

BULLETIN



JULY 69

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AUCKLAND CAR CLUB (Inc)

P.O. BOX 2591 AUCKLAND

BULLETIN JULY 1969

CLUB OFFICERS

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23 Maroa Road, One Tree Hill

Vice-Presidents:

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3 Arthur Place, Papakura
I. Ivers, Phone 7738 Glen Eden
28 Archibald Road, Glen Eden

Secretary and Treasurer:

G. J. McKinstry, Phone 373-484

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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:

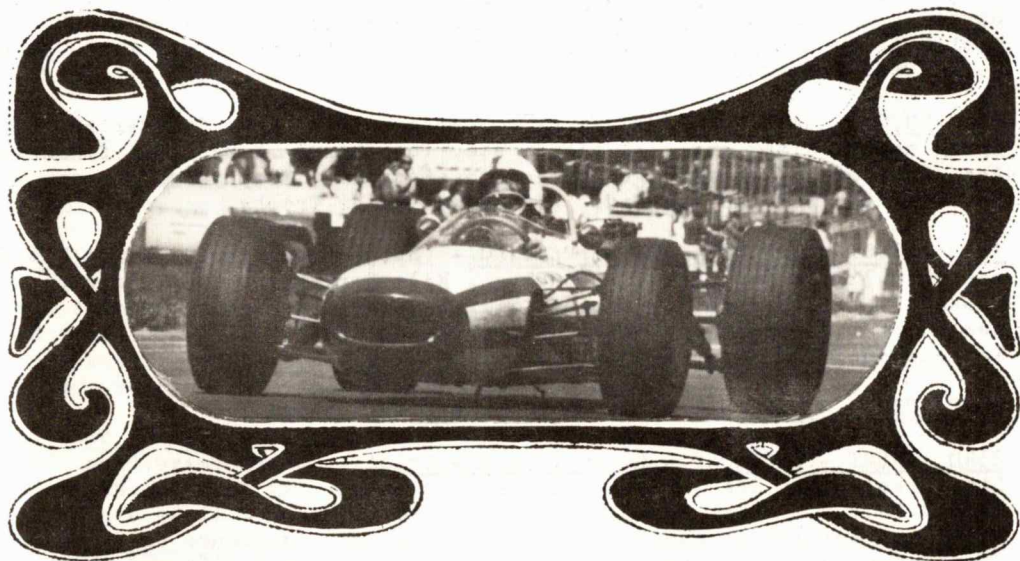
J. H. Crombie
(373-138)

Building:

M. H. Lawson
(Howick 6156D)

Bulletin:

Margarette Marshall
(677-926)





COMING EVENTS

CLUB EVENING - Every Thursday Night 8.00 p.m. Table Tennis, Darts, etc.
SATURDAY EVENING - 7.30 p.m. The Members' Lounge is open.

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.

17TH JULY - THURSDAY - Clubnight - Film Evening. Also Annual Ball Cubicle bookings 7.30 p.m. in the Members' Lounge at the Clubrooms, 44 Stoddard Road, Mount Roskill.

PLEASE NOTE: Do not park your vehicle over the footpath or near the local dairy. Also, please park correctly (plenty of parking behind the Clubrooms) and NO NOISE when leaving. Thank you.

26TH JULY - SATURDAY NIGHT - Auckland Car Club Annual Ball and Prizegiving. 8.00 p.m. till 1.00 a.m. Presentation of Club Championship Hillclimb and Club Circuit trophies. Merv Thomas Band - Floor Shows - Three sittings of Supper. All refreshments provided (including spirits). Tickets \$5.00 Single available from all Executive members. Cubicle bookings open next Clubnight July 17th, Thursday.

2ND AUGUST - SATURDAY NIGHT TRIAL - Starts Kelston Shopping Centre at 7 p.m. Bring sealed clock and girlfriend, etc. for this 2½ hour trial finishing at the Clubrooms. Everyone guaranteed to enjoy it. Trophy for winner. Certificates for 2nd and 3rd. Points for Exide Trophy.

17TH AUGUST - SUNDAY - SPRINT MEETING - (Subject to approval from N.Z.I.G.P. and Franklin Racing Club). Standing ¼ Mile Sprint and Club Circuit. Observations for Speed Extensions will be done. Remember you must have a new current Competition Licence. Entries on the day at 11.00 a.m. Scrutineering commences 10.30 a.m.

21ST AUGUST - THURSDAY - Club-night and Film Evening.

23RD AUGUST - SATURDAY - Mercury Trophy Trial - Starts Paine Bros. (Motors) Ltd, Great South Road, Papakura. Entries on the day from 1.p.m. Starting Time 2.00 p.m. Entry fee 50 cents per person. Fuel will be available at the start and sufficient should be carried to cover a distance of 220 miles. Maps required - N51 Onewhero, 2nd edition, 1st April 1964 and N47 Pt N46 Pukekohe, 2nd Edition, 1st February 1964. Competitors are advised to provide any refreshments they may require during the event. The Trial finishes at the Auckland Car Club Clubrooms, 44 Stoddard Road, Mount Roskill.

We will require Checks. Anybody interested please contact Peter Chapman Phone Bus. 585-394 - Home 588-515.

31ST AUGUST - SUNDAY - First Hillclimb of season at Chamberlain Road, Bombay. Entries on day until 9.30 a.m. Scrutineering 8.30 a.m. to 9.30 a.m. Observations for speed extensions. Points towards Exide Trophy. The usual requirements needed are Scrutineering Log Book, Overalls and current Membership Card. Under 21 year olds must have parent's signature on entry form. Forms are available at the Clubrooms.
IMPORTANT : No practicing on the venue before the day.

20TH or 21ST SEPTEMBER - SATURDAY-SUNDAY - Rothmans Gold Star Motor Race Meeting. Tasman Formula Feature Race 5000 c.c. Also National Formula Championship Race, Standard N.Z. assembled Saloons, National Touring Cars, Open Grade Cars and Sports Cars. Entries close Thursday, 28th August, with Miss C.E. Dewar, C/- Alans Office Service, 23 Shortland Street, Auckland. 1.

