

BULLETIN



AUGUST-69

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PBR

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AUCKLAND CAR CLUB (Inc)

P.O. BOX 2591 AUCKLAND

BULLETIN

AUGUST 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:

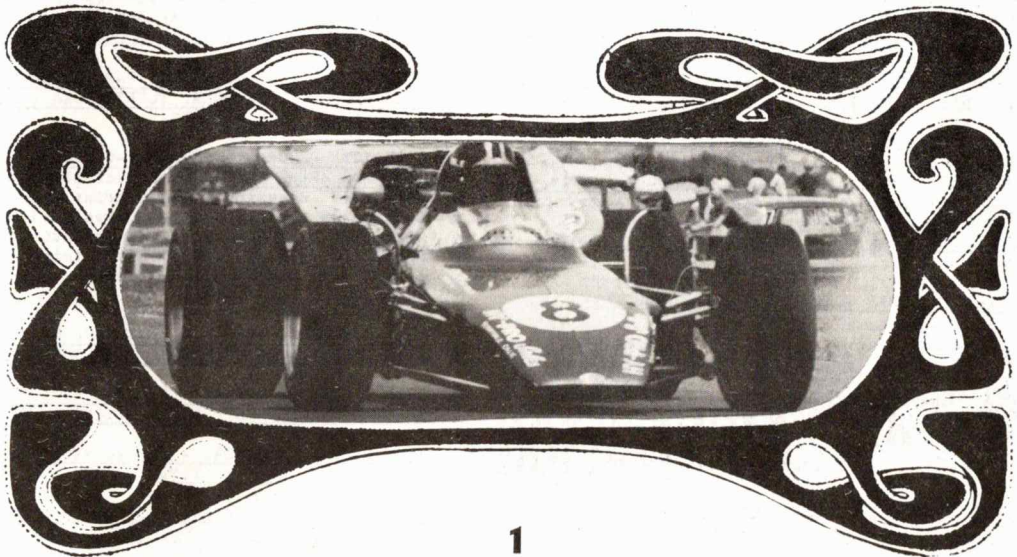
M. I. Marshall, Phone 677-926
1594 Dominion Road Ext., Mt Roskill

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



CLOSED CLUB

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

SATURDAY EVENING - 7.30 p.m. The Members' Lounge is open to Members.

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 AUGUST - SUNDAY - SPRINT MEETING - Standing 1/4 mile sprint, Bent Sprint, and Club Circuit Sprints. Observation will be done for speed extensions. You will require a current Competition Licence, Membership Card, Scrutineering Log Book, Overalls and under 21 year olds must have parent's signature on Entry Form. Forms available at the Clubrooms. Entries on day at 11.00 a.m. Scrutineering commencing 10.30 a.m.

21ST AUGUST - THURSDAY - CLUB NIGHT - FILM EVENING 44 Stoddard Road, Mt Roskill. Films, Discussions, Supper, New Car on display. New members, please introduce yourselves to a Committee Member.

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

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.

18TH SEPTEMBER - THURSDAY - CLUB NIGHT - FILM EVENING



OPEN & INVITATION

23RD AUGUST - SATURDAY - MERCURY TROPHY TRIAL Starts Paine Bros (Motors) Ltd, Great South Road, Papakura. Entries on the day from 12 Noon. Starting time - 1.00 p.m. (NOTE CHANGE OF TIMES). 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 event will incorporate the Light Car Trial with a trophy for the highest placed car under 1200 c.c. There will also be a Teams Prize for the highest placed team of 3 cars all under 1200 c.c. from the same Club. The trial finishes at the Auckland Car Club Clubrooms, 44 Stoddard Road, Mt Roskill. We will require Checks. Any interested please contact Peter Chapman, Phone : 585-394 (Bus) 588-515 (Home)

23RD AUGUST - SATURDAY - City of Rotorua Trial Rotorua Car Club, P.O. Box 365, Rotorua.

2ND SEPTEMBER - SATURDAY - Levin 4 Hour New Zealand Assembled Production Saloon Car Race.

13TH SEPTEMBER - SATURDAY - HAWKES BAY CAR CLUB Benson and Hedges Mayfair Blossom Rally. An open event starting in Hastings at 9 a.m. finishing approximately 5 p.m. A social and prizegiving will be held in the evening. A.S.R.'s and Entry Forms available from the Secretary, 1969 Blossom Rally, P.O. Box 323, Hastings.

14TH SEPTEMBER - SUNDAY - PUKEKOHE CAR CLUB Hillclimb - Hunters Road, Patumahoe. Entries on day till 9.30 a.m. Fee \$1.00. Scrutineering from 9.00 a.m.

20TH or 21ST SEPTEMBER - SATURDAY/SUNDAY - AUCKLAND CAR CLUB GOLD STAR AND NATIONAL 1.6 LITRE FORMULA MOTOR RACE MEETING

21ST SEPTEMBER - SUNDAY - TAURANGA CAR CLUB - 6 Hour Trial - 9 a.m. to 3 p.m. Start and finish at Tauranga. For further information phone Tauranga 65-844, 88-850, 87-805 or P.O. Box 533, Tauranga.

5TH OCTOBER - SUNDAY - BAY PARK RACEWAYS GOLD STAR, NATIONAL FORMULA, TOURING CAR AND SALOON CAR CHAMPIONSHIP MEETING.

11TH-12TH OCTOBER - SATURDAY-SUNDAY - PUKEKOHE CAR CLUB SPEED WEEKEND - Hillclimb Kerns Road Saturday. Standing 1/4 mile sprint Sunday. Entries on the day for both events \$1.00 each. Hillclimb till 9.30 a.m. with scrutineering from 9.00 a.m. and the Sprint entries at 12.30 p.m. Scrutineering from 12 Noon. There will be trophies for F.T.D.

12TH OCTOBER - SUNDAY - TERETONGA NATIONAL 1.6 LITRE FORMULA CHAMPIONSHIP RACE MEETING.

19TH OCTOBER - SUNDAY - RUAFUNA NATIONAL FORMULA CHAMPIONSHIP RACE MEETING.

26TH OCTOBER - SUNDAY - TIMARU NATIONAL FORMULA CHAMPIONSHIP RACE MEETING.

1ST NOVEMBER - SATURDAY - BENSON & HEDGES 500 MILE N.Z. ASSEMBLED PRODUCTION SALOON CAR RACE AND NATIONAL TOURING CAR AND NEW ZEALAND SALOON CAR CHAMPIONSHIP RACES.

