

# BULLETIN



May  
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# AUCKLAND CAR CLUB (Inc)

P. O. BOX 2591 AUCKLAND

## BULLETIN

MAY 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

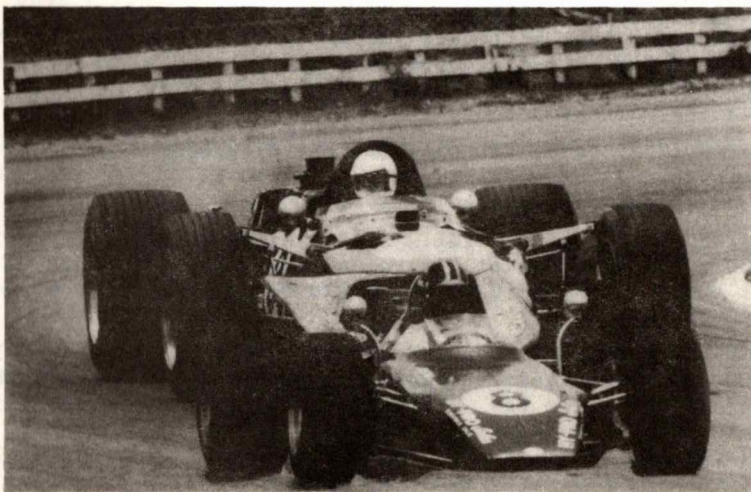
#### DEPUTY CLUB CAPTAIN :

M. I. Marshall Phone 677.926

1594 Dominion Road, Mt. Roskill

#### CHAIRMEN OF SUB-COMMITTEES :

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



While M.A.N.Z. has approved Formula A for New Zealand National Formula, Auckland Car Club have been experimenting with its own Formula Merlin for closed club events. Here is a sneak shot taken during testing showing test driver Eric Mallard about to overwhelm Ron Grable (also doing some secret testing) in the Sceptre. The car was designed and built by Barry Webber under the new grandstand at Castrol Corner, while waiting for Les Rankin to roll out the red carpet in welcome to competitors.



# COMING EVENTS

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

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

11TH MAY - SUNDAY - Club Circuit Race Meeting - Auckland Car Club in conjunction with Northern Sports Car Club and N.Z.I.G.P. (Inc.) A.C.C. and N.S.C.C. competitors only. Benefit meeting for Pukekohe St John Ambulance Building Fund. Entries close Monday, 5th May, with Miss C.E. Dewar. Entry Fee \$1.00. Entries limited to 90. Late entries accepted only to fill races at \$1 extra fee. Events for open wheelers (poppers), saloons, sports, standard production saloons. Final meeting of season.

N.B. Auckland Car Club competitors only - 9 Club Circuit championship trophies will be competed for.

15TH MAY - THURSDAY - Clubnight Film Evening, 44 Stoddard Road, Mt Roskill. Films, Discussions, Supper, New car on display. Guest speaker, Mr Ron Frost. 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 (plenty of parking behind the Clubrooms) and no noise when leaving. Thank you.

17TH MAY - SATURDAY - Social and Dance at the Clubrooms 8 p.m. - 1 a.m. Excellent new band. First class supper. Tickets \$1.00 per head available at Clubrooms or from any Committee member.

24TH MAY - SATURDAY - Gimmick Trial. Starts Kings Wharf, Waiheke Terminal. First car 7.00 p.m. Finishes at Clubrooms. Duration - 2 hours. Maps not essential but an Auckland City Map could be helpful. Clock required. Entry Fee - 20 cents a head.

15TH JUNE - SUNDAY - Gymkhana - Auckland Car Club v Hamilton Car Club. Starting 11.00 a.m. This year the inter-club gymkhana will be held at the grounds of the Hamilton Car Club who will be host to us for this event. To get there - In Hamilton's far-eastern suburb Hillcrest, leave SH1 to bear left onto SH26 (towards Morrinsville) and after about 2 miles turn left into Ruakura Rd, take next right into Vaile Rd, Newstead, and the hall property is on the right about a mile on. Convoy departs Reid Rubber, Great South Road, Auckland at 9.30 a.m. Bring lunch, refreshments, drivers licence, etc.

All shapes and sizes of saloons and sports cars are required to compete for the Club. Further details - contact Mike Marshall, Phone 677-926 (Res).

19TH JUNE - THURSDAY - Club Night and Film Evening.



# INVITATION & OPEN

17TH MAY - SATURDAY - "TINGEYS TRIAL" - Promoted by the Hamilton Car Club Inc. for open competition. Entries close 5 p.m. 9th May P.O. Box 6029, Hamilton. Entry Fee \$3.00 per car. Starts R. & E. Tingey Limited, Great South Road, Te Rapa, 12 noon and finishes 7.30 p.m. Maps required NZMS 1 N57 3rd Edition August 1965. NZMS 1 N65 3rd Edition 1st December 1965.

17TH MAY - SATURDAY - Taranaki Car Club 300 Mile Rally starting 10.00 a.m. Regs available from the Secretary C/- P.O. Box 605, New Plymouth.

17TH MAY - SATURDAY - Otago Sports Car Club Gold Star Rally. Regs and Entry Forms from P.O. Box 299, Dunedin.

18TH MAY - SUNDAY - Tauranga Car Club Invitation Hillclimb.

24TH MAY - SATURDAY - Auckland University Car Club Open Daylight Rally. Mercury Trophy Event. Entry Forms and A.S.R.'s available from the Secretary, P.O. Box 22-360, Otahuhu.

24TH - 25TH MAY - SATURDAY - SUNDAY - Hamilton Car Club Innes Tartan Open Speed Weekend. Sprint Saturday. Hillclimb Sunday. Entry Forms and regulations available from P.O. Box 6029, Hamilton.

31ST MAY - SATURDAY - R.A.T.E.C. Christchurch Atlantic Lakeland Rally. A one day event with \$350 prize money. A.S.R.'s available from the Secretary, D.A. Candy, P.O. Box 2673, Christchurch.

1ST JUNE - SUNDAY - N.S.C.C. Castrol Rally - A ten hour event. Starting point will be at Rotorua. First car leaves 9.00 a.m. Entries close with the Secretary, Mrs B. Chandler, 7 Carole Crescent, Pakuranga, Auckland on Friday, 16th May. Fee \$6.00. Late entries close Friday, 23rd May, with an additional \$4.00.

14TH JUNE - SATURDAY - Canterbury Car Club Gold Star Trial, P.O. Box 1726, Christchurch.

28TH JUNE - SATURDAY - Hawkes Bay Car Club Gold Star Trial, P.O. Box 323, Hastings.

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## Membership Subscription

Membership subscriptions are now overdue. Have you paid yours yet? If not, please post to P.O. Box 2591, or someone will take it from you at the Clubrooms.

The nomination fee to join this Club has been reduced from \$10.00 to \$2.00. Thinking of signing on a new member or two? Know anyone who is about to join the Club? Well pass on the good news to them regarding this reduction in cost.

## PRESIDENT'S ANNUAL REPORT

28TH APRIL 1968

On behalf of the Executive Committee I would like to report to members on the activities of the Club during the year just completed.

This has been a very busy year and the Executive and Sub-Committees have worked hard to present a calendar of widely varied events.

### MEMBERSHIP:

Although members have not stayed at the record figure reached last year our paid up membership of 670 still means that we are second only to the Canterbury Car Club as the largest Club in New Zealand. The entries received at events, especially speed and racing, show that members are taking an active interest in Club activities.

### FINANCE:

The statement of account shows the Club to be in a strong financial position. A net income of \$2767 was received despite a reduced return from National Race Meetings, a loss on the Gold Star Trial and a considerable amount of depreciation written off on Clubrooms and equipment. The net book value of Club assets has risen from \$25,691 to \$28,460. Just under \$4,500 has been expended on Clubroom improvements, furniture and Club equipment. It is pleasing to note that Club Circuit race meetings are now producing an income instead of the losses previously incurred.

### CLUBHOUSE:

A great deal of work has gone into improvements on the Clubrooms. The area surrounding the building has been resurfaced and car parking is now available at the rear of the property. Most of the work inside the building has been concentrated downstairs where facilities for a Members' Lounge have been prepared. This should be completed early within the next few weeks and the high standard set for the comfort of all members will be obvious. Many hours of work by Martin Lawson have gone into this project and the Club is indebted to him for his efforts.

