

BULLETIN



June
69

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AUCKLAND CAR CLUB (Inc)

P.O. BOX 2591 AUCKLAND

BULLETIN

JUNE 1969

CLUB OFFICERS

President :

F. B. Webber, Phone 595-282
23 Maroa Road, One Tree Hill

Vice-Presidents :

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

Secretary and Treasurer :

G. J. McKinstry, Phone 373-484

Executive :

P. A. Jukes, B. J. Hamilton,
E. G. Mallard, P. C. Allely, T. Molloy,
P. Bruin, W. J. Martin,
J. H. Crombie, I. Read

Club Captain :

M. I. Marshall, Phone 677-926
1594 Dominion Road Ext., Mt Roskill

Deputy Club Captain :

R. E. Brown, Phone 655-297
1 Acorn Street, Epsom

Chairman of Sub-Committees :

Club House: I. Read (GLE-5204)

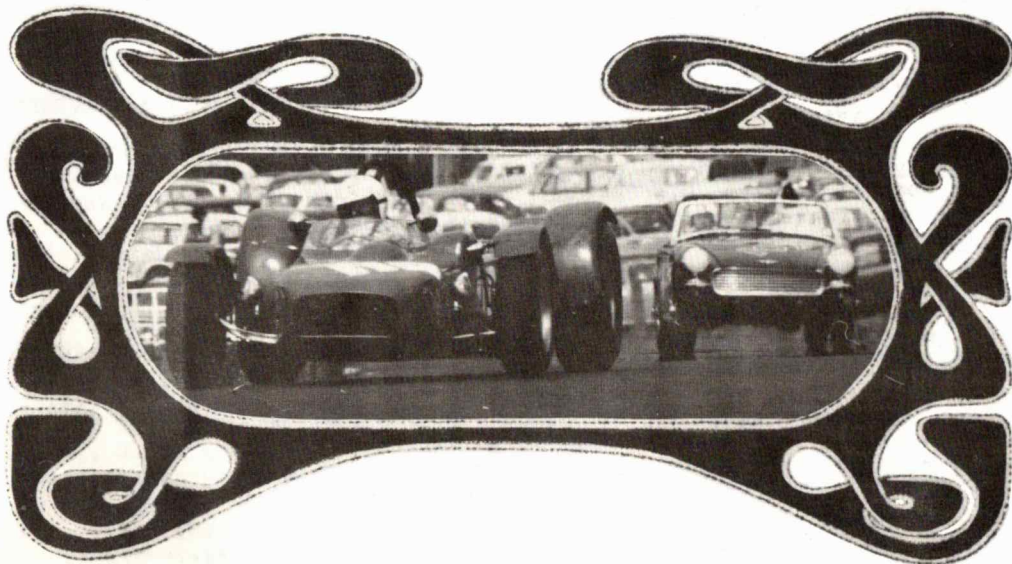
Trials: W. J. Martin
(POP-83-554)

Racing: L. F. Rankin
(Papakura 84-164)

Speed: J. H. Crombie
(373-138)

Building: M. H. Lawson
(Howick 6156D)

Bulletin: Margarette Marshall
(677-926)





COMING EVENTS

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

CLUB AFTERNOONS - Every Saturday and Sunday from 4.00 p.m. except when there is a major event on.

SUNDAYS - The Members Lounge at the Clubrooms is now open every Sunday afternoon from 4.00 p.m. Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of this new Club facility.

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 - Clubnight 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 (plenty of parking behind the Clubrooms) and no noise when leaving. Thank you.

25TH JUNE - WEDNESDAY - Trials Instruction Evening 8.00 p.m. at the Clubrooms. Emphasis on map reading. Bring Land and Survey Map N42 Auckland. This is the map required for the Sunday Afternoon Trial on 29th June.

29TH JUNE - SUNDAY AFTERNOON TRIAL - Starts at New World Supermarket, Royal Oak. First car 1.00 p.m. Finish at Clubrooms. Duration approximately 2½ hours. Sealed clock required. Essential map Land and Survey N42 Auckland. Entry fee 50 cents per car. Trophy for winner. Certificates 2nd and 3rd. Exide Trophy points. Six checks required. If you can help please ring Plotter, Arthur McWatt urgently, Phone 596-119 (Bus)

continued

5TH JULY - SATURDAY NIGHT - SOCIAL AND DANCE to be held at the Clubrooms, 44 Stoddard Road, Mount Roskill. Pre-social drinks from 7.00 p.m. in the Members Lounge. Dancing from 8.00 p.m. to 12.30 p.m. Good Band and excellent supper. Still only \$1.00 a ticket. Be in early for your ticket as several people missed out last time.

17TH JULY - THURSDAY - CLUBNIGHT AND FILM EVENING.

26TH JULY - SATURDAY NIGHT - AUCKLAND CAR CLUB ANNUAL BALL at the Peter Pan Cabaret.

INVITATION & OPEN

14TH JUNE - SATURDAY - CANTERBURY CAR CLUB GOLD STAR TRIAL - P.O. Box 1726, Christchurch.

21ST-22ND JUNE - SATURDAY-SUNDAY - TAUPO CAR CLUB WINTER SPEED WEEKEND. Hillclimb on Saturday at Oruanui Road and a standing $\frac{1}{4}$ Mile Sprint at Acacia Bay Road on Sunday. Entries on day for each event \$1.50. Post entries less 50 cents. Entries close at 8.15 a.m. on the morning of each event. No Town and Country Type.

28TH JUNE - SATURDAY - HAWKES BAY CAR CLUB GOLD STAR TRIAL - P.O. Box 323, Hastings.

5TH JULY - SATURDAY - NORTHERN WAIROA CAR CLUB FEUGOT GOLD STAR TRIAL - P.O. Box 85, Dargaville.

12TH JULY - SATURDAY - BAY PARK MOTOR RACES - Tauranga Car Club.

12TH JULY - SATURDAY - PUKEKOHE CAR CLUB - Mercury Trophy Trial.

19TH JULY - SATURDAY - WHAKATANE CAR CLUB GOLD STAR TRIAL - P.O. Box 157, Whakatane.

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FILM EVENING - THURSDAY 15TH MAY 1969

Approximately 200 were present to see two excellent films. "Six on Sixty Six" showed motor cycling in its many forms (or should that be farms?) and last year's Indiannapolis was vividly depicted in the second film.

A trophy was presented to the winner of the April Sunday Afternoon Trial, D. Burgess, and certificates awarded to second and third place-getters. The new Morris 1300 on display was kindly sent along by Mr A.V. Levet, father of well known Mini pilot, Peter Levet.

Guest speaker was MANZ President, Ron Frost, who gave an interesting and informative talk on motor racing in New Zealand. Judging by the number of top line drivers in attendance and the informal forum which gathered around Ron after the films the interest taken in his subject was obvious. Thank you Ron for your most enlightening address.

Results Club Circuit

Race 1 - Saloons - Standard Production

<u>No.</u>	<u>Driver</u>	<u>Car</u>	<u>C.C.</u>	<u>Place</u>	<u>Club</u>
41	J. Palmer	Holden Monaro	5300	1st	A.C.C.
42	T. Rolley	Jaguar 3.8	3781	2nd	A.C.C.
78	D. Davie	Victor	3294	3rd	A.C.C.

Race 2A - Saloons - 0 - 1000 c.c.

59	R. Williams	Morris Cooper	998	1st	N.S.C.C.
88	J. Fisher	Morris Cooper S	998	2nd	N.S.C.C.
54	P. Gilbert	A40 Farina	970	3rd	A.C.C.

Race 2B - Saloons - 0 - 1000 c.c.