FINAL CLUB HILLCLIMB POINTS FOR AVENUE CUP 1968/69

15.9.68 19.1.69 16.3.69

Saloons 0 - 1000:

R. Sisler	5		5
W. Ford	4		4
J. Crombie	3	4	8 ²
N. Silcock	2		5
I. Loader	1		1
P. Levett		5	5
G. O'Donnell		3	3
R. Emson			5
A. Boyle			4
W. Cann		1 ²	1 ²

Saloons 1001 - 1300:

G. Wilson	5	5	10
M. Compton	4		4
G. Viall	3		7
M. Edgell	2		2
J. Power	1		1
J. Miller		4	4
N. Roskilly		3	3
J. Oudney			5
F. Batten		3	3

Saloons 1301 - 1600:

D. Bremner	5		10
K. Masterton	4		5
B. Cox	3	2	5
D. Phillips	2	4	6
M. Young	1		1
J. Urry		3	3
G. Tanner		5	5
J. Curry		4	4
J. Gardner		3	3

Saloons 1601 - 2500:

H. Munro	5		5
J. Simmons	4		4
A. Woolf			5

Saloons 2501 and Over:

T. Vazey	5	5	5	15*
D. Chown	4			4
R. Morgan		4		4
I. Bourke	3	3	4	10
R. Olenious			3	3

Racing

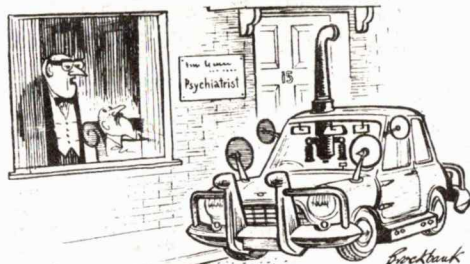
A. Hopkins	5	5	5	15*
F. Bruin	4	3	4	11
M. Firth	3	3		6
B. Walsh)	1	2	3	6 ²
R. Firth)	1			1 ²
R. Hollings			1	1
R. McDonald			2	2

Sports:

T. Warring	5	5		10
T. Hartnett	4			4
J. Samson	3		5	8
K. Flashman	2			2
P. Lever	1			1

* - Maximum

Congratulations to Tony Vazey and Arthur Hopkins who this year have tied for this attractive trophy which is awarded for highest aggregate class points allocated at Closed Club Hillclimbs during the season.



"Tell me, do you ever get the feeling that things bigger than you are following you about, and that they bear you ill-will?"

c11

THE NORTHERN WAIROA GOLD STAR TRIAL

At 7.15 in the evening on Saturday, 5th July the first of 30 starters in the Northern Wairoa Gold Star Trial headed out of Dargaville straight into a map-reading section. With 20 map references to plot and a complicated speed schedule complete with four different speed checks everyone was kept busy with the shortest distance from point to point to be measured, with two ways of going to one point apparently of equal distance (at least in the back of a bouncing car) there were cars heading in all directions. However eventually everyone (I think) got back to the end of Section Control at Dargaville for a 15 minute break. At this time it was rumoured that 17 cars had missed one Check, including John Rolfe.

Section 2 was a page of Tulips in two sections, one numbered across and the other up and down to catch the unwary. Unfortunately one Tulip was not very accurate which meant general confusion and resulted in at least two Protests at the finish. However after many hours (or so it seemed) of backtracking over chronically good trialling roads it was back to Dargaville for a 75 minute refuel and meal break.

Then on to Section 3 with three pages of instructions, all Tulips (a total of 42 to be precise) with average speed changes at 26 of them. This Section saw most people off course unless they were dead lucky and at least one check was made Directional only. It finished with a quiet run up Highway 1 to Waipu for a further 15 minute break.

From here it was a fairly uneventful run on straight forward instructions back to Dargaville for an acceleration and braking test in which all the keen competitors had a run.

The event was run over beautiful trialling roads and this year fog was not a great problem. This meant that some of the average speeds were a wee bit on the slow side, however this is much better than trying to make up time in dense fog. Unfortunately it was marred by inaccuracies in the route and speed schedules. It was disappointing that these route errors were not corrected by Car Club checkers or the Official M.A.N.Z. checkers for competitors came from as far South as Palmerston North and the Hawkes Bay. However, let's face it, they'll all be back next year.

Several Protests were heard by the Stewards at the finish and it is rumoured there may be an Appeal in the offing so it may be some time before a final result comes out.

BAYPARK

'BAYPARK 100' FOR PRODUCTION TOURING SALOONS

After a slow Parade lap, during which two entrants elected to stay in the pits and maintain full tanks for the start of the event, the 100 lap 133.16 mile race was under way. The front row consisted of Grady Thompson (Monaro), Leo Leonard (Victor 3.3) and Tony Baker (Falcon G.T.) left the line together with Thompson getting the best of the start followed by Baker and Leonard with Keith Yeats (Victor 3.3), Grant Bloor (Mk 1 Lotus Cortina), Graham Tolley (Alfa Romeo 1600) and Frank Radisich (Escort G.T.). This fast group was hotly pursued by a trio consisting of Rod Collingwood (Riley Kestrel 1300), Alan Woolf (Triumph Vitesse 2 litre) and Don Dawson (Fiat 125) with a gap back to Noel Goodwin (Fiat 850 Fastback) and then the field.

The Victor of Leonard moved into second ahead of Thompson on the fourth lap and then to 1st from where a pattern developed with Leonard setting the pace followed by the Monaro and the Falcon content to sit back and conserve fuel. No major change in place occurred further back in the field and the first 10 laps reeled off with the front bunch of seven cars bumper to bumper with a gap back to Collingwood's Kestrel and another gap to the Vitesse and Fiat 125 which was now being pressed by Noel Goodwin. First car to pit was Yeats' Victor and after a quick inspection was back in the fray out of the front running. By lap 40 the order had not changed with Frank Radisich dropping back as other cars were lapped and lapped again, when Leonard went wide on Rothmans Curve hit the fence and dropped to third. Thompson and Baker let him thru into the lead to once again set the pace at 1.18 seconds per lap. On lap 51 the Falcon slowed dramatically and pitted on lap 53 with brake problems. The 1275 c.c. Hillman Super Minx of M. Baigent dropped a front right wheel at Beach Hairpin and rejoined several laps later to later withdraw. The Toyota Corolla of Gary Rorison then dropped its front wheel at Beach Hairpin after shearing the brake hub and almost nipping off the front guard. On lap 56 R. Wade's Datsun 1600 pitted with overheating problems caused by a blown head gasket, took on some water and continued to expire on the back straight two laps later. The next car to pit was Yeats' Victor which had worked its way up the field. The stop lasted 1 minute 10 seconds and continued with co-driver Alwyn Marshall at the wheel. Alan Woolf stopped for gas on lap 58 followed by Bloor and then Tolley. The 1275 Cooper S of T. Slako stopped for a tyre swap and surprisingly moved to the refuelling bay to take on gas despite the fact it had a tank capacity of 12 gallons. The Cooper had not been performing well and was well down in the field. On lap 63 the order was Leonard, with Thompson hard on his hammer followed by Tolley, Bloor, Radisich and Collingwood with Alwyn Marshall making up ground lost by the early pit stop in the Victor. On lap 67 the Falcon which had been circulating slowly pitted for a change of pads which was to take many laps. On lap 68 Slako's Cooper S stopped for yet another tyre change.

The leader and pace setter Leonard pitted for gas on lap 70 and returned after a quick fill up in second place comfortably ahead of Tolley and Bloor who had already taken on fuel. The Monaro by now was almost 1 lap in the lead and lapping at a sedate 1m 18 sec content to conserve fuel to ensure that its 26 gallons would go the full distance. Noel Goodwin's Fiat 850 which was leading its class by a country mile stopped for gas and co-driver Jim Richards on lap 71. In the pits the Falcon's crew were busy cooling the brakes with a fire extinguisher in an attempt to free the pads and get the car back into the race. Frank Radisich made his fuel stop on lap 82 and returned in fifth place. The position now was the Monaro, Leonard's Victor, Tolley Bloor, Radisich, Yeats/Marshall Victor, and Collingwood's 1 week old Riley Kestrel. On lap 85 the Datsun 1600 of G. Sutherland stopped to have a loose exhaust system completely removed and returned to lap showing the benefit of a straight pipe. Leo Leonard had been pressing on very hard in second place hoping that Thompson would have to stop for gas and the pressure showed on lap 89 when a wheel sheared at Beach Hairpin. After averaging an excellent 15 m.p.g. Collingwood coughed into the pits on his last thimble of gas to return without dropping a place. The race ran out with Leonard getting his Victor mobile again to take 3rd in his class as a consolation. Unofficial results were Thompson (Monaro), Tolley (Alfa Romeo), Bloor (Lotus Cortina) Radisich (Escort G.T.) Collingwood (Riley Kestrel) and Yeats/Marshall (Victor).

