

BULLETIN



September
69

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AUCKLAND CAR CLUB (Inc)

P.O. BOX 2591 AUCKLAND

BULLETIN

September 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)

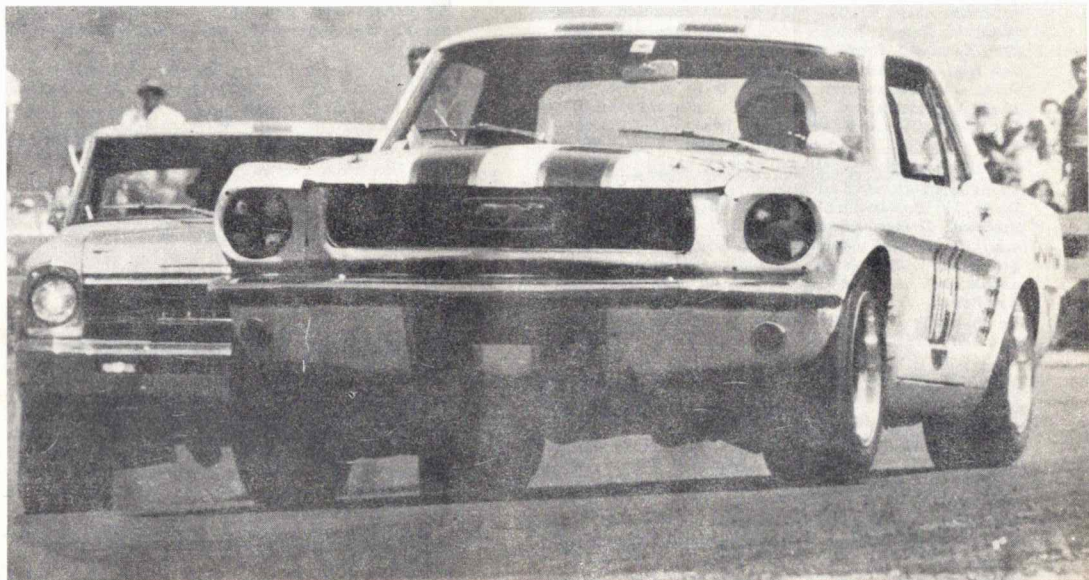
Trials: W. J. Martin
(POP-83-554)

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

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

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

Bulletin: Margarete Marshall
(677-926)



COMING EVENTS



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.

18TH SEPTEMBER - 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.

21ST SEPTEMBER - SUNDAY - ROTHMANS GOLD STAR
MOTOR RACE MEETING - Scrutineering and practice on
Saturday, 20th September. Scrutineering commencing
12 p.m. till 2 p.m. Practice 2 p.m. till 4.30 p.m.
Gate Admission \$1.00. All stands free and children
under 12 free. Tasman Formula feature race 5000 c.c.
Also National Formula Championship race, Standard
New Zealand Assembled Saloons, National Touring
Cars, Open Grade cars and Sports cars. Entries
close Wednesday 3rd September. Late entries close
13th September with Miss C.E. Dewar, C/- Alans
Office Service, 23 Shortland Street, Auckland. 1.

27TH SEPTEMBER - 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. till 12.30
p.m. Good Band and excellent supper. Still only
\$1.00 per ticket which will be available at the
above Club night and film evening from Mike Marshall,
Ron Brown, John Crombie, Peter Levett and Ivan Read.
Be in early for your ticket as several people missed
out last time.

16TH OCTOBER - THURSDAY - CLUB NIGHT AND FILM EVENING

19TH OCTOBER - SUNDAY - CLUB CIRCUIT RACE MEETING
Scrutineering 10.00 a.m. to 11.00 a.m. Entries
close Friday, 10th October, with Miss C.E. Dewar,
'Alans' Office Service, 23 Shortland Street, Auckland.
Fee \$1.00. Practice 12 Noon. First race approximately
1.00 p.m.

The usual requirements are needed - M.A.N.Z. Medical
Certificate, Current Membership Card, Overalls,
Observations for Racing Extensions and Deletion of
three stripes. Events for Open Wheelers, Sports,

Saloons and Standard Production Saloons. Late entries
may be accepted to fill races at a fee of \$2.00.

Marshals required for various duties.
Refreshments also available - soft drinks, hot pies,
tea, coffee, potato chips, etc.

23RD NOVEMBER - SUNDAY - GOLD STAR HILLCLIMB -
Chamberlain Road, Bombay.



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.

21ST SEPTEMBER - SUNDAY - ROTHMANS AUCKLAND CAR CLUB
GOLD STAR AND NATIONAL FORMULA MOTOR RACE MEETING.

21ST SEPTEMBER - SUNDAY - TAURANGA CAR CLUB -
5 Hour Trial - 9.00 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.

28TH SEPTEMBER - SUNDAY - EDEN MOTOR CLUB - Mercury
Trophy Trial. Approximately 4 hours. Starts
Beaumont Street, City, outside Gas-works at 10.30 a.m.
Entries on day. Fee 50 cents per car. Map required
N38 Silverdale, 3rd Edition, 1st August 1965. For
any further information phone Dick Anderson 607-313.

5TH OCTOBER - SUNDAY - TAURANGA CAR CLUB - Gold Star
and Saloon Car Championship Motor Race Meeting -
P.O. Box 533, Tauranga.

5TH OCTOBER - SUNDAY - AUCKLAND UNIVERSITY CAR CLUB -
Open Hillclimb, P.O. Box 22-360, Otahuhu.

25TH OCTOBER - SATURDAY - WAITOMO CAR CLUB - Open
Hillclimb on the Honikiwi Hill, Otorohanga. Length
7/16 mile. Sealed surface. Scrutineering from 8.30
a.m. Entries close 10.00 a.m. on the day. Venue
will be signposted from the south end of Otorohanga
main street.

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 $\frac{1}{4}$ 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.

11TH OCTOBER - SATURDAY - VW OWNERS CLUB - Mercury
Trophy Trial.

Continued on the next page

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

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

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

27TH OCTOBER - MONDAY - LABOUR DAY - TARANAKI CAR
CLUB - Motor Races Paritutu. P.O. Box 704, New
Plymouth.

1ST NOVEMBER - SATURDAY - BENSON & HEDGES 500 MILE
N.Z. ASSEMBLED PRODUCTION SALOON CAR RACE AND NATIONAL
TOURING CAR AND N.Z. SALOON CAR CHAMPIONSHIP RACES.
Entries close 3.00 p.m. Thursday, 11th September,
N.Z.I.G.P., P.O. Box 17-037, Greenlane, Auckland.

9TH NOVEMBER - SUNDAY - PUKEKOHE CAR CLUB - Hillclimb
Hunters Road, Patumahoe. Entries on the day to 9.30
a.m. Scrutineering 9.00 a.m. Fee \$1.00.

15TH NOVEMBER - SATURDAY - WATRARAPA CAR CLUB - Gold
Star Hillclimb, Arimal Road, P.O. Box 19, Masterton.

16TH NOVEMBER - SUNDAY - BAY OF PLENTY MOTOR RACING
ASSN - Gold Star and Saloon Car Championship Races.
P.O. Box 104, Mt. Maunganui.

THE CHAMPION GOLD STAR RALLY

This, traditionally tough and extremely accurate rally took place on July 26th of this year, organised once again by R.A.T.E.C. (Auckland) Inc.

From the start, which was very well organised indeed, competitors had fairly simple instructions to get clear of the city area, via Panmure, Howick, Papatoetoe, Manurewa and Papakura. An exhaust system decibel test - was included on route in the Alfriston area. I believe a certain Triumph 2000 was recalled, and asked to go through the test again as his exhaust was emitting a healthy crackle. This R.A.T.E.C. member was subsequently allowed to proceed.

Throughout this section loud, and often rather vulgar noises were to be heard coming from our time-keeper in the back seat, so I gather that the time-keeping on this section was anything but easy.

At all crossroads (defined for the purposes of this trial as any meeting of four roads, irrespective of angle) speeds had to be adjusted, except in 30 areas.

The following sounds very simple - quote:-

At R.E.C. (Crossroads) where competitors are required to proceed ahead reduce speed by 5.3 m.p.h.

At R.E.C. roads where competitors are required to go right reduce speed by 2.4 m.p.h.

At R.E.C. roads where competitors are required to go left increase speed by 4.1 m.p.h. - unquote. Our timekeeper assured me that it was anything but simple. One very sneaky crossroad at Drury left a large number of cars travelling at a very slow speed, while those few who noticed it had actually a fairly high average. The last car to start actually caught up on about twelve other competitors during this stage.

Section One, Part B was a tearing subsection, fairly straight forward, taking competitors through a sneaky check at Meremere, and down the Waikato River, through Huntly and to control outside Hamilton.

A beautiful piece of plotting here told competitors to remain on this road. After a mile or so the control came in sight, situated just past a side road on the right. A large number of competitors went into the control, while a not so large number realised that the side road was actually the one upon which they had to remain. A turn around control down this road sent us back to the control.

Up to this point the rally was excellent, quite up to the standard we have come to expect of R.A.T.E.C. (Auckland). However, from this point onwards I'm afraid it slipped very badly, in fact it was not up to the standard of a Sunday afternoon Lounging Ladies Luncheon Treasure Hunt". How the organisers expected us to complete a map reading section while passing through fences I shall never know. They actually wanted us to use a road which was under construction; and which was shown to be fenced at both ends, and they afterwards argued that this was legal. The only other method of doing this was to go off the edge of the map, and to do this is to fall far over in a bottomless pit - not a pleasant thought! I believe that an appeal has gone to M.A.N.Z. regarding this section - this must be another record for R.A.T.E.C.

