APPLEBY	4	0	180*	28.5	19.5	0	0	0	0	180+	154.5	562.5	7th	
FIASHMAN	6	0	0	3.0	12.0	0	0	0	0	180+	11.5	206.5	1st	
LOADER	8	0	0	7.5	118.5	0	0	0	180*	27.0	9.0	342.0	3rd	
GRRIEVE	10	180*	180*	93.0	9.0	0	0	0	180*	180+	165.5	807.5	11th	
JONES	12				WITHDREW									
MCGIBSON	14	0	0	59.0	20.0	0	0	0	180*	113.0	20.0	392.0	4th	
-	16													
LAYTON	18	180*	0	22.5	47.5	0	0	0	180*	180+	31.0	641.0	10th	
-	20				WITHDREW									
ROGHELLY	22	0	180*	40.5	11.5	0	0	0	180*	180+	35.5	627.5	8th	
POWER	24	0	0	24.0	29.4	0	0	0	180*	180+	31.0	444.5	5th	
HARDING	26	0	0	28.5	64.8	0	0	0	180*	173.2	6.5	453.0	6th	
MCFFRIDGE	28	180*	0	42.0	27.2	0	0	0	180*	166.3	43.0	638.5	9th	
HADFIELD	30	180*	0	19.5	180*	0	0	180*	180*	180*	16.0	905.5	13th	
GULLAND	32	180*	0	19.5	9.0	0	0	0	0	112.0	4.1	324.6	2nd	
STODART	34	180*	180*	24.0	32.8	90	0	180*	180*	180+	24.0	1046.8	14th	

\* Missed Check  
+ Maximum Late

**J.FENTON & CO LTD**

**OH 67202**

**492 GREAT SOUTH ROAD, OTAHUHU**

- PANELBEATING**
- CHASSIS STRAIGHTENING**
- MOTOR PAINTING**

**We Specialise in Major Smash Work  
and also**

**make or panel sports and racing type bodies, hardtops**

**P & R MOTORS (Papakura) LTD.**

**GREAT SOUTH ROAD PAKAKURA PHONE 895**

***fiat***

***Buyers and Sellers of Quality Cars***

**AGENTS 500D 1500 2300 SALOONS**

**WEBER CARBURETTOR AGENTS**



**PAUL FAHEY  
66-776 Manurewa**

**RALPH EMSON  
557-242**

# THE R.A.C. BRITISH SALOON CAR CHAMPIONSHIP 1968

Similar to the New Zealand Group 5 series, the British Saloon Car Championship is contested almost entirely by various Fords and Minis with the odd Imp or European car thrown in. The spearhead of the challenge comes from 'Works' or 'Works Supported' teams with private entrants having little hope of beating the Works cars which have reached a very high state of development. Points are scored in the championship on a class system similar to New Zealand and can be won by a 1000 c.c. car or a 5000 c.c. car. Results were -

1st	Frank Gardner	Ford FVA Cortina/Escort	84 points
2nd	Brian Muir	Ford Falcon	58 points
3rd =	John Rhodes	Mini Cooper 1293 'S'	50 points
3rd =	Brian Robinson	Ford FVA Cortina	50 points
5th	Roy Fierpoint	Ford Falcon	44 points
6th	John Fitzpatrick	Ford Escort G.T.	42 points
7th	Gordon Spice	Mini Cooper 999 'S'	40 points
8th	David Hobbs	Ford Falcon	32 points
9th	Steve Neal	Mini Cooper 1293 'S'	28 points
10th =	Les Nash	Ford Anglia	26 points
10th =	Alan Peer	Ford Escort G.T.	26 points

The classes were 1 - 1000, 1001 - 1300, 1301 - 2000, 2000 and over. The big bangers class was contested by Falcon Sprint V/8's driven by Muir, Fierpoint and Hobbs who were by far the most competitive, using 4.7 block/Weslake head engines (similar to the local Mustangs) against two other stock head Falcons, a lone Mustang and two Chev. Camaros. A supercharged Escort entered by Alan Mann was run in this class and driven by several drivers including Graham Hill and Jackie Oliver.

The 1300 - 2000 class was completely dominated by the Works blessed Alan Mann FVA Escort driven by Frank Gardner, finishing only 4 points short of the possible maximum. Until the FVA Escort was homologated in June 1968 Frank drove a Cortina Lotus with the FVA head which was beaten twice by Vic Elford's 2 litre Porsche 911 until Vic graduated to better things after only three meetings and the Porsche was retired. Another Alan Mann FVA Escort was fitted with an electrically driven fan, which blew a questionable amount of air into the fuel injection trumpets and thus qualified as a supercharger, putting the car into the over 2000 category where its sole job was to break up Falcon domination and allow Frank's car to build up a points lead. The rest of the field was made up of two Escort Twin Cams, three ex works Lotus FVA Cortinas and various Lotus Cortinas and Alfa Romeo GTAs, none of which presented a strong challenge.

The 1000 - 1300 class presented strong rivals in the 1293 Cooper 'S' Minis and the Escort G.T.'s. The Cooper Car Company entered two cars for John Rhodes and Steve Neal fitted with 8 port, cross flow, fuel injected heads, but had difficulty in getting the power to the track. However, reliability and immaculate preparation paid off and Rhodes went on to win this class from the faster Broadspeed Escorts. The Minis were often capable of putting in the fastest lap but heat build up in the front tyres during the 20 to 140 mile races slowed them drastically towards the end of the races. A host of privately sponsored 1300 Coopers contested the class with some occasionally pushing the Works cars.

The Team Broadspeed/Bristol Street Group Escort G.T.'s driven by John Fitzpatrick and Chris Croft and the Dagenhorn Motors car driven by Alan Peer won the class six times in the eleven race series but the honours were split and the class win went to the Mini.

Gordon Spice driving the fuel-injected crossflow Arden Mini, again Works supported, won the 1000 c.c. class with another 999 'S' Mini driven by Ian Bar in fifth place in the class. Second place in this class was taken by Les Nash in his Weber carbureted MAE engined Ford Anglia and Chris Croft and Mike Walker shared drives in a Broadspeed Anglia at occasional meetings, to prevent the Minis from earning enough points to win the outright championship from the Escorts. It would appear that Fords wanted the Escort to win the saloon championship in its first competitive year and were careful that the out-dated Anglias did not disgrace their replacement model. In fact Anglias won six of the races compared with three wins by Imps and two by Minis. The Fraser Imps having lost Rootes sponsorship appeared at only five meetings and did well to take their three wins. Drivers were Tony Lanfranchi, Ray Calcutt, Peter Harper and Keith Holland. Other Imps, although well prepared, were not anywhere near as competitive as the Fraser cars.

---

#### RUSKYS VERSUS YANKS

Recently, following heated discussions in various camps about the performance of the Russian Muskovich saloon compared with that of a certain American family sedan, a grudge match was arranged over a two mile rectangular circuit on the neutral soil of Switzerland.

From the drop of the flag the Ch.....te sedan demonstrated its superiority and by lap 3 had established a half lap lead and ran out the twelve laps two laps ahead of the Muskovich. Many Kronar changed hands and much Vodka was drunk to drown sorrows, but the Russian News Agency TASS bounced back with the following report -

"Yesterday in an International Sedan Car Race a Russian Muskovich car performed splendidly in a gruelling event to finish a respectable second. After a disappointing display the highly fancied American Sedan could do no better than next to last".