86	B. Phillips	Morris Cooper S	999	1st	A.C.C.
43	M. Dervan	Morris Cooper	988	2nd	A.C.C.
49	W. McMath	Morris Cooper S	999	3rd	A.C.C.

Race 3 - Saloons - 1001 - 1300 c.c.

96	K. Masterton	Morris Cooper S	1294	1st	A.C.C.
101	M. Donald	Austin Cooper S	1293	2nd	A.C.C.
84	S. Manon	Morris Cooper S	1293	3rd	A.C.C.

Race 4 - Saloons 1301 and Over:

87	B. McLean	Lotus Cortina	1598	1st	A.C.C.
62	L. Rogers	Ford Escort	1498	2nd	A.C.C.
130	N. Goodwin	Ford Zephyr	2800	3rd	A.C.C.

Race 5 - Single Seaters

2	A. Hopkins	Cooper Norton	500	1st	A.C.C.
24	N. Dobson	Norton Special	600	2nd	A.C.C.
147	B. Munro	Formula Vee	1192	3rd	A.C.C.

Race 6 - Sports Cars

38	I. Stephenson	Lotus 23B	1498	1st	A.C.C.
110	G. Morley	U2 Ford	1475	2nd	A.C.C.
8	F. Watchlin	Lotus Super 7	1498	3rd	N.S.C.C.

Race 7 - Saloons - Standard Production- Handicap

41	J. Palmer	Holden Monaro	5300	1st	A.C.C.
42	T. Rolley	Jaguar 3.8	3781	2nd	A.C.C.
78	D. Davie	Vauxhall Victor	3294	3rd	A.C.C.

Race 8 - Saloons - 0 - 1000 c.c. - Handicap

86	B. Phillips	Morris Cooper S	999	1st	A.C.C.
53	N. Bailey	Morris Cooper S	999	2nd	A.C.C.
49	W. McMath	Morris Cooper S	998	3rd	A.C.C.

Race 9 - Saloons 0 - 1000 c.c. - Handicap:

<u>No.</u>	<u>Driver</u>	<u>Car</u>	<u>C.C.</u>	<u>Place</u>	<u>Club</u>
44	W. Cann	Riley Elf	998	1st	A.C.C.
85	P. Haugh	Triumph Herald	999	2nd	A.C.C.
88	J. Fisher	Morris Cooper S	998	3rd	N.S.C.C.

Race 10 - Saloons - 1001 - 1300 - Handicap:

96	K. Masterton	Morris Cooper S	1294	1st	A.C.C.
112	R. Brocklehurst	Austin Cooper S	1293	2nd	A.C.C.
84	S. Manon	Morris Cooper S	1294	3rd	A.C.C.

Race 11 - Saloons 1301 and Over - Handicap:

87	B. McLean	Ford Cortina	1598	1st	A.C.C.
130	N. Goodwin	Ford Zephyr	2800	2nd	A.C.C.
15	R. Skinner	Ford Cortina	1598	3rd	A.C.C.

Race 12 - Single Seater - Handicap:

2	A. Hopkins	Cooper Norton	500	1st	A.C.C.
24	N. Dobson	Norton Special	600	2nd	A.C.C.
5	R. Allen	Almen Vee	1192	3rd	A.C.C.

Race 12A - Handicap - Standard Production Saloons:

21	F. Radisich	Ford Escort	1298	1st	A.C.C.
78	D. Davie	Vauxhall Victor	3294	2nd	A.C.C.
41	J. Palmer	Holden Monaro			

Race 14 - Sports Cars - Handicap:

110	G. Morley	U2 Ford	1475	1st	A.C.C.
38	I. Stephenson	Lotus 23B	1498	2nd	A.C.C.
8	F. Watchlin	Lotus Super 7	1498	3rd	N.S.C.C.

Race 15 - Saloons - 0 - 1000 - Handicap:

53	N. Bailey	Morris Cooper S	999	1st	A.C.C.
43	M. Dervan	Morris Cooper	997	2nd	A.C.C.
86	B. Phillips	Morris Cooper S	999	3rd	A.C.C.

Race 16 - Saloons - 0 - 1000 c.c. - Handicap:

44	W. Cann	Riley Elf	998	1st	A.C.C.
122)	G. Smaller	Riley Elf	998	2nd	A.C.C.
85)	P. Haugh	Triumph Herald	999	2nd =	A.C.C.
88	J. Fisher	Morris Cooper S	998	3rd	N.S.C.C.

Race 17 - Saloons - 1001 - 1300 c.c. - Handicap:

96	K. Masterton	Morris Cooper S	1294	1st	A.C.C.
112	R. Brocklehurst	Austin Cooper S	1293	2nd	A.C.C.
48	J. Oudney	Morris Cooper S	1275	3rd	A.C.C.

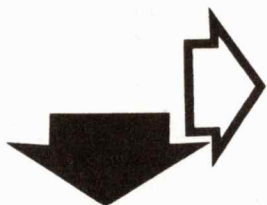
Race 18 - Saloons - 1301 and Over:

87	B. McLean	Lotus Cortina	1598	1st	A.C.C.
130	N. Goodwin	Ford Zephyr	2800	2nd	A.C.C.
15	R. Skinner	Ford Cortina	1340	3rd	A.C.C.

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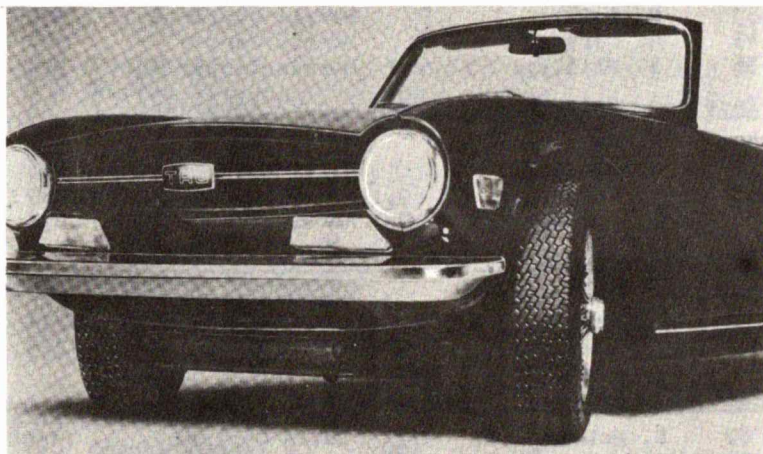


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TELEPHONE **7100** HOWICK

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.



Race 19 - Single Seaters - Handicap:

2	A. Hopkins	Cooper Norton	500	1st	A.C.C.
20	B. Yates	Formula Vee	1192	2nd	N.S.C.C.
24	N. Dobson	Norton Special	600	3rd	A.C.C.

Race 20 - Sports Cars - Handicap:

110	G. Morley	U2 Ford	1475	1st	A.C.C.
38	I. Stephenson	Lotus 23B	1498	2nd	A.C.C.
18	K. McGreal	T.R. 4A	2138	3rd	N.S.C.C.

Race 21 - Saloons - 1301 and Over - Handicap:

87	B. McLean	Lotus Cortina	1598	1st	A.C.C.
41	J. Palmer	Holden Monaro	5300	2nd	A.C.C.
101	M. Donald	Austin Cooper S	1293	3rd	A.C.C.

Race 22 - Saloons - 0-1000 c.c. Handicap:

59	R. Williams	Morris Cooper	998	1st	N.S.C.C.
79	D. Waugh	Morris Cooper S	998	2nd	A.C.C.
42					

PUKEKOHE CLUB CIRCUIT INVITATION MEETING

Before we had travelled half the length of the Motorway it was obvious that the St Johns Ambulance Brigade Building Fund was going to benefit from a large attendance at the last meeting of the Season. As we struggled along followed by a blue haze of doom from the old Mark I Z car we were overtaken by everyone except the old Club Bedford which we found out later had been left where it lay with starter motor problems.