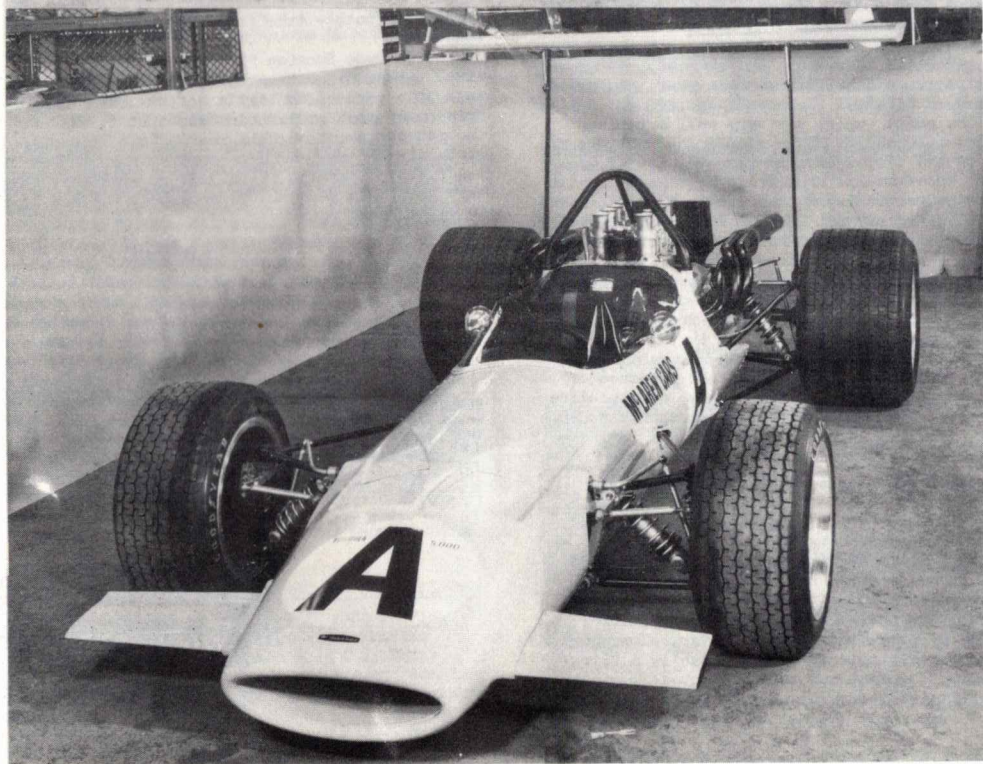
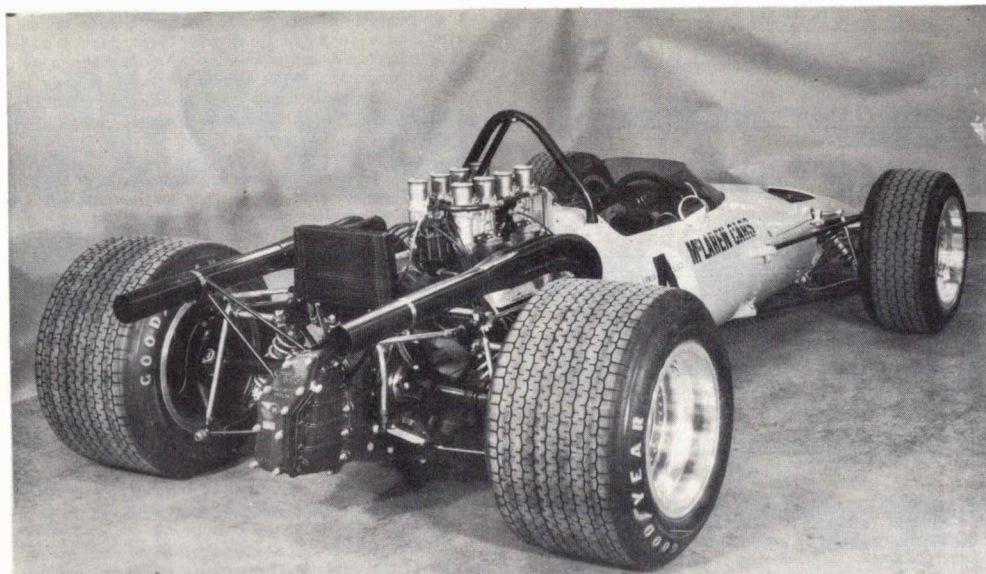
A meal break at Ngatea in the Memorial Hall was welcome after this shambles, but even it didn't seem as good as in past years.

Section four, a mixture of mapreading and written instructions, brought us right up through Meremere and Pukekohe areas, and back to the Champion Factory at Panmure without striking anything of particular note - straight forward and accurate at least.

Then came Section Five, an elbow bending exercise mixed with many post mortems, definitely the most enjoyable part of the day's activities. The general opinion of most competitors was that it was probably the poorest event on this year's Gold Star calendar, certainly not what we have come to expect from R.A.T.E.C. - perhaps it is just as well that they have gone into recess! We hope that T.A.R.E.C. will do better next year.

MOSPOENT





HILLCLIMB RESULTS

CHAMBERLAIN ROAD - 31 AUGUST 1969

| Car | Name | Time | Order |
|---------------------------------------|-----------------|------|-------|
| 0-1000 Saloons: | | | |
| A26 | Ron Robertson | 51.8 | 1st |
| A30 | Lindsay Currell | 48.7 | 2nd |
| A32 | John Crombie | 42.0 | 3rd |
| A33 | R. Campbell | 46.7 | 4th |
| A35 | Judy Hanbury | 51.0 | 5th |
| A36 | Jerry Smaller | 46.8 | 6th |
| A38 | Noel Goodwin | 45.4 | 7th |
| A40 | John Harrison | 44.5 | 8th |
| A43 | W. Callender | 42.4 | 9th |
| A46 | Alan Boyle | 45.4 | 10th |
| A50 | A. Jenny | 46.2 | 11th |
| A57 | P. Thomas | 51.5 | 12th |
| A59 | Ovan Bokhaven | 39.0 | 13th |
| A60 | W. Wymer | 47.0 | 14th |
| 1001c.c. - 1300 c.c. Saloons: | | | |
| B31 | Peter Schenker | 50.8 | 1st |
| B45 | D. James | 54.9 | 2nd |
| B47 | John Gadeney | 43.2 | 3rd |
| B51 | Peter Hatten | 46.0 | 4th |
| B53 | Trevor Radisich | 49.2 | 5th |
| 1300 c.c. - 1600 c.c. Saloons: | | | |
| C25 | Spencer Pearce | 50.4 | 1st |
| C34 | John Lawton | 47.6 | 2nd |
| C41 | F. Hayes | 46.8 | 3rd |
| C52 | D. Probyn | 47.0 | 4th |
| C56 | Rod Bickerton | 52.2 | 5th |
| C78 | Cyril Hyde | 49.9 | 6th |
| C136 | Bob Homewood | 46.5 | 7th |
| 1600 c.c. - 2500 c.c. Saloons: | | | |
| D28 | G. Sheldon | 49.2 | 1st |
| D29 | G. Hargreaves | 48.6 | 2nd |
| D42 | W. Brooks | 51.6 | 3rd |
| D48 | J. Harvie | 49.6 | 4th |
| 2501 c.c. and Over: | | | |
| E49 | S. Hinkovich | 52.4 | 1st |
| E54 | Ian Burke | 48.6 | 2nd |
| E55 | Ralph Jones | 44.7 | 3rd |
| E58 | O. Neems | 50.8 | 4th |
| E60 | J. Richards | N.T. | 5th |
| E132 | Toney Vazey | 45.7 | 6th |
| E141 | Richard Ellis | N.T. | 7th |
| 0 - 1500 c.c. Sports: | | | |
| F39 | B. Clift | 55.0 | 1st |
| Racing: | | | |
| H2 | Arthur Hopkins | 41.5 | 1st |
| H3 | M. McDonald | 45.2 | 2nd |
| H4 | Bryan Walsh | 44.8 | 3rd |
| H21 | Bob Firth | 49.1 | 4th |
| H24 | Murray Firth | 49.1 | 5th |
| H37 | Moss Hollings | 42.3 | 6th |
| H44 | M. Jones | 47.2 | 7th |
| H146 | Pen Flashman | 45.9 | 8th |





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New Members

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Des Williams
Peter Leonard
Tony Howe
Gordon Hargraves
Ray Redman
Eric Morgan
Brian Johns
Richard Beuretts
Christine Brooke-Taylor

Brian Woods
Sharon Brown
Martin Woodward
Peter Lodge
Steven Millen
Mike Harold
Neil Rayward
David Churton
Ben Galloway
Jonathan Dare
Max Jones
Kevin McIvor
Ray Hong
Don Halliday
Roddy Wilson
Jennifer Booth

Papatoetoe
Papakura
Newmarket
Manurewa
Mt Roskill
Fukekohe
Glen Eden
Mt Roskill
Balmoral
Papakura
Titirangi

Henderson
Onehunga
Beachhaven
Browns Bay
Murrays Bay
Papatoetoe
Mangere
Pakuranga
Otahuhu
Henderson
Henderson
Otahuhu
Mangere
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Vauxhall Velox
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Morris Oxford
Morris 1100
Ford
Ford
-
Riley Elf

Impala S.S.
Austin Mini
Austin 1100
Fiat 500
Humber 80
Valiant
-
Austin Mini
Peugeot 403
Formula Vee
Jaguar Mk 7
Vauxhall Cresta
Lotus Anglia
Austin
Viva

Laingholm at a very unlikely intersection and we spend the next few miles worrying whether we have approximated 1.2 miles a little short.

