

# BULLETIN



OCTOBER  
69

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BRAKE  
PARTS



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# AUCKLAND CAR CLUB (Inc)

P.O. BOX 2591 AUCKLAND

## BULLETIN

October 1969

### CLUB OFFICERS

**President:**

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

**Vice-Presidents:**

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

**Secretary and Treasurer:**

G. J. McKinstry, Phone 373-484

**Executive:**

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

**Club Captain:**

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

**Deputy Club Captain:**

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

**Chairman of Sub-Committees:**

Club House: I. Read (GLE-5204)

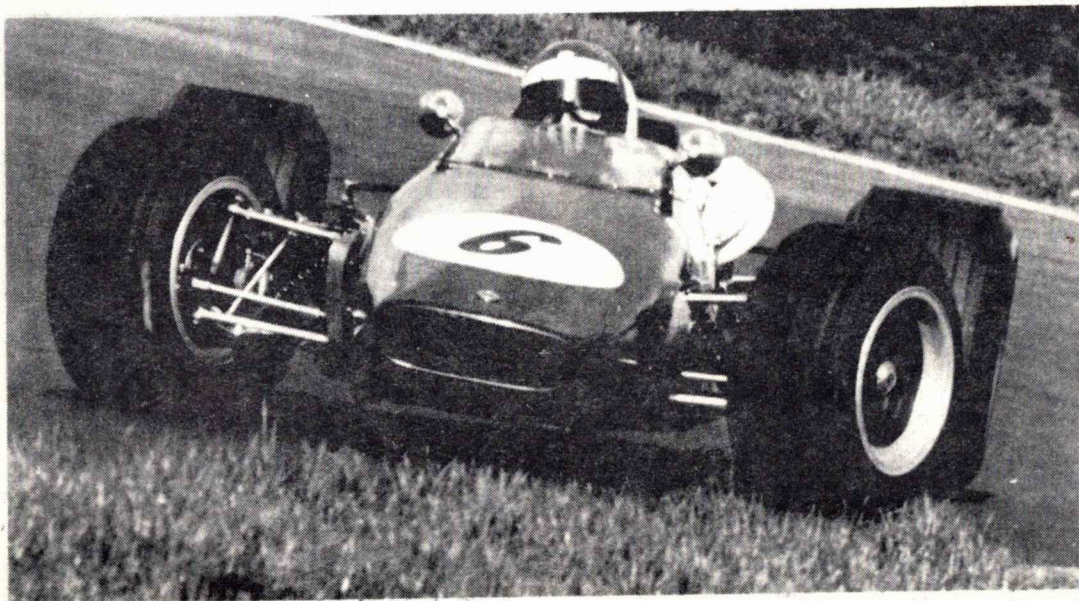
Trials: W. J. Martin  
(POP-83-554)

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

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

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

Bulletin: Margarette Marshall  
(677-926)



# COMING EVENTS



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

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.

11TH OCTOBER - SATURDAY - GYMKHANA - 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 Road, then right into Doctor Pickering Road. Follow this till the end. Starting time 12 noon. No entry fee. Classes for sports and saloons.

16TH OCTOBER - 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.

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, teas, coffee, potato chips, etc.

SATURDAY OCTOBER 25TH - CLOSED CLUB TRIAL.  
Plotted on Straight Ahead Rule. Simple and straightforward event starting at "Parklands" Supermarket Car Park, Balmoral, at 7 p.m. No maps required. Bring a sealed clock and elementary timekeeping gear. Duration approx. 2½ hours.  
Entry Fee 50 cents per car. Points for Exide Trophy.

26TH OCTOBER - SUNDAY - LABOUR WEEKEND - Wine and Cheese Evening, Members' Lounge, Clubrooms. Commencing 7.00 p.m. Tickets \$1.50 each. Dress - Lounge suit gentlemen please. PLEASE NOTE THAT THE CLUBROOMS WILL NOT BE OPEN THIS DAY FOR THE USUAL SUNDAY AFTERNOON MEETING.

23RD NOVEMBER - SUNDAY - GOLD STAR HILLCLIMB - Chamberlain Road, Bombay. Entries close Friday, 14th November with Miss C.E. Dewar, 'Alans' Office Service, 23 Shortland Street, Auckland. 1. Entry Fee \$2.00. Scrutineering 8.30 - 9.30 a.m. Observations for speed extensions for A.C.C. members. You require your Log Book, Membership Card, Licences, Overalls.  
NO PRACTISING ON VENUE BEFORE THE DAY. Under 21 year olds must have parent's signature on entry form.