At the gate masses of St Johns men were there to greet us and despite the fact that my uncle raced a Bentley at Brooklands we couldn't get our car into the pits. (They were obviously sore that Ron Frost had smuggled his army in aboard a bus disguised as a Blood Transfusion Unit). Nevertheless, we were in time to witness the conclusion of practice and the start of a great day's racing.

As the results show, the races were dominated by Auckland Car Club members, each one out to take home a trophy as this was originally to be our Club Trophy Day, and despite a little re-arranging, the first A.C.C. finishers in the last scratch races were trophy winners. In fact only one member from another Club featured in these results. Although everything was laid on for a quick patch up job nobody hurt themselves except Peter Levet who cut his hand on a Leopard can. A major excitement presented itself when Lionel Rogers Escort Twin Cam burst into flame on the second to last lap of the big saloon race. Lionel was off to the hills as the Hills headed towards him mounted on Flick the Frantic Fire Engine, but by the time it got there a passing shower had put the fire out and things were almost back to normal. At the conclusion of the event came the final rally back to the Car Club and one of the first to arrive was Brian Hill which must prove that given the right machinery we could have a winner.

Sunday Afternoon Trial

27TH APRIL

After the previous Wednesday's Trials Instruction Evening it was most gratifying to see such a good muster at the start of this event, which, as promised by the Plotter, was to be a straight and simple exercise - well almost. Having gathered together the 5 shemales, who make up 5/6ths of my household, and furiously pedalled the Stan Ten Special out to Otara, we eventually received our instructions and set out as quoted earlier in the week, Right at T + Left at crossroads + Right at a named road and so on. Mileage was spot on at both points quoted, so Larry was to be used exactly as quoted, 3 minutes to the mile in 30 m.p.h. areas and 1 minute 43 seconds everywhere else. Nice metal roads, but no dust trail, oh well, I think we're right. Now, where did that "BUANNAROTTI" check come from, seem to recall that from another trial.

Nice sneaky local sign for proceeding into Jeffs Road then down Stancombes, or is it Stancombe, Road to the first "manned" check. A very obliging young lady was out of the car and reaching for my clock before I'd walked back. Off again and looped around the block to head over the hills to Whitford. On reaching the brow of the hill, and running about 25 seconds late, confronted by a mob of sheep coming onto the road from a farm gate. The drover, sitting nonchalantly behind the wheel of a late model Valiant. Screamed away down the hill, big slides on the metal and safely negotiated the T, to follow WHITFORD $\frac{1}{4}$ M. Through Whitford, up the hill and round a well used loop to find another manned check. Back to the main road, through the gorge and left at crossroads. Picked up the unmanned checks O.K. and got to El Presidentē where one was confronted with a blank space. This worried us for a while but remembered the plotter's nasty twisted mind and thought of "built in blanks" so felt a bit relieved but still not sure.

Off the metal, down Redoubt Road and onto the Motorway. Wife frantically adding on 1m 43secs to our time each mile. Left the Motorway and safely negotiated the first set of traffic lights but somehow out-smarted myself regarding counting lights. We knew about the Fire Station but went through six sets nevertheless. The remaining instructions still fitted perfectly so rolled merrily into the Clubrooms and clocked in. Would you believe, after all Mum's good work with the 1m 43 secs and 3m additions which came to 78 minutes 53 seconds, gave my time as 1-28-53. Those 60 points were worth 17 places. Am told that some folk who did the lights trick right still fouled it up, seems ignoring 3 roads on your right entailed going left at a T to leave the third one on your right.

All in all a well thought out simple run (with a little sting in the tail) and an ideal follow up to the previously mentioned evening. Congratulations especially, to the winner, who I understand was a novice but apparently followed his instructions literally, which of course, is what we're all supposed to do.

RESULTS OF SUNDAY AFTERNOON TRIAL - 27TH APRIL 1969

Car No.	BUONARROTTI Directional Check in Thomas Road	Stancombe Rd.	Wade Road	STIR Directional Check in Ridge Road	PLONK Directional Check in Smales Road	Hilltop Road	Martyn Avenue	Control Clubrooms	Total Points Lost	Placing	Name of Entrant
1	-	0.1	15.4	-	-	17.0	180.0*	22.7	235.2	14	Miss J. Knight
2	-	0.7	4.2	-	-	4.5	180.0*	25.0	214.4	9	Rod McCallum
3	-	3.0	1.1	-	-	6.0	180.0*	35.5	225.6	10	Colin Henry
4	-	0.5	5.1	-	-	9.0	4.2	6.2	25.0	2	Ken Flashman
5	-	4.0	3.9	-	-	19.5	180.0*	43.3	250.7	20	C.V. Walker
6	-	10.0	10.4	-	-	6.0	180.0*	50.8	257.2	22	J.C. Wakefield
7	-	3.5	0.9	-	-	3.5	180.0*	21.6	209.5	5	P. Meggison
8	-	2.5	1.9	-	-	9.0	180.0*	19.0	212.4	7	Brian Rice
9	-	7.0	3.1	-	-	23.5	180.0*	18.5	232.1	11	David Forster
10	-	0.5	4.9	-	-	16.5	180.0*	30.5	232.4	12=	J. Donald
11	-	3.0	1.4	-	-	1.5	180.0*	17.5	203.4	4	G. Smaller
12	-	5.0	5.9	-	-	8.0	180.0*	55.5	254.4	21	Peter Chapman
13	180*	5.0	4.6	-	-	1.5	180.0*	6.2	377.3	26	A. Brook
14	180*	24.0	3.4	-	-	6.5	180.0*	22.8	256.7	15	B.W. Collins
15	180*	7.0	5.4	-	-	3.0	180.0*	1.3	373.7	25	John Spurdle
16	-	21.0	2.4	-	-	50.0	180.0*	31.3	287.7	23	R.G. Clayton
17	-	13.0	4.9	-	-	7.0	180.0*	32.8	237.7	17	P.J. Mottram
18	-	0.5	1.9	-	-	8.0	6.7	0.6	17.7	1	D. Burgess
19	-	6.5	1.1	-	-	15.5	180.0*	7.1	210.2	6	R. Barry
20	-	17.5	2.4	-	-	20.0	180.0*	17.2	239.1	16	H. Witham
21	-	9.5	1.9	-	-	1.1	180.0*	37.3	237.7	18	John Power
22	-	9.5	9.1	-	-	67.5	180.0*	50.8	316.9	24	W. Madgwick
23	-	1.0	4.4	-	-	6.0	180.0*	10.5	201.9	3	J. Hickey
24	-	17.5	180.0*	180*	-	180.0L	180.0*	1.8	687.3	27	E.P. Griever
25	-	3.0	4.9	-	-	-	180.0*	58.5	246.4	19	Eve Hadfield
26	-	5.5	6.9	-	-	28.5	180.0*	11.5	232.4	12=	Alan Boyle
27	-	11.0	2.6	-	-	6.0	180.0*	13.8	213.4	8	Ron Brown

* Missed Check
L Late

New Members

Grahame Parker
Paul Scotter
Ken Vincent
Bob Newson
David Silcock
David Baylis
Eric Hutchesson
Michael Dervan
Red Dawson
Bryan Layton
Adrian Mowatt-Wilson
Don Buttimore
Gerald Lambert
Don Sellars
Ken Howell
Norman Woods
Geoff Mann
Oeds Van Bokhoven
Bruce Mitchell
Brett Taylor
Ken Lawrence
Wayne Rowlands
Ross Senne
Winstone Godfrey
Lee White
Carl Capstick
Tony Radisich
Dennis Marwood
D.A. Waugh
Christopher Greive
William Cahill
Alexander Irvine
Owen Neems
Gary Parfitt
John Johnson
Geoff Sutherland
Neville Bailey
Richard Baggerley
Sylvia Kerins
John Harvie
Verner Ostergaard
Howard Cassey
John Spurdle
Doug Carson
Vic Hinton
Bryce Rowe
Dennis Blomfield
Frank Stephen
Murray McNeill
Reg Dyer
Des Bell
Rowland Dixon
Edward Whitford