Faith is restored when we finally come upon the Laingholm Drive, go Acute left at Warner Park Ave, proceed into a check and with a sigh of relief find there are no gaps on our card.

From check we are lead on a scenic tour of Laingholm, heading back towards the Scenic Drive. A loop in Waima Crescent turns out to be very expensive for most crews. An unmanned check placed on the inside of a bend just out of headlight range catches a large percentage of crews who drive past without seeing it.

'Acute right at Auckland Car Club Road' makes us sit up and take notice as we suspect a trap. Fortunately we are lucky to find it first time and we pull into check. Departing from check we speed off at 26 m.p.h. on a narrow clay track but our haste is checked by cars heading towards us from the opposite direction. It appears if you missed the A.C.C. sign you found an alternative acute left that made you enter this road at the opposite end.

We came out of this at Shaw Rd onto the Scenic Drive and check in at a Rest Area.

The next few instructions bring us back towards Glen Eden. Ignoring the chance to bear right at Parr's Cross Road we drive past to go acute right at Parris Cross Road. Possibly a few unwary were caught here.

A Straight forward run to the last check follows this and final instructions return us to the Control at the Clubrooms.

Here we check in, having only been travelling for about - 1½ hours. We wonder where the final hour should have been spent but decide to spend it downstairs while awaiting results.

When results were announced the winner was P. Sangster who has been a regular competitor on closed club trials. Ron and Raewyn Brown came a very creditable second and Des Bell, a new member with some trials experience, third.

Thanks go to Plotter John Power and assistants for a very enjoyable trial.

2½ HOUR NIGHT TRIAL

A lot of interest had been kindled for this trial with Exide points being the main target.

Approximately 40 cars and crews assembled at the Kelston Shopping Centre Car Park where entries were taken, clocks sealed and the cars were soon sent on their way.

From the start written instructions lead us towards Oratia using the West Coast road.

After passing Parr's Cross Rd. our Navigator ignores the next two instructions in order to make us bear right instead of bearing left at Carter Road. This is quickly corrected using the handbrake to good effect as we successfully turn into Carter Road. After two more instructions we allow the Navigator to direct us to go Right at Carter Rd. then with the right foot clamped to the floorboards we eventually check in at Check No. 1.

On leaving this check further instructions take competitors past Mt. Atkinson, towards Titirangi to go Acute Right at Huia Road.

Approximately 1.2 miles we bear left towards

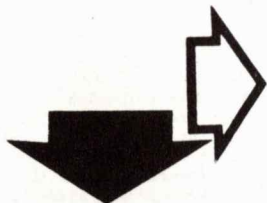


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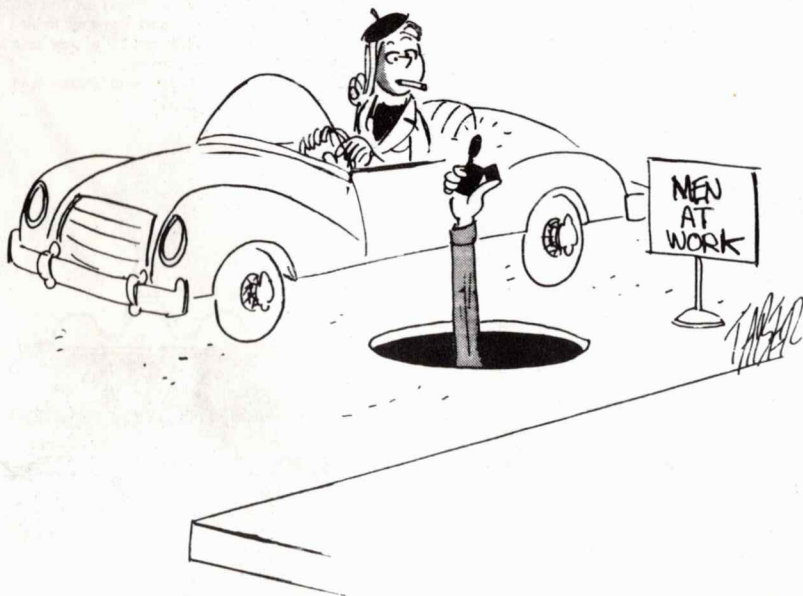
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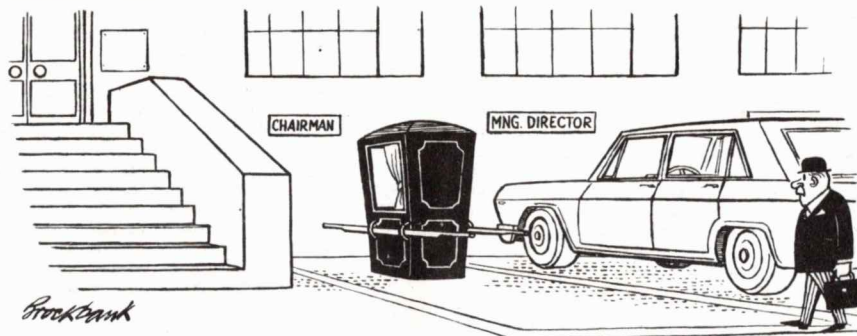
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THE SATURDAY EVENING POST

MAJOR UPSETT



| CAR NO. | NAME | CARTER ROAD | KONINI ROAD | WARNER PARK AVENUE | VIM | PRIVATE ROAD | REST AREA | AWAROA ROAD | CONTROL | POINTS LOST | PLACING |
|---------|--------------------|-------------|---------------|--------------------|------|--------------|-----------|-------------|---------|-------------|---------|
| 1 | W.K. Godfrey | 2.7 | 0 | 30.0 | 0 | 180 | 154.4 | 78.0 | 12.1 | 456.8 | 30th |
| 2 | D. Smith | 60.0 | 0 | 9.8 | 180M | 180 | 17.6 | 3.0 | 20.4 | 470.8 | 32nd |
| 3 | C.R. Stodart | 16.9 | 0 | 4.7 | 0 | 180 | 75.9 | 23.7 | 2.0 | 303.2 | 17th |
| 4 | P. Meggison | 2.6 | 0 | 0.4 | 0 | 180+ | 5.7 | 9.4 | 4.9 | 203.0 | 8th |
| 5 | K.W. Flashman | 4.2 | 0 | 2.5 | 0 | 45.2 | 3.7 | 9.1 | 4.8 | 69.5 | 6th |
| 6 | Tim Holt | 0.9 | 0 | 3.2 | 0 | 23.5 | 22.4 | 4.7 | 3.0 | 57.7 | 4th |
| 7 | P.B. Lackman | 0.1 | 0 | 22.0 | 0 | 180 | 180 | 77.4 | 0.3 | 459.8 | 31st |
| 8 | L.W. Buckingham | 3.0 | 0 | 30.2 | 0 | 144.7 | 14.7 | 1.1 | 10.1 | 203.8 | 9th |
| 9 | M.S. Layton | 14.5 | 0 | 16.2 | 180M | 127.7 | 21.7 | 4.2 | 6.0 | 370.3 | 21st |
| 10 | W. McPetridge | 3.1 | 0 | 15.0 | 0 | 48.0 | 19.7 | 113.7 | 4.5 | 204.0 | 10th |
| 11 | A.J. Mowatt-Wilson | 38.9 | 0 | 20.8 | 180M | 18.2 | 17.7 | 6.8 | 21.5 | 303.9 | 18th |
| 12 | H.R. Lassey | 8.9 | 0 | 19.8 | 180M | 95.7 | 23.7 | 11.1 | 41.5 | 379.7 | 22nd |
| 13 | S. Unkovich | 56.9 | 180 | 49.8 | 0 | 180 | 172.9 | 2.8 | 18.5 | 660.9 | 36th |
| 14 | P.J. Mottram | 62.9 | 0 | 9.2 | 180M | 71.2 | 5.7 | 17.7 | 35.0 | 381.7 | 23rd |
| 15 | D.J. West | | R E T I R E D | | | | | | | | |
| 16 | B.V. Rice | 1.1 | 0 | 9.2 | 0 | 180 | 5.8 | 8.5 | 4.0 | 208.6 | 11th |
| 17 | P. Bruin | 9.4 | 0 | 1.2 | 180M | 180M | 70.4 | 11.7 | 1.5 | 454.2 | 29th |
| 18 | M. McNeil | 6.1 | 0 | 22.2 | 180M | 87.2 | 4.7 | 3.7 | 3.0 | 305.9 | 19th |
| 19 | J.G. Harding | 0.8 | 0 | 11.2 | 0 | 180 | 3.7 | 23.2 | 19.7 | 238.6 | 14th |
| 20 | S. Pearse | 2.2 | 0 | 66.9 | 180M | 121.2 | 2.7 | 9.8 | 5.0 | 387.8 | 24th |
| 21 | A.L. McWatt | 4.7 | 0 | 2.8 | 180M | 16.2 | .8 | 7.6 | 4.1 | 216.2 | 12th |
| 22 | D. Bell | 3.1 | 0 | 4.3 | 0 | 7.9 | 25.0 | 1.1 | 10.3 | 51.7 | 3rd |
| 23 | G. Winn | 8.2 | 0 | 8.0 | 180M | 180 | 5.8 | 1.7 | 11.5 | 395.2 | 26th |
| 24 | Peter Batten | 2.3 | 0 | 5.0 | 0 | 55.3 | 4.9 | 1.8 | 1.6 | 70.9 | 7th |
| 25 | R. McCallum | 6.3 | 0 | 10.8 | 180M | 9.3 | 26.7 | 2.5 | 18.0 | 253.6 | 15th |
| 26 | J. Crombie | 10.1 | 0 | 8.8 | 180M | 104.2 | 7.2 | 4.3 | 1.8 | 316.4 | 20th |
| 27 | S.G. Horne | 4.9 | 0 | 13.5 | 0 | 11.2 | 7.8 | 5.8 | 1.0 | 44.2 | 2nd |
| 28 | Noel Goodwin | 3.1 | 0 | 15.2 | 180M | 38.7 | 25.7 | 180+ | 11.0 | 453.7 | 28th |
| 29 | J.K. Setters | 0.5 | 0 | 11.7 | 180M | 88.2 | 1.7 | 180.0 | 18.2 | 652.2 | 35th |
| 30 | Ron Brown | 1.9 | 0 | 12.0 | 0 | 16.9 | 14.7 | 13.2 | 4.5 | 63.2 | 5th |
| 31 | B. McDonald | 1.4 | 0 | 50.8 | 180M | 180 | 16.3 | 2.2 | 13.0 | 443.7 | 27th |
| 32 | R.G. Levick | | R E T I R E D | | | | | | | | |
| 33 | H.G. Witham | 6.2 | 0 | 180.0 | 180M | 54.6 | 0.2 | 81.4 | 23.9 | 526.3 | 33rd |
| 34 | P.S. Sangster | 4.8 | 0 | 1.2 | 0 | 5.1 | 4.2 | 5.2 | 11.2 | 31.7 | 1st |
| 35 | Dick Baggally | | R E T I R E D | | | | | | | | |
| 36 | M. Marshall | 48.4 | 0 | 61.7 | 180M | 55.7 | 40.5 | 4.8 | 2.4 | 393.5 | 25th |
| 37 | D. Burgess | 2.9 | 0 | 28.3 | 0 | 180.0 | 180.0 | 180.0 | 8.5 | 579.7 | 34th |
| 38 | Lynton Ryan | 7.9 | 0 | 7.7 | 180M | 1.8 | 11.2 | 17.2 | 11.5 | 237.3 | 13th |
| 39 | B. Taylor | | R E T I R E D | | | | | | | | |
| 40 | Alan Boyle | 5.9 | 0 | 4.3 | 180M | 85.0 | 7.4 | 3.3 | 1.0 | 286.9 | 16th |