9TH NOVEMBER - SUNDAY - AUTO CROSS ON GRASS CIRCUIT - WAITAKERE - Further details next Club night and Bulletin.

20TH NOVEMBER - THURSDAY - CLUBNIGHT - FILM EVENING.

14TH DECEMBER - SUNDAY - CLUB CIRCUIT RACE MEETING.

20TH DECEMBER - SATURDAY NIGHT - XMAS SOCIAL AND DANCE.



## OPEN & INVITATION

11TH - 12TH OCTOBER - SATURDAY - SUNDAY - PUKEKOHE CAR CLUB SPEED WEEKEND - Hillclimb Kerns Road, Saturday. Standing ¼ mile sprint Sunday. Entries 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 has been cancelled.

11TH - 12TH OCTOBER - SATURDAY - SUNDAY - HAMILTON CAR CLUB SPEED WEEKEND - Sprint Saturday. Hillclimb Sunday. Entries have closed on 7th October.

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

25TH OCTOBER - SATURDAY - NORTHLAND CAR CLUB GOLD STAR HILLCLIMB - McLeans Road, Waipu. Regulations and Entry Forms from the Competition Secretary of the Meeting, McLeans Road, Gold Star Hillclimb, P.O. Box 596, Whangarei. Entries close Saturday, 18th October.

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

26TH OCTOBER - SUNDAY - TAURANGA CAR CLUB - Hillclimb Wainui Road, Apata. For further details P.O. Box 533, Tauranga.

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

continued on page 19



# PUKEKOHE

## AUCKLAND CAR CLUB (Inc)

### First Gold Star Meeting

The 1969/70 Gold Star Season got away to a fairly good start at Pukekohe on Sunday, 21st September with a good field of single seaters - 12 cars on the grid. A record crowd of 14,000 for a National augurs well for Sunday Racing, but it was very disappointing to see so many scratchings and non-arrivals, the worst feature being so many of the competitors not going out in all the races they had entered for. This is not the way to bring those 14,000 members of the public back again, and the sponsors and organisers must lose a lot of sleep over this very big problem.

21 cars faced Starter, Laurie Powell, for Race One 0-1000 c.c. Saloons and the flag fell at precisely 12.30 p.m. Drama on the grid as Barry Phillips, whose tow car broke down on the way to the circuit, arrived at the rear of the grid instead of his No. 2 position on the front row.

Alan Boyle in his very pretty Coca Cola sponsored Mini led at the start but Phillips soon stormed through to lead at the end of Lap 1, which he held till flag fall from Alan Boyle. Poor old Moss Tait had oil line problems on the grid and had his very rapid Imp pushed away to the pits a non-starter. Graeme Fawcett spun his Mini and rolled at Castrol Corner on Lap 1 and John Baldwin left the track on top of Rothmans Curve and parked his Imp neat as you like in the drain - and became another spectator very fast.

Kim Reid "Anglia" moved from eighth place to pass Ian Carroll "Mini" for 7th place, only to stop with undisclosed problems on Lap 4. Neville Bailey "Mini" went from the back of the grid to be 5th on Lap 1, 4th on Lap 2 and finally passing Peter Harris on Lap 8 to finish 3rd - a splendid effort.

Race 2 saw more drama on the grid as John Weston had problems with the ex-Edwards "Cooper S".

With the Fahey "Porsche 911S" not in the country yet, also Jim Richards and Jack Nazer non-starters in their "Escort TC's", Roger Anderson in the "Darling" BMW 2002 won as he liked in this car's debut. Paddy Brocklehurst "Cooper S" was 2nd in a fine smooth drive while young John Weston charged through the pack like a "Robber's" dog to finish 2nd. Graham Haworth "Mini S" spun at Castrol on the 2nd Lap while in 3rd place and had to wait for the whole field to go by before rejoining the race in last place - to eventually finish 6th.