Austin A60
Cooper S & 1100
Chev Malibu
Renault R10
Jaguar XK 120
Triumph 13/60
Austin
Morris Cooper
(Suggest read "Trackside")
Triumph Herald
Hillman Californian and Berkley
E.H. Holden
Mini
Jaguar MK 10
Citreon
Morris Oxford
Cortina 1600
A40 Farina
Vauxhall Viva
Hillman Imp
Bedford
Morris Minor
Hillman Rally Imp
Cortina
Hillman Minx
Cortina G.T.
Mini Cooper S
Datsun 1600
-
-
Ranchwagon
Humber
Zephyr
Fiat 600
Zodiac
Datsun 1600
Morris Cooper S
Anglia
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RALLY ROUNDUP



The Newsletter Editor of a specialist Car Club has recently been issuing forth self confessed pearls of wisdom regarding the obligations and responsibilities of competitors and organisers alike towards Trials Sponsors. Said Editor may, or may not, be aware that one of his own Club members has indulged in the good old fashioned Mediterranean custom of piracy and has succeeded in flogging a Mercury Cup Sponsor for his own personal sponsorship this season. Looks like you have to be quick, if you want to stick (to your sponsors).

Talking to the plotter of last year's Auckland Car Club Gold Star Trial, (incidentally, voted best trial of the year) and he was reminiscing about some of the problems of plotting and checking such an event. Seems they were in one of the forests on a checking run when they came upon a locked gate. Had been given a set of keys by the Ranger and after much searching, found the keys O.K., but, would you believe! Some "B....." had changed the lock. Faced with the choice of backtracking about 20 miles or trying to lift the gate off its hinges and then replace it, they opted for the latter and after much struggling, sweating and several requests to the Bloke upstairs for assistance they achieved their goal. On returning the keys and informing the Ranger of their action were greeted with a look of incredulity and the statement that, "Those gates are designed so that they can't be lifted off". Ah well, guess you can't beat that good old Kiwi ingenuity.

Anyone who may have recently won the Golden Kiwi and is thinking of investing some of the loot in a Monaro may be interested to know that on some of the special stages in the recent Shell Silver Fern the Monaro was returning something like 6 m.p.g. Also hear that there wasn't much tread left on his tyres either, just as well it was prior to May 1st, could have been embarrassing to be hauled up for that 1/16 inch tread check.

Competitors will of course by now be well aware that the Straight Ahead rule has been wiped and now an instruction should be given for every intersection. There is at least one loophole in this new regulation whereby instructions may be given as, "Stay on this road until". For this instruction to be given competitors must of course be aware of the road they are on (a) by having been told to turn at a named road sign, (b) by having turned into a named road, or alternatively soon after having turned onto a highway to see a highway number shield. There are of course further variations on this theme but it is felt that these examples will serve to put competitors in the picture.

At the recent Lexington Motor Show it was pleasing to see a fully equipped trials car on the A.C.C. stand. Congratulations to John Stuart-Masters and Willard Martin on their creditable performance of 8th overall in the Shell Silver Fern.

The Trials Instruction Evening held in April was very well attended and I understand the organisers fully appreciated the response to this rather impromptu gathering. Hear tell there is talk of running a map-reading exercise in the near future and am sure those interested will find it worthwhile attending.

Believe Ralph Emson, popular Auckland Car Club member and motor sport all-rounder, was promoted to second place in the final results of the Silver Fern as a result of an arithmetic error in the original computation of provisional results. Congratulations Ralph.

A M.A.N.Z. Rallies and Trials Sub-Committee meeting was held in Wellington on May 24th and it will be interesting to see if any rule changes result. Do hear there were some quite interesting remits put forward.

One of the longer tentacles of my grapevine advises me that there is a possibility of Andrew Cowan, winner of the recent London-Sydney Marathon, being a starter in next year's Silver Fern to be run in the South Island, starting and finishing at Christchurch.

This month is quiet for our Mercury Cup crews, entries by A.C.C. incidentally showing a healthy increase, the next event being the Pukekohe Monsoon Trial on July 12th. This will be followed by our event in August, Eden Motor Club in September and VW in early October.

Last month through some oversight this column went to press without a signature. The oversight is regretted and your correspondent will be known to one and all as —

HANS SPOTT



Personal relationships are apt to get strained towards the end.

Tingey's Trial

17TH MAY 1969

During the past few years most Auckland Car Club members who have gone down to Hamilton to participate in Hamilton Car Club events have, afterwards, expressed their satisfaction with the manner in which Hamilton Car Club events are organised. Tingey's Trial 1969 was no exception. As far as this event is concerned this trial was very efficiently organised, well run, and very accurate.

Obviously the organisers put a lot of time into the preparation of the route and had briefed the checks properly, something which has been sadly lacking in a lot of cases in recent years.

Apparently the Hamilton Car Club feel much the same way as this writer with regard to the abolishment of the "straight ahead" rule as Regulation 2 of the A.S.R.'s stated that the "STAY ON THIS ROAD RULE" applies, except in certain sections. They then, very sensibly followed up with an explanation of this rule and defined "this" road in order of priority.

One further thing which the Hamilton Car Club incorporated, as are most clubs nowadays, was to have only two sections - before and after the mealbreak. The first section was divided into four sub-sections and the later, two sub-sections.

Why-oh-why have M.A.N.Z. in their infinite wisdom put in a compulsory 15 minute break - it is so easy to get around it really!

The trial itself covered most of the Waikato (or so it seemed), with a variety of the usual type instructions, e.g. written, tulips, written, mapreading, lunch, mapreading and written. The only real departure from the usual was the second map reading at which competitors had to make a "U" turn at every check which they encountered. This meant of course that the route had to be completely replotted every time a check was encountered. We made five attempts to get to one particular map reference point only to keep coming across another blooming check just before we got there. Each time the entire route had to be re-plotted to the accompaniment of many vulgar words, etc.

The trial finished at the very well appointed Hamilton Car Club rooms in Vaille Road on the outskirts of Hamilton, where a very pleasant couple of hours were spent drowning our sorrows.

As the result of a successful protest official provisional results are as follows:-

1st	Laurie Evans	N.S.C.C.	Ford Cortina	49.7 points
2nd	Vic Charsley	Te Awamutu	Rover 3 Litre	212.6 points
3rd	Tim Holt	A.C.C.	Paine Bros Holden	220.1 points
4th	Jim Scott	T.V.C.C.	M.G. 1100	302.1 points

Many thanks Hamilton Car Club, we will be back next year.

MO-SPO-ENT

South Island

SOUTH CANTERBURY MEETING

On Sunday, April 27th, two small boys were peering through a bush. They were witnessing something that was not only unique in Timaru race history but possibly unique in New Zealand's. A cavalcade of every type of racing car that one could lay their hands on was circling the track at just a little faster than walking pace. From little motor cycle engined Specials up to twin camshafted racing engines, from Tin Tops to Formula Vees - the sports cars. If they weren't mobile they were towed or pushed. They were all there - as a tribute to the man who played such a big part in the establishing of a permanent circuit in the South Canterbury area - the late Brent Hawes.