M = Missed Check
+ = Maximum

EXTRACT FROM BIRMINGHAM "HIGH ROAD"

The recent adoption of 12-inch wheels for the racing Minis has now enabled Dunlop to go one step further in the search for the ultimate in racing tyre performance - the low profile tyre.

The story of racing tyre development on the Mini has hinged around the basic problem of there being very limited space within the wheel arches of this little car to fit the bigger section tyres used by its conventional rear-wheel-drive competitors. Furthermore, the very essence of making a Mini go fast around a circuit means that the tyres (and the front tyres in particular) are subjected to all the forces of acceleration, deceleration and sideways thrust, sometimes all at the same time.

The Minis started racing on the well known Dunlop R6 racing tyre. This was followed by the R7, then improved directional stability was provided by the CR70 which resembled the record breaking 'slicks'.

With more power coming from the 1275-cc engine, and a lot more sideways motoring (the principal performer being John Rhodes), temperature problems increased. Thus Dunlop introduced the CR81, the first Mini tyre ever to be produced on the principle of the depressed crown Formula One tyre. Although this permitted further experiments with different compounds to reduce temperatures, still the Minis produced more power while Rhodes' blue-smoking driving style was now a familiar part of saloon car racing. Temperatures were reaching the 125 degree Centigrade mark at times, and soon it got to the stage when the top Mini drivers were using so much rubber that it was impossible for them to drive more than 100 miles at full racing speeds less they risked running out of rubber.

Now, with the introduction of 12-in wheels, Dunlop have been able to develop a new long profile racing tyre for the Mini which makes significant improvements not only in the tyre wear rate but also in the cars' handling at racing speeds. Previously it was not

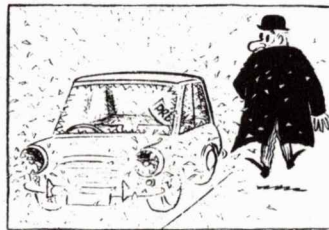
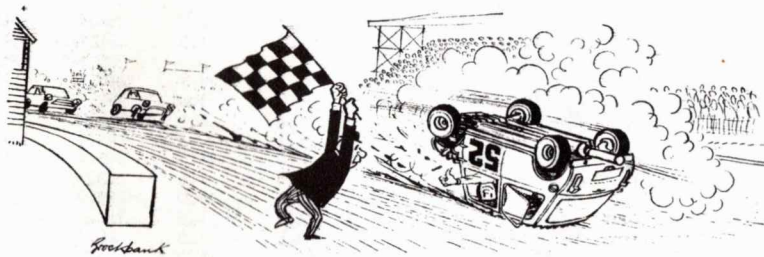
possible to develop low profile tyres for this car since the 10-in wheels meant that any lowering of the car would cause problems of ground clearance. However with 12-in wheels, the sidewall of the tyre can be shortened without affecting ride height or ground clearance. In fact, the overall diameter of the new tyre is a fraction more than that of the 10-in tyre.

The benefits of the low profile tyre are mainly due to the shortness of the sidewalls which give greater stability to the casing. This enables the tread to spread more evenly over the road surface and thus increase the tyre's contact patch. This means that the tyre operates at a lower temperature, and gives the tyre designer greater freedom of choice in the field of tread compounds. In turn this means that the tyre can give even greater cornering power by use of high grip compounds previously unusable because of temperature considerations.

The new low profile design is based on lessons learnt in Formula One, and the tyre is in fact a 'Mini' Grand Prix tyre since its casing construction is very similar to that used on Jackie Stewart's winning car in last year's American Grand Prix.

The tread pattern incorporates 'tie-bars' which are small buttresses built into the tread grooves to control tread movement or 'shuffle'. This feature means that the Mini tyre tread is in fact even more stable than its Formula One counterpart.

Along with the low profile racing tyre, Dunlops have also now introduced a 12-in low profile rally tyre - the SP44 Weathermaster Radial. This has a tread width of nearly 6-in - 1/2 in wider than previous Mini rally tyres, and the use of low profile construction means that the sidewalls of the new and larger tyre are no deeper than those of its predecessor. The new 12-in Weathermasters have been proved successfully on our Rallycross cars, and were used for the first time in more serious competition by Paddy Hopkirk on the Circuit of Ireland Rally.



ULTON PARK - INTERNATIONAL GOLD CUP MEETING

The weather was good for the meeting and a large crowd attended. The official estimate for cars parked in the public car park was 10,000. I think Oulton Park is the best circuit in England both from a competitor's point of view and for ease of running the meeting for officials with the permanent facilities.

Practice was on Friday and Joakin Bornier wrecked his Lotus 49B. He escaped uninjured and turned up on Saturday as a spectator. Racing started at 2.30 p.m. with a 19 lap (50 miles) sports car race. Frank Gardiner made it a procession in a Lola T70 111B (4965 c.c.). Led from start to finish, followed home by John Lepp (Chevron BMW B8), Trevor Thwaites (Chevron BMW B8). Fastest lap by Gardiner in 1 min 36.2 secs - 103.32 m.p.h.). The circuit is 2.761 miles and is considered a drivers' circuit.

Next race was at 3.30 p.m. and was the Gold Cup Race for Formula 1, Formula 2 and Formula 5000 cars. The field wasn't as good as for the British Grand Prix at Silverstone with McLaren, Hulme, Surtees and Siffert in the U.S.A. for the Can-Am series. Graham Hill was down to drive a Lotus Ford 63 but the car wasn't ready so he turned out in a Formula 2 Lotus 1600 from the Winkelmann stable. Altogether 14 cars faced the starter. The first bend is Old Hall and is tricky. In Race Control they look out the window for the yellow flags as soon as the field starts. Jackie Ickx took everyone by surprise and shot into the lead from flag fall with Jackie Stewart and Jochen Rindt in hot pursuit. Rindt's car gave trouble prior to the start and they got it going just as the 2 minute board went up. He took off on his warm up lap at that stage and made it back to the grid with seconds to spare. Instead of going to the back of the grid he made for his qualified position and to my horror the field started with his car slightly askew on the line. How I wish Les Rankin could have seen it all.