INVITATION & OPEN

5TH JULY - SATURDAY - Northern Wairoa Car Club Gold Star Trial starting Dargaville 7.00 p.m. Entries available from P.O. Box 85, Dargaville.

12TH JULY - SATURDAY - Bay Park Motor Races - 100 Lap Standard Production Feature Race - Promoted by the Tauranga Car Club.

13TH JULY - SUNDAY - Pukekohe Car Club Mercury Trophy Monsoon Trial. Starts at Sunken Gardens 9.45 a.m. Meal break and finish at Pukekohe. Maps required N46-47 2nd edition, 1st February 1964; N51 2nd Edition, 1st April 1964. Entries before 10th July - 70 cents, on the day \$1.00. A.S.R.'s and Entry Forms available from P.O. Box 174, Pukekohe.

19TH JULY - SATURDAY - Whakatane Car Club 12 Hour Gold Star Trial. Approximate distance 350 miles. Entries close on 5th July. \$6.00 per car. Late entries close 12th July with \$4.00 extra per car. Entry Forms available from the Secretary, P.O. Box 157, Whakatane.

26TH JULY - SATURDAY - R.A.T.E.C. (Auckland) - Champion Spark Plug Gold Star Rally. Starts Panmure Motors 10 a.m. and finishes at Champion Factory some time at night. Entries \$6.00 per car close 12th July. Late entries \$10 19th July. A.S.R.'s available from the Secretary, 26 Ferguson Street, Manurewa. Maps required N65 Hamilton, 3rd Edition December 1965, N52 Te Kauwhata 3rd Edition September 1967.

9TH AUGUST - SATURDAY - Te Awamutu Car Club's Rothmans Trophy Trial. Approximate duration 8 hours and will start 12 noon. A.S.R.'s and entry forms available from P.O. Box 229, Te Awamutu.

6TH SEPTEMBER - SATURDAY - Levin 4 Hour New Zealand Assembled Production Saloon Car Feature Race 12 noon - 4 p.m. Full race programme. P.O. Box 57, Levin.

20TH or 21ST (SATURDAY OR SUNDAY) SEPTEMBER - Auckland Car Club Gold Star Rothmans Motor Race Meeting.

4TH OCTOBER - SATURDAY - Bay Park Raceways Gold Star Motor Races.

1ST NOVEMBER - SATURDAY - Benson and Hedges National Saloon Car Meeting.

CLUB NIGHT

At the next film evening Mr Fred Gamble of the Goodyear Tyre Company will give a talk on motor racing in the States. Mr Gamble first became involved with sports cars and racing over 20 years ago in the U.S.A.

He became a professional racing driver in Europe and the U.S.A., finishing third in the U.S. National Sports Car Championship in 1961, driving a Type 61 Maserati. He drove a Corvette at Daytona, Sebring Nurburging and Le Mans in 1960 and an F2 Porsche in the Italian G.P.

Do come along this should be most interesting. Goodyear films on the night will be the Southern 500 Stock Car Race and a film on the McLaren Team.

Exide TROPHY POINTS

TO DATE

M. McNiel	17	M. Layton	6
K. Flashman	10	R. Barry	5
M. Marshall	10	C. Grieve	5
F. Harvie	10	D. West	5
D. Burgess	10	B. Rice	4
C. Jowitt	9	B. Marshall	4
G. Smaller	9	J. Crombie	4
P. Batten	8	R. Brown	3
J. Hickey	8	W. Madgwick	3
C. Henry	8	T. Holt	3
E. Hadfield	7	R. McCallum	2
T. Meggison	6	B. Nicholls	2
A. Wilson	6	P. Sangster	1

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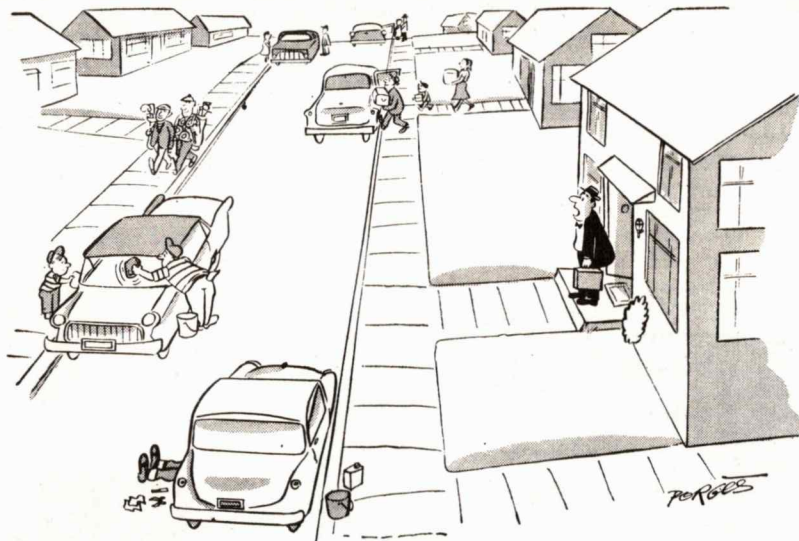
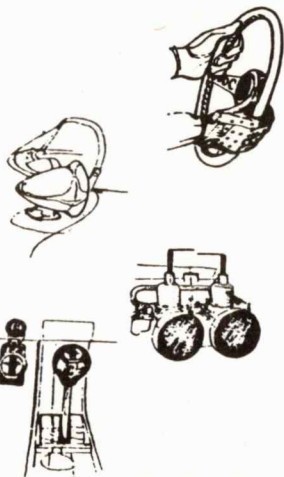
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“Good heavens! It’s Sunday!”

THE SATURDAY EVENING POST

GYMKHANA

Auckland Car Club v Hamilton Car Club.