If two Holden Monaros had been entered the race pattern would have been far different with Thompson having to use moresquirt and possibly being forced to make a pit stop. Another aspect of the race was the rather poor showing of the Datsun 1600's the Fiat 125 and the Cooper 1275 S. One must assume that this showing was not truly representative of their full capabilities.

The supporting races were run under the new M.A.N.Z. classes 0 - 1000 c.c. and 1000 c.c. to 4200 c.c. in Group 5 and Allcomers 0 - 1300 and 1300 c.c. and over.

The first race was for 0-1000 c.c. Group 5 saloons. From the start the pace was set by Barry Phillips and Alan Boyle followed closely by Moss Tait in the Brimar Imp, Peter Harris in a 997 Cooper started from the middle of the grid and really clapped on the pace down the straight to move into 4th for Beach Hairpin. Tait, unfamiliar with the Imp braked early for Beazley Corner and Harris, hard on his hammer was taken by surprise and shunted him in the rear. Both cars eventually retiring leaving third position to be contested hotly by Neville Bailey and his recently sold Grey 970S driven by M. Lines. Towards the end of the race Phillips pulled a gap on Boyle who was well ahead of Bailey in third place. Lap times gave Barry Phillips a fastest lap of 1.10.6 which he was later to improve to 1.10.2 and Alan Boyle 1.10.4 compared with the class record of 1.9.8 set by Peter Levett.

Race 2 was for 1001 to 4200 c.c. Group 5 Saloons and featured Jim Richards (Escort F.C.), Reg Cook (1300 Cooper S), John Weston (1300 Cooper S) along with Valiants, Zephyrs, Vivas, Triumph 2000's etc. Cook had pole position with Richards and Weston outside him but Jim got the best of the

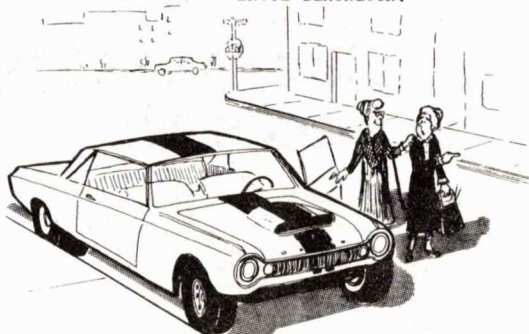
SILVERSTONE

About 60 miles north of London in the county of Northants lies one of Britain's best known tracks.

Whilst touring through England last December I called in to have a look at Silverstone and was fortunate enough to meet the track manager, Mr J.W. Brown. The Silverstone track is run by Silverstone Circuits Ltd and the accent is on safety, much more so than say Crystal Palace which would horrify the average Kiwi driver. A tour of the track was not turned down when it was offered! I was particularly interested in the loose pack concrete blocks used as a protection barrier on some corners. These are about 2 inches thick and shatter under impact but slow a car considerably without bouncing it back onto the roadway. The track is considerably wider than the circuits here. Later in the evening John Busch, who was travelling with me, and myself were invited to attend the Silverstone Club's Christmas Social. Here we met many interesting motor sport people. Firstly there was Arthur Dart, the Club's Secretary who made us truly welcome and introduced us to Ray and Peggy Mabbott. Ray is an active committee member and his wife Peggy who is a Secretary for Silverstone Ltd and works in the office at the main gate where she can keep an eye on who's got what for private practice.

The next person we met was Phil Morcom who was one of the founders of the British Motor Racing Marshals Club. This is a very active club whose sole interest is good efficient flagging at all levels of our sport. They hold lectures on the subject, film evenings and training nights. The co-operation given us by Mr Morcom may shortly see a similar club being formed in the Auckland area. These are some of the people of Silverstone, and as I read the reports of the 1969 British Grand Prix held there recently I can't help but think of these folk and the hospitality that they extend to visitors from near and far. Although their Club was only formed a few short years ago they have a small Clubroom on the trackside complete with a bar, presented by Firestone on the occasion of the 1967 Grand Prix, featuring a self illuminated colour photo of the start of a Belgium Grand Prix. They have come a long way in a short time and on behalf of the Auckland Car Club I wish them well.

BRUCE BLACKLOCK.



Let's walk Maude, it's only a block to the Yarn Shop . . .

start and led to the finish. Weston was not really troubled in 2nd place and Reg Cooke and F. Brocklehurst (1300 Cooper S) battled for third until Cooke spun at Beazley Homes Corner relieving the pressure. Richards won with a fastest lap of 1.8.8 outside his record of 1.8.0. John Weston was going well in the Cooper to record 1.9.0 and Brocklehurst and Cooke recorded 1.10.0 and 1.11.0 respectively.

Race 3 was a Formula Vee scratch race with close if unspectacular racing.

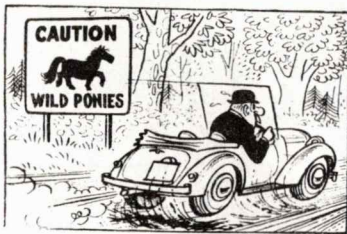
Races 4 and 5 were for Allcomer saloons and featured most of the cars that had appeared in the previous events plus Johnny Riley in the ex Fahy Mustang and Spinner Black? in the Camaro along with two Lotus Anglias and a few others. The first race was 0-1300 c.c. and the results were Weston, Phillips and Brocklehurst. In the big boys Jim Richards made a great start from the front row and set about establishing a handy lead while the Stang and the Camaro sorted themselves out from the bunch at the back of the grid. Richards realised that he must be taken sooner or later so made no bones about clearing out while the going was good. Alan Woolf (Vitesse 2000) was making the best of his temporary 2nd position until Riley stormed past on the second lap followed by the Camaro which was to retire on lap 4. John took the Mustang into the lead on lap 3 and held it to finish ahead of Richards and Woolf. Riley's fastest lap was 1.6.6 compared with 1.6.4 for the Camaro and a record lap of 1.2.2 set by Red Dawson in his Mustang.

.....

CHANGING YOUR ADDRESS??

Notify - Ben Hamilton,
Membership Secretary,
6 Boundary Road,
PAPATOETOE.