On lap one a Lola T142 driven by William Forbes went over the bank at Druids but he was O.K. but we were one F.5000 short already. On lap 2 Jackie Stewart took the lead and in the first 3 laps he broke the lap record twice. Behind Stewart and Ickx came Rindt (Lotus Ford 63 FWD 2993 c.c.), de Adamich (T.S. 5 4957 c.c.) Oliver (Lola T 142 4991 c.c.) Moser (Brabham Ford Cosworth BT 24.3 3000 c.c.) Hailwood (Lola T142 4991 c.c.) Holland (similar car) Walker (similar car) Hill (F.2 Lotus Ford) and the rest.

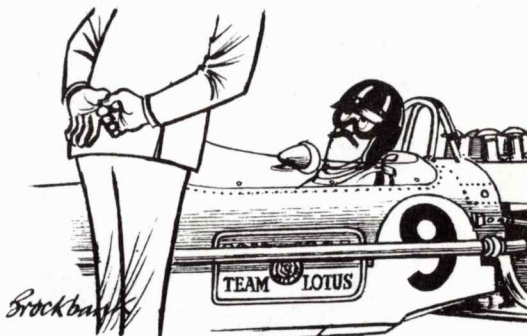
On lap 3 Jackie Oliver spun up in the Lola T142 right in front of me with heavy traffic right up his pipe. How they all missed each other I'll never know. Graham Hill improved his position a little but the car was outclassed. He finally went west on lap 37 with oil spraying everywhere. On lap 18 Stewart visited the pits with a sheared battery terminal and lost 3 laps getting it fixed.

This put Ickx back in the lead with Rindt, de Adamich, Taylor, Hailwood, Hill etc. following. It became a bit of a procession from then on with only a few changes of places in the middle of the field. Hailwood spun up at Druids but continued. Final placings were Ickx, Rindt, de Adamich, Taylor, Hailwood, Rollinson (Brabham BT 30), Walker, Holland (Lola T142), Stewart, Moser. Fastest lap was Jackie Stewart on lap 9 - 1 min 28.6 secs - 112.19 m.p.h., a new lap record. Fastest lap by a Formula 5000 was Andre de Adamich 1 min 32.2 secs - 107.80 m.p.h. The last race (there were only 3) was Saloons at 5 p.m. Same distance as the sports cars. Frank

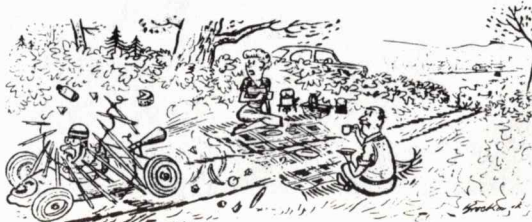
Gardiner had pole position in the Alan Mann Ford Escort T/C (S/C) 1594 c.c. Also in the front row were Mike Crabtree (Escort) and Dennis Leech (Ford Falcon Sprint V8 4727 c.c.). I was in Race Control by this time and "saw" the race from there. How they all got through Old Hall beats me. It was a hectic start. Roy Pierpoint (Chev Camaro 4956 c.c.) came from nowhere and passed Gardiner only to be re-passed on lap two. They had quite a dice. By lap 7 it was Leech, Pierpoint, Gardiner. There were a few retirements with blown motors etc. On lap 12 Pierpoint rolled the Camaro at Clay Hill and the phones in Race Control were flat out for a while. Pierpoint has a suspected broken nose. This left the field as Leech, Gardiner, Crabtree (Escort), Sanger (Falcon), Hine (Escort). Before Pierpoint crashed there was only 3/2 seconds covering the first 3 places so you can imagine how good it was. Final placings were Leech, Gardiner and Crabtree. Oulton Park is a very picturesque circuit but the roads to it are narrow and traffic congested. You either leave well before the end or have tea there. Fortunately the hospitality of the Mid-Cheshire Motor Racing Club was excellent so the wait to leave wasn't too bad.

I still can't get used to seeing bars open at race meetings. Especially the public wandering through the pits sipping pints of beer. I wonder if it will ever come to Pukekohe? The racing equipers turn up with some highly organised transporters etc for the cars. Another thing that tickled me were the petrol companies who have permanent pumps installed in the pit area. Competitors turn up with empty cans or cars and have either filled up. No charge. One company told me that at Silverstone they gave away 2 1/2 thousand gallons. The oil of course they give away by the gallon tin. The cost of admission is higher for the public here than in New Zealand. Anything up to £2,10.0 at the Grand Prix. Maybe we aren't so badly off at home after all.

BARRY WEBBER



"Um, Graham, um—do you think you could have a word with Colin about moving that pipe up a bit, or even down..."



CHAMBERLAIN ROAD HILLCLIMB





Shouts & MURMURS

... Barry Phillips has sold his very quick 999 c.c. Cooper S to Aucklander Jim Bastow and has bought the Ex-Anderson 1293 Cooper S from Kevin Masterton. The car will use a spare 999 c.c. motor Barry had from last season and will run the twin Weber carb setup used by Rodger during the latter part of the last season. This car, registered number EK 842 has probably covered more competition mileage than any other racing saloon in the country, with the exception perhaps of Johnny Riley's ex Fahey Mustang. Originally owned by Geoff Jowitt the car first appeared in the first Matamata round the houses where it ran a 3.8 Jaguar into the ground in the standard production race and went on to compete in the Wills 6 Hour Race later in the year. At that stage it was 1071 c.c. being the second Cooper S to arrive in New Zealand. It was later converted to 999 c.c. by sleeving down and fitting Triumph Herald pistons, still retaining the 1071 crankshaft. A mild camshaft and works extractor were fitted and the car raced in this form at most of the North Island meetings. At the same time it was competing in every Gold Star trial in the North and South Islands and any other likely event that happened to be on. For the 1965 G.P. it was fitted with a 1275 crank and rods still retaining the 1071 block and bored to 1293. A $\frac{1}{4}$ " thick plate was fitted between the block and head to make up the difference in height and Fiat 500 pushrods were used to overcome the height problem there. Geoff then embarked on a complete rebuild programme and the car lay idle for many months while it was stripped to the bone and rebuilt in standard trim at 1071 c.c. plus a bit and sold to Rodger Anderson. Rodger installed a new 999 c.c. motor and won the Group 5 Championship in the car after vanquishing all opposition. For the 1968-69 season the car was fitted with a 1293 c.c. motor and again showed a clean pair of heels to the opposition. EK 842 was one of the first cars to appear in Lexington colours and the attractive style of painting really suited a Mini and has been copied by others for this season. For the short time that Kevin Masterton owned the car he showed considerable promise, and there is no doubt that in Barry Phillips' hands it will once again be the car to beat. At present the car is undergoing yet another major rebuild and should appear in immaculate condition for the Bay Park Group 5 Championship meeting. It is interesting to note that in all the competition this car has seen it has never had any more than a minor prang. So despite the fact that it has had fine new handles it's still the same old axe.

... Jim Richards will be busy next season driving Jim Carney's new car and also a new Brimar Imp being built up by Brian Patrick. As usual most of the motor and other development will be carried out by Brimar Motor Services and Brian is confident that the new car will be considerably faster than the Brimar Imp II which was most impressive when driven by Jim at this year's Dunlop Meeting.

... Ted Dutch is turbocharging an Imp for the coming season and as this contravenes the Touring Car Regulations it will be seen in Club events and Allcomer meetings.

... Peter Sharp, who came to the fore in his immaculately prepared 999 S Cooper towards the end of last season is building a new car for this season. Once again it will be a 999 S Cooper and is based on a 1960 Mini, which by the way is about 60 lbs lighter than later models, and will feature all the good in modern Mini Tuning practise. This includes 12" dia 7" wide wheels on front with 12" dia 6" wide at the rear, the wheels being English Revolut Alloy jobs. Peter's brother, Phillip, who designed the MBM-Sharp 8 port head tried by several competitors last year with limited success due to the long inlet ports, has come up with a new design using a completely new casting as opposed to the old head which converted a standard Cooper S head. The main difference is that the head is a true crossflow with the centre two valves being inlet valves rather than exhaust valves giving an Exhaust, Inlet, Exhaust, Inlet configuration using a rephased 649 cam. The motor will be fuel injected, if all the parts that are ordered come to light, and will be decked out a Mk II model.

... Red Dawson has obtained from the States a new motor for the Mustang he used last season. Rumour has it that this motor is the last word in power output but with the apparent line up it will need to be. Several drivers have gone to considerable expense to obtain smaller motors to meet the regulation and it is hoped that M.A.N.Z. does not change the regulations for future seasons without first getting opinions from all competitors affected by the change.

... The McLaren Formula A on show at the Trade Fair was accompanied by a large Auckland Car Club badge on the adjacent wall. It is to be hoped that a smaller one can be affixed to the windscreen in near future.

... Peter Hughes' Lotus will not be powered by an ex John Ward Twin Cam but rather a Vegantune motor of the same make.

... Jim Carney's No. 102 Escort is still for sale.

... Rover 2000 TCs, Fiat Sport Coupes and Riley 1300's will not qualify for the Benson and Hedges which has upset a few plans.

... A car which does qualify for the 500 and two have been entered, is the Valiant V8 automatic. This very powerful car has been tested around Ruapuna at times equal to Jim Palmer's Monaro and reached 114 m.p.h. down the straight. Whether it will last the distance remains to be seen but there is little doubt that it will be a front runner for the early part of the race.

... Clyde Collins who drove the 1000 c.c. P.D.L. Mini last season is building up a V8 powered Allcomer saloon. What has prompted this move is not clear but general dissatisfaction with the Championship Series has been a factor. The car will be based on a Falcon body and experience gained in building the lightweight Ford powered Farira A40 of several seasons ago would indicate a powerful concoction.