### CLUBHOUSE SUB-COMMITTEE:

Ken Galbraith and Ivan Read each chaired this Sub-committee during the year. Eleven clubnight/film evenings were held along with four socials and dances. Informal Thursday evening and Saturday afternoon gatherings were also held. A Club table tennis and darts championship was also well supported. An inter-club tournament for table tennis and darts was played against Northern Sports Car Club and proved very successful. With the completion of the Members' Lounge it is hoped to augment social activities.

The Annual Ball and Gold Star Trial Prizegiving proved to be an outstanding success and thanks go to Eric Mallard for his assistance with this function.

### TRIALS SUB-COMMITTEE - Phil Jukes (Chairman)

Five Club trials and a Gold Star Trial were organized. Entries in Club trials were slightly down on previous years but the events were well run. The Gold Star Trial was highly praised by competitors and other



Clubs alike and was in fact voted the best Gold Star Trial promoted in New Zealand for that season. Thanks go to plotter Willard Martin for his efforts and ideas. Unfortunately, lack of a sponsor incurred a financial loss but the success of the event proved some consolation.

SPEED SUB-COMMITTEE - Ian Ivers (Chairman)

Four hillclimbs, including one Gold Star Hillclimb were organized and drew good entries. The new public address system purchased by the Club proved its worth at these events. Two Gymkhanas were held including the Newmarket Centennial Gymkhana promoted for the Newmarket Borough Council Centennial Committee.

RACING SUB-COMMITTEE - Les Rankin (Chairman)

Two National and five Club Circuit meetings were held. Excellent entries provided good racing. The December National Meeting was transferred to Sunday because of extremely adverse weather conditions prevailing on the Saturday and this proved just how competent is the organizing capability of this Sub-Committee. It is gratifying to see a profit of \$228 from Club Circuit meetings instead of a loss (\$462 last year). This is brought about by the small charge now paid for admission. Sunday racing will undoubtedly help to improve the financial position regarding National meetings and we will continue to work towards this end.

BULLETIN - Kerry Leahy (Editor)

The ever present problem of obtaining material and keeping down costs makes this an unenviable task. Thanks go to Kerry for her help and effort in producing the high standard achieved.

N.Z.I.G.P. (Inc.)

It is important that we be well represented on this organization and also Grand Prix Management Ltd. This was accomplished again this year. It is pleasing to record an increase in the dividend which the Club received from this source.

Countless hours of voluntary work have been performed by many people to make this a successful year. Many of our valued helpers have no official capacity, but, nonetheless, constantly come forward when needed to assist. We offer our sincerest thanks to all concerned.

In conclusion I would like to thank my Executive and Sub-Committees for the loyal support and help they have given me during the year.

I would especially like to thank our Secretary-Treasurer, Gary McKinstry, for his continued assistance. He has now completed nine consecutive years in this demanding position and his guiding influence in the financial matters of the Club has been one of our greatest assets.

F.B. WEBBER  
President

★ ★ ★

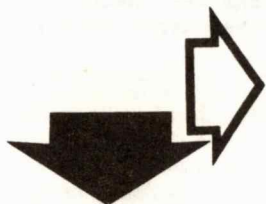
Would the following members please contact the Secretary,  
Mr McKinstry, Phone 373-484:-

Mr P.W. Nairn  
Miss Gladys C. Long.

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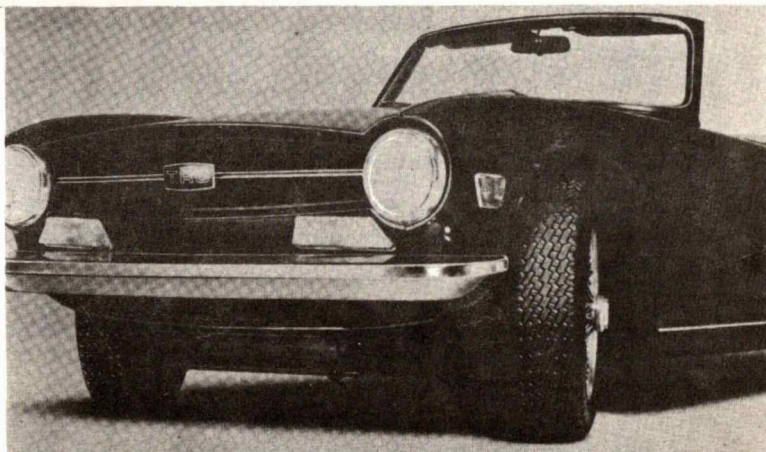


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TELEPHONE **7100** HOWICK

British Leyland has announced its latest attack on the sports car markets of the world in the new Triumph TR 6. The car features the 150 H.P. 2.5 litre petrol injected motor used in the last of the TR 5 series, but with a refined injection system improving idling. Top speed is stated as over 120 mph with a 0-60 time of 9.0 seconds.

The body appears to be basically the same as the TR 5 with detail changes handled by Kharmann - Ghia.





# Letters

Dear Ed,

In response to your article in the current A.C.C. Bulletin entitled "Of Interest to Saloon Competitors", I wish to make the following points.

I feel the recommendations made by the Sub-committee (and they are only recommendations) are the best solution to a difficult problem. Your article appears to be written with the intention of justifying the existing regulations and championship. However, motor racing has lost a lot of its spectacle, crowds are poorer than ever, and promoters want to put on a programme that will excite the spectators, and bring crowds back to circuit meetings. Obviously our existing regulations fail in this respect, so I think it must generally be conceded that a change is not only desirable but necessary.

But what to do? Let us look at it not only from a competitor's point of view, but also from a spectator's and sponsor's point of view, and what satisfies them must also satisfy the promoters and be of ultimate benefit to the competitor. There appear to be two alternatives.

1. Allcomers; or 2. A modified Group 5, to allow more cars to be able to compete on equal terms with the two Mustangs that have, this season, been so much quicker than any other saloon.

I am not going to argue for or against allcomers except to say that sponsors and car manufacturers want to support cars that the spectator can identify with, and that allcomers saloons built up along totally different lines in different parts of the country are most unlikely to be able to produce close racing.

I do think modified Group 5 does have its merits.

In your article, after the preamble, you pass off in a sentence the possibility of some close exciting and spectacular racing - just what spectators would relish - viz. Escorts frightening Mustangs. Then you say "at what cost!" What is the cost you then elaborate on? That the possibility of winning the saloon car championship in a small capacity car is no longer possible. Is this so terrible? I doubt that the dire consequences you predict would eventuate.

At present the New Zealand saloon car championship if won by a small capacity saloon driver, means nothing other than a title. The spectator doesn't recognise him as such and consequently the title is of little value to sponsors. The champion must not only be champion, he must be seen to be champion.

You say the budding champ must shell out for a Mustang or something similar. However, there is to be a championship for the lower capacity classes. If you like an "amateur championship". The "professional championship" for want of a better term will be competed for by any saloon. The smaller cars certainly provide close and exciting racing, but you can't sell tickets on the battle of the Minis. The faster and more expensive cars if providing close and exciting racing will sell tickets, particularly if there is a variety of makes. Consider Camaros, BMW's, Mustangs, FVA Escorts, Monaros, Porsches - this would make for exciting racing. Apart from all this, there has to be an incentive for a driver to move up to a bigger class. The proposed new regulations do this. A smaller capacity driver who has championship material, must move up to improve his reputation, drive faster cars, and the financial return in a bigger car would certainly be greater.

Another point in your article regards the class capacities. The

## LETTERS *continued*

recommendations made were by no means final, and it now appears that the lower capacity class is likely to be up to 1000 c.c. with the second class being 1001 - 3500 c.c. This makes the last half of your article irrelevant.

I trust the foregoing will assist to clarify the intentions of the proposed new regulations, and I think it is, while not a perfect solution by any means, at least a start in the right direction, with the minimum of inconvenience to competitors. I hope the A.C.C. will give the matter its unbiased consideration before reaching a decision on it's attitude.

Yours faithfully,  
David Simpson

.....

SALOON car racing at professional level is riding through a particularly thin period at the moment. What ever happened to the bumper fields of bumper-to-bumper tin lids that used to bounce, grind, bump, scuffle, slide and three-wheel their way around the championship trail?

I don't know, but they aren't there any more. Remember the pathetically thin field at Crystal Palace? Mallory looked about as busy as a synagogue parking lot on a Sunday. What has happened? Three years ago you had to fight to get an entry. Everybody and his brother was there with their 'hottie' waiting to have a go at the works cars. And sometimes beating them.