Race 3 was for single seaters up to 1600, a N.Z. National Formula event with only 4 starters, which was won by Ken Smith "Lotus 41B" from Brian Pellow "Brabham" and Graham Watson in the ex-Oxton "Brabham" having his first drive in a single seater. Peter Hughes "Lotus 33", having got rid of the Daimler engine now has a 1500cc Ford unit in it, unfortunately retired while in 2nd place.

Race 4 was for N.Z. Standard Production cars and saw a very good race which was led from Go to Whoa by Ralph Emson "Fiat 125" from his partner in crime, coops, business, Paul Fahey driving another "Fiat 125" who had a spirited dice with Peter Macks "Fiat 125".

Don Davie "Victor 3300" 4th for the whole distance not being quick enough to foot it with the Fiat 125's.

Rick Rimmer "Valiant V8 Auto" started very quietly in 9th place, then he firmly planted his boot and tore through the field in fine style to move into 5th and displace Rod Collingwood who was having yet another fine drive (he's becoming monotonous) in his "Riley Kestrel". Bruce McLean "Falcon", Patrick Smith "Zephyr" and Rex Sinclair "Fiat 125" fought a running battle with the lead swapping about and Pat Smith won the toss, Sinclair then McLean followed by a vigorously driven "Datsun 1600" driven by G. Sutherland, his antics through Champion Curve and Castrol Corner bringing great gasps from the crowd.

Race 5 for Sports Cars was won by Jim Boyd in his "Lola T70" at about half throttle after John Monehan retired the "Stanton Corvette". Bob Hyslop drove a very spirited race in the "JRM Ford" to finish 2nd with David Wallace "Lola Climax" 3rd.

Race 6 was the Rothman's feature race for Saloons. Spinner Black on the second row behind Riley "Mustang" and Anderson "BMW 2002" charged through the gap like a bull in a china shop, with Red Dawson "Mustang" emulating his feat from the third row.

With tyres smoking, exhaust bellowing, the leading 5 cars stormed around Champion and Castrol Curves with the Camaro in front and the BMW dashing around looking for a gap to squeeze through. Down Firestone straight Black cleared away from the "Stangs" but "Roaring Red" Dawson was hot on his trail and Anderson was worrying away at Riley like a small dog with a very big bone. Further back Weston "Cooper S" was having a great dice with Goodwin "Lotus Anglia".

With "Red" in front of Black the field spread out a bit with small battles going on. Anderson "BMW" got in front of Riley "Mustang", John not having a good time of it going on the grass at exit of Castrol and falling back a bit. Red Dawson crossed the line a popular winner from "Spinner" Black, Roger Anderson, John Riley, John Weston and Noel Goodwin.

Race 7 - The first Gold Star Event of the 1969/70 season was the debut of Formula 5000, or "A" as it is known in the States.

Roly Levis had pole position in his "Brabham 1600 BT 23c" alongside Dennis Marwood in the I.H. Rorison Ltd Racing Team's "Eisart Chevrolet". Bryan Faloon was next "Brabham Climax" Rorstan Motor Racing his first drive in this car. Ken Smith "Lotus" was next. Peter Hughes was next followed by Indonesian visitor Henky Iriawan "Elfin 600", Graham Watson "Brabham", Leo Leonard in his first single seater drive in a "Beggy Chev". Then Graham McRae, fresh back from Europe, in another "Begg Chev". Peter Moloney in the old Rothman's "Cooper", then Frank Radisich in the ex-Lawrence McLaren M4A - also Barry Thomasen, in his first ever drive in any sort of racing machine, was driving the ex-Red Dawson "2.5 Brabham".

Levis got away to a meteoric start and led the bigger car of Marwood's into Firestone Straight, down the back Marwood closed right up but did it all wrong at the hairpin and performed a big nonsense. As the rest of the field scrambled past,

24.9.69

Leo Leonard in the "Begg Chev" must have thought "What's good enough for Dennis is good enough for me, only faster", and he too went over the end. Marwood rejoined the race almost at the rear of the field and started an epic drive which must surely have gladdened the heart of sponsor I.H. Rorison as he cut back Roly's lead at 2 secs a lap, finally taking over the lead on about the 21st lap. Leading by about 4 seconds he held station to win a very good race from Roly Levis, Faloon an excellent 3rd.

Races 8 and 9 were both handicap events with the very large crowd dispersing to go home after the presentations.