Phone - Pap. 48-520





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



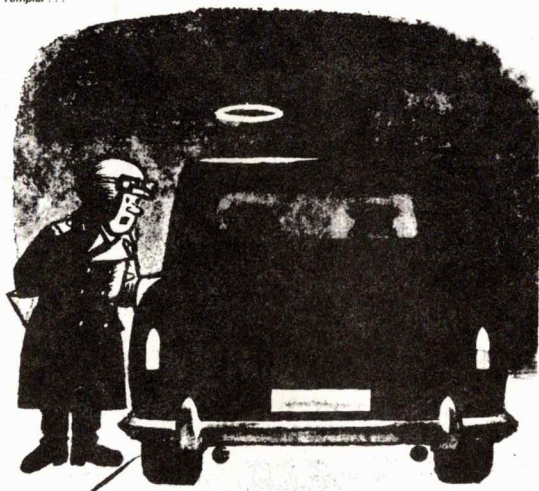


New Members

John Harrison
 Gavin Hutton
 Barry Christensen
 Clynton Ratcliffe
 Greg Stewart
 Graeme Thomas
 Ken Parsons
 Paul Rowbottom
 Stephen Fowler
 Clyde Stephens
 David Focock
 Charles Poulton
 Arthur Denney
 Gary Danby
 Peter Sundberg
 Suzanne McNamara
 Peter Anderson
 Leon Marshall
 David Civil
 Peter Collins
 Jeanette Lovell

Hillman Imp
 Morris Mini
 Consul
 -
 Morris Cooper
 Triumph Spitfire Mk III
 Cortina
 Vauxhall and Jaguar
 Singer Gazelle
 Hillman Imp
 Austin A40
 Austin A30
 Austin Mini
 Austin A70
 Austin A40
 Austin Mini
 Austin A35
 VW
 Consul 315
 Morris 1100

Thoresby's caption: "I don't give a damn if your name is Simon Templar..."



Brookbank

CLUB NIGHT

Next film evening on 21st August will feature two films from Firestone ("Showdown in 67", an excellent film about the big stockers and sports cars in the States and "The Shape of the Future") and the Goodyear film "Southern 500" which unfortunately was not available for our last Club Evening.

The film "Showdown in 67" was shown at a film evening last year but unfortunately was enjoyed by only a small crowd. This film features Daytona, Riverside, Dorlington, with the big sedans and also the sports car series and is worthy of another showing.

NOTICE TO ALL CLUBS AND COMPETITION LICENCE HOLDERS

TRACK HIRE AT BAY PARK RACEWAY

Charges and conditions for the hire of the motor racing circuit at Bay Park Raceway, Mt Maunganui, have recently been revised and the track is now available to clubs for sprint meetings, or to competition licence holders for practice and testing, at the following rates:

- A. CLOSED CLUB SPRINT MEETINGS:
1. \$40.00 per day for M.A.N.Z. affiliated Clubs.
 2. \$60.00 per day for non-affiliated clubs.
 3. The track is available free of charge to affiliated clubs for the conduct of regularity laps or timed sections in conjunction with a trial or rally.
- NOTE: The public may not be admitted to any of the above events.
- B. PRACTICE OR TESTING:
1. The track will be available for practice or testing on the first Sunday in each month. The charge will be \$5.00 per vehicle.
 2. The track may be available on other days by arrangement at a charge of \$5.00 per vehicle with a minimum charge of \$20.00.
 3. An exclusive, private practice day may be arranged for one vehicle only, at a charge of \$20.00.

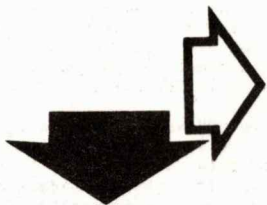
One month prior notice is required for closed club sprints or regularity or timed sections. Fourteen days notice is required for testing or practice sessions.

All applications must be addressed to the Promotions Secretary, P.O. Box 2197, Tauranga South, and must be accompanied by the appropriate fee.

★ WE CAN OFFER FOR THE **IMP OWNER**

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



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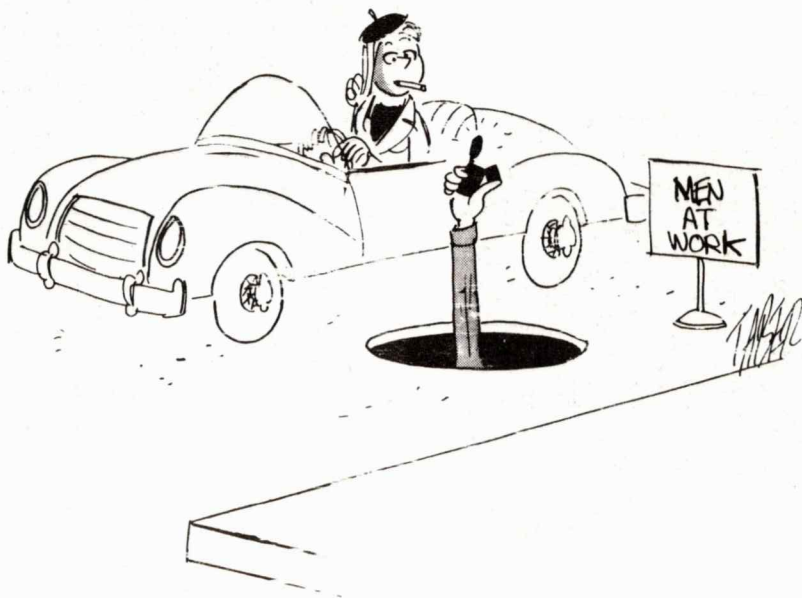
IMP SUPER MOTOR

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BUCKLAND BEACH ROADS

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THE SATURDAY EVENING POST

INTRODUCING A SERIES OF 5 ARTICLES ON ELECTRICAL SYSTEM ON MOTOR VEHICLES TO GIVE AN UNDERSTANDING TO THE PRACTICAL MOTORIST -

As the source of electrical power in the vehicle is the battery, these articles will progress thus -

1. Battery
2. Starting
3. Charging
4. Lighting and Accessories
5. Family car tune up.

NOTE: Voltage is measurement of power
Ampere or amp. is measurement of current flow.

THE BATTERY:

The battery is a source of starting, ignition, lighting and finally, recharging, and is a vital unit requiring relatively little attention. It has an average life today of between 2 $\frac{1}{4}$ to 3 $\frac{1}{4}$ years in a family vehicle, one could say \$7.00 per year for hundreds of starts and thousands of miles.

The vehicle storage battery is made of a hard rubber or a synthetic case, containing lead plates, insulating separators, lead connecting links and a sulphuric acid and distilled water solution. It is divided into cells, each with a filling and breathing cap; a 6 volt battery has three 2 volt cells and a 12 volt battery has six 2 volt cells.

The battery converts chemical action into electrical energy, so that when a starter is operated or a light switch turned on, the chemical action starts and electricity flows around the circuit. After starting the engine the battery loses some of its store of power, then the generator or alternator supplies a higher voltage to convert chemical action inside the battery to put back or replace

energy or power used to start the car, and when the car is running above 10 miles per hour the generator supplies most of the electricity required, as well as charging the battery for future instant starting.

The only attention the battery needs is:

1. The level of liquid in each cell to be just above the top of the plates inside.
 2. The top and terminals to be clean and dry.
- The ideal location of a battery in a vehicle is as close as possible to the motor, headlights and instrument panel, with cool air directed at, or over it and accessibility, as far as checking the level of liquid in each cell.

To clean corrosion around terminals and holding brackets use warm water and washing soda taking care not to spill any down the filling cap.

Never light a match near a battery as explosive gases are present.

Only top up battery with distilled or clean water.