And that's the real answer in a nutshell. The works teams. Today they're too good and too quick. Everybody and his brother has given up trying to catch them. Three years ago you could beat the works Minis with something you'd knocked up for £1,500. Today, to win the same class, you'd have to drive like a loon and be in something that cost upwards of

£3,000 in an effort to stay in front of Ralph Broad's Escorts. If you wanted to be in the same class as Frank Gardner in his Alan Mann Escort that would cost you £5,000.

And paying five grand to go racing in a saloon just isn't good economics. At best you'll make £50 in start money and if the prize money were paid in half-pennies you could cram it all in a waistcoat pocket. On the other hand, you can invest the same £5,000 in a Formula 2 car and go and collect £350 a start even if you wear bi-focals.

Once again the manufacturers have outsmarted themselves I'm afraid. They've ruined saloon car racing by making their own teams so highly competitive that only a millionaire privateer could attempt to follow them. And there aren't that many around these days. What they have failed to recognize is that super-competitive works teams racing against each other are a waste of everyones time unless there are other cars on the same lap.

ED.

.....

Thank you David for showing concern in the future of saloon racing in New Zealand. The answer is indeed difficult and one would need a crystal ball to select the perfect formula. However, in the absence of a crystal ball we must resort to careful considerations as to what would evolve with the various alternatives selected. The extract on the left was written by Nick Britton who himself raced a works blessed Superspeed Anglia. Whilst it is doubtful that we will see trade backed cars racing here, the same situation could occur with a formula based on big spending. Our Gold Star Single Seater field was a bit thin this year with two competitive cars. The Open Sports Car class was little better. This indicates that there is

Continued on page 29



THE OBVIOUS ANSWER TO CLOSER RACING IS TIGHTER CIRCUITS.



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## LETTERS *continued*

Dear Sir,

Re the article "Of Interest to Saloon Competitors".

In view of the fall off in entries and attendances at a lot of meetings, this idea seems a little strange. Has not, for instance, the under 1000 c.c. class produced some of the best consistently close and exciting racing this last season? I wonder whether this idea has any connection with the recent article by Mr Frost who insisted that all uncompetitive entries be ruthlessly weeded out. One way of implementing this, is this idea - take the fastest boys from the two classes (up to 1300 c.c.) and rubbish the slower cars (which would include myself). Some in this family can remember when Mr Frost himself went fairly slowly.

The point is, where will all the entries come from? At the recent Easter Bay Park meeting we had a taste of this sort of thing with the 0-1300 c.c. Allcomer Races. After watching the same cars in races quite close to each other on the programme it became a little boring. If the slower cars are weeded out, where will us slow boys get our experience, after all it's a bit much to leap straight out of Mum's Mini into something like Rodger Anderson's. As far as the championship proper is concerned, what inducement for anything under about 1600 c.c. and where does up to 5000 c.c. leave a Camaro.

Yours faithfully,  
Chris Weir

.....

Dear Sir,

### "INTEREST TO SALOON COMPETITORS"

I believe that by doing this you are eliminating the chances of potential world standard drivers, boys who are not rich but have a go until they are recognized and are sponsored.

This is how drivers like my friend Jim Richards have made fame around the New Zealand circuits and this is also my ultimate aim.

Also, from a spectator's point of view, the excitement of who will win the championship, be it a small capacity class, or the larger cars, is removed. With only one class, drivers like Paul Fahey have got it all tied up. This isn't a fair go. Use a bit of imagination in promoting of race days and have more of them and follow British Group 5 and Group 2 standards, i.e. floor mats - FIRE HAZARD, positioning of fuel filler cap, also FIRE HAZARD.

I am dead against this as it is another idiotic move to "kill" motor racing.

Yours truly,  
Dave Browne

.....

Dear Sirs,

Following your comments in the 'Bulletin' and an invitation for interested members to write, I feel the urgency of sending a formal protest against those who, "in the interest of the sport", have come up with such a one sided proposal.

*Continued on the next page*



## LETTERS *continued*

To continue in line with your feelings, one has only to read the 'write ups' or discuss race meetings with spectators to learn where the majority of interest lies. Since before the inception of Group 5 racing the 0 - 1000 c.c. class has been the most hotly contested. Certainly Minis have predominated but the Imps have gradually asserted a challenge. Always between 25 and 30 cars face the starter, which is more than the rest can claim collectively. Logically therefore if the proposal is adopted, nearly half the cars presently running will be non-starters.

The spectators by and large are used to the idea of seeing one car processions amongst the big machinery. The new form of Championship will not produce more big cars, only eliminate the small ones. The very cars that give the spectators their money's worth. This proposal is definitely a retrograde step. Championship-wise the sport will have gone back 3 or 4 years - remember the 'Custaxie'?

No, if the powers that be wish to reduce the number of classes, how about 0 - 1000 c.c., 1001 - 1300 c.c., 1301 and over. The 0 - 1000 c.c. class will always draw a full field with at least eight potential winners (the points getters in the current series confirms this). 1001 - 1300 although practically all Minis, is usually pretty hot up front, although due to lack of numbers it would have to be again combined with the rest.

Over 1301 c.c. for the fat wallets. If one analysed the cars running in this category, we find two Mustangs, a Camaro, three twin cams (two not very reliable although quick) and the rest for filling, with due respect to those concerned. Under the new scheme no more than three new cars would emerge with possibly one or two of those being competitive.

Is the latter what the spectators are being asked to enthuse over as a driver's championship? No Sir, this season has seen the most interesting series to date, with the small car class providing all the sport.

In view of the number of top 1000 c.c. saloons represented in this Club I, and most other drivers in this class look to the presidency of it to present our case to those concerned.

Thank you.

Yours faithfully,

B.J. Patrick

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.....



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# SILVER FERN RALLY

The first continental type of rally has just been held in this country. Starting from Taupo on Thursday night the main problem that the organisers had was in stressing that this was not a Gold Star trial as run under the Red Book. It was a true international type rally.

From Taupo competitors went to the first and special stage in the Kaingaroa Forest. The rally was divided into special stages and rally sections, the rally sections merely taking competitors from one special stage to the next over main roads by the most direct route. The special stages were all "flat stick" with the fastest cars in each class losing no points and the rest being penalised by one point per second slower.

Competitors were issued a time out with cars one minute apart. Once your departure time arrived you were flagged off and followed arrows showing the route until you arrived at the finish where a punch clock was used to record your arrival time. This system worked excellently except when the punch clocks stopped, which caused several special stages to be deleted from the results.

On Thursday night four cars went off the road on one special stage alone. Although twenty-two cars finished the event a number of these missed several sections after having to be towed out after running out of road on special stages. Body damage at the finish was also prevalent.

From Taupo on Thursday morning the rally went to Rotorua for lunch then on to Wairoa for dinner with innumerable special stages on the route. The Lake Waikaremoana Road, although a rally section, had a high average and on this special stage dust became a problem when following other competitors.

From Wairoa on to Gisborne for a middle of the night refuelling stop and then down to Tauranga and Bay Park for breakfast Friday morning. The worst special stages, which had a number of cars in difficulty, were around the Wairoa-Gisborne area.

From Tauranga competitors drove through to Thames and then on to the Waterworks Road at the back of Miranda, for the final special stage before the over-night stop in Auckland.

First car was away from Auckland at 11.00 a.m. Saturday morning and out to Pukekohe for six laps the right way round and six laps the wrong way round, then down to Taumarunui where things were held up for a couple of hours as roads closures had been advertised for Sunday night instead of the Saturday which caused the cancelling of three special stages in this area. This was, however, a mistake made by the local County Clerk, not the organisers and it was most unfortunate for a great number of enthusiastic spectators who had come from the surrounding areas to watch the competitors.

However, after tea at Taumarunui it was off into the night and the National Park-Hunterville-Wanganui area for the next five special stages. All of these were for distances of up to twenty miles and varied from long straights on forest roads to a sealed surface hillclimb and narrow winding metalled back country roads.

With this out of the way it was on to breakfast at Feilding although after the long hard night a number of competitors were borrowing petrol or running out on the road.

From Feilding there were three short sharp special stages to keep competitors on their toes and then a fifty minute run to the well used Flax Farm at Foxton for the final special stage.



With this out of the way it was off to Wellington and the first and final results as below.