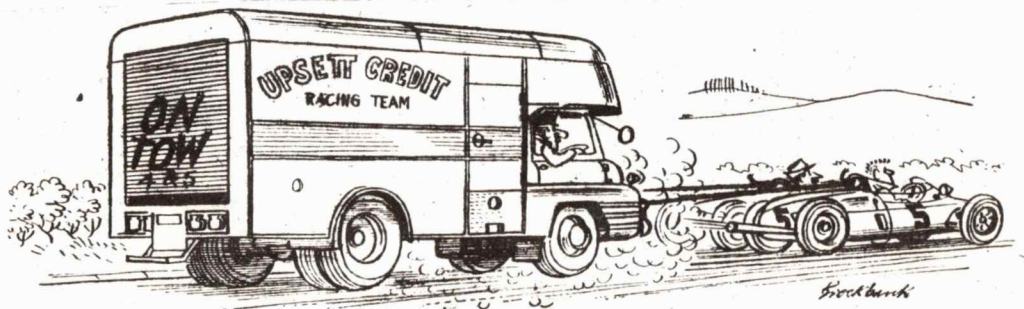
Two years ago after braving bitter winds and bruised bones the annual conflict between Hamilton Car Club and Auckland Car Club was reviewed and the match was changed Rugby to Gymkhana in the interests of interclub relationships. The trophy was to be as before, the decorated toilet seat, and to be presented to the loser. The object of our trip this year was to get rid of it once and for all. Club spirit at the moment is particularly high, due mainly to the fact that members are getting to know each other better through more frequent use of the Club-rooms, and a small amount of campaigning produced promises of a healthy team.

About fifteen cars at the Reidrubber starting venue at 9.30 to Hamilton and we were joined en route by more and some late and early arrivals at Hamilton. Heavy rain on the way indicated that the event would become a mud plug but fortunately it turned out to be local. It was pleasing to see we had twenty-six entries to Hamilton's twenty which although we are a larger club was a very fair effort on behalf of our club members.

A number of tests were arranged and the contest was worked out on the total of the ten best times from each club on each test. Some of the highlights that stand out were the faces of the opposition when the Auckland Car Club turned up with several Group 5 Gymkhana cars including one that was A-framed all the way - Rod Collingwood's fast times in the "Works Entered" Volkswagen, fastest of our cars despite no brakes and dead stock engine, Arthur McWatt's runner up performance in the stock Morris 1100 - Ian Carroll's fast and clean runs in the Mini Deluxe - Noel Goodwin's typical enthusiasm for everything and anything. Jim Richards and Peter Levet established themselves as clear leaders at another type of contest despite the "hair of the dog". Vice Captain Ron Brown got mixed up in a bit of traffic during one of his runs but took it all in his stride and came through in fine style amongst much hilarity.

At the end of the day we were uncertain of the position, although quietly confident, and were delighted to hear that we had a narrow victory over Hamilton who although losers were mighty hosts. Returning home most A.C.C. members filled out a Hamilton Restaurant for tea and no doubt it lost two A.A. star ratings as a result.

J.C.B.



THE 1969 CASTROL RALLY

Rrring - - Rrrring ----- Rrrrrring ----- Rrrrrring ----- Rrrrrring ----
Rrrrrring ---- Huh - Uh? - who the hell could that be - ringing us up at 5.30
in the morning? Hello - yes it is, thankyou operator, I shall accept the
charges! Hello - Oh good morning Mr Timekeeper. Yes of course I'm up - been
up for ages - yes of course I remembered we were going on the Castrol today -
OK, I'll pick you up - see you soon.

Hey Wife, wake up, quick - we've overslept and I'm off on the Castrol
this morning and we have to be in Rotorua in about two and a half hours time.
Hurry - quick - you stick a bit of toast on while I have a shave and put the
gear in the car ----

Yes, this was the start of the day for us on Sunday, 1st June this year.
You know, I don't really mind being up at 5.30 a.m. - if I've been up at
4.30 a.m., and at 3.30 a.m., and at 2.30 a.m. with a glass in my hand, or even
if I've been driving in a trial since yesterday afternoon, but to have to get
up at that time after only being in bed for about four hours - really its too
too much!

Still, after having successfully travelled from South Auckland, and
after successfully observed, avoided and outwitted two mufti gentlemen in
their Falcons and Zephyrs we got there - would you believe - early.

Documentation completed, and we were away fairly smoothly after smiling
nicely into Mr Ditherington's lens. First section fairly straight forward
written instructions, second sub-section a touring section - no problem.

Here we are then - the much talked about Forestry Section. Unfortunately we
were disappointed, to say the least, in this section, we didn't have to extend
the car at all, in fact we took it very easy indeed and still finished the
forest section early. Perhaps we were spoiled with last year's A.C.C. Shell
Trial!

Sub-section D was a timed sub-section, but might as well have been a
touring section it was so easy. But Sub-section E was an entirely different
kettle of fish - real good trialling - a very clever bit of plotting and some
very catchy timekeeping. Those Trout Hatchery signs must have caught a lot
of competitors as there were cars milling about everywhere. A final sub-section
brought everybody into Te Awamutu for a beautiful piece of steak and a well-
earned rest.

After the meal break we really got stuck into some might trialling - a
very difficult mapreading section followed by five very clever written sub-
sections where one had to be wide awake at all times. The plotters must have
warped minds - as the already brisk average speeds increased as darkness came
down. Also I heard many foul mutterings coming from our timekeeper in the back
seat so his job couldn't have been too easy either. Perhaps we were just a wee
bit too early, or perhaps a wee bit tired, I don't know, but we were caught and
caught beautifully about five miles from the very end of the trial by one of the
oldest tricks in the book - avoid all no exit roads. We were not the only ones
to be caught here, as the results showed. Finally we made it to Drury and to
the final control - then off to the Ellerslie Community Centre to see the
results go up on the board. It was very pleasing to see, that out of six
A.C.C. entries we managed to get two of the first twelve places. John Lawton
in his Cortina was provisionally placed twelfth and the Paine Bros Holden
managed a second placing. N.S.C.C. had a total of 22 entries and had three
who were placed provisionally in the first twelve. Not a bad effort A.C.C.
members.