Electrical Connections:

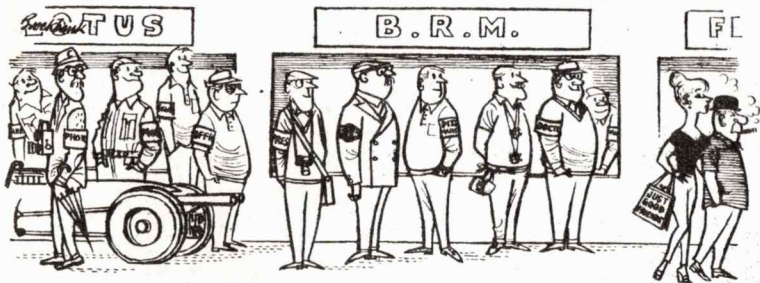
Main starting lead and body, chassis and engine return wires have to transfer or carry over 200 amps.

Headlight or large accessory units have to carry over 10 amps. i.e. 154 size cable.

Ignition, tail, side, wiper etc. have to carry over 5 amps. i.e. 152 size cable.

All connections should have terminals soldered or crimped. Wires should be clipped every 6 to 8 inches and held away from sharp, moving or hot objects.

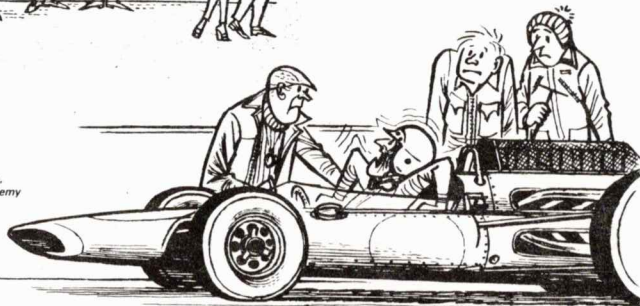
With the compliments of Brosnan Auto Electrical Ltd., 4 Suiter Street, Newmarket. Phone 545-511.



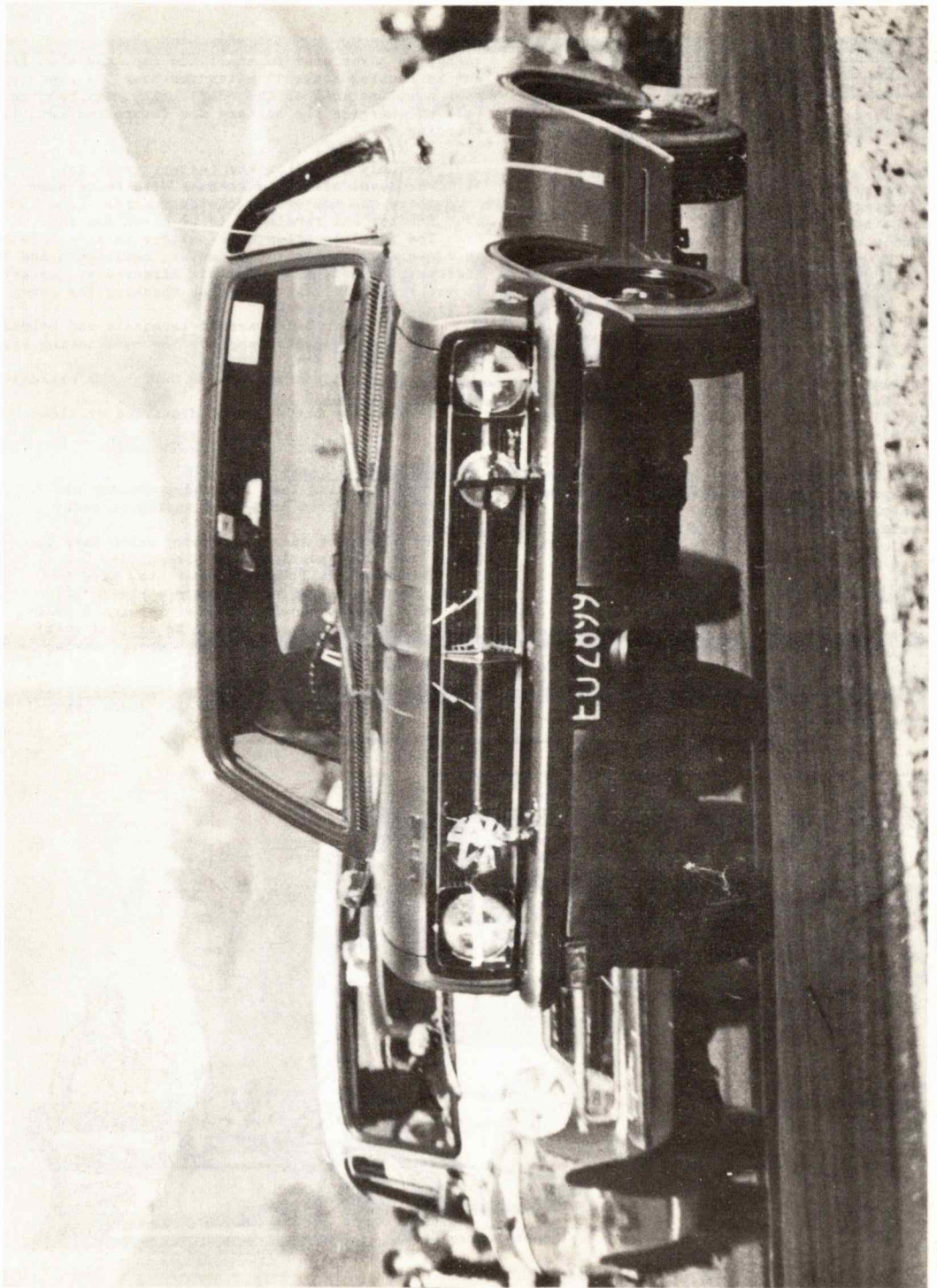
Hot underwear

Racing car officials have issued this plea to those women drivers: "Nylon underwear is suicidal in rufay. Be is no respect of sex. Ladies please ensure yours are of cotton and have scrutineers the embarrassment of inspecting them."

"To paraphrase the Duke of Wellington, I've no idea whether it frightens the enemy —but by God it frightens ME!"



★ ☆ ★



BAY PARK



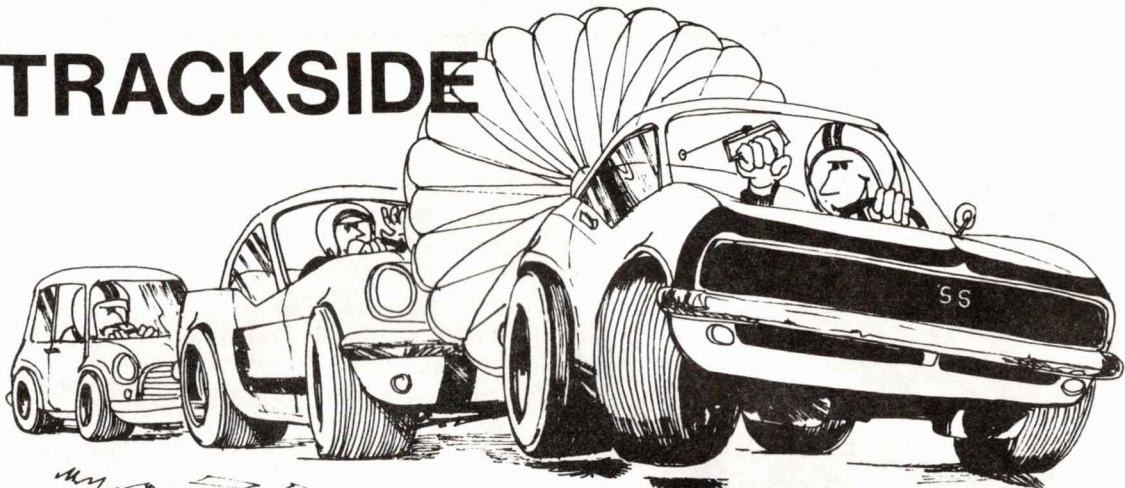
MOSS TATE & HANGERS ON



JOHN RILEY



TRACKSIDE



** When the McLaren M9A four wheel drive car is ready it is likely that Peter Gethen, who has proved his ability by winning all four Formula 5000 events in Britain, will drive Denny Hulme's old M7A.