David Waugh "Cooper" won but there was a strong possibility he had exceeded his handicap and could be disqualified. Barry Phillips "Cooper S" was last man away with a 75 sec handicap and he belted through the field to lower Peter Levet's old record by almost 2 seconds (a great effort on a track full of mobile chicanes) to come home second in front of Alan Boyle, Neville Bailey, Wayne McMath and Peter Harris.

Race 9 was most notable for two reasons (10 scratchings) and a good race between the big banger saloons of Black "Camaro", Dawson "Mustang" and Collingwood "Kestrel" (Std Prod). Noel Goodwin took the flag in his "Lotus Anglia" from Black, Dawson, Collingwood, Bob Homewood "Anglia" and John Oudney "Cooper S".

So ended another good day's "Motor Racing", and we all wait for Bay Park in a fortnight to see who can improve on today's effort.

The Secretary  
Auckland Car Club

I would like to compliment you and your members on the wonderful organization of your meeting at Pukekohe last Sunday. It was a real treat to have the races away on time. As many of us have a trip afterwards it is nice to get away early. It was much appreciated.

Yours,

L.M.SMITH  
(Just a Spectator)

## Of Interest To Drivers

MOTORSPORT ASSOCIATION NEW ZEALAND

17th September, 1969.

CIRCULAR MEMORANDUM TO AFFILIATED CLUBS:

### IMPORT ALLOCATION

It is with pleasure that I advise you that the Association has just completed negotiations for an Import Allocation for the importation of complete Racing Vehicles.

The sum involved for the current year is Fifteen Thousand Dollars (\$15,000) and applications will now be received on the appropriate form which is available from this office.

Applications received will be dealt with on merit, but the fullest information should accompany each application.

It is understood that the N.Z. Racing Drivers Club Imports Advisory Committee has been granted an allocation of Ten Thousand Dollars (\$10,000) for the current year and this allocation will be applied to the importation of spares and parts.

(A.J. Smithard)  
CHIEF EXECUTIVE OFFICER

\* \* The Australian Automobile Racing Club has announced that it has requested Cams to withdraw the application to hold a World Championship event at Warwick Farm in 1970. This decision follows the return of Geoff Sykes who has recently been in Europe investigating the cost of such an undertaking. He had discussions with drivers, promoters and constructors and came to the conclusion that such a venture would be financially impossible.

DON HADFIELD

# Letters

NEW ZEALAND INTERNATIONAL GRAND PRIX (AUCK)  
INC.

24th September, 1969.

Mr B. Webber,  
President,  
Auckland Car Club,  
P.O. Box 2591,  
AUCKLAND.

Dear Mr President,

I would be very grateful if you would convey to your Club Committee the congratulations of this office on the really tremendous meeting you promoted on Sunday last. We do appreciate that such successes cannot be achieved without a great deal of effort on the part of a lot of unsung people and we would like them to know that we realise this.

Yours sincerely,  
N.Z.I.G.P. (AUCK.) INC.

R.W.A. Frost  
MANAGER



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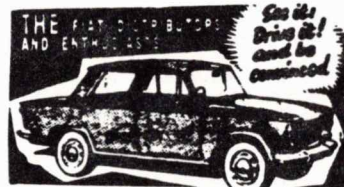
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# Levin 2500 "TYRES" Race

On Friday morning, after much preparation, legitimate excuses and some deceitful 'sickies' the Riley team embarked on its attempt at the "4 Hour Endurance" race.

After passing many ale houses, which seemed to be frequented by many well known cars - ranging from a blue Holden Monaro and red Zephyr V6 Mk IV to golden yellow Fiat 850's, we arrived at our destination - Palmerston North. You may well ask, "Why Palmerston North?" Because someone cocked-the-deal (first of many problems).

Scrutineering on Friday night was straightforward but with a surprise late entry of Peter Levett and Noel Goodwin in a brand new "Fiat Coupe" - on the reserve list.

Race day came quickly with 8 o'clock practice starting at 9.30, but with 2½ hours' practice available much "working out" was accomplished; for example, our own experience was with tyres. Both drivers completed a number of laps on "F.100 Radials". Then with complete confidence we swapped to our newly made Firestone 6.22 S (which we acquired at the last minute) and successfully upped our lap times from 1 min. 8.5 secs. to 1 min. 13 secs - thus a hurried change back to f.100's.