All in all we were a bit disappointed with the first half of the trial, but the second half more than made up for it - a good trial N.S.C.C. well organised and mostly well plotted, and many thanks - we were here before, and we will be back next year.

MOSPOENT

AUTOMART



Peter Moloney offers his Cooper Climax for sale. This is a rugged reliable single seater ideal for the competitor who wants to take up single seater racing. Last season had 32 starts for 27 finishes. Many spares plus trailer. Very reasonably priced. For details contact -

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Genuine Cooper 'S' 1000. Imported March 1965. Factory Mods. include dual tanks, 4.1 Diff, 4½" Trims, heater. 731 Cam, Balanced Engine.

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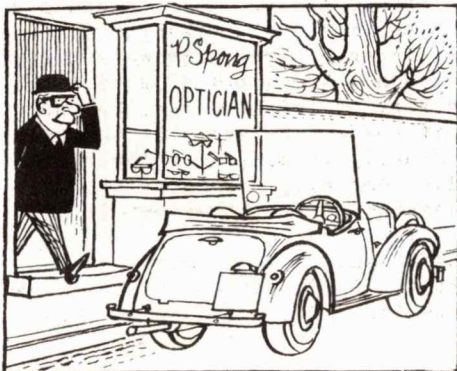
Racing Helmet - M.A.N.Z. approved - Size 7½ , 7½

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John Sheppard.



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South Island

CANTERBURY CAPERS

In motor racing winter time is generally a time for reflecting the season gone, analysing the results, contemplating the future commitments and generally preparing the car again to start in September. But not so in Christchurch for at Ruapuna Park the Canterbury Car Club ran their traditional mid-winter meeting on June the 15th, drew in competitors from as far away as Whangarei and Bluff and rounded up 18,000 spectators into the bargain, the attraction being two feature races - one for single seaters and the other for Group Five and Allcomer Saloon cars, offering a total prize money of \$1000 for each event and receiving big entries.

The feature races were arranged with two heats and a final the cars being so placed that the first ten cars in each heat were to meet in the grand finale later in the day. Like all Sunday meetings the starting time had to be after mid-day so that with practices a quick fire programme with fourteen races had to be organised.

Johnny Riley in the ex Paul Fahey Mustang was going very well to record a win in the first heat. The second heat was not so clear cut. Red Dawson's Mustang took out an early lead from Ron Silvester's Corvette engined 5½ litre Chev Coupe, but with fading brakes on the Stang, allowed the Chev to pounce through as both cars lined up for the Esses.

In the Racing Car field motor racing drama was to play a part as it usually does at most meetings. Laurence Brownley had unfortunately been in an end for end roll over in the Formula A Begg at Teratonga Park, Invercargill the week previously, the damage incurred almost wrecking the car, with the driver fortunately sustaining only minor injuries and the 2½ Litre Brabham of Jim Kennedy (Greymouth) had not arrived. With half an hour to go Dennis Marwood's Rorstan was found to have a holed piston and my twin plug headed car blew a head gasket at about the same time - we were both in 2.7 litre form. Dennis had been lapping very fast in practice so the four of us were out before we were even in.

Local driver, Graham Baker, in a 1600 c.c. ex Harvey Brabham took one head and David Oxton in a reputed 1800 c.c. car won the other.

The Auckland contingent that flew down on Saturday morning had a marvellous view of the snow covered Alps but with Airport temperature of 39° we were not sure whether or not we had over-shot Christchurch and landed at McMurdo Sound - seeing Steve Oxton in his polar bear coat told us we had. Race day was just as cold - good for Volumetric Efficiency of high output engines but tough on the men.

The finals were over 20 laps and Red Dawson got the drop on Ron Silvester and Johnny Riley, a hundred yard behind the group comprising Lin Nielson, A. Pratley, John Weston (Whangarei) in 1300 c.c. Minis and Ron McPhail, Ernie Sprague and Kevin Rout in Ford Twin Cam engined allcomers were so close that at times they went past the pit straight three and four abreast. Clyde Collins 1300 mini moved in and joined the party. On Lap 8 Red continued to lead and lapping consistently in 50 seconds held a 50 foot advantage over the Chev Coupe and other Mustang. Brian Crosbie in the ex David Simpson Escort had moved into 6th berth behind McPhail and Collins. Neilson and Ernie Sprague were in close attendance. Two laps later Collingwood took to the bush and positions stabilized over the mid section of this race. Towards the latter part of the race things began to happen - the leading car was being slightly slowed when lapping other cars and capitalising on the cleared pathway made by Red, Ron Silvester was able to close the gap to 10 feet. John Riley's Mustang was slowed by the same

trouble that he experienced at Invercargill - a valve collar was working loose and he dropped to 150 yards behind the leaders. With a mighty last lap dash of 49.8 seconds Red just made it from Silvester and Riley with McPhail 4th and Crosbie and Collins crossing the line together, the place being given to the Escort - a really good race.

It was Graham Baker that led the start of the single seaters but with Oxtan trailing closely, promptly spun and unfortunately lost two laps before restarting. David drove consistently smooth lapping in 47/48 seconds to record a comfortable win from young Wayne Murdock's 1500 Brabham and Thomson in the Begg 1600. The two high old Mercury specials looked funny but exciting as racing side by side they healed into the corners together.

A very good meeting in which Aucklanders got the major awards.

Many of us flew down, including some drivers who were not racing, enjoyed watching, but really it was not quite the same - then we flew back.

For charity reasons Ron Silvester is making his car available on an open circuit day giving three or four laps under instruction for \$10.00 a pop - Any takers?

Vince Anderson.

COMPETITION LICENCES

All competition licences expire on 31ST JULY next. With several speed events programmed for August members are urged to renew now.

Obtainable only at the Clubrooms:

Limited Competition Licence (Brown)	\$1.50
With Speed Extension	\$2.50
With Racing Extension	\$3.50

New General Competition Licence (Green) - Obtain application form at Clubrooms.

Renewal General Competition Licence - Send old licence and \$3.50 to M.A.N.Z. P.O. Box 3024, Wellington.

New F.I.A. Licence (White) - Obtain application form at Clubrooms.