... Our Club President, Barry Webber, has returned from his European trip and we hope to hear a little story next Club night.

Saturday, August 23 1969, Paine Bros. Papakura was the scene for the start of the Auckland Car Club Spring Invitation Car Trial. Here 38 cars turned out, some with rattley valves, broken track rods, rattley silencer (which turned out to be a broken crankshaft) and a red hot overheated 1100. However most problems were overcome and 36 cars left the start.

The trial headed across the Great South Road to do the first of two loops which finished at Drury and the second which went from Drury to Runciman. From Runciman we headed south deviating again from Highway 1 onto the Pukekohe East Rd and reappeared at Kerns Rd where we proceeded into a metal pit to get the un-manned check "Cast Iron". Acute right and headed back on Highway 1 to bear left which put us on Flays Rd. This however rattled some experts. Our instructions then led us into a No Exit road which soon turned into a private farm entrance. Here we passed a cocky sitting astride a tractor parked alongside a mud section where low slung cars "cleaned" their bottoms. After passing through another gate we ended up on the Pukekohe East Rd and followed further instructions into a well used loop where we recorded another un-manned check. Now off towards Buckland where we had to cross the railway lines, turn right and bear right. This we did taking, unbeknown to us the second bear right and eventually ended up 2 miles south of the Tuakau Bridge. We about turned and dashed back to Buckland where we found the much needed G.T.X. (no advertising meant) and got back onto course.

Now Sub-section B and into map reading which took us to the Waiuku Forest, via a couple of unplotted loops around the Otara Dairy Factory. Into the forest where we were set off at 2½ minute intervals at 50 m.p.h. We were on time until suddenly, towards us sideways came a yellow 1100 at 60-70-80 m.p.h. who then disappeared into a log loading bay. When the navigator opened his eyes again he yelled "Cathy Curvy" and the sex mad driver jumped onto the anchors, luckily as we then managed to negotiate a sharp right-hander into the sand. The car recovered and we pressed on to loop back for another look at Curvy Cathy. A compulsory stop in the middle of the loop caught two cars with a 50 point penalty. It seems, locked wheels and mobile car does not equal STOP. Following the well worn tracks we suddenly loomed up towards a pinus radiata which someone had shifted into our path. Getting back on course we clocked into the control 5 minutes 42 seconds late. (My name's not Roskilly).

After leaving the forest it was straight into map reading with speed changes at sign posts. However counting all signs with "Kaioro Beach" on and missing the "Mine Site" signs we ended up with a speed of 67 m.p.h. and consequently arrived early at the next check.

At the meal break we discovered four blank spaces on the drivers card and just about gave up until talking with others who had had the same misfortune.

Section II was into accurately drawn tulips which led us again back to the main drag. After crossing it and heading back towards it in another direction we came into a corner at funny angles only to find an officer of the law waiting for us. On closer investigation it was discovered he was a check, who no doubt had a good many laughs at terrified looks on drivers faces, but all he wanted was their cards not their licences.

Section II led us into Check 29 where unfortunately a mud section was impassable and additional instructions were issued. Going left at every opportunity unless otherwise instructed gave us a "Stir" at Pokeno. Then up the old road to check in

with Ron Brown and family and on to Highway 1 as far as Drury. We followed the Great South Road through to Papakura. Using ALL of Railway St West we checked into the M.G.B. who was visited by only 10 cars. Then on to follow Red Hill signs before turning right at Dominion Rd, where if you were good Mrs Holt stamped on your card. After getting back in your car without being eaten by a dog it was off to Quarry Rd at 32.8 m.p.h. We passed a sign stating "Persons passing beyond this point, do so at your own risk". A big risk as just around the corner was a tractor parked in the middle of the road and two angry residents who thought 32.8 m.p.h. was more like 60 m.p.h. A few more instructions and at least as many average speed changes we ended up at the Motorway junction in Hill Rd, where we found the end of section Control.

The final section was a touring section with a new odo-check which was placed with the intention of lowering the given speeds by 20%, but in fact raised the speeds giving an average for the motorway of 68 m.p.h. and 34 m.p.h. in the 30 m.p.h. areas. Consequently the final control was made directional only in the results.

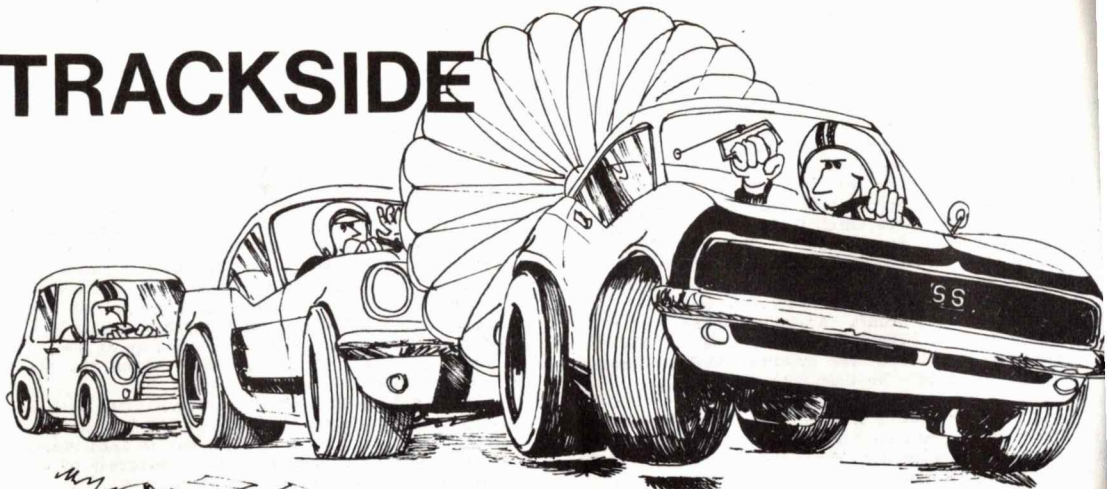
A little confusion over Highway 1 at Ramarama which was beneficial to some and detrimental to others. However a well plotted fairly quick car trial being one of the best so far this season.

DINGALING

Many thanks to N.Z. Forestry Service
Mainland and the Transport Department.



TRACKSIDE



... Ferrari are expected to unveil a new Formula 1 car at Monza this year. The car is expected to have a new monocoque chassis and a compact flat 12 engine.

... Geoff Sykes, the operator of Sydney's Warwick Farm Circuit was in England when the news of the Australian formula change came out. The Formula does not provide for Formula A or 5000 cars but puts a 2 litre limit on the Championship class. The only races for 5 litre cars are the three Tasman races. Mr Sykes stated that he thought he could reverse the decision when he returned to Australia but reports from across the Tasman indicate that Cams, the instituters of the Formula are adamant that the decision is binding and irrevocable. This will not impress Frank Matich who is reported to have bought a McLaren M10A or Leo Geogham who has threatened to retire until Cams come to their senses.

... The Cosworth Four Wheel Drive car is undergoing extensive testing at Silverstone and is faster on the full circuit than any of the other 4WD cars in the British Grand Prix. The car has not yet made its competition debut but as nearly all the bugs have been sorted it could appear at the Italian Grand Prix.

... Mercedes scratched their team of 6.8 litre V8 300 El's from the 24 Hour Saloon car race at Spa last month when it was found during practice that the tyres were wearing at an incredible rate. The car is only homologated with 6½" rims and when they were refused by the CSI to alter the bodywork and fit larger wheels they were advised by Dunlop to withdraw.

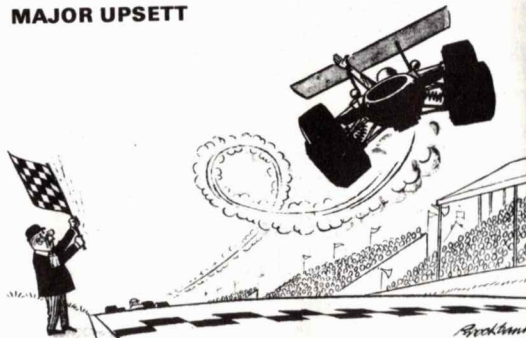
... The fastest practise lap at Spa was set by a Camaro at 4min 9.4 secs, well under Jackie Ickx's record in a Falcon Sprint at 4min 15.5 secs. The record was also beaten by second fastest qualifier Jackie Ickx in one of the Mercedes 300 El's. The works Porsche 911s and Turbocharged BMW did not get under the old record. However the Camaro and BMW dropped out and the first four places were filled by Porsche 911s followed by two Japanese Masda M10A Wankel powered coupes driven by Japanese drivers.

... The latest development for the Temporada Series in Argentina this year is to hold a 1000 KM sportscar race at Buenos Aires, with a view to World Championship qualifier next year, followed by Formula 2 races at San Rapael and San Juan the following two weekends. The sportscar race will be held on January 11th which would make the series clash with Tasman races.

... Several of the U.S. stars have found the Trans Am Sedan races more important than the Can-Am and will not appear in the sportscar races until the sedan series is over. Drivers currently racing Trans Am include names such as Parnelli Jones (Mustang), Mark Donohue (Camaro), Peter Reuson (Mustang), Ronnie Bucknum (Camaro), George Follmer (Mustang) and Jerry Titus (Firebird). This would indicate that European style of Sedan racing is really becoming a prestige series in the States.