On the grid it was noticed that 13 vehicles were shod with Dunlops, 7 with Firestones, 3 with Goodyears and 2 with French Dunlops, and that the starters were in numerical order from No. 1 (biggest c.c. rating) back down to 25 (smallest). Not on practice times - very unfair.

At the drop of the flag it was Vauxhall 1 2 3 4 Fiat 5 Vauxhall 6 Zephyr 7 8 Fiat 9 Zephyr 9 Riley 9 Fiat 10 and they were this close. But after 15 laps the Riley with "Boyle the Oiler" at the wheel settled down to some very quick 1 min. 8's, while the Vauxhalls and Zephyrs proceeded to peel off rubber in large strips doing the same.

Panelwork was remarkably well preserved considering the close racing at the start with the Datsun 1600's getting hurried by the very quick Simca 1100's driven by the Imp exponent Roy Harrington and Mike Smithwaite, the other by "The Johnny Riley" and Hamal who were themselves pushed by an old hand in Syd Jewsen wheeling an Escort 1300.

The under 1000 was a Fiat affair with the Coupe of Jones and Wilson holding off the Works entered Italian job followed by the most raced Standard Production car in the world as Ralph Emson once again does "his thing" in the green Simca 1000. Behind Ralph came an amazing three wheeled Hillman Imp trying to preserve tyres and wheel-bearings driven by Jim (Sideways) Richards.

A notable feature was the Toyota Corolla which must have been going too fast (at 1.18 secs) for its team manager as he continually held out "Slow Down" signs on his board - perhaps he thought that the other 23 cars in front were going to "blow".

As the race proceeded, controversial discussions must have developed in the stands concerning car types and tyres, as one surprise after another astounded the crowd, with the faster Vauxhalls losing the lead only to regain it periodically, and Fiat 125's having to bow to British Leylands Riley 1300 handling, but to watch the Zephyrs internally haemorrhaging to stay with the smaller flyers must have hurt the pride of many owners of that Marque.

With the bigger cars pitting regularly we were astounded to find the Riley in first overall and first in its class, pursued by the Zephyr V6 of Kennedy two laps in arrears who had not stopped like its relations and opposition G.M. products. But this was not to last as the Vauxhalls slowly came back up through the field to displace the well placed Escort and Simca 1100 as well as the Zephyr. From Lap 43 to 118 the Riley was still one lap up on Leonard (Vauxhall) and Sprague (125), but alas this didn't last as it had to stop for pilot change, fuel, and one front right hand tyre - which all took ? minutes (an eternity). B.L.M.C. was now relegated to 3rd overall, when it regained the race, only two laps behind the Sprague Vauxhall and Cottle 125.

At 3 o'clock the 2nd overall sign was hung out to the Riley, as it 'smiled' its way round the circuit when Mr. Sprague fueled up, changed a tyre and got penalised a lap for spillage, putting him back to fourth overall, then he flipped. Ten minutes later Cottle's 125 was pleading for tyres so the request was answered with a pit stop that put the Riley back on the same lap as the leader, but 60 seconds behind.

Down in the field the "Flying Faloon" was pushing the Escort to dizzy limits to move consistently up through the field to displace Vauxhall and Fiat and Zephyr alike, bringing with him the Simca 1100 of Harrington and Smithwaite and the Datsun 1600 of Collins and McPhail. Meanwhile the Isuzu Bellet was being driven very well considering the Hillman-like sound and the V.W.-like handling.

The Fiat Coupes were still having their four-on-the-floor stir-easies moved at speed to keep the revs up to keep the Richard's driven Patrick Imp (except for 5 laps) behind.

Cottle was nursing the tyres on the Fiat 125 as they realised there was only 40 minutes to go and slowed his lap times to around from 67.0 secs. to 69.5 secs. but for the Riley it was down into third at the end of the main straight, 6,000 r.p.m. through the long sweeping corner button off slightly for cabbage (to get tail out), up the short straight to the hairpin, brake at 50 yards, down into second, slide, boot into it 6,200 r.p.m., into third, flat out through Hokio Bend, up the straight to swing wide then throw it across to clip the judder bars out onto Rothman's Curve, revs climbing up - change into top at 6,000 r.p.m. (half way down the straight) then back into third at the end of the straight and flat through the curve again - time 67.4 secs.