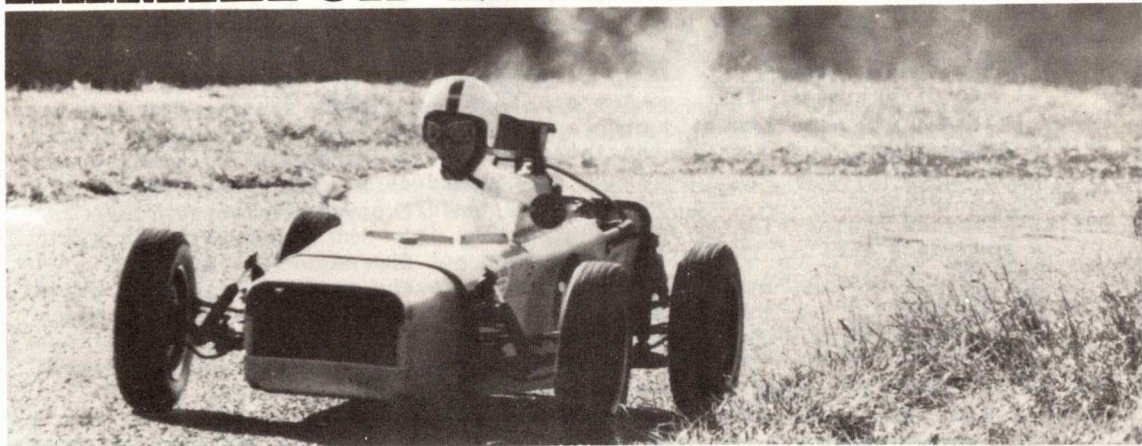
Renewal F.I.A. Licence - Send old licence and \$4.50 to M.A.N.Z., P.O. Box 3024, Wellington.

Any questions re Competition Licences - see Eric Mallard.

PLEASE NOTE:

All business in connection with Competition Licences is undertaken at the Clubrooms only. Owing to pressure of work no renewals can be issued via mail through the Secretary's Office.

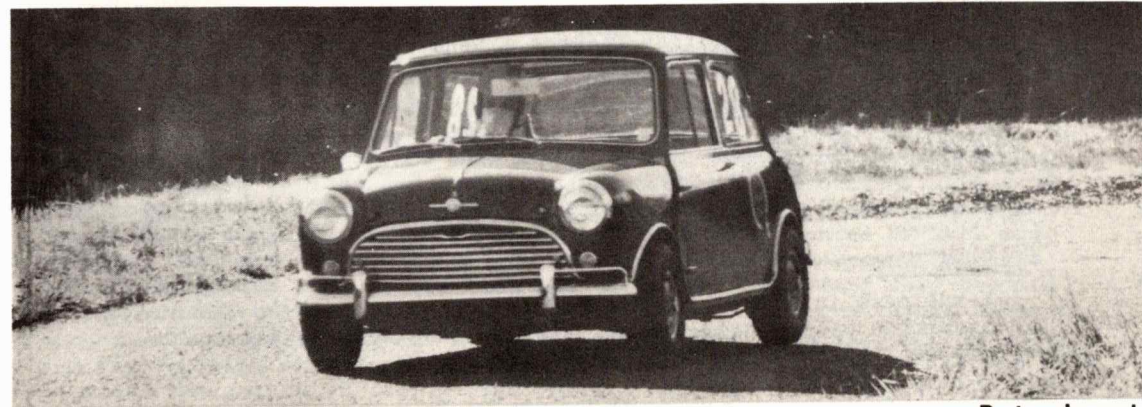
HAMILTON HILLCLIMB



(WELL) we all have our own problems



Jim Richards driving the Carney Escort



Peter Levelt



Moss Tate driving the ex Patrick Imp



Ken Flashman driving the ex Bruin Cooper



Tony Rolley

Sunday Afternoon Trial 29TH JUNE 1969

"Motor Sport is Dangerous". So say the signs at the hillclimbs, on the back of tickets to Race meetings, and somewhere in most programmes. "Motor Sport is Contagious" is a notice which should have been displayed at the start of the Auckland Car Club's Afternoon Trial at the New World Supermarket, to deter interested observers and spectators such as ourselves. After watching frantic preparation and last minute touches as the first fifteen starters departed a mild enthusiasm began to creep upon me. These were banished by a casual glance at the old Mark 1 Z car subsiding into the pavement in a corner of the carpark. Not competitive was the obvious problem. Not healthy was a very real problem with the old beast, which has an unfortunate appetite for oil and spark plugs.

But here comes the chap who won the Gimmick Trial last month and believe it or not he's mounted in the identical model to ours. That's good enough for me so preparation begins as the 18th car leaves for places unknown. A quick tally shows ten cars left to leave giving twenty minutes before countdown. Alan Boyle arrives, as usual, just in time to be almost too late, so that gives us 22 minutes. The first move is to get a crew, so off to get young brother from in front of the fire, stick the wife and kid in the back, take on a load of oil and away to find a clock.

An old alarm clock was rescued from a box on the back porch; it had a sweep second hand but it was full of water. The impossible is done immediately but this miracle took from Hillsborough to Royal Oak and then some oil from the dip stick was fed into the vitals and gradually a rhythmical sound developed. Great stuff and three cars left to go. A quick scrawl on the blue form, five bob in the kitty, a quart of oil in the boot, and Bob's your uncle - we're off dead on time. The first section was straight route finding and proved to be quite a problem, for all. Four Station Rd signs all slightly different but only one will do. We missed the first three, never even saw them, and turned right where the road finished rather than hit the traffic islands. Here we are, motoring past the Glass Works and lo and behold a car with a Check sign visible up a No Exit street. We shoot up to tell him he's been sold a pup and he whips our clock and card and gives them back with another piece of paper carrying instructions on how to get back on course. Couldn't make much sense of these though because he tried to send us right at Station Rd again and we had just done that. Obviously M.G. Car Club were holding a trial too and we had just put a cat amongst the canaries. We decide to go south and pick up the trial from the map reference point in the next section and look at this, another Station Road in Otahuhu. A bit further and another Check, and what do you know he's not trying to put his monica on the first line. Things are looking up and a quick pep talk to the crew is in order. Out come the cheesecutters mate, we're in business.