This was a fantastic event stressing both car and driver. However, all competitors entered into the spirit of beating the clock on special stages and the results were decided on the driver's ability taking into account his type of vehicle not through "PROTESTS" as has been increasingly the case with trials in this country over the last couple of years. The organisers did a fantastic job overcoming internal difficulties and their biggest problem was to stay ahead of rally cars. This necessitated the cars in the lead on the road being held at various times before special stages to allow time for the organisers to set things up.

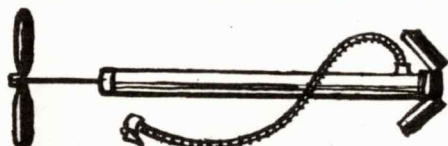
All competitors enjoyed the event and all entered into the spirit of it. Shell have said that next year's event will be held in the South Island. However, as it was very hard on machinery, several unsponsored entrants were of the opinion that before they enter it next year they must have sponsorship. It can only be hoped that the motor trade in this country will give greater support to future events and provide Works entries in greater number than was the case this time and then one must look forward to having overseas rally drivers competing to make this a truly international event.

#### Results:

1st Grady Thompson  
2nd Neil Johns  
3rd Ralph Emson

Holden Monaro  
Triumph 2000  
Simca 1000

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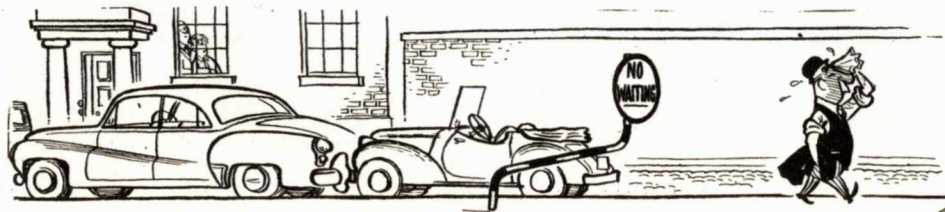


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"Epic Horror"—D. Express  
"Patriotic Saga"—The Times

#### EDITOR'S NOTE:

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



# MERCURY TROPHY

19TH APRIL 1969

The trial started at 2.00 p.m. on Saturday, 19th April at the Sunken Gardens, Cornwall Park. There was a good muster of cars at the start with serious looking crews all over the place.

The event got away smoothly with a fairly easy touring section to Wiri. From there we went out the back roads of Manurewa through to Whitford and back to Wiri via Ridge Road. After the Ridge Road Check, a little confusion over an Unmanned Check, for some competitors, resulted. From here there was a tour round Wiri and back to Papakura, which was fairly clear and straight-forward, and then again back to Wiri, finishing the First Section with a tour to Symonds Street - Smith and Brown's Carpark - where an hour for tea was taken. Everyone seemed to enjoy a good hearty meal. There were also many crews making last minute adjustments to their cars for the final section which was to come and which would entail a considerable amount of night driving and map reading.

From the carpark we then had a touring section to the end of the Northern Motorway via Point Chevalier where the map reading started. As there were only two grid references - start and finish - most crews were under the impression that this section would prove fairly simple but this was not to be. A majority of cars upon reaching the first Check - which we thought was a long time in coming - had, to their disappointment, in actual fact missed four. From here on it was smooth going with the trial finishing with a series of easy sections which was a refreshing change for the conclusion of a trial as this is the time when most competitors are starting to feel the strain.

An easy run followed to the Kindergarten Rooms at Henderson where refreshments were provided and the results of the First Section were available.

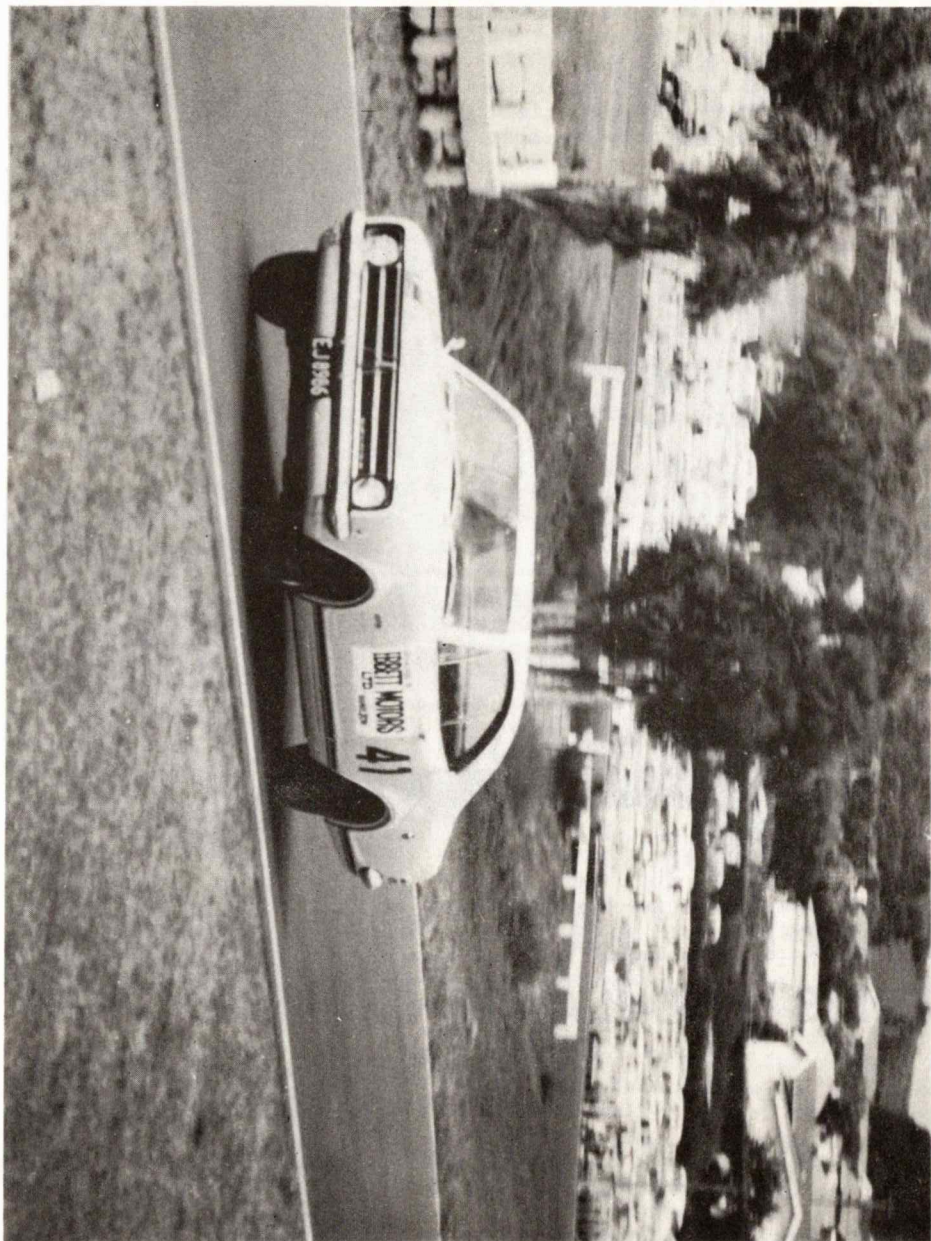
Some of the features of the trial were -

- . . . Don't use roads with the letter "o" in it. These were termed to be non-existent. This added interest because of the fact it was night driving and when signposts had to be read and recognised it meant virtually a complete halt.
- . . . Liberal sprinkling of Auckland Car Club competitors who acquitted themselves well.
- . . . A good straight forward trial with easy maintainable speeds and no cause for arguments or complaints.
- . . . After the heavy rain that fell in the past few days everyone welcomed the good day encountered, but despite this, there were many patches of fog and muddy roads.

A trial enjoyed by all with simple route instructions. Thanks go to the Northern Sports Car Club for a well organised and very enjoyable trial.

CHECK'N OUT





NOTE FULL CAR PARKS AT DUNLOP MEETING ALSO JIMMY PALMER'S MONARO IN FOREGROUND. PHOTO : B.R. BURGESS

# **Motor Races PUKEKOHE**

**Sunday  
May  
11th**



**BENEFIT DAY for  
ST. JOHNS AMBULANCE BRIGADE  
BUILDING FUND**

**A.C.C. club trophy day**  
**invitation to N.S.C.C.**

ORGANISED BY AUCKLAND CAR CLUB IN CONJUNCTION WITH NORTHERN SPORTS  
CAR CLUB AND THE NEW ZEALAND INTERNATIONAL GRAND PRIX (INC.)