... Matra hope to have a French-built V12 engine racing in Formula 1 by the end of this year. The motor will be a smaller, more compact version of the V12 used last year and is lighter and less thirsty than the original motor. The drive is now taken from the rear of the crankshaft instead of from the centre.

MAJOR UPSETT



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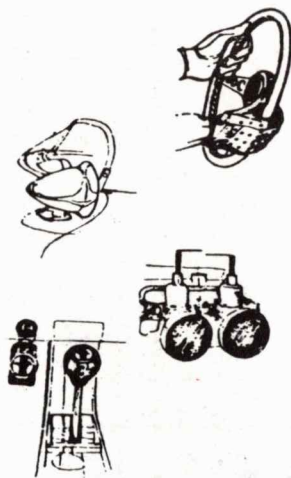
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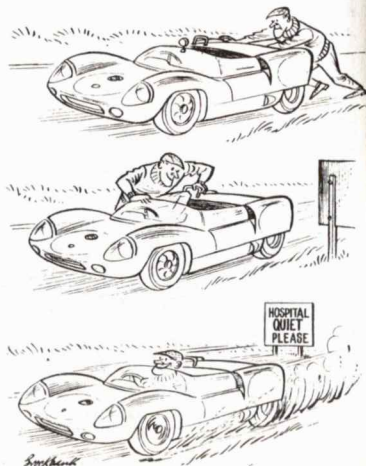
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It is felt that the placing of unmanned checks in some of our Club trials leaves something to be desired, and also the actions of some competitors at such checks. Plotters, with their nasty devious minds, sometimes place their check boards in some questionable positions where they are hard for competitors to pick up, especially at night. The point regarding competitors actions at unmanned checks revolves around their stopping alongside such signs to write down the wording and so obscuring the sign for other competitors. The only remedies which come easily to mind are:

- (A) That the signs be placed in a reasonably clear position on the roadside, not right at the apex of a corner for example.
- (B) That competitors, if they have any doubt over the wording on a sign, pull slightly ahead of it and send a crew member back to write it down.

I trust that M.A.N.Z. checked with the Indecent Publications Tribunal before publishing the latest Year Book. It does seem a bit "off" putting out a "Blue" book when we have members of the fair sex taking an active part in all facets of motorsport.



Triallists are reminded that the "Straight Ahead" rule now applies, "Stay on this road" having been rescinded. The example shown in the Blue Book is only that of a perfect straight ahead but competitors will normally be advised in A.S.R.'s whether the straight ahead well apply with (1) No deviation, or (2) Least deviation. This of course means that at any intersection for which no instruction is given, competitors will proceed ahead, even though this may mean running onto a grass or even, mud road from a sealed highway. A relatively simple Club trial has been plotted incorporating the Straight Ahead rule and was tentatively set down for our September date, but unfortunately this date has been allocated to another Club for a Mercury Trophy event. However, it is hoped to run this Club trial in October if possible so that competitors, and particularly those newer ones who may have not previously encountered this type of instruction, will be given an opportunity to get the message.

Congratulations to John Gallagher of the South Island and Laurie Evans of Northern Sports on their 1st and 2nd placings respectively in the Gold Star series.

This years "Champion" was marred by several dubious instructions which meant several competitors missed checks through misinterpretation of the organisers intentions. This resulted in several protests. One unfortunate case in point was where a road was closed by a local authority and the only alternate route was via a road shown as being under construction and in fact fenced at both ends on the map.

The turn out - 40 starters - for the last Club trial was very pleasing to the organiser and your Trials Sub-committee. It would appear that events of this type are being favourably received by Club members and it is hoped that some enthusiasm will be generated and we can look forward to larger Auckland Car Club entries in invitation and open events.

HANS SPOTT

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shouts & MURMURS

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... By the time you get this Bulletin, Paul Fahey's Porsche 911 will have arrived in New Zealand and will be racing at the Bay Park meeting. However it now appears that the car will be raced in standard trim (if you call 190 odd horsepower standard) in the touring car series and a FVA Escort is on the way for the Open Saloon Car Class. Paul was critical of the FVA's chances against the larger cars at the beginning of last season when it appeared that they would be eligible for the Group 5 Championship. However this car will be completely set up by Alan Mann and should be a very different kettle of fish. For £5,000 sterling Alan Mann strips your Escort T.C. to the bone and rebuilds it around at 217-220 H.P. Cosworth FVA motor. The suspension is altered by fitting a special thick wall down-strut that connects between the wishbone and front wheel arch plus Armstrong adjustable dampers and a 3" or 13/16" anti sway bar, choice depending on circuit. At the rear the back axle is restrained very effectively by top and bottom radius arms and Armstrong adjustable shocks angled inwards at the top. Across the boot are fitted twin torsion bars connected to the leading edge of the axle individually. Lateral location comes from a horizontal Watts linkage. The car rolls on Minilite Formula mag. wheels 8 1/2" wide at the front 9 1/2" at the rear and also uses Tech Del lightweight transmission castings. The all up weight of the car is just over 15 cwt. To compete against the V8s the Escort will have to chop 6 seconds off the lap record for its class which is no small task but with superior suspension and an extra 80 horsepower it is quite likely. One thing for sure, the Ford Motor Company will be most upset if it gets done by a Camaro.

... Peter Levet has bought Rod Collingwood's newly built 998 Hillman Imp. The car is so new in fact that Peter has had to complete assembly of the car and has now got it to the stage where the car is running but minus the Knight 5 speed box.

... At least 15 top cars should face the starter in the 1000 c.c. class Touring Car Class this season. With such competition it is little wonder that the drivers are not at all happy with the reduced prize-money in this class for the season. Most competitors can look forward to a heavy financial loss.

... Top runner in the 1000-4200 Touring car class can look forward to taking home a good share of the prizemoney from championship events this season. First prize for the 1000-4200 c.c. class will usually be \$90.00 and as he will no doubt run in the Saloon Car Championship and should finish about third which will normally be worth about \$130.00 Top Dog in the big class will earn \$250.00 each time he wins while the winner of the 1000 c.c. class will have to drive like a loon for \$60.00 and the guy who gets pipped at the post can pay his accommodation bills with his \$40.00.

... Del Sizemore is also busy fitting a turbo-charger to his 875 c.c. Imp for similar events.

... Rothmans N.Z. Limited will be entering a team of power boats in New Zealand Power Boat Races this coming season.

Membership of the Club is on the upswing. the 1968-69 season the membership was 670. From 1st April to 31st August this year membership has already reached 701. A reasonable forecast is that the total could reach 800 for the full season.

The Annual General Council Meeting of M.A.N will be held at Queenstown this year. The Auckland Car Club representative is Les Rankin.

Rodger Anderson is having a ball over in Europe so the gossip goes - regrets he will have return to Kiwi Land. The B.M.W. is due to arrive on 15th September.

NOTICES

The regulation concerning the fitting of dual braking systems to cars for racing is deferred till 1st August 1970.

STOP PRESS

11TH OCTOBER - SATURDAY - At the new "Captain Cook High School at Manurewa. To get there you turn off the Great South Road into Weymouth Road, Left into Friedlanders Rd then right into Doctor Pickering Road and follow this till the end. Starting time 12 noon. No entry fee. Classes for sports and saloons.



RILEY 1300 MK II
(THE LAST OF THE MARQUE)

I remember reading a road test about two years ago in which the writer stated that 70 B.H.P. from a Riley Kestrel power plant would be more in keeping with the general handling and comfort standards of the car.

Well the latest Riley 1300 MK II is no disappointment. I was fortunate enough to be able to drive the newly acquired Collingwood "Benson & Hedges" car prior to its running-in trip at Bay Park in the 100 Lap Production Race.

Finished in cornish white with black upholstery this attractive car is further enhanced with an excellent dash panel with the familiar polished walnut panel, housing all the necessary gauges. A leather rimmed alloy steering wheel is the highlight of this compartment. The interior is well finished for New Zealand assembly. The seats are finished in hard wearing black Ambla and are softly cushioned with just enough support. The rear is fitted with a central folding armrest and each door is fitted with arm rests. There was ample leg room in the rear seat until 'Long' Rod adjusted his driving seat, but this did not prove too cramped.



Under the bonnet is the most interesting part of this particular car. The engine is a 1275 'S' type unit fitted with twin $1\frac{1}{2}$ S.U. H.S. 2 Carburettors, long centre pipe free flow exhaust system. The Standard version has two mufflers, one running down the centre and then one across the back with the exhaust tail pipe finishing up at the rear left hand corner of the car. The Collingwood car had these removed and a single Cooper 'straight thru' muffler which gave all the desired enthusiasts results. (Extra B.H.P. and Noise). The power plant is reputed to produce 70 B.H.P. at 6,000 r.p.m. Maximum torque 74lbs ft. at 3,250 r.p.m. with a compression ratio of 9.75-1. Coupled to this is an all sychromesh 4 speed close ratio gear box with 3.65-1 final drive.

To cope with this extra power, the crank shaft is specially hardened and the crank case stiffened perhaps because of the latter the motor appears to be very smooth. Stopping power is supplied by 8.4" dia. self adjusting single caliper disc brakes and 8" drums at the rear.

Rod's car runs on Firestone F.7 Radials that proved very good wearing at Bay Park finishing the 100 lapper with the edges of the right front chamfered at 45° but with plenty of tread on the remaining tyres. Fuel consumption on normal driving was hard to obtain but on running-in recorded 32 m.p.g.