** Bert Hawthorne has bought a Formula 3 BT 21B from Graham Coaker and will campaign it in European F3 events entered by the Paul Watson Racing Organisation.

** It is likely that F2 in the Temporada Series will be dropped in favour of Formula A or a Sports Car series.

** Citroens have been seen travelling along the French autoroutes at very high speeds, and something like 140 m.p.h. has been alleged. It is understood that the merger with Maserati is involved, the engine being a V6.

** Mercedes Benz are reported to be announcing a triple Wankel powered sports car at the next Frankfurt Show. Car will be a mid-engined 2 door gull winged coupe of 3.7 litres capacity and 270 b.h.p. at 7,000 r.p.m., giving the car a top speed in the region of 173 m.p.h.

** Tony Rudd, chief engineer and team manager for B.R.M. has been asked to resign after 20 years service with the organisation. Reason given was "continued poor achievements of B.R.M. Formula 1 cars".

** Graham McRae, after keeping up with the rear bunch at Riems Formula 2 champions hip meeting on 29th June ran out of gas on the last lap and had to push his car home for 10th place. Graham has considered building his own car for the Formula 2 series and is returning to N.Z. to do so.

** After 1 hr 20 mins of racing at Riems the first seven Formula 2 cars finished within one second, with second, third and fourth place being contested.

** The English Motor Racing magazine, "Autosport" quotes the new M.A.N.Z. saloon car capacity classes as fantastic and shows little enthusiasm for the 2.5 litre racing engine limit for next Tasman Series. They say "that overseas entrants will have to place their faith in the pushrod V8's or shrink current Formula 1 engines in the same costly manner that they have been for the past two seasons. Another alternative apparently considered by some of the top brass, would be the use of the new Formula 2 two litre engines to designed capacity or else stretched to something approaching 2.5 litres". M.A.N.Z. representatives, however, get credit for pressing for Formula A as raced in the United States.

** Bill Stone is racing the ex Mike Walker McLaren M4A in European F3 events. General modifications are planned for the car.

** On the free weekend between the last two rounds of the Can Am Series at Laguna Seca and Riverside there is to be a Can Am drag meeting at a Californian drag strip. A.C.C. is holding a sweepstake on the closest time and I'm picking 8.47 seconds for a McLaren M8B. The date is 18th October.

** Ford have formed an Offshore Power Boat team and one of the members is their rally driver Rodger Clark. Several of the other members have motor racing backgrounds.

** Toyota are expected to join the Formula 1 scene with a Brabham chassis powered by a Toyota V8 motor. Driver could be Tetsu Ikusawa.

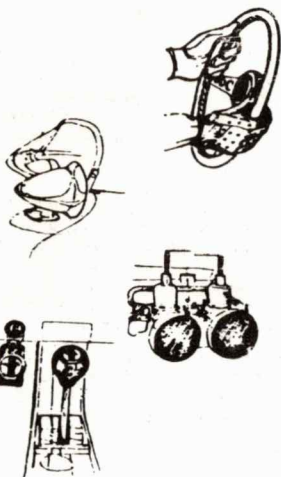
** Formula 5000 class in Britain for 1970 will be for 5 litre stock blocks only. Four wheel drive will also be banned.

** Martin Birrane is to race a 7 litre NASCAR Fairlane on the English scene. Hope he has more luck than Robbie Francevich.

** Two Mercedes Benz 6.3 litre V8's have been entered in the Spa 24Hr Touring Car Race. The factory has obtained Jackie Ickx, Rauno Aaltonen, Dieter Glemser and Hans Herrmann to drive them. A works entered Mercedes V8 won the Mocado Grand Prix so they should run well in a saloon car race.

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Most of our news is from the "country" this month, namely Whakatane and Dargaville.

Believe that at Whakatane Zacho's Z car tried to negotiate a map reading section all of his own and after about 2 hours in the mud and being virtually manually extricated (chains were found to be quite inadequate) managed to stagger to Te Puke finishing Section 1 just as most competitors were finishing Section 2. Having dropped about 10 Checks, they decided Hastings was closer than the end of the trial so headed for home.

Laurie Evans was another who almost withdrew, ran out of discs but woke up the local Ford agent, dis some fast talking, some faster fittings of pads and pressed on.

Not so fortunate was an 1100 looking for a master cylinder. Understand he lost his rear brakes before the start so disconnected the leads and went off on fronts only. After a couple of sections the strain was a bit too much for the system and it blew up altogether. Only the one gas station open for refuelling at the meal break and he was unable to help so the 1100 was last seen limping off into the darkness.

A two tone P.B. from Manawatu appears to have plenty of time en route to compile notes to attach to \$10.50 cheques at the conclusion of the event. This occurred at both Whakatane and Dargaville. Said gentleman is understood to be involved in the plotting of a Gold Star Trial for next season so hope for his sake he makes sure its mighty tidy.

Competitors requiring Lands and Survey maps for trials are reminded that they are entitled to a substantial discount on presentation of a Club Membership card. This is specially worthwhile since the price of maps has been increased.

The "Paine full" Holden has been well to the fore in North Island Gold Star events this season, winning Castrol, provisionally third at Dargaville and thought to have performed fairly well at Whakatane. Would you believe they even had to wake up some of the Checks second time round in some areas, officially Car 16 but leading the field for quite a bit of the Trial. Another A.C.C. competitor had

troubles of a different nature with some checks, they'd gone home to milk the cows when he got to where they should have been.

It is rumoured that Mercury Trophy entrants may be well advised to carry chain saws and lumber-jacks as optional extras on 23rd August. You can read what you like into that one.

Northern Wairoa placed some of their manned checks in rather odd places. In one particular instance the check car was within feet of a couple of gate posts which looked like young Kauri trees and anything bigger than a Fiat 500 had to take to the scrub to get past him before stopping.

Mike Smith, pedalling an 1100, for a change, misread a tulip, saw what he thought was a "come on" check and went right. Right being the operative word as he went right into the raupo or something like that. Hear the car was lifted out bodily by about 10 hefty males just before it went glug-glug under the swamp.

The Northern Wairoa plotters familiarity with local street names seems to be in conflict with the Town Council. Still trying to figure out how we turned, on two separate occasions, at a Victoria Road sign and proceeded to a Control in Victoria Street.

Protests on map reading and tulips were well to the fore at Dargaville and the organisers even got in first and wiped a couple of tulips before they were protested on, making the next check directional only.

The Northern Wairoa event appeared to be virtually a conducted tour of the Dargaville area, starting and finishing there with several visits to the town at varying hours of the night.