# Dunlop Meeting



JIM RICHARDS TRY'S AN IMP



MARY AND BARRY PLAY IT CLOSE



HAI'RY DRIVING IN STANDARD PRODUCTION.



BIG WHEELS - BIG POWER



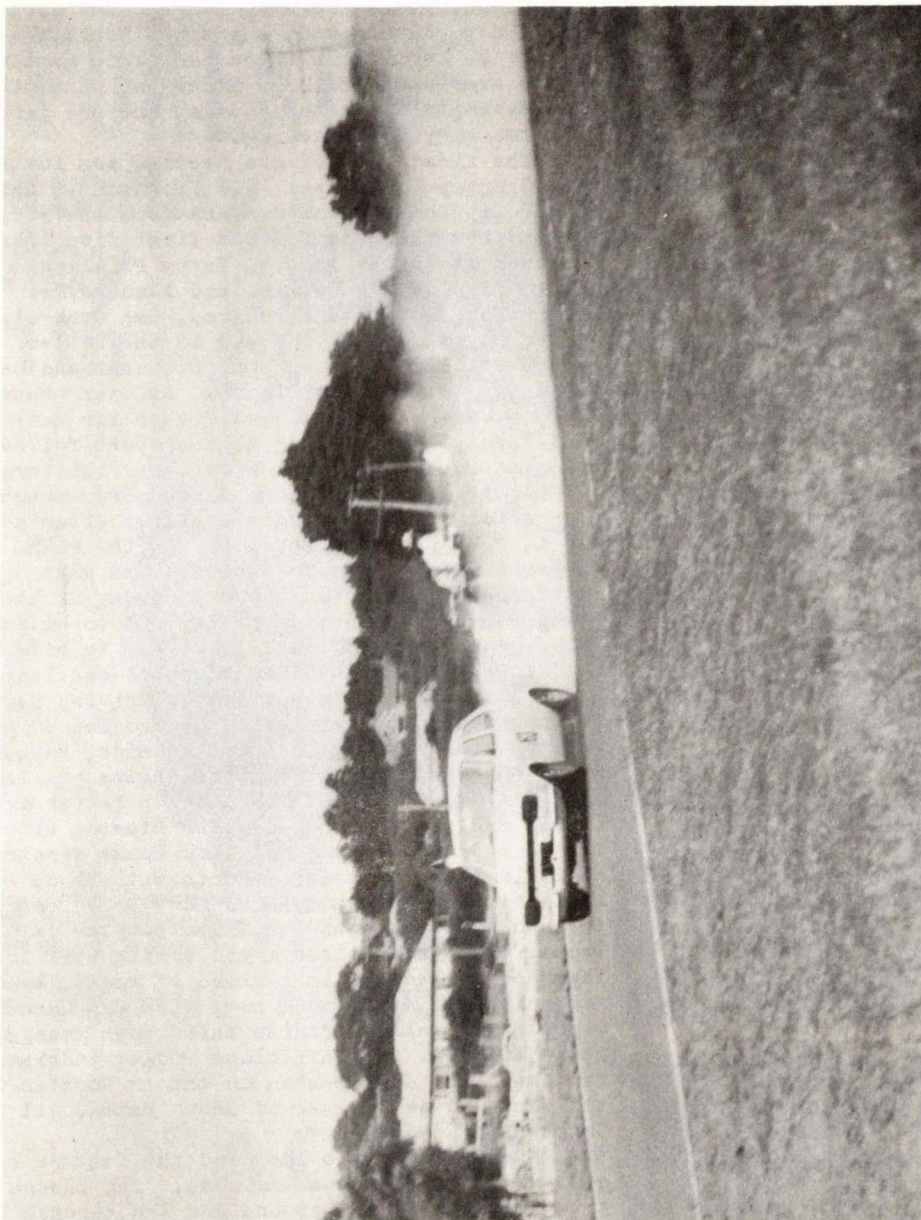
GROUP 5 CHAMPION PAUL FAHEY

The Auckland Car Club Dunlop Race Meeting is now history and as a spectator I would rate it as one of the three best race meetings I have ever attended, the other two being the last Matamata Round the Houses, and the first Christmas Bay Park Meeting.

The first race of the meeting was for 0-1000 Group 5 saloons. Jim Richards in the Brimar Imp made a boomer start from the second row and set the pace for the first five laps, followed by Graham Watson, Barry Phillips, Peter Sharp, Clyde Collins and Alan Boyle. During the race Watson retired, Reg Cook displaced Boyle and Collins and in the latter stages Phillips slipped past Richards and held a slender lead to the finish. All the other Group 5 cars were bundled together for Race 2. Paul Fahey took the lead at the start followed by Spinner Black who was feathering the throttle so as not to run the Stang down. Red Dawson made a bad start from pole position after a short, fast practise session. On the back straight the big Camaro just stormed past Fahey and it looked as though the day of the Stang was over. However it was not to be and Fahey soon regained the lead he was to hold to the finish. Red Dawson moved up to challenge Black but after a dicey piece of driving past the covered stand, where the Camaro was 90 per cent on the grass on the railing side, Dawson retired the Mustang with minor engine problems. John Riley came home third after a better drive in his Mustang. In the smaller classes within the race David Simpson and Jack Nazer were really at it in their Twin Cam Escorts with Bruce McLean right there too in his Lotus Cortina which seemed to handle better than the Escorts. The dice was broken when Nazer threw a rod coming over Rothmans and pulled out in a cloud of smoke, leaving McLean to follow Simpson home with Jim Carney circulating well to finish third down amongst the 1300 cars. In this class Rodger Anderson ran away from John Weston in the ex Rorstan Car who was also well clear of Shack Manon, all in Cooper S types.

Supporting races included the feature race of the day for Allcomer Saloons. Red Dawson got the power to the ground and led through to Railway but once again Spinner in the Camaro sat the gront up on the straight and mowed him under. If this car handled they could have stopped the race then, but the M-tangs closed

*Continued on the next page*



JACK 007 NAZER SUCCESSFULLY TRYING OUT NEXT SEASON'S SECRET WEAPON TO OVERCOME SLIPSTREAMERS. PHOTO: E.R. BURGESS



under braking and on the corners. Red pulled out with clutch problems and Fahey closed up to sit behind Black and keep the pressure on. Eventually the Camaro driver lost it in a big way on Champion and the new Group 5 champion slipped through to take a half lap lead from Spinner who once again had the Camaro circulating. It looked sewn up but as Mary Donald pulled over to let Paul lap her at Railway a bit of strife developed which put both cars out and Spinner Black back in the lead. All through the race a fantastic dice had developed between Jim Richards in the Twin Cam Escort this time, Rodger Anderson in the Mini and Bruce McLean. They eventually finished in that order behind the Camaro. Space prevents more than a mention of the other excellent races for Production Saloons, Sports/Racing cars and Handicap Fiddles, except that there was not one race that could have been dropped from the programme without detracting from an excellent day's racing.

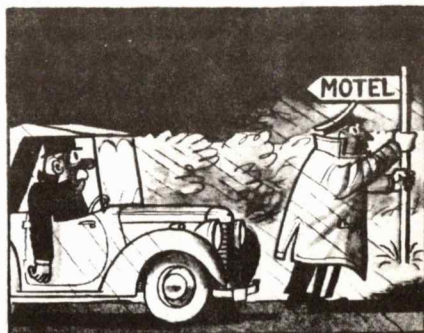
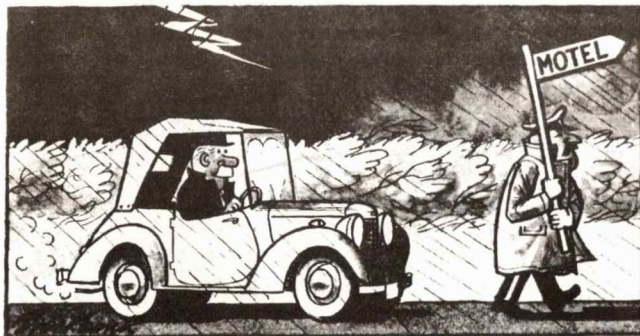
## LEXINGTON NATIONAL AUTO SPORT & MOTOR RACING SHOW

MAY 10TH - MAY 17TH - 10 A.M. - 10 P.M.