With four hours coming up the places were still 125, Riley, Zephyr, Escort, Simca 1100, Datsun 1600, and Fiat 125, and at the flag these positions hadn't changed but the crowd were kept on their feet to the last, as the Riley hauled in



the Fiat a second or so a lap to finish only 14 seconds behind and as Faloon punished the little Escort to finish right on the bumper of the Kennedy/Rutherford Zephyr at the flag.

**RESULTS:- OVERALL**

1ST	Cottle/Sprague	Fiat 125
2ND	Collingwood/Boyle	Riley 1300 Mk 11
3RD	Kennedy/Rutherford	Zephyr V6
4TH	Faloon/Jensen	Escort 1300

**CLASSES:**

Over:- 2500 c.c.

1ST	Kennedy/Rutherford	Zephyr
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160 - 2500 c.c.

1ST	Cottle/Sprague	Fiat 125
2ND	Robertson/Bailey	Fiat 125
3RD	Dawson/Haggett	Fiat 125

1301 - 1600 c.c.

1ST	Collins/McPhail	Datsun 1600
2ND	Sutherland/Masterton	Datsun 1600

1001 - 1300 c.c.

1ST	Collingwood/Boyle	Riley 1300
2ND	Faloon/Jensen	Escort 1300
3RD	Smirhwaite/Harrington	Simca 1100

0 - 1000 c.c.

1ST	Jones/Wilson	Fiat 903
2ND	Richards/Patrick	Hillman Imp
3RD	Emson/Bremner	Simca 1000

# Auto Electrical Series

**ARTICLE 2 ... STARTING**

When the key is turned on, voltage is supplied to the coil, electric fuel pump, and gauges so that on operating the starter the car should start the first time and not grind away for minutes, flattening the battery.

**Note:** Voltage is the measurement of power available.  
Ampere is the measurement of current flow.

Starting efficiently is the combination of:

- (i) Starter motor speed
- (ii) Ignition efficiency
- (iii) Fuel bowl full of petrol.

(i) The starter circuit is from the battery to the solenoid to the starter motor by way of the brushes to energise the starter. From there to the frame of the starter, to the engine to the chassis, via the engine strap and to the battery via the earth strap. All these connections must be clean and tight.

(ii) For ignition efficiency the plugs, points, condenser, cap, rotor and leads should be checked at least twice a year by an approved workshop. The latest ignition test equipment can tell in ten minutes the condition of the complete ignition. High compression engines, require, perhaps, three checks per year.

(iii) The fuel system, lines, fuel pump, air and fuel filters, choke control and carburettor, also require checking and adjusting twice a year. Lean mixture can cause expensive motor damage. Rich mixture can cause low miles per gallon.

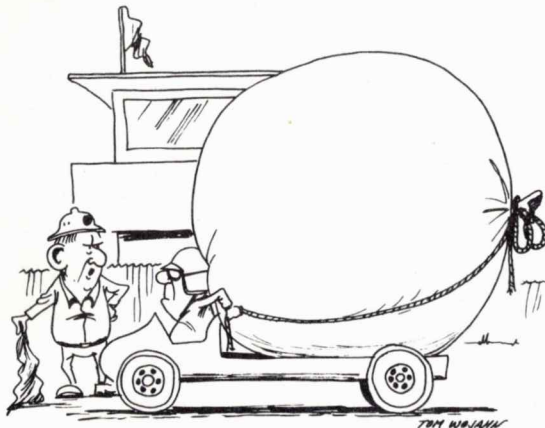
**For Fault Finding In The Starting System Determine:**

- (a) Whether the fault is in the battery, starter or connections.
- (b) Ignition is satisfactory.
- (c) Lack of fuel.

(a) Turn on the lights and if dull, the trouble could be a faulty or flat battery, or faulty connections at the battery terminals. Check for warmth at the terminals, which could indicate they need cleaning. Check connections as for (i) and also check that the starter is bolted secure to the engine and held together with fixing screws tight.

(b) Remove a plug lead, keeping hands clear of terminal and fan blades and turn the starter observing whether a spark jumps at least 1/4 of an inch between the plug lead and the engine block at cranking speed.

(c) Remove the air filter and cover, inspecting for the presence of fuel. Also see that the choke control does in fact operate the linkage at the carburettor correctly.