The circuit is situated not very far away from where the first flight took place in New Zealand by T.G. Pearce, a flight in fact that was but only a few months behind the famous Wright Brothers at Kittyhawk. Laid with hot mix the surface is extremely smooth and it has no really sharp corners that are characteristic of most other circuits throughout New Zealand. In distance just over one mile and being blessed in brilliant sunshine the Timaru circuit produced some good racing amongst a field that was mostly local South Island entries.

The feature race was for Production Saloons and covered 15 laps. An interesting entry and possibly the first in New Zealand was the B.M.W. of J. Freemantle. Sounding crisp and cornering smoothly this car was to finish fourth just heading off Leo Leonard in his Vauxhall and R. Woodford in a Fiat. But it was to Gary Sprague who has the great ability of "hanging out the tail" just so far without letting it get away, in the Escort that we saw the winner W. Collins in a Vauxhall and B. Cameron in a Cortina, second and third.

In the race for single seaters I was sidelined with a broken cam follower just before the first heat started and wasn't mobilized until two minutes before the big race. As in the first race Graham Baker of Christchurch in the ex Harvey Brabham shot off the line like a jet propelled hedgehog and led me and Wayne Murdock in another Brabham into the first corner. Peter De Core, Lotus, was fourth. The positions remained pretty well the same until about half way through the ten lap race. My car went back to 3 cylinders. Murdock moved to second and that's how the race finished, Baker, Murdock, Anderson.

It was a 15 race programme with almost all classes of racing vehicles catered for and if you haven't seen the cars they race in the South Island take a trip one day. Some of the machines are quite clever. A few of the Auckland competitors in the South Island Gold Star Trial made their presence known. Almost as soon as the race meeting was over it grew cold - it was as if someone switched the heater off up above.

Vince Anderson.

EDITOR'S NOTE:

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

CLUB CIRCUIT A PICTORIAL REVIEW





LUCIEN BIANCHI

Lucien Bianchi the Belgium driver who hit the headlines recently by almost winning the London-Sydney Marathon was killed instantly when the 3 litre Alfa Romeo T33 hit a telegraph pole on the back straight of Le Mans and caught fire during the second day of testing for the 24 Hour race in June.

Few people realise the complete motor sport enthusiast Bianchi was or how successful he had been over 15 years of competitive driving. Born in Italy but resident in Belgium, Bianchi started rallying at the age of 18, co-driving with Johnny Class in the Liege-Rome-Liege in 1955. Class took ill during the rally and died a few days later, but they finished third overall. Gradually Lucien took to racing and in the 1957 Le Mans finished seventh overall and first in his class in a 2 litre Ferrari and in the same year began the first of his hat trick of wins in the Tour de France. By 1960 he was driving regularly for Equipe National Belge winning the Nurburgring 1000 kms with Oliver Gendebien and having several Grand Prix drives in ENB Coopers, Lotuses, and Emerysons, finishing fifth in the Belgian G.P. and fourth in the South African G.P.

He continued to take part in rallies winning Liege-Sofia-Liege in 1961 in a Citroen D519, and in 1962 took outright victory for Ferrari at Sebring with Jo Bonnier. He continued to drive in every type of race from Formula 1 to Saloons and in rallies from Tour de France to the Safari. More recently he went to America to take part in USAC races and Indianapolis qualifying. Last season was definitely his best year for he drove a Works Cooper - BRM in Formula 1 to finish third at Monaco and sixth at Spa. Driving the Gulf JW Ford G.T. 40 he won the Le Mans 24 Hours with Rodriguez and the Watkins Glen 6 Hours with Ickx and he drove the Alfa Romeo T33 to its first victory at Mugello with Vaccarella and Galli. In the London-Sydney Marathon his Citroen had an unassailable lead with only 100 of the 10,000 miles left when it was hit by a non-competing car. It would be true to say motor sport has lost one of its most versatile drivers.

ENGLAND MARCH 30TH

In the R.A.C. Group 5 Championship Round 2 Meeting at Silverstone on a wet oily track, Frank Gardner in the Supercharged Alan Mann Escort T.C. pipped Roy Pierpoint to the line by 0.6 seconds as Roy struggled home with a deflating tyre. Fastest race lap time was set by Gardner at 1.51 seconds after Brian Muir had set fastest practice lap at 1.40.5 seconds, by far the fastest in the Weslake headed Falcon. Muir spun on the second lap while second to Pierpoint and was later black flagged for a trailing exhaust pipe. Gordon Spice was far quicker in his Britax 1300 Cooper S than the Works British Leyland Coopers. Spice was running a special short stroke 1300 c.c. S with a 8 port fuel injected head and in practice had broken the lap record for his class by 1.3 seconds. However, in the wet the Escort 1300 G.T.'s were marginally faster and Spice finished a close second in class and sixth overall to John Fitzpatrick's Escort.

New 12" road wheels for the Minis were homologated two weeks after this race and with the new ultra-low profile tyres designed especially for the job by Dunlop the Mini may once again be King. These wheels and tyres will fit the Mini with no alteration to the wheel arch and are said to put 9" of rubber on the track. The 1000 c.c. class read Mini S, Mini S, Hillman Imp.



With the local race programme becoming fuller each year we can expect the number of non-starters to increase, if overseas trends are a guide. At Oulton Park in England a large crowd paid 12/6d to watch the proposed 143 entries battle it out. On the morning of the race 15 cars had been scratched officially and another 39 just failed to arrive. At Silverstone 41 out of 167 failed to appear and at Thuxton 41 out of 133 were non starters all in a space of three weeks. Obviously this is just not good enough and this attitude should not be allowed to establish itself on the local scene. Fortunately the local championship series are a strong enough incentive to get the cars on the line but in non-championship meetings this could become a promoter's problem in years to come. The problem appears to be that a driver enters in the hope of being strongly in the running for prize money and at the time of entering is quietly confident: then the programme is printed and he sees who he is up against, and decides it will be cheaper to stay home or go and watch. Unfortunately it is the same programme that is circulated to the paying spectator.

A young Auckland engineer has designed and constructed his own twin cam cylinder head for Mini Cooper S motors. The aluminium cast head features five camshaft bearings and valve angles port and combustion chamber shapes styled on the very successful A.J.S. 7R racing motor cycle engine. Preliminary testing has been most encouraging and so is the thought that two more heads are soon to follow.

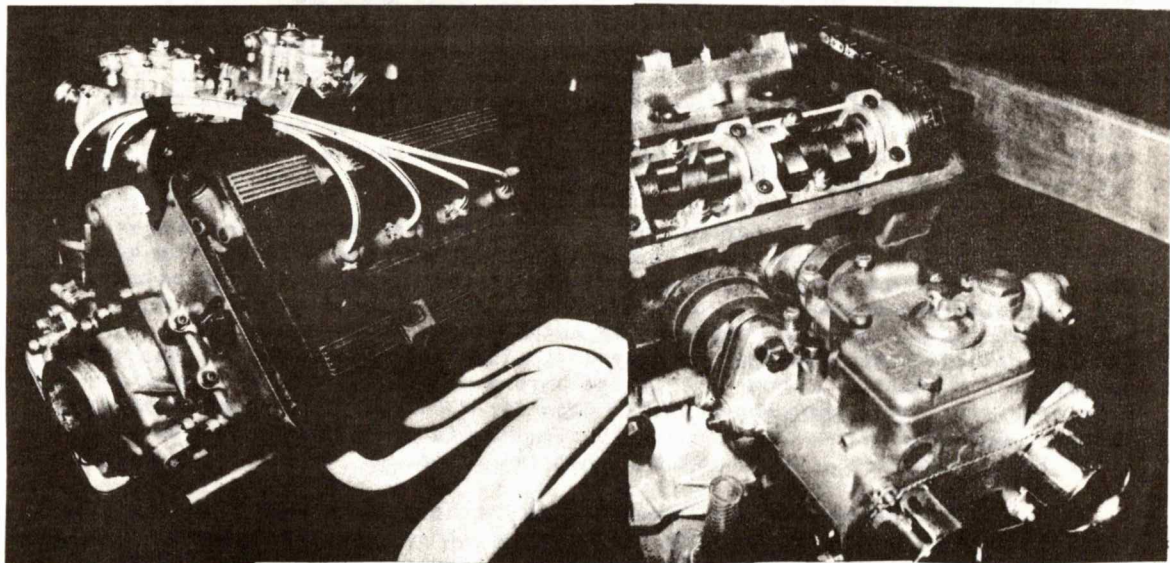
Why on earth have the powers that be ruled super-charging or turbo - charging motors out of the new Saloon and Touring Car regulations? The only time that supercharging could be used without serious capacity restrictions, and they will not allow you to take advantage of it. Previous to this a multiplien of 1.4 had to be used on the actual capacity to establish a theoretical capacity. Another anomaly is in the large touring car class where you are not permitted to bore the engine beyond the limits of the class it originated in. This just about spells doom for 1300 c.c. Minis and pushrod Escorts, Cortinas, etc., or even a 1475 c.c. Anglia could have crept in under the regulations. An Escort T.C. Benefit Class.