At this point we apparently went right through a set of tulips but none of us even saw a garden. From what we heard later, I'm glad we didn't follow the crazy daisy on the back of a purple and gold Mini as I think he was looking for the proverbial Gum tree. A few more corners and another Check, some bearded chap clicking his fingers in time to the local band working out in an adjacent hall. He's with it even if we're not. Off we go up Redoubt Rd then down into the outskirts of the Otara Reservation and to the start of the Map Reading. Wifey takes the helm and into the back we get. Not being prepared we had scrounged an old out of date black and white map off a rival at the start and we unfolded it with some trepidation,

Results

SUNDAY AFTERNOON TRIAL

Car	Entrant	Check 1 McNabb St.	Check 2 Henwood Dr.	Check 3 Wiri Hall	Control Thomas Rd.	Cast Iron Check 5 U/M Quarry Rd	Bunarrotti Check 6 U/M Wades Rd	Control Botany Rd	Final Control - Clubrooms	Total Points Lost	Place
1	Smaller	180*	12.3E	23.2L	9.8E	0	0	2.1E	1.5E	228.9	9
2	Dakers	180*	23.3E	60.2L	22.4L	0	180	64.2L	43.7E	573.8	22
3	Godfrey	180*	.20E	180*	41.8	180*	0	180L	38.9	820.7	28
4	Harvie	180*	45.3E	16.2L	1.1E	0	0	26.6E	14.9E	284.1	13
5	Madgwick	180*	9.3L	12.3E	53.0L	180*	180*	160.4E	42.3E	817.3	27
6	Chapman	180*	21.8E	4.8E	61.9L	0	0	65.7L	7.2E	341.4	14
7	Layton	7.8E	15.5E	3.2L	48.4L	0	0	48.4L	25.6L	148.9	5
8	Flashman	106.7L	24.0E	42.3E	64.9L	0	0	11.9L	0.5L	250.3	11
9	Loader	0.2L	10.0E	90.2L	11.9L	W I T H D R E W					-
10	Winn	6.8E	6.0L	10.2L	19.4L	180*	180*	25.4L	25.9E	453.7	19
11	Sangster	180*	7.7L	10.2L	10.1E	0	0	17.8L	14.3E	236.7	10
12	Stodart	180*	8.2L	4.2L	29.1	180*	180*	5.1E	46.9E	633.5	23
13	West	12.8E	11.5L	13.8E	31.9E	0	0	23.6E	62.9E	156.5	6
14	Batten	26.2L	30.0E	9.7L	7.6E	0	0	53.9L	5.4E	132.8	3
15	Bokhoven	9.6E	19.8L	29.7L	7.4L	180*	180*	59.1L	45.4E	351.0	16
16	Hadfield	4.2L	1.5E	6.3L	15.4E	0	0	105.9L	9.1L	142.4	4
17	McNeil	1.8E	3.0L	3.0	0.8E	0	0	29.9E	13.4E	51.9	2
18	Baggarley	180*	57.3E	11.7L	2.6E	0	0	5.9L	22.9E	280.4	12
19	Greive	180*	15.3E	2.3E	100.0L	0	180*	57.4L	32.9E	567.9	21
20	Mattam	180*	36.8E	13.2L	22.4L	180*	180*	72.9L	6.9E	692.2	25
21	Crombie	40.2L	22.5E	22.8E	45.9L	0	0	37.4L	35.9E	204.7	7
22	Phlips	5.2L	180*	180*	180*	180*	180*	180L	142.1L	1227.3	29
23	Hayes	180*	3.8E	3.7L	7.7L	0	180*	3.5L	1.8E	380.5	17
24	Clayton	180*	51.3E	10.2E	19.1E	180*	180*	55.4L	12.9E	688.9	24
25	Burgess	180*	14.3E	7.3E	36.4L	0	0	67.9L	44.9E	350.8	15
26	Brown	180*	180*	99.9L	13.9L	0	180*	160.9L	88.4E	759.1	26
27	Boyle	180*	24.3E	151.2L	13.9L	0	0	66.4L	44.9E	480.7	20
28	Barry	7.8E	22.0E	18.7E	17.4E	0	180*	132.7L	21.9E	400.5	18
29	Holt	14.2L	13.5E	16.7E	11.6E	0	0	26.4L	124.9E	207.3	8
30	Marshall	4.8E	2.5E	3.8E	7.9E	0	0	19.1L	8.9E	47.0	1

* = Missed Check
 L = Late
 E = Early



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RALLY ROUNDUP



At start of Castrol a V.W. was observed arriving for scrutineering fully equipped, Monte style, with roof rack containing two spares and pour-a-can of gas. Do hear that up around the Bombay Hills said Krautmobile used the spares - Mind you they were still on the roof-rack at the time.

Many competitors approaching a corner in the Waeranga area seeing wheel tracks disappearing into the grass would probably have automatically said "Ah, Rosk----!" However I have it on good authority that this oft maligned driver was not responsible this time. Would you believe a Sceptre, complete with chrome wire wheels even.

Feel that the Forest Section in the Castrol failed to achieve any useful purpose. Drivers were not really checked out and not possible to compute a true time through the forest on account of this. Roads were pretty rough and at least one competitor suffered as a result, namely a broken axle. Still I suppose it gave some of the drivers a chance to get rid of some of their exuberance.

At the recent MANZ Trials Conference there was a suggestion that a supplementary set of rules be made to cover trials other than Gold Star. Of course, the Red Book as published is only, strictly speaking, applicable to Gold Star Trials and simply a guide or standard reference for other trials. This Club feels that all trials from closed club events up to Gold Star should be run under the same rules and Schedule of Penalties as surely club events are the Primary School, open events such as the Mercury Cup series, the High School and Gold Star Trials the University of trialling. This seems only a natural progression, as applied to the stages of a Racing Licence, and whereas there is nothing to stop anyone entering a Gold Star Trial as his first event, it is felt that a thorough grounding in the rules at a lower level is essential.