"Okay, just one run and then get that thing out of here for good!"

With the compliments of Brosnan Auto Electrical Ltd.

4 Suiter St., Newmarket.

Phone 545-511.

**T. Lawton**

Cortina	51.6	46.0	49.0	49.2	17.6	18.2	17.7	17.8	17.6	38.3	38.0	37.2	37.0	37.7	149.6	
D. Urne Anglia	57.2	51.2	56.8	51.4	20.8	20.7	21.8			42.5	42.9	40.7	43.2		169.4	
D. Halliday Anglia	45.8	40.8	44.5	44.4	14.9	15.9				34.0	36.4	33.5	34.2		133.7	
J. Richards	54.0	39.4	43.4	39.4	15.0	15.1				31.5	32.2	30.1	31.3		127.9	
L. McCreary	Ipsu	60.0	52.7	58.8	52.4	21.8	21.4	21.2	21.4	21.4	44.2	42.7	42.2	41.0	42.1	173.4
B.C. Millen	Humbers	52.8	49.0	52.4	47.6	19.2	18.7	18.5	19.0	40.9	40.0	39.0	39.9		157.5	
D. Carsons	Cortina	52.3	48.6	52.8	47.0	18.2	18.7	18.1	18.7	19.2	18.0	41.5	42.0	40.6	41.2	157.9
M.S. Layton	M.G.	67.2	54.1	62.0	54.2	23.0	22.3	22.3	22.5	48.0	46.2	43.8	45.0	40.9	182.1	
P.M. Hayes	Cortina	53.0	47.4	53.0	47.0	18.7	18.2	18.2		40.9	39.4	39.4			156.0	
G. Sutherland																
<b>Datsun</b>																
N. Burgess	Anglia	54.2	48.2	54.0	48.2	18.7	18.5	18.6	18.9	38.9	38.2	38.1	38.0		154.9	
D. Anderson						18.5	18.0	18.4	18.2	40.2	38.8	37.8	38.6		158.8	
<b>Datsun</b>																
		54.0	47.5	53.5	47.5	18.8	19.0	19.0		40.2	40.0	38.8	39.2		153.6	

<b>H. Skinner</b>															
Cortina	48.0	49.0	47.6	42.7	17.0					35.0	35.5	50.8			3rd 142.3
G. Morgan	Triumph	58.2	51.7	55.9	51.3	19.5	19.5	19.6	19.1	42.8	39.0	43.0	41.1		163.3
G. Sheldon	Anglia	49.6	47.4	49.8	38.2	16.4				38.0	37.8				2nd 142.0
H. Homewood	"					47.3	43.2			36.2	36.0	41.0	35.3	35.7	2nd 137.7
G. Lewis	hunter	54.6	49.5	54.4	48.8	19.9	19.3	20.3	19.7	41.8	40.8	40.0	39.1	40.0	1st 161.6
W. Brooks	Flat	53.7	46.4	51.3	46.0	18.7	19.1	18.9		40.0	37.3	37.1			153.1
L. Ryan	Holden	58.6	52.4	58.4	52.6	21.2	21.7	21.5	22.0	43.3	43.3	42.5	43.2	44.2	1st 174.5

D. Davie	Victor	51.0	45.8	50.7	45.7	17.6				37.6	38.2				1st 151.6
J. Richards	Zepphr	54.2	46.1	51.4	46.0	18.0	18.1		18.2	38.2	38.0	38.1	37.6		2nd 152.8
S. Unkovich	Zepphr	54.8	47.8	52.4	47.6	19.7	17.9		18.1	39.2	38.5	38.6			3rd 156.4
B. Cox	Chev	53.6	47.4	54.0	47.2	18.5	19.9			46.5	40.4				159.7
R. Ellis	AA90	56.4	49.8	55.8	50.0	18.0	18.5			42.4	41.7	40.0			163.5
	Cresta	56.0	48.8			19.0	18.6	18.6	19.0	42.4	41.6	42.0	40.4	42.0	38.8
	Zepphr	56.2	51.2	60.5	51.7	18.6	18.8		18.9	41.2	41.8				167.2