The car is definitely not short on torque low down due to slightly smaller exhaust valves than the 'S' and on hard acceleration produces that wonderful push in the back feeling. Changing gears needs to be quick and smooth otherwise the rather taut transmission exaggerates any jerkiness on the part of the driver.

Most road tests give the top speed at around 96 m.p.h. Rod's car was pulling 5,800 r.p.m. in top down the back straight at Bay Park which is 99 m.p.h. Since then the motor and gearbox has been pulled down, balanced and re-assembled with great care and is now truly worthy of the nick-name the 'Ton up car'.

The unfortunate situation has now arisen, that with the announcement that the Riley Marque is being discontinued, no more Riley's are being received in New Zealand. With 72 cars assembled to date this car will not be in action at the Benson & Hedges 500 as 200 must be assembled within 12 months in order to qualify for entry. Fortunately the entry for Levin was in before this announcement was made and this car will be seen in action at the Levin 4 Hour Production Race driven by Rod and Alan Boyle. With only New Zealand assembled cars eligible for Levin this car stands every chance of winning its class following its creditable 2nd place to Frank Radisich's Escort 1300 G.T. at the Bay Park Meeting.

Final impression of this car is that it makes an excellent road car for those not able to afford a larger car, and has enough performance to return good times at races, hillclimbs etc. without any modification.



EXTRACT FROM CASTROL SPORTS SERVICE

NOTING THE PAGE by Geraint Phillips.

"Fast left into fast right. Fifty. Kay right and open hairpin left. Hundred. Flat over crest. Hundred. Bad right into caution bad left and right-over-bridge. Twisty fifty. Kay left. Hundred. Flat right and flat left and caution bump-over-grid. Hundred. Fast right into flat left. Fifty. Dirt and left at tree. Fifty. Fara and right and left and bad right into left-through-gate....."

This, according to one of several systems, is how one would hear pace notes being read out to a driver by his co-driver. They would not be written out in full in this way; a system of abbreviations, using initial letters, dots, circles, oblique strokes and other symbols are normally used, the variations being infinite.

Pace notes are normally the preserve of professional rally crews since they, largely, are the only people with the necessary time and financial support to spend weeks in protracted practice, making the notes in the first place then checking and re-checking until there is no possibility of an error or a bend mis-graded.

A set of pace notes is a highly personalised document. It is certainly not something which can be passed from one crew to another and used with impunity, as some amateurs believe. If a driver intends to put all he's got into a particular test, he would be ill-advised to rely implicitly on someone else's notes. On the other hand if he drives with a little in reserve, such notes would be a help and would probably render his passage over the stage that much safer.

Among some rally people there is a misconception about pace notes. Too many confuse them with navigation notes, which are no more than series of Tulip diagrams arranged similarly to the road books used by the Home Internationals. In the main, it is not possible to use pace notes on British events where there are either rules forbidding reconnaissance trips or there is no time for such trips between announcement of the route and the start of the event. On the Continent it is a different matter and, if a British crew wants to do well over there, a few extra days for a sensible note-making run over the route would be time well spent.

The way to go about making notes is straightforward. Firstly, come to some agreement with your co-driver as to the means by which you are going to grade your bends and the terms you are going to use.

This is mainly the decision of the driver, but it is important that the co-driver should be au fait with his way of thinking, for it is he who has to read the notes back quickly.

Make an exact note, using a signpost, junction or other permanent feature, of where your notes begin. It is infuriating to have a first class set of notes only to become confused at the start of the stage and not know where to begin reading because the organisers have moved the start control 200 yards further up the road.

Then drive steadily over the stage calling out your notes so that the co-driver can write them down. Don't forget to define surfaces and the gaps between

bends. Don't be too particular about getting the distances absolutely accurate. An approximation will be quite enough to give you an idea, during the heat of the rally, of how much road you have before the next bend comes up. Most professionals use multiples of 25, or even 50 (yards or metres), whilst others don't use the figures as a measure of distance at all, but merely as a measure of how hard to hit the throttle when leaving a bend or when breasting a brow.

Don't forget to include the odd permanent topographical feature. To be able to say "Bad left at end of white wall" helps the driver enormously, especially if the bend comes up after a half mile straight permitting flat-out speeds in top. Furthermore, if the co-driver loses his place in the notes, this sort of information helps him find it again quickly.

Don't be too worried about taking copious readings from your tripmaster. You'll have very little time to look at it during the rally anyway. But taking the readings at junctions, just for reference, is sometimes helpful. Of far greater use is the inclusion of "grid" "green house" or "Z sign". But always use features close to the road, especially if you are making your notes by day prior to a night stage. Remember that they should be within the range of your lights.

After the first note-making run, drive over the stage the second time, this time with the co-driver reading the notes back to the driver. Invariably you will find that some of your bends will need re-grading. Some of your initial ideas will have changed, mainly because you were probably too cautious in your choice of grades the first time over. Then, if you have time, have a third run. You will be surprised how much faster and safer you get, although be extremely cautious if you are doing it by day. All too easily you can forget that the roads are not closed to other traffic.

Each works driver has his little idiosyncrasies when it comes to making pace notes. It would hardly be advisable for me to explain some of these to you. Far better that you should devise your own. When two bends follow closely, for instance, would you use "left into right" or "left and right". To some drivers these two phrases have different meanings and I would be needlessly complicating the issue if I attempted to explain them. Work out your own systems. A little bit of cautious trial and error is of far greater benefit than rank imitation.



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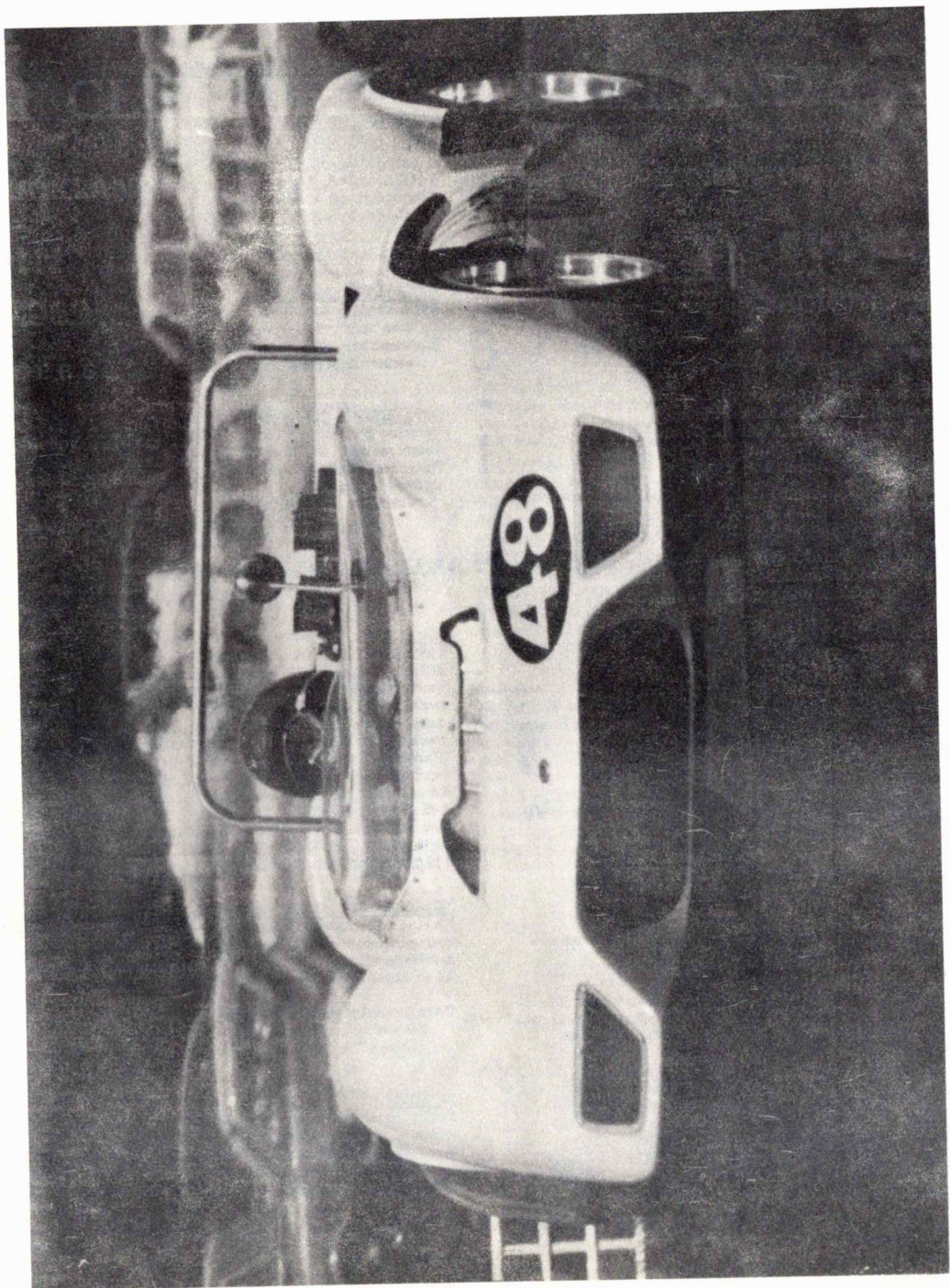
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