With three Gold Star Trials remaining in the North Island, all to be held in a span of four weeks, July will be a busy month for serious triallists.

Hamilton's Tingeys Trial proved to be a well run and well attended event. One rather rude bit that upset quite a few competitors was a right turn on mileage, which came up, for most, just before an intersection. The organisers argued that this intersection did not exist as the road to the right was the road you were on and the same applied to the next intersection (in fact a T junction). Had to travel quite a distance before an opportunity came to go right from the road tricky eh!

Hear tell that most people enjoyed the recent Gimmick Trial; one guy even observed jumping up and down (in glee, not anguish) wanting to know when the next one was. The plotter's nasty twisted mind is, I understand, at the moment involved in something a little more serious, like maybe a Mercury Cup event, but there will certainly be another one next season and possibly before.

Hard luck story of the night was Alan Boyle who blew up the Coke Mini at Hamilton on the Saturday drove up to Auckland, finished 11th, one place out of Exide points, and then was setting out to drive back to Hamilton on the Sunday morning for the rest of the Speed weekend.

A couple of well known faces missing in Rotorua, Blair Robson, Doug Benefield, entered, but a last minute scratching and Kerry Lay, shifting factory from Mt Roskill to Otara. Kerry was however represented by his crew, in the Cortina of Peter March.

Understand a couple of Q cars were encountered by some Auckland based competitors, en route to Rotorua for the start of the Castrol. Believe one of them even went so far as to suggest that he would be working on the Trial Route; think this may have just been a scare, but have heard nothing of such action. Apparently only one speed trap by the organisers, with F.T.D. going to a Holden, and one Radar car on the outskirts of Te Awamutu (not the work of the organisers) by all accounts.

HANS SPOTT

New Members

William Carson
William Callender
Bernard Kendall
Thomas Newman
Peter Sangster
Kenneth Bailey
Gerald Morgan
Mark Petch
Ian McKinnon
Brian Hardley
Geoffrey Windsor
Bernard Cloke
Cameron McKinnon
David Childs
Kevin Liddle
Thomas Homewood
Gregory Sheldon

Holden
Mini
Hillman
A40 Farina
Morris Minor
-
Triumph 2000
Austin Cooper
Wolseley 1500
A40 Pickup
VW 1200
Mini
Austin Cooper S
MG Midget
Cortina
Anglia 1500
Anglia Van



FIAT ABARTH

Top contender for 1000 c.c. Saloon Car honours on the Continent is always fought out between the extremely rapid Works Fiat Abarth 1000 Berlina Corsa Racing Saloons. The Berlina Corsa is based on the body shell of the venerable Fiat 600 saloon and is powered by the Abarth version of the Fiat 850 motor. The motor retains its standard bore and is fitted with a long stroke Abarth crankshaft giving a capacity of 982 c.c. The single port head is discarded on the racing version and a very special Abarth cross flow head fitted with hemispherical combustion chambers and inclined valves operated by dual rockershafts. The carburation is handled by two twin choke 40 DCOE Weber's. In delivery tune the engine delivers 85 B.H.P. but the cars as raced in the Works teams are conservatively quoted as 108 B.H.P. at 8500 R.P.M. Standard equipment includes a five speed gearbox, disc brakes on all wheels, mag. wheels, 450M x 13" Dunlop Racing tyres, open engine cover and a very sophisticated suspension set-up. The front wheel arches are cut away and the rear arches flared to clear the larger wheels and tyres.

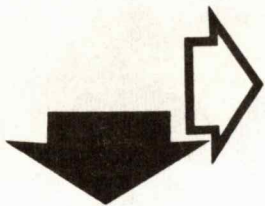
The radiator has been shifted to the front and fitted in a distinctive if somewhat ugly fibreglass cowl and fed by alloy tubes running under the floor pan. Full instrumentation and alloy steering wheel and a complete roll cage are also standard equipment. The all up weight of the car is over 100lbs less than a Mini Cooper and in standard form has a top speed of 118 m.p.h.

In racing tune on the track the Abarth is a formidable performer and in the hands of the late Ab Goebmans was a threat to every car on the circuit in some conditions. The diminutive car is a firm favourite with the crowds with its spectacular cornering antics and alarming body angles. In the latest form, the suspension is developed from the Formula cars, the handling is completely neutral and the car is simply steered through the corners and all the wheel lifting comes naturally. Lap times of the Works cars are very comparable to the Works 1293 Mini Coopers driven by John Rhodes and Steve Neal. On Goebmans' home circuit in Holland he actually lapped faster than the fuel injected Minis. The Berlina Corsa also.

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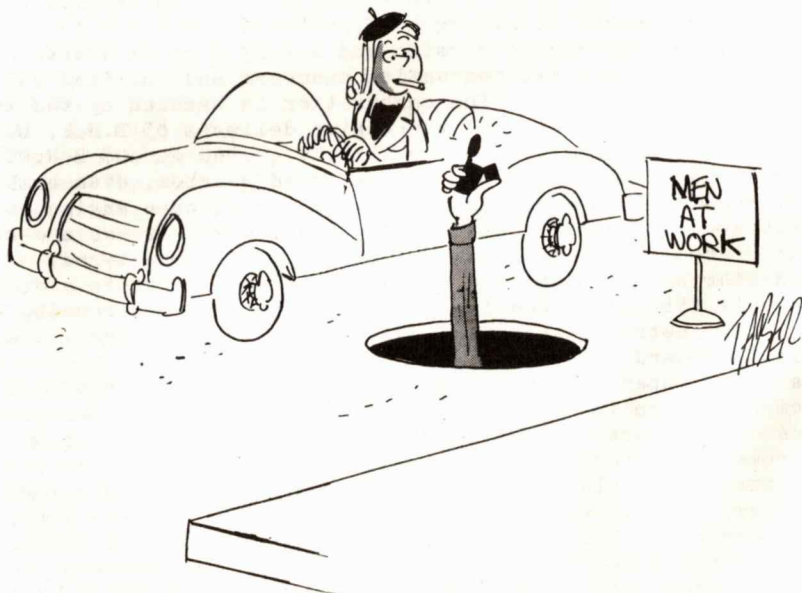
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dominates the U.S.A.C. Class D in the United States which is for under 1000 Saloons and in a recent race at Riverside, which combined 1000 c.c. and 1300 c.c. cars the first Abarth finished third, just six seconds behind the winning 1300 Cooper S after 30 minutes of racing in the driver's first season of motor racing. The reason that the Abarth is seen only on the Continent and the U.S. is the colossal ex factory Italy price of £3,500.00 (Sterling) in standard form.