Returning to the local scene, Pukekohe followed the precedent set by University in map reading instructions which contravene the rules. This matter is I believe to be brought up at the next Mercury Trophy Committee Meeting and should be resolved once and for all. Clubs with events still to be held would be well advised to bear this in mind when plotting map reading sections.

Speaking of the map reading at Pukekohe, there seemed to be many loops you were required to use to no purpose, no checks either manned or unmanned, so no way of knowing if a competitor had covered the correct route except on a timing basis.

HANS SPOTT



Bob Hank
"Think of it, sir—one owner, 10,000 miles only, and much of that by sea..."

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Shouts & MURMURS

** Rodger Anderson has taken delivery of his BMW 2002 in Germany.

** Paul Fahey has arrived home with a surprise. A Porsche 911 is following for next season.

** Motor swaps are back in fashion - A Wellington enthusiast is busy squeezing an 1800 into an 1100 while a competitor at the recent Taupo Speed Weekend took fastest saloon speed in an Imp with a 1600 Cortina motor at 110 m.p.h.

** The Fellow Bros Brabham will be using a Ford Twin Cam in preference to the Fiat 1500 for the forthcoming season.

** Unpaid members!! This is your last Bulletin.

** Any Club member who owns or manages a clothing or sports goods shop is invited to contact Dennis Marwood of Performance Developments regarding obtaining stocks of Racing Overalls at normal trade prices for selling on a normal business arrangement. At present there is a distance problem with Performance Developments based in Papakura.

** Club President, Barry Webber, at present touring Europe, ran into Ron Frost and Paul Fahey at Silverstone, watching the British Grand Prix last month. Later, when visiting New Zealand House he met Jim Carney and Mary Donald who are at present selecting a new car for next season. It appears it will be an Alan Mann Escort Twin Cam, not the F.V.A. variety. Barry is at present in Madrid and was last seen in the middle of a circular flower bed holding his coat by the shoulders shouting "Bring on ze Bull".

** Since writing the article on the Bay Park 100 several other versions have appeared in other magazines most telling different stories and giving different results. As the organisers seemed to spend most of the Monday after the race ringing competitors to find out where they thought they finished to put their own story right I suggest you read them all and draw your own conclusions.

** General thoughts by competitors and officials after the Bay Park 100 was that the race should have been first on the programme to allow time for stripping the cars and getting them mobile again for the trip home. As it was, the competing cars were caught up in the scramble to clear the circuit and did not get away to post race scrutineering until after dark. Most competitors did not get back to Auckland until the wee hours of the morning.

** A surprise omission from the Bay Park 100 programme was Jim Palmer's Monaro. The car still parks outside Palmer Motors in Hamilton and looks to be in standard trim so this would not have been the reason. Jim used to be very pro-Bay Park but feelings could have changed following the Horstan Brabham thing.

** The B.M.C. Maxi engine fits into the Nomad. The Nomad is basically an 1100. Everybody knows an 1100 fits a Mini. Who's going to be first?

** A smaller than usual crowd enjoyed another excellent Auckland Car Club Ball at the Peter Pan. The Merv Thomas Sextet is better than ever and the attendance allowed the dancers to move three steps at a time instead of two.

** During the floor show the guest artist, Larry Star sang Englebert Hamperdink's "Last Waltz" and this was good enough for Graham Morley who was not going to miss it. Despite being encouraged to leave the floor in haste Graham saw the last waltz to the end.

** Later on in the floor show the artist was taking a punishing during a comedy routine from a member in the stalls. A good laugh was had by all when the artist suggested he stopped handling himself and get an agent.

** After winding up at the Peter Pan at 2 am some die hards found their way to the Club-rooms for a cup of coffee. One of them could not remember going there the next day.

** Graham Watson has bought Bert Hawthorn's B21 Brabham.

** Peter Hughes Lotus 33 will this year be powered by an ex John Ward Twin Cam Ford engine and is more immaculate than ever.

** The P.D.L. Racing Team has disbanded for the next season at least.

** A brand new McLaren Formula A is on show at F. Coutts Motors in Great North Road. The car is powered by a Chev motor and is painted in the now traditional McLaren orange. Nobody is saying who owns it or who will be driving it.

** Coca Cola are getting with it with their new company utilities. They are the latest Hoden Utes painted red with Monaro type G.T. stripes in white with Coca Cola lettered in white behind the front wheels in current fashion. Coca Cola now supports motor racing in nearly every country in the world and will be sponsoring Alan Boyle's Mini again next season.

DATES OF MAJOR RACE MEETINGS AT TUKEKOHE 1969/70 SEASON

Saturday and/or Sunday	20 September 1969 or 21 September 1969) Rothmans) Auckland Car Club
Friday	31 October 1969) Practice Benson & Hedges 500
Saturday	1 November 1969) Benson & Hedges
Saturday and/or Sunday	6 December 1969 or 7 December 1969) Northern Sports Car Club
Thursday and Friday	8 January 1970 and 9 January 1970) Practice and Grand Prix
Saturday	10 January 1970) 17th N.Z.I.G.P.
Saturday and/or Sunday	7 March 1970 or 8 March 1970) Northern Sports Car Club
Saturday and/or Sunday	4 April 1970 or 5 April 1970) Dunlop Meeting) Auckland Car Club

THE WHAKATANE GOLD STAR TRIAL

MERCURY TROPHY TRIAL

This year the Whakatane Car Club held their 12 Hour trial on the 19th and 20th July starting at 7.00 p.m. Saturday evening.

An interesting competitor was South Islander John Gallagher and his Hillman Hunter (complete with McLaren Badges). This car is reputed to be capable of 105 m.p.h. in third gear.

From the start it was a fairly straight forward run to the first Map Reading Section. This involved a trap on the Rd and Road names on the map but unfortunately the plotter failed to realise that a traffic island enabled the route to one point to be considerably shortened. It would appear that the checks in this section are to become directional only.

After a 15 minute break the route covered several big loops around the back of Te Fuke. This used some excellent roads and at times the average speeds were sufficiently high to have the driver working. Back to Te Fuke for a tankful of gas and a catch up on what was happening to the rest of the field. By this time the 30 car field was spread over some 3 hours and in the hour that we were there only about half the field had arrived.

From here it was straight into some more map reading that was a bit hard to follow on a couple of occasions and many cars passed each other going in different directions. This used the trick where you were not to pass a road beginning with "P", but of course you had to use it.

Another section on ordinary instructions which was considerably shortened because competitors were running so late and then the final map reading. This was a beauty but unfortunately it has been deleted from the results. You had to drive to the Control using 4.4 miles of one road and 5.3 miles of another. This had everyone scratching their heads and cars going all ways as you could only travel in an anticlockwise direction. For those competitors that did this section well, it was disappointing that it has been deleted because it could easily have changed the final placings.

The final section was on ordinary type instructions and at last the Final Control at Whakatane to finish the most enjoyable trial of the North Island Gold Star series so far.

Route Instructions were sometimes a little vague but except for the mapreading it was competitors' own fault if they went off course.

The speeds at times made driving very interesting and tested the driver's skills which makes a change from those events which could be won by any driver so long as he has a mathematician in the back seat.

The spirit of all competitors was high and with good trials roads and excellent averages everyone got great enjoyment from this event.

Date: Saturday, 23rd August, 1969.