MAKE A POINT OF SHOWING A PROSPECTIVE CLUB MEMBER THE AUCKLAND CAR CLUB STALL AT THE CAR SHOW. MEMBERSHIP FORMS WILL BE AT HAND WITH PERSONNEL TO HANDLE ENQUIRIES. THE SHOW IS A MUST FOR EVERY PERSON INTERESTED IN MOTOR SPORT AND MOTORING IN GENERAL.

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### MAJOR UPSETT





The new Ferrari V12 now has its exhaust system outside the vee and is giving 435 BHP, although the majority of this increase has been gained by fitting new camshafts and reducing friction in the bottom end. The motor runs much cooler than the previous unit.

On the back straight at Kyalami the unwinged Brabham reached 176 m.p.h. and the winged car 169 m.p.h. Both McLaren's recorded 170 m.p.h., the Matra 174 m.p.h. and both Lotuses 169 m.p.h.

Chris Lawrence of Chelsea, England, is producing an attractive four door sporting saloon with square headlights and modern clean styling. The 2.8 litre V8 engine supplied by Coventry Victor develops 260 bhp and the gearbox is a five speed ZF. All up weight is claimed to be 21 cwt which should give a very useful performance. Jensen will manufacture the cars which will be announced at the Paris Show in October.

Entries for the 1969 Le Mans 24 Hour Race include two 7 litre Corvettes, three 5 litre Lola T70's, five 5 litre Ford GT 40's, one 5 litre McLaren M6 GT, two 4.4 litre Ferraris, six 3 litre Porsche 908's, four 3 litre Alfa Romeos, four 3 litre Matra V12's and a 3 litre Fiat Abarth. The only New Zealand driver nominated is Bruce McLaren driving the M6 GT entered by John Woolfe Racing.

The European Formula 5000 series pays £Stg500 for 1st, £Stg350 for second, and so on down to £Stg50 for 15th to 20th. Fastest lap pays a bonus of £Stg30.

Porsche are producing a new 4.5 litre flat 12 powered Gp 4 sports car designated the Type 917. The car has a tube frame and fibreglass coupe body which stands 3ft high and doesn't look much like anything we have seen before. The four cam motor gives 520 bhp and a top speed of 198 m.p.h.

A new 2 litre, 8 cylinder Lamborghini road car is expected to be unveiled next November.

B.R.M.'s new 48 valve motor is quoted as giving 452 BHP at 10,500 RPM. The unit, designated P142, uses chain driven overhead cams and is recognised by the exhaust manifolds which exit between the Vee.

The 1969 Ford DFV Formula 1 motor is now available with different cams and modified timing gear. Power spread is said to be greater and it can now be taken safely to 10,000 RPM. Brabham used one of these motors at Kyalami.



## TRACKSIDE

First New Zealand Formula 'A' meeting and first Gold Star meeting on Pukekohe for the 1969-1970 season will be the Auckland Car Club Rothmans Meeting on September 20th or 21st.

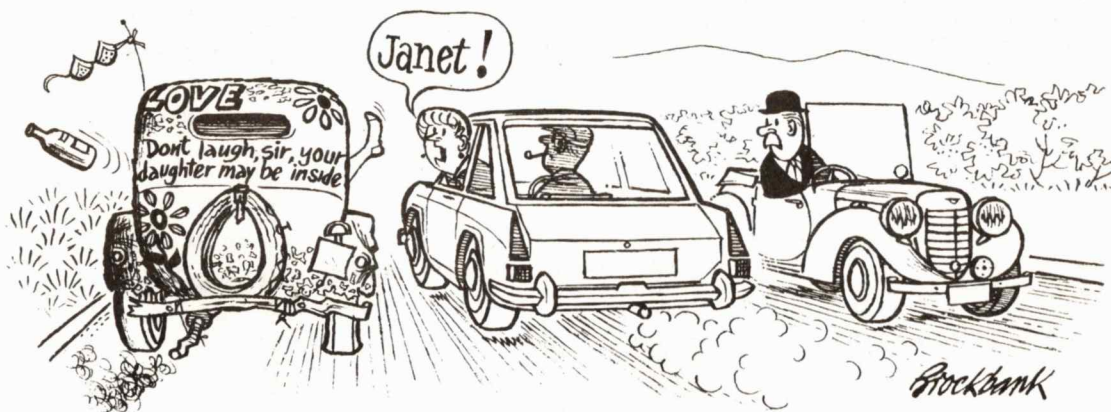
The first British Formula 5000 event attracted a very good crowd. Let's hope our Formula 'A' is as successful at pulling in the local public.

Bruce Blacklock reports that just previous to his return to New Zealand from England the 2 litre O.H.C. Viva G.T. had really come to the fore on circuits, showing the way to Falcons and Escorts.

### A PSALM FOR MY CAR

It maketh me to lie down in damp places,  
It leadeth me up the garden path.  
When it stoppeth it saggeth beneath,  
It also leadeth me up trees, for it steereth not.  
Yea, though it rolls valleys,  
it has to be pushed up hills.  
The tow truck and policeman they comfort me.  
It maketh me the laughing stock in the  
presence of mine enemies,  
It anointeth my head with oil,  
my radiator boileth over.  
Surely the darn thing will carry me all the days  
of my life.  
My payments shall continue forever.

Amen



# Shouts & MURMURS



Congratulations and best wishes go to Kerry Leahy and Spencer Pearce who were married recently.

At next Clubnight, 15th May, Ron Frost will be guest speaker. He will talk about motor racing in New Zealand, its problems and future. Anyone interested in Formula A or saloon car championship classes etc. etc. is welcome to an "open forum" with Ron. Could be interesting if the under 1000 boys take part?

Arthur McWatt is now on the Trials Sub-Committee and is in the process of plotting a trial. Arthur has had a lot of rally experience and we are waiting for something good.

Following the highly successful Dunlop Race Meeting, Local Authorities reported no adverse criticism to Sunday motor racing.

The official crowd attendance of over 10,000 at the Dunlop Meeting is said to be the best ever for a National Meeting at least since the war.

Building work on the new members lounge at the Clubrooms is now completed. The carpet is down on rubber underlay, the tables and comfortable chairs are ready for delivery, and the refreshment bar is stocked for trade.

The lounge chairs are Vinyl covered on 4" of foam. Half of the chairs will be orange and the others navy blue.

Ken Galbraith's final official duty on the Executive Committee is a mammoth effort as visitors to the Lexington Motor Show will see.

Mart Lawson has stepped down from the Executive Committee after many years of useful work. However, Mart is still retaining chairmanship of the Building Sub-committee, a duty mainly confined to organising himself as a carpenter. On behalf of all Club members thanks to him for the effort he has gone to in providing a restful atmosphere for our relaxation.

John Crombie and Willard Martin are now officially on the Executive Committee. Congratulations to you both.

Mike Marshall is now Club Captain replacing Ken Galbraith. Sincere thanks go to Ken for his help and efforts in this demanding post.

The Demolition Derby at the Lexington Autosport and Motor Racing Show was cancelled due to safety regulations but another event has been mooted. Four teams of four people will dispose of old cars with the help of axes and sledgehammers and the remains must fit into tea chests provided for the occasion. One of the teams will be Auckland Car Club, so come forward you woodchopper you.



# South Island

Under an overcast sky with moderately warm temperatures, Sunday the 20th April was to be Ruapuna Park's most successful meeting and as events turned out, its most tragic. A crowd of 20,000 people had gathered (a record) for the Rothmans Thirty Minute Standard Production Saloon Car Race; and Brent Hawes of Timaru driving the Begg Corvette was killed when a believed mechanical failure occurred. The car was later impounded by the Police for further inspection.

Jim Palmer driving the Monaro drew steadily away and won comfortably. The other places were, however in dispute, the 6 litre Plymouth Belvedere driven by David Baker of Christchurch was in second place for 29 of the 30 minutes when with failing brakes it was displaced by Ron Rutherford in the 289 c.i. Mustang into third. Earlier in the race the two leading cars were clocked at 94 mph through the speed traps. Ernie Sprague in the 3.8 Jaguar was being pressed hotly by Ross Howe of Nelson in a Lotus Cortina. These two cars were timed at 89.2 mph and after a dozen attempts Howe slipped through just before the hairpin at about two thirds distance. Two cars were to roll during the race, Hargraves' Cortina failed to take the long sweeping curve called Rothmans that enters the start-finish straight and Ron Silvesta made another modification to the ex McBeth 3.8 Jaguar - he dropped the roof line by 8 inches. With two minutes to go they righted the car and he finished. The brilliant red Mercury Cougar of Peter Knights (Christchurch) retired infield when the cougar piked.