SUNDAY AFTERNOON TRIAL *continued*

as we set out for the first intersection. Who started the old saying about "the good old craftsmen of yesterday". Sometime between 1947 and 1966 they realised that some surveyor had made a giant bobbe and got all his grid references wrong. Either that or the French tests in the Pacific had moved New Zealand five points to the south. We corrected this by moving New Zealand back where it should be and set out to find Jeffs Rd to find that Jeff must have had a run in with the local Council because they had changed the name.

Things started to get tricky now because we're bowling along a road that's not on our map. It's obviously shorter than any alternative and as this appears to be the essence, we make haste in the smallest possible way. The only problem is we don't know where the road is taking us. Local knowledge comes to the rescue and everything is almost under control. Two unmanned checks cunningly hidden where you would most expect them and then to the Control on, in, or about Botany Rd depending on interpretation.

Now a quiet rally or touring section to the Clubrooms and four foolscap pages of timekeeping paper now scrap (Try this one. "Speedo reading at start, 118,796.3 miles plus 17.4 miles less 118,812.6 miles times 25.7 times one over 60 etc"). Time now for a smoke and we nonchalantly place ourselves in the top ten while the wife hisses in scorn (She'd been lost since before we left the Supermarket). We clock in at the final Control right to the very second (that's what we thought) and collapsed nervous, physical, exhausted wrecks, obviously in sympathy with our car outside.

M.P.M.

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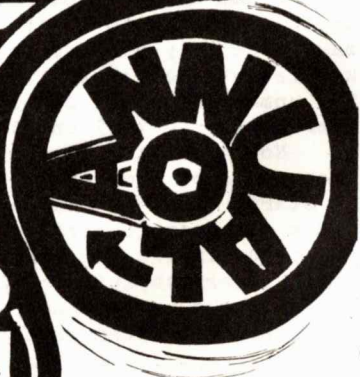
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Shouts & MURMURS



More rumours re cars for next season -

Rodger Anderson - BMW 2002 - A white BMW 2002 was seen at the Testing Station last week with D plates on. Could be more than one in the country.

Colin Giltrap of Monaco Motors has gone to Germany to organise a Porsche franchise and is said to be returning with a 911S which he will use on the track.

Paul Fahey left for the States on the 21st June. New car will be a V8 with a Ford badge.

I think I can safely say that the Auckland Car Club can now boast the best Clubrooms of all the Car Clubs. With the new stereo equipment and all the lounge facilities it makes for very relaxed leisure time.

Are there any energetic members who play or would play badminton at the Clubrooms? I would like to buy a net but there would have to be enough people interested to warrant the expense. Don't worry about writing to me (as if you would) just tell me when you see me (Marg Marshall).

Would you believe that someone dented the Marshall's Z car on Saturday night at the Clubrooms. We don't bite?

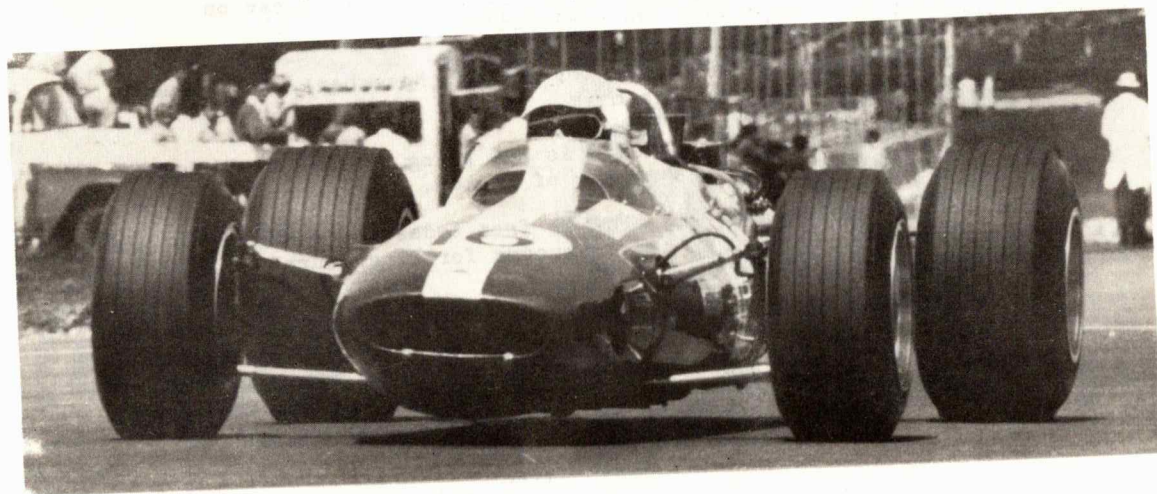
An Autocross has been calendared for the 9th November. The venue is not yet certain but the enthusiasm is.

The pictorial side of the Bulletin is now being handled by Richard (MO-HAIR) Osborne. Good job he's making of it too.

Would all members please note that as from today there will be a clip left on the notice board in the Clubrooms for literature and articles for the Bulletin.

Also there is to be a Bulletin Committee formed within the very near future (very near meaning before next month's bulletin goes to print!). This is to ensure that you can have a magazine with some news and views in it. If anyone fancies themselves as a budding reporter, please ring or write and let me know. If you're shy about anyone knowing who has written the article, be like me and use a pseudonym.

ED





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