It is rumoured the British Leyland have commissioned ZF to produce a five speed box for the Rover line. If this is correct it is obviously for the Rover Three Thousand Five with the alloy Oldsmobile based motor, which would make it a great stormer in the over 1000 c.c. Touring Car Class and the Saloon Car Championship class too.

TRACKSIDE *continued*

Lynton Racing, a small English tuning firm, have come up with a twin-cam head for Hillman Imp motors. The 998 c.c. unit gives 110 BHP in rally tune and figures for racing units are not for publication. The new head is a sand casting in LM 8 aluminium with 16 valves opening into a pent roofed combustion chamber at an included angle of 70° between valve axis. Inlet valves are 1 $\frac{1}{8}$ " dia and exhausts 1 $\frac{1}{16}$ ". The standard camshaft chain is used for the first stage of a two stage drive train with a triangular secondary run from a half speed idler on the front of the head. The camshaft carriers are very similar to the standard ones but have two tappet assemblies each per cylinder, bucket followers the same size and shape as normal but of a different material to resist the more concentrated loading of narrower cams.

Also on the English scene is an Emery Imp of only 925 c.c. turbo-charged with a 20lb boost on 6 to 1 compression turning out a reliable 155 B.H.P. Another Paul Emery special is the large capacity Imp motor. Emery clears everything away within the water jacket above the floor of the block and drops in a one piece cast iron cylinder insert containing the four bores and a head flange machined to seal with Wills rings. Since there is no longer any aluminium wall thickness to be maintained, the distance between adjacent cylinder walls can be reduced and the bore increased up to 75 mm. This gives a capacity of up to 1068 c.c. for standard stroke engines and special hardened cranks are available with a 65 mm stroke giving a capacity of 1148 c.c. All this would prove too much for the standard head studs, so, the vertical ribs into which the head studs are cast are filled up with argon arc welding to permit drilling for much longer studs of high tensile material extending the full depth of the block. Someone told me that Roy Harrington thinks these kits are very good although his has not been very reliable.



Lynton Racing's interesting twin-cam 16-valve cylinder head for the Hillman Imp

Gimmick Trial

SATURDAY 24TH MAY 1969

The Gimmick Trial started at 7.00 p.m. at Kings Wharf and arriving dead on time at 7.20 p.m. we were intrigued to see impecunious people using spades, screw drivers, hack-saws, pen knives (and refusing to concede 50 points for the use of the official can opener) to open beer cans containing the Gimmick Trial instructions.

Our highly qualified crew consisting of one cross-eyed car owner, one lady driver --- yet to receive her "L" plates --- and our navigator-computer asleep in the back, enabled us to follow the car ahead who had not, like us, had a can opener and led us via a street where you may hear a little cat moaning (Kitemoana Street) and a vehicular track leading to a street named after a famous Maori navigator (Kupe Street) to the Reservoir, where we got well and truly mud bogged. Whilst two of us struggled to get the car out we gained a fabulous lead on other cars by sending our navigator on foot to find Woolloomoolooloo. There was a regular merry-go-round all the way round the Reservoir. Several similar devious instructions later we searched vainly for the number of paint tins stacked over the door at Berger Paints only to find that Berbers have two buildings - our one with no paint tins.

Later still, searching for the nationality of babies occupying a certain institution (Australasian Nurseries) we saw numerous competitors going the other way. "The Scots have some of these valleys" confused us. By this time, having started late in the field we found that twenty odd cars ahead of us re-finding their way assisted us in finding the correct route until we had to find a mis-spelling that would give you a Road that would be very slow moving, a military camp and something fired into the air (Smale Road, Waiouru Road and a Main Highway arrow). Here we built up our twenty minute lead into a half hour deficiency! The instruction to find Sunday posting times at the East Tamaki Post Office was no trouble except that we could not find the Post Office. The English Church instruction was not difficult except that our heathen crew did not know a Baptist from a Methodist, and a Methodist from an Anglican Church and other religions. Subsequent instructions to find out who welcomes you? (Otahuhu) and pass a well known Mustang racing driver's car yard (the organiser did not know that Red Dawson is also on John Riley's lot) were easy to follow until we had to go "if you wanted the temporary use of a swimming hole" (Hire Pool). More brand names and the Highway which gets the key of the door next year (Highway 20) confused us but we knew, as our noses were still working, that we must be heading in the right direction to a Kings Tree (Royal Oak). Having been told to look for a Wellington paper road we failed to find the Evening Post road but we settled for Dominion Road, then down May Road (31 day road) to a most confusing instruction "Go right after the place where you don't leave it there" (which we tried to read on the Bus Barn but was in fact Takeaways) to get to the final Control at the Clubhouse where the hard work really started as we had to state the mileage covered, forgetting that the A.S.R.'s had stated the average speed, duration of the trial, etc., we guessed for 37.132 miles which was the reversal of our true mileage of approximately 73 miles. By dint of this supreme guess work we managed to come out ahead of two other people who tied for the same total points lost.

continued



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

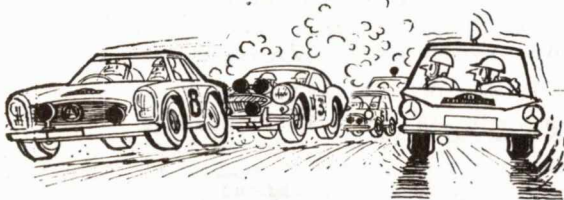
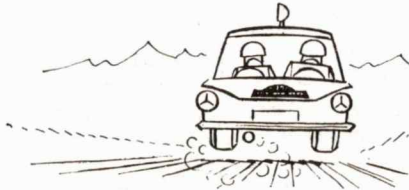


The night was not over yet, however and we replenished our rumbling stomachs with toasted sandwiches and other refreshments kindly provided by the Ladies Committee and found out how other cars had faired who started ahead of us and came in later without us passing them. We worked out an inescapable conclusion --- the organiser was obviously crackers (substitute your own clue). Altogether a most enjoyable night and thanks go to organiser Peter (Crackers) Chapman for an excellent event.

CRUMPLE CAR

SOCIAL AND DANCE - 17TH MAY 1969

How could it have missed being the outstanding success that it was! Around 220 people attended and enjoyed themselves from start to finish. The band (the 4 Fours) turned on some swinging music and soon had everyone dancing. Coming from Hastings this was their Auckland debut and judging on this performance they won't go short of work around town. People who wished to take temporary refuge from dancing found that the new Members Lounge downstairs provided a friendly atmosphere for some serious thinking (rhymes with drinking). The champagne and chook raffles went off quickly much to the enjoyment of the winners. Altogether an excellent social enjoyed by one and all. Thanks go to Clubhouse Chairman, Ivan Read and his helpers, especially the lady members who toiled during the afternoon, for making it such a success.