Starting Point:

Paine Bros. (Motors) Ltd, Great South Road, Papakura.

Entries: Entries on the day from 1 p.m.

Starting Time: 2 p.m.

Entry Fees: 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.
N47 Pt N46 Pukekohe, 2nd edition, 1st February 1964.

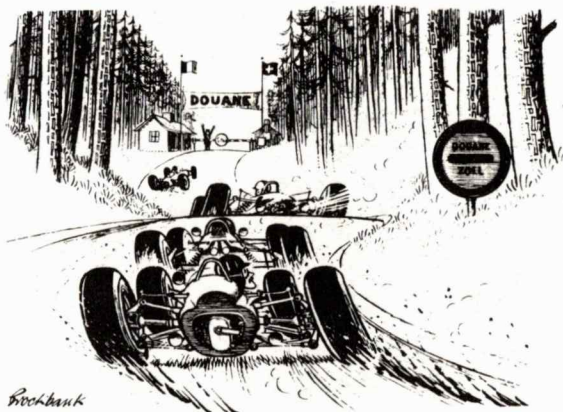
Meals:

Competitors are advised to provide any refreshments they may require during the event.

Finish:

Auckland Car Club Clubrooms, 44 Stoddard Road, Mount Roskill.

20TH or 21ST SEPTEMBER - SATURDAY - SUNDAY
RCTHMANE GOLD STAR MOTOR RACE MEETING. Tasman Formula Feature Race 5000 c.c. Also National Formula Championship Race, Standard M.2, 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.

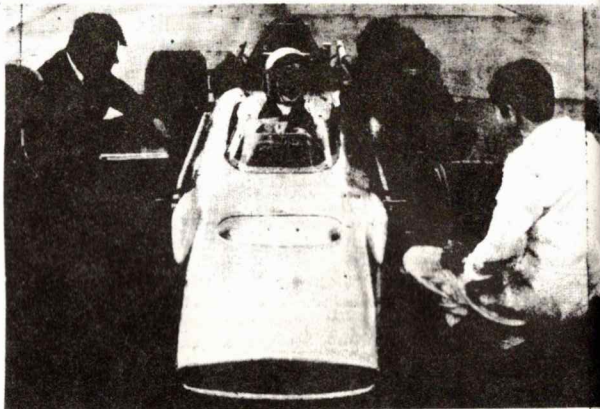
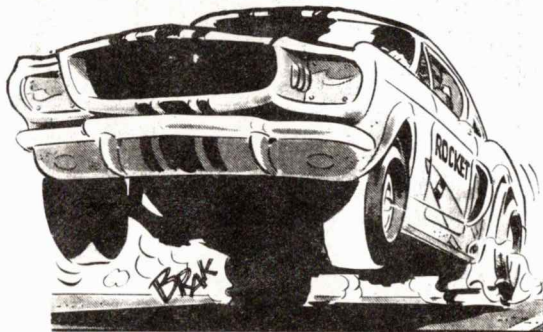


4-W-D McLAREN

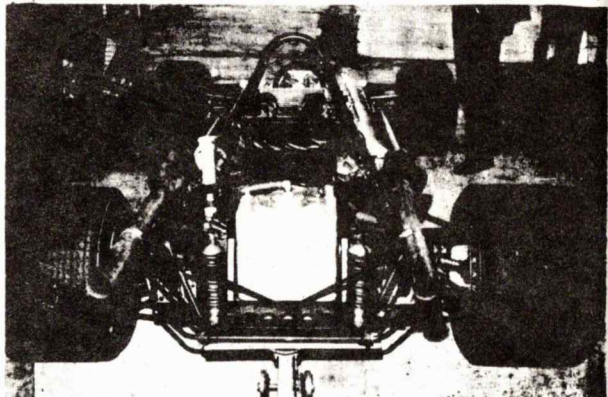
Bruce McLaren's new four wheel drive Formula 1 car has hit the track and the difficult job of sorting the car out now begins. Despite the fact that the car requires a lot of testing yet Bruce says he is delighted with the car's performance. The new four wheel drive required a completely new chassis layout and the work has been carried out by the 33 year old Swiss designer Jo Marquart, formerly of Lotus who planned the car with Bruce and chief engineer, Tyler Alexander. The Ford Cosworth V8 engine is reversed in the chassis with the gearbox facing forwards underneath the driver's seat. The transmission is completely original with special Magnesium castings made to Marquart's drawings and the only outside parts are Hewland gear ratios. The new McLaren gearbox with integral torque split unit and limited slip diff weighs only 70lbs including bell housing and clutch. The torque split can be altered by changing the bevel split which were manufactured by Westerland Helicopter. Provision has been made for such a change to be quickly effected. The total extra weight of the four wheel drive transmission with the front and rear differentials, drive-shafts and axles is 150lbs only 35lbs heavier than a conventional setup.

The front suspension features top rocker arms which are angled forward with a supporting radius arm and a bottom wishbone. Rocker arms actuate inboard spring damper units. A similar system is used on the rear suspension with the rocker arms angled rearwards. The car uses small 13" dia wheels 12" wide on the front and 14" wide on the back, shod with the latest Goodyear racing rubber. The drive-shafts use constant velocity joints at each end. All suspension parts are painted matt black rather than chromed and the whole car bears the stamp of the professional McLaren approach to racing car construction.

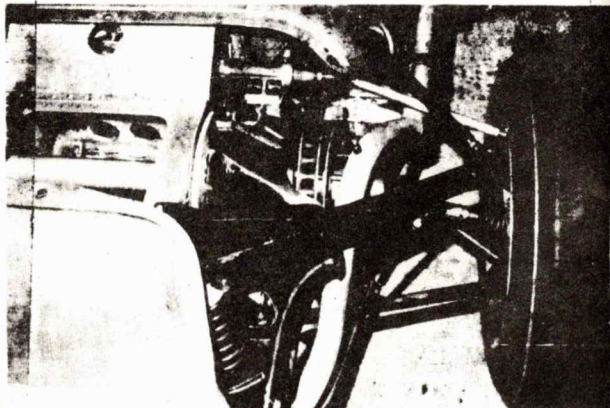
Wheel base 7ft 11 inches	Cockpit Width 3ft
Front track 4ft 11 inches	Weight 1160 lbs
Rear track 4ft 11 inches	Weight
	Distribution 50/50



BRUCE McLAREN looks happy with the performance with his new four-wheel drive car during a break in testing. The car's designer Jo Marquart who succeeded Robin Herd at McLaren takes notes on a pad. At present the car is clothed in an unpainted aluminium body. Bruce will probably decide at the last minute whether to take the car to Silverstone for the British Grand Prix in just over a week's time.



REAR END. This rear view shows the inboard mounted spring shocker units clearly with their backward angled top rocker arms and also the oil tanks and cooler. The Cosworth engine is a stressed member and is carried in a rear sub-frame.



FRONT SUSPENSION. Shown here is the front suspension featuring the angled forward front rocker arm. The steering rack and pinion is mounted behind the front axle on the magnesium castings which also provide a mounting point for the suspension. The ventilated disc brake and the tiny limited slip differential are also clearly shown.

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84-039 Pap. (Bus)

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668-785

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Jim Richards - Phone 68-366 Manurewa (Bus)

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Phone 862-269 (Private)

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116E GT Cam - Good condition - \$10 - Phone 862-269

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Phone Bruce White - 688544

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