In our race Brent Hawes made a beautiful start and led the closely packed single seaters until the third lap when approaching the hairpin his car veered to the left and hit the 44 gallon drums imbedded by the trackside. Brent was thrown out landing about 100 feet from the point of impact - some eyewitness claims that he hit some tree branches on the way down. The race was stopped of course, being re-run later in the day. Brent Hawes, married with two children, Elizabeth 8 and Andrew 4, was one of the most liked racing personalities in New Zealand. He was having a formula A car under construction for the coming season. I'm sure that I echo the sentiments of all Auckland Car Club members in offering our deepest sympathy to Mrs Hawes and family.

Although I won a closely fought re-run we will remember that it was Brent who was leading us all.

Vince Anderson.

A message to all you budding grass and mud racers!

Instead of having the usual football match (which proved far too strenuous last year) against Hamilton Car Club for the honourable trophy, this year a Gymkhana will be held on the 15th of June. Details of where, etc., under 'Coming Events'.



## Chris Amon takes Tasman Series sparked by...

For his spectacular victory in the Tasman Series, top racing driver Chris Amon relied on the consistent high performance and reliability of dependable Champion Spark Plugs. He knows Champions *do* make a big difference in extra power, smooth response and easy starting. Champions all over the world rely on Champions. Why don't you?



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





# RALLY ROUNDUP



This month we introduce a new column under the above title. It is hoped to be able to provide readers with a few snippets and items picked up here and there around the trials scene and also, for the benefit of newcomers, to the sport, to slip in a sly word of advice on occasions.

Your correspondent (who shall remain to all intents and purposes anonymous) volunteered for the job, after receiving medical attention for a badly twisted right arm, but has an ear on the ground (I'm not really that short) and hopes to be able to gather in sufficient news for at least a couple of paragraphs each month. Anyone having any items they consider may be useful are most welcome to contribute and may contact Will Martin your new Trials Sub-Committee Chairman, Phone 27-48-194 (Bus) who will pass them on. Both have been requested to be very careful where they put their feet and to watch out for that ear.

Ron Perillo, one of last year's consistent Gold Star finishers and formerly thought to be well in the running for this year has unfortunately lost two of his crew and to cap it off has an overseas business trip coming up in the middle of the season so must feel a bit disappointed. Still he could always get his wife to enter her Monaro to keep the flag flying while he's away.

A well known Auckland Trialist waiting anxiously on the overseas airmails regarding a Works Car. All set up this end but requires the manufacturer's O.K.

Auckland's Triple Gold Star Robson crew officially retired from Gold Star competition, but taking part in Mercury Cup events to keep their hand in.

A recent out of town 12 hour event pointed up the need for organisers to be ever watchful. A misprint in competitor's instructions gave acute right twice instead of acute right - acute left. A directional arrow placed at the second turning caused competitors a bit of worry as, of course, an arrow is a separate and additional instruction so everyone was still looking for the next written instruction, acute right, which still should have had to be carried out. The matter was resolved by wiping times and making next manned check directional only, but shows the need for thorough checking of printed instructions by organisers.

Speaking of plotting and organising trials, I hear there is a Gimmick Trial coming up on May 24th. These can be a lot of fun and require the competitor to untwist instructions which are usually given in a puzzle form - e.g. If you were in the vicinity of Mt. Wellington Highway and told to use a canal you would head for Panama Road. Simple, isn't it?

Hear tell that a certain specialist club, dissatisfied with slow moving South Island thinking is in process of breaking away from "Big Daddy" and considering reforming as a separate identity.

Hamilton Car Club's "Tingey's Open Trial" is being plotted this year by Alan Gough and Lloyd Oliver, two well-known "Cow Country Competitors". Seems there is a thought that some of the new rules are open to interpretation; an example of this was the "Stay on the road" rule as used in this year's Dulux, which baffled a lot of competitors, so, as one of the Plotters is a Steward this could be quite an interesting exercise, especially for anyone considering competing in the Gold Star series.

South Island trials must cover rather more rugged country than we are used to, despite the fact that South Islanders would have you believe their roads are better than ours. I quote from the A.S.R.'s for the Otago Sports Car Club Gold Star Trial for May 17th this year. Under the heading "Equipment", the following appears - "Although there are no mud sections in this event Town and Country tyres are advisable and chains should be carried as a precautionary measure".

A last minute withdrawal from the "Silver Fern", the highly fancied Escort to have been driven by Blair Robson and Doug Bennefield. As Mrs "R" hadn't gone to the "Home", Blair had to stay home.

If you're thinking of entering a Rover Three Thousand Five in the next Gold Star Rally, you had better take your cheque book with you. Mike Howells of Manchester entered one in the R.A.C. Rally and ran out of ready cash before the finish. The big V8 consumed gas at the rate of 5 miles per gallon and also ate up twelve SP44 tyres and a set of racing covers.

## New Members

Mrs Daena Fitzgibbons  
Neil Fitzgibbons  
Brian Nicholls  
James Thomas

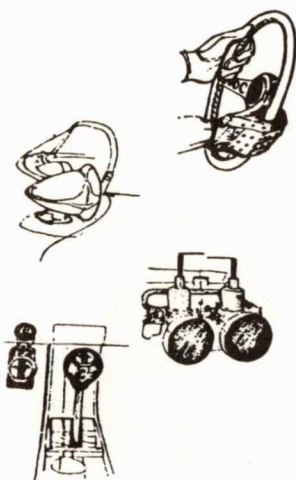
Blockhouse Bay  
Blockhouse Bay  
Titirangi  
Browns Bay

-  
HealeySprite  
Chevrolet  
Mini



## SUPER SPEED BY GRIFFITHS

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Twin Carb Manifolds for all O.H.V.  
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# AUTOMART



Full race trailer, no hubcaps, wire wheels. Top speed is as high as anything else on the road (with a towbar). Must be seen to be believed. 6' x 4' with 16" wheels. Painted "Army surplus grey". This colour will be really with it next season.

See Bob Hulme at 187 Great South Road, Greenlane.



Morris Cooper 997 c.c. Full Group 5 spec's. Fitted with 4 1/2" J Minilite mag wheels and near new Dunlop CR 81's. 45 DCOE Weber S/C gears, L/S diff, Hardie Spicer universals, power brakes, W/Rim steering wheel, full harness etc. Has held lap records on every track it has raced on. £1,200 or would consider \$2400.

Contact Peter Levet : Ph. 52-955

Cooper Vincent 998 c.c. with completely modified suspension, steering, drive shafts, drive unit. Comes complete with a set of hill-climb wheels 6 1/2 x 13" rims with 640 Chevrons, trailer, cover and spares. Complete can be purchased for \$700 or car less engine \$350. Would be ideal to be fitted with Porsche, VW, Hillman Imp or Ford Power Units.

Contact Peter Bruin, 77 Exmouth Road, Northcote. Phone 489-408.

**WANTED** Two Rootes Vampire Cabin Blowers. Anybody knowing where a couple of these units are, or one even, please contact Mike Marshall, Phone 677-926.

1967 Cortina G.T. camshaft. Good order. \$11 or offer. Contact : Don Hewison 14 Henley Road, Mt. Eden. Phone 606-860 (Home)

Austin Cooper 'S' Group 5 1293 c.c. Very competitive in full racing trim, complete with 45 Weber, Downton Head, lightened rocker gear, competitive pistons, 648 camshaft, lightened flywheel, competitive clutch. Motor fully balanced, straight out close ratio gears. Limited slip differential. 5 1/2" rims with Dunlop CR 81 front, CR 70 rear. Adjustable suspension with competition hydro-elastics. Immaculate condition and ready to race. Phone 86-094 Papakura or write R.J. Brocklehurst, 28 Edmund Hillary Avenue, Papakura.

Consul 315 motor, 1400 c.c. just overhauled, modified cam head and various other mods, balanced, complete minus starter, generator and flywheel. \$195 or near offer.

Contact : J. Lawton - Phone Manurewa 68-828 or K. Chapman, 3 Nelson Street, Papakura, Phone 84-403 PAP.