Results

Gimmick Trial.

Car No.	Driver's Name	Opener	Woolloomoolooloo	6	Europa	Australasian	Willow	Spencer Allen Motors	Dogs	Bell	Noon 7 pm	11 pm	Gum Tree Motors	Otahuhu	Hire Pool	Hicks Motors	523	Total Mileage	Elapsed Time	Total Points	Place	
2	B.V. Marshall	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	180L	180	7th	
4	C. Henry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	156L	156	4th	
6	R.L. Hulme	50	180	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	180	410	14th	
8	K. Flashman	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	102	282	10th	
10	S. Pearce	-	180	180	-	180	-	-	-	-	-	-	-	180	-	-	-	57	144	864	25th	
12	M.S. McNeil	-	-	-	-	90	-	-	-	-	-	-	-	-	-	-	-	41	Early	90	3rd	
14	G. Winn	-	180	-	-	-	-	180	-	-	-	-	180	-	-	-	-	35	Early	590	19th	
16	P. Bruin	-	-	-	-	-	-	-	-	-	-	-	-	180	-	-	-	38	168	348	12th	
18	C. Greive	-	-	-	-	180	-	-	-	-	-	-	-	-	-	-	-	47	0	180	6th	
20	W. Madgwick	-	-	-	-	180	-	-	-	-	60	-	-	-	-	-	-	34	Early	240	8th	
22	I. Read	-	-	-	W I T H D R E W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
24	P. Meggison	-	-	-	-	180	-	-	-	-	60	-	-	180	-	-	-	-	35.5	Early	420	15th
26	L. Buckingham	-	-	-	-	-	-	-	-	-	-	-	-	180	180	-	-	42	180	540	21st	
28	I. Carroll	-	-	-	-	180	-	180	180	-	-	-	-	180	-	-	-	41.7	6	726	24th	
30	S. Kerins	-	-	-	-	-	-	-	180	-	-	-	-	-	180	-	-	44	72L	432	16th	
32	A. Wilson	-	-	-	-	-	-	-	-	-	-	-	-	180	-	-	-	38.1	Early	180	5th	
34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
36	E. Nicholls	-	-	-	-	180	-	-	-	-	60	-	-	-	-	-	-	60	Early	240	9th	
38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
40	P. Hayes	-	-	-	-	180	-	180	180	-	60	-	-	-	-	-	-	39	54	474	17th	
42	S. Power	-	-	-	-	180	-	180	180	-	-	-	-	180	-	-	-	34	0	540	18th	
44	J. Fowler	-	-	-	W I T H D R E W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
46	E. Mallard	-	-	-	-	90	-	-	180	-	-	-	-	-	-	-	-	30	126	576	23rd	
48	C. Jowitt	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	90	90	2nd	
50	R. Brown	-	-	-	-	-	-	180	-	-	-	-	-	-	-	-	-	40.5	180	540	20th	
52	J. Harvie	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	Early	0	1st	
54	N. Bailey	-	-	-	-	-	-	-	180	-	-	-	-	180	-	-	-	32	15	555	22nd	
56	D. Burgess	-	-	-	-	-	-	-	-	-	-	-	-	180	-	-	-	36	Early	360	13th	
58	A. Boyle	-	-	-	-	180	-	-	-	-	-	-	-	-	-	-	-	33.75	108	288	11th	

Shouts & MURMURS



Congratulations go to Jim Palmer who was married recently.

We now have a custodian to look after the Clubrooms and grounds. Bill Ferris who recently retired from employment with the Auckland Regional Authority is the man and have you noticed the first class job he is doing?

It was pleasing to see many new members and friends of members along to last month's film evening. Don't forget to introduce your friends to a Committee Member - even if it is your girlfriend.

A.C.C. boys had a field day out at the Motor Show wrecking a Holden for ten cents a hit. Must add that a few free hits were given for the boys spending so much money (all proceeds going to charity).

Trophies were:-
1 R.R. door
1 R.F. door
1 horn
1 boot
1 Overider
1 Grille

Anyone building up a Holden?

Any member who knows of a likely spot for a speed event of any nature is urged to contact a member of the Committee with his proposal. Gymkhanas, Autocross, Hillclimb, Slalom or even unused circuit perhaps.

Rumours are rife at this time of year about drivers and mounts for the coming season. Some we have heard and not necessarily correct are -

Red Dawson - Monaro 350 (should they change the hasty 5500 c.c. limit)

David Oxtan - DC 8 to Europe.

Jim Palmer - 350 motor for Monaro.

Graham Harvey - Camaro with motor from Elfin to be replaced later with the real thing from the U.S.

Jim Boyd - Lola T70 - Chev Motor.

Spinner Black - Has gone to U.S. to take delivery of a car that has not yet been seen on New Zealand circuits. We hear that he will be stopping in Australia on the way to organise a Monaro and is keeping the Camaro which will be dressed up for Norm Beechey to race on New Zealand circuits.

Rodger Anderson - Another saloon, well kept secret.

SCHEDULE 'E'

SPECIFICATIONS FOR NEW ZEALAND SALOON CARS

(Incorporating eligibility of vehicles for the New Zealand Saloon Car
Championship and the National Touring Car Series)

DEFINITION:

Approved vehicles will be:-

- (a) Vehicles deriving from cars recognised in Groups 1 and 2 of Appendix "J" of the F.I.A. Code, or
- (b) Vehicles the minimum production of which is 200 either produced in the previous 12 month period or intended for production within a 12 month period and approved by the M.A.N.Z. Technical Committee.

which have kept the original coachwork, but which have been submitted to modifications or additions not authorised under Articles 257 and 260, of Appendix "J".

These alterations and/or additions may affect the mechanical parts of the engine, of the transmission, of the steering, of the suspension, the number of carburettors, the inlet and exhaust system, the braking system.

The re-boring of the engine whether sleeveless or fitted with sleeves, is authorised up to the limit of the class to which the car belongs according to its original cylinder-capacity.

It is specified that the authorisation which is given to modify the cylinder capacity is meant within the limits of the original class, which means that neither the upper limit nor the lower one may be passed.

Improvement of the braking may be sought without any obligation of maintaining the original system. Thus, drum brakes may be replaced by disc brakes.

However, the fundamentals and general design of the car, of the engine and other mechanical parts must remain the same as those of the approved vehicle.

MODIFICATIONS AND ADDITIONS AUTHORISED:

(1) Homologated Modifications and Additions:

All modifications recognised by F.I.A. after 30th June each year will not be recognised as authorised modifications for that Competition Year nor the year commencing on 1st September that year, except as hereinafter provided.

Other approved and/or homologated modifications and/or additions may be employed on application to the M.A.N.Z. Technical Committee subject to adequate notice and the Committee will stipulate the date on which such modifications or additions will be authorised.

Homologated modifications and/or additions will apply to all vehicles of the same basic model and may be employed in toto or in part, provided that the safety of the vehicle is not impaired and that each modification employed is complete.