Ford 2730E 5 Bearing. 1298 c.c. full race motor. 40mm sidedraught Webers, Holbay cam and valve gear, spear racing pistons. Over 90 BHP at wheels. \$600. Contact : Lionel Rogers, 690 Richardson Road, Phone 659-655 (Evenings)



Cooper S 970 c.c. cylinder block with pistons, Con-rods and Crankshaft.  
Also 1275 c.c. crankshaft. All new, now surplus to requirements.  
PHONE - RON BROWN - 655-297

Mini 850 Engine and Transmission assembly. Ideal for replacement in  
car or as basis of sports car etc.

PHONE - RON BROWN - 655-297

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## LETTERS

*continued*

not a large number of big spenders around. It would certainly be nice to see full fields of Mustangs, FVA Escorts, Camaros, BMW's, Porsches, Monaro's, Javelins and such, and I would be the first person to herald it as a success if it eventuated.

Another point to consider is that it is not enough to have four or five star studded meetings each year in the North Island and about ten meetings with mediocre fields. The good done by one meeting would be undone many times over by other meetings. We are having this problem in the Auckland area as it is. With a field of expensive cars and perhaps only four taking prize monies, it is hardly likely that they will turn out for a non-championship meeting without starting money. This would be possible of course if the paying spectators arrived in their thousands.

Also there is little promotional value in a series that was won halfway through the season. Whilst it could never be proved, the Auckland Car Club Dunlop Meeting was vigorously advertised as the Grand Final Saloon meeting with several drivers in the running for Champion, and this could have been a big factor in the excellent attendance. Much press space after the meeting was devoted to the excellence of the supporting races, a feature that could wither with the proposed regulations.

At the present time we have a system with a natural class balance. The drivers who wish to compete in the glamour of the Saloon Champion title, but without the finance of some other competitors, cram themselves into one class with little chance of any of them winning enough races to take the championship. At the same time, when one class is weak one season, it is a natural to move into for the next season if a driver is intent on taking the championship and if his finances will permit. If the system is allowed to mature it must balance out and provide full fields of competitive cars with the accent on larger fields in the smaller classes, giving the big class more chance of amassing points towards the title. The only way I can see that the system can be improved is to pay prize money in relation to the cost of running cars in that particular class. With less cars running in the more expensive classes this would work out very fairly to all concerned.

So there are two arguments with points to both sides and only time can show which would have been the best course.

# Exide TROPHY POINTS

Wayne Jones	21 )	1st =	J. Oudney	5
Nigel Roskilly	21 )		T. Harding	5
Tony Vazey	20		G. Appleby	4
Ken Flashman	20		C. Henry	4
Tom Loader	20		D. Cliff	4
Alan Boyle	17		Mrs J. Hanbury	4
Arthur Hopkins	15		J. De Vantier	4
Doug Bremner	15		R. Firth	4
Peter Bruin	14		W. Ford	4
John Crombie	13 $\frac{1}{2}$		M. Compton	4
G. Viall	12		K. Masterton	4
I. Bourke	12		J. Simons	4
J. Power	11		T. Hartnett	4
P. Meggison	11		I. Carroll	4
T. Warring	10		R. Morgan	4
G. Wilson	10		J. Curry	4
B. Walsh	10		J. Miller	4
D. Wentworth	10		W. Martin	3
Miss M. Donald	9		R. Sinclair	3
G. Funnell	9		B. Thorpe	3
D. Gulland	9		P. Lever	3
B. Cox	8		G. Sefton	3
M. Tree	8		N. Goodwin	3
J. Samson	8		S. Hall	3
R. Emson	7 $\frac{1}{2}$		I. Ross	3
M. Firth	7		G. O'Donald	3
D. Chown	7		R. Olenious	3
A. McWatt	6		J. Urry	3
D. West	6		F. Batten	3
P. Levet	6		K. McFetridge	2
R. Hollings	6		L. Ryan	2
J. Sheppard	6		W. Wright	2
D. Phillips	6		M. Edgell	2
J. Boyd	5		G. Ford	2
J. Stuart-Masters	5		G. Morrison	2
T. Holt	5		R. McDonald	2
R. Sisler	5		D. McCarthy	2
N. Silcock	5		W. Cann	1 $\frac{1}{2}$
H. Munro	5		P. Layton	1
J. Gardner	5		J. Hickney	1
S. Pearce	5		I. Derbrige	1
G. Tanner	5		I. Loader	1
A. Woolf	5		M. Young	1

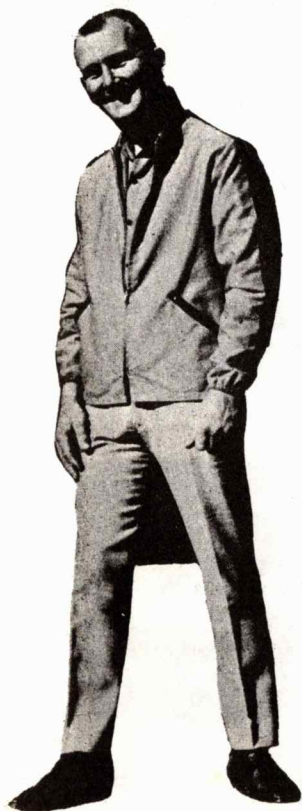


## LAURA FERGUSON TRUST FOR DISABLED PERSONS.

The Laura Fergusson Trust For Disabled Persons (Inc.) is having a door to door fund-raising collection in the Auckland area on Saturday, 7th June next. We have been approached by the Programme Manager, Mr W.H. Jenkin to assist by driving the collectors around their areas. This would take approximately two hours on the Saturday morning. No actual collecting is required of us - merely driving. Club drivers will be allocated an area as close to their homes as possible. If you can make your car and yourself available, your Committee will be most grateful. Let's get with it fellas. Its a worthy cause. Please contact Mike Marshall, Phone 677-926 or Mr W.H. Jenkin, Phone 372-566 (Bus), 84-451 (Res).

Would anyone knowing the whereabouts of all the Autosports that USED to sit in the magazine rack at the Car Club please return them to the said rack.

These magazines have been kindly donated by a member and they are supposed to be for everyone's enjoyment. Please don't be selfish, we want to read them too.



### O B I T U A R Y

Brent Hawes, who was tragically killed at Ruapuna on 20th April, will leave a void in motor racing circles. Brent was always a sportsman, entering for the thrill of competing and was one of the friendliest people one could meet, even in times of mechanical failures, of which he had ample share. His enthusiasm to compete was typified by his desire to stay on for our Sunday meeting last December despite having to miss his return bookings. Brent's splendid driving record in the Begg Corvette last season, which let him down when he was poised to win the Sports Car Title and his victory in the Benson and Hedges 500 need no reminders.

Our deepest sympathy is extended to his wife, family and business partner.



### LION LINES:

TONEY ROLLEY  
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### SUNDAY RACING A SUCCESS

LAST Sunday's motor racing at Pukekohe attracted a crowd of more than 10,000 and proved that Sunday racing is the answer to dwindling support.

One of the biggest advantages was the fact that drivers were able to bring themselves and their cars to top pitch by practising on Saturday.

This meant fewer drop-outs through mechanical failures and a thrilling day's racing for the crowd.

And critics who forecast hooliganism and traffic problems were confounded. The crowd was well behaved and the ground cleared within 30 minutes after the last race.

But a lot of credit goes to the Auckland Car Club which went to great trouble to keep spectators happy.

Superb handicapping in the last two races had the crowd on their toes with some thrilling finishes and colourful competition in other events kept the interest high.

☆ ★ ☆

SUNDAY NEWS, April 6 1969



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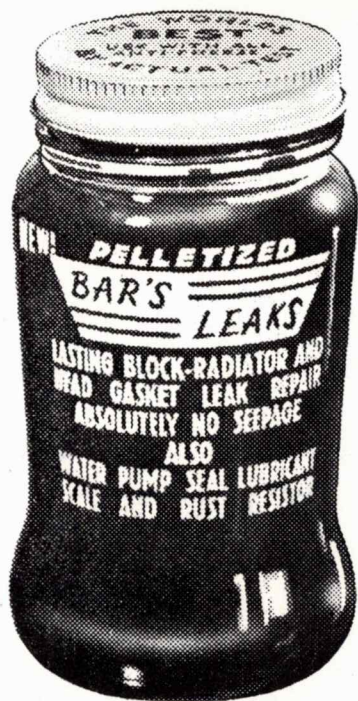
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