(2) Mechanical Components:

The basic mechanical components used in the competing vehicle may be any of those available in that range of vehicles, using a common body shell, as approved by the M.A.N.Z. Technical Committee.

continued

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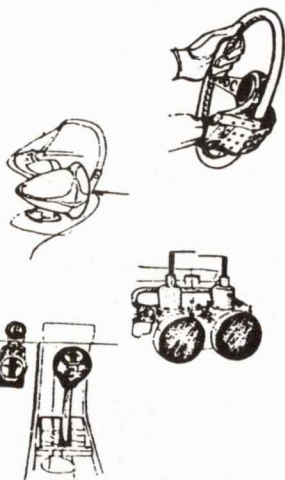
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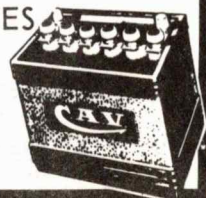
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- (3) Springs and Suspension:
The method of springing and the general geometry of the suspension system are to remain unchanged, except the original mounting points may be altered and additional suspension control components may be added.
- (4) Brakes:
Braking systems are free, but the foot brake must operate a dual system.
- (5) Cooling System:
Water Radiators and their capacity may be enlarged, but must remain within the confines of the original mounting, unless an optional factory radiator is provided for.
- (6) Electrical Components:
All elements of the electrical system are to remain in position and in an operating condition, coils and condensers may be relocated. Batteries may be relocated but must not be placed in the driving compartment.
- (7) Body Panels:
All exterior panels, including glass, are to remain unchanged. For reasons of safety, minor changes may be made in the wheelarch region for the specific purpose of clearing tyres. All such modifications are to be expressly approved by the M.A.N.Z. Technical Committee and entered in competitors log books.
- (8) Wheels and Tyres:
The wheel diameter and width are free except that they must be identical and interchangeable and any resultant increase in the track must not exceed 5% of the original track dimension. No welded straps will be permitted on the outside of the wheel hub or rim. Spacers will not be permitted unless they are a factory extra.

The tread of any tyre is not to protrude beyond a vertical plane parallel to the vehicle centreline and based on the outermost point of the panels forming the wheelarch cutaway.
- (9) Body Embellishments:
Bumpers and other brightwork, including grilles, must be as a minimum in the form of those supplied by the manufacturer on the basic vehicle. Over-riders and over-rider bars may be removed.
- (10) Body Interior:
The passenger compartment must retain a similar appearance to that of the basic vehicle.
- (a) Seats: All seating is to be secured in place. Special front sets are permitted, provided that either -
- (i) The two front seats are of a special type and similar in specification; or
- (ii) The standard passenger seat is retained and a special driving seat added.
- (b) Floor Coverings:
In the interests of safety, floor coverings may be removed.
- (c) Service Lines:
No service lines (fuel, coolant or brake) are to be run through the passenger compartment. **28**

(d) Controls:

The vehicle controls may be modified and additional instruments added to assist operation, provided that a finished appearance is maintained and always provided that such modifications and/or additions do not contribute to the mechanical function of the vehicle.

(e) Roll Bars and Cages:

Interior roll bars and/or roll cages and special seat belt anchorages are permitted.

(11) Cylinder Block:

The specification of the cylinder block must be maintained, however, the engine swept volume may be varied between the limits of its original capacity class.

Maximum Limits of Re-boring:

0 - 1,000 c.c.	1001 c.c. - 1300 c.c.
1301 c.c. - 1600 c.c.	1601 c.c. - 2000 c.c.
2000 c.c. and over.	

(12) Camshafts and Valves:

The position of the camshaft(s) and the method of operating the valves is to remain unchanged. The number of valves per cylinder is to remain unchanged.

NOTE: (11) and (12) are identified as Class "B" Saloons - Optional for N.Z. Saloon Car Championship and compulsory for National Touring Car Series.

(13) Engine Position:

The engine must remain in its original position, inclining is not permitted.

(14) Fuel Injection and Supercharging:

Indirect fuel injection is permitted.

Forced induction (supercharging) is not permitted, unless such induction method is original equipment.

(15) Gear and Final-Drive Housings:

The gear box and final-drive housings must remain unchanged except for minor modifications to accommodate alternative ratios or limited slip differentials.

APPROVAL OF MODIFICATIONS AND/OR ADDITIONS AND NON HOMOLOGATED VEHICLES:

All modifications and/or additions other than these specifically authorised above must be approved and entered on the competitors log book by a member of the M.A.N.Z. Technical Committee.

Vehicles:

To obtain approval for a non-homologated vehicle the following procedure is to be adopted:-

- (1) The entrant/manufacturer must submit all details as set out in the M.A.N.Z. Recognition form.
- (2) The minimum production requirements as set out under Definition (b) must be attested to by the manufacturer.

- (3) A recognition fee of \$10 must be submitted with the completed application.
- (4) Applications are to be submitted to the M.A.N.Z. Technical Committee at the address below:-

APPROVED EXTENSIONS TO SALOON SPECIFICATIONS - Class "A" Saloons - (N.Z. Saloon Car Championship Only)

- (i) Maximum Capacity:
The maximum engine capacity shall be 5500 c.c.'s.
- (ii) Boring and Stroking:
The engine may be bored and/or stroked to a maximum capacity of 5500 c.c.'s.
- (iii) Camshafts and Valves:
The position of the camshaft(s) and the method of operating the valves together with the number of valves per cylinder is free.
- (iv) Cylinder Block:
The original engine block must be retained.
- (v) Oil Tanks:
Additional oil tanks in the case of dry sumping may be fitted, provided that such tanks are placed in the engine compartment or in the same compartment as the original tank if fitted.
- (vi) Other Modifications:
All modifications to the engine are free except as provided in (a) (iv) above.

GENERAL:

The decision of the M.A.N.Z. Technical Committee is final and subject only to the right of appeal to the M.A.N.Z. in accordance with the N.C.R.'s Part 13.

IN ANY CASE WHERE THESE SPECIFICATIONS CONFLICT WITH THE PROVISIONS OF CHAPTERS 1 TO 4 INCLUSIVE OF APPENDIX "J" OF THE F.I.A. CODE, THESE SPECIFICATIONS ARE TO BE TAKEN AS AN AMENDMENT TO THOSE PROVISIONS.

All communications on these specifications should be addressed to:-

The Chairman,
M.A.N.Z. Technical Committee,
P.O. Box 3024,
WELLINGTON.



Now that the racing season is over, we would like to express our sincere thanks to all those who have helped us in so many ways.

Particularly we would like to thank Paine Bros. South Auckland (Papakura) (Bill Richardson and Tim Holt) and Papakura Wreckers, (Barry Phillips, Bruce McClean and Barry Scott) for their repeated provision of tow wagons and Brian Hill of Wormald Bros. for providing fire extinguishers.

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649 cam, racing seat, brand new 997 pistons. Lots of
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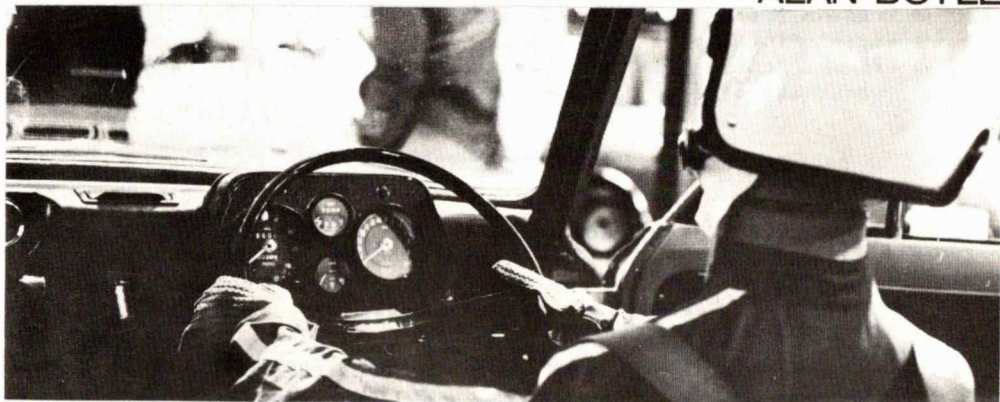
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