**RACING CARS**

<b>K.R. McDonald</b>															
M/Minus		55.5	48.5	54.8	47.4	18.8	21.2	19.6	18.9	39.5	40.6	40.9	40.0		160.5
B. Walsh	Norlon	53.9	47.1	54.0	48.2	20.8	21.9			41.2					163.0
M. Firth	"	57.8	45.0			16.8	16.2			35.6					3rd 154.6
H. Hollings	M/Max	50.4	46.8	46.2	46.8	18.0	25.8			37.0					1st 148.0
D. Burrows	F.V.	53.0	46.3	53.5	46.3	19.1	19.1	19.3		38.6	37.8	37.0			1st 155.4
R. Firth	R.S. Imp	53.0	48.8	52.6	48.4	18.3	18.2			41.0	39.0				1st 158.2
K. Plasman	Vincent	56.2	48.0	52.9	48.1	16.9	16.2	21.8	20.0	41.5	63.0	45.1		48.3	2nd 158.6
R. Allen	F.V.	50.0	44.8	50.5	44.9	13.0	18.3	18.3		36.9	36.4	36.0	36.4		2nd 148.8

**SPORTS CARS**

N. Rindlay	Spritg	51.4	45.4	51.4	46.2	19.9	19.4	19.2	19.1	38.9	38.8	38.6	37.7	34.8	1st 150.7
J. Boyd	Lola	41.6	35.8	41.4	35.3	14.0	12.3	12.4		29.5	28.0	28.3			1st 117.0

# RESULTS SPRINT MEETING



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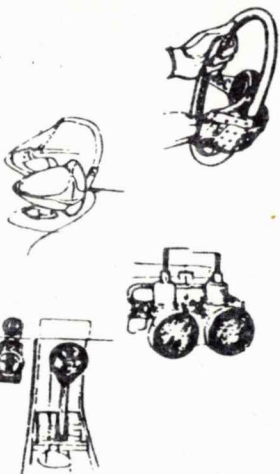
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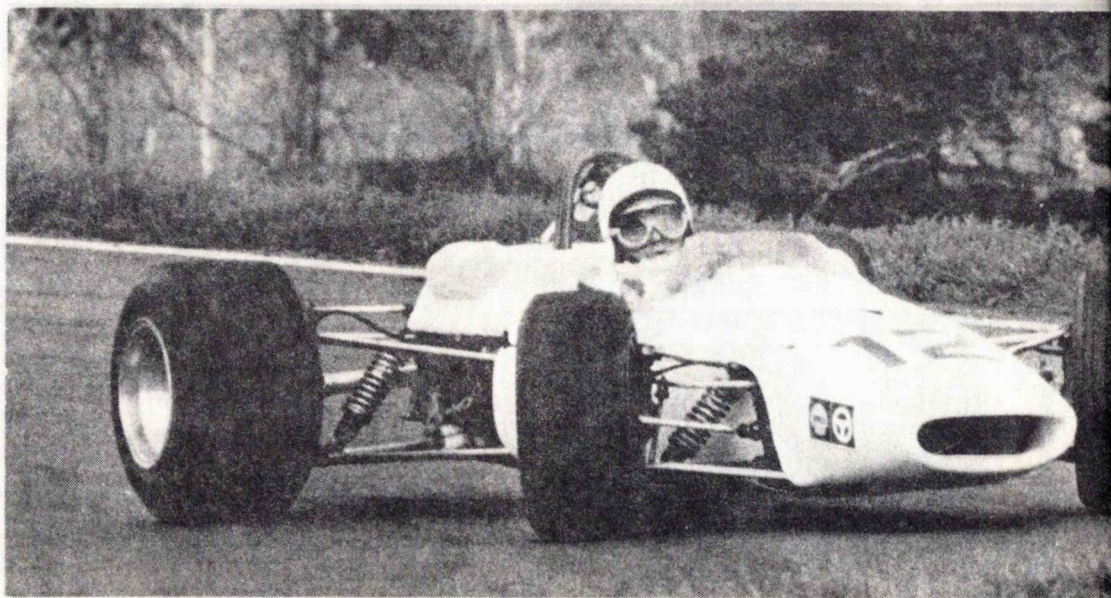
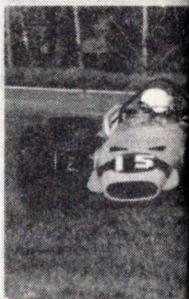
Phone - Business PAP 87-398

Residence PAP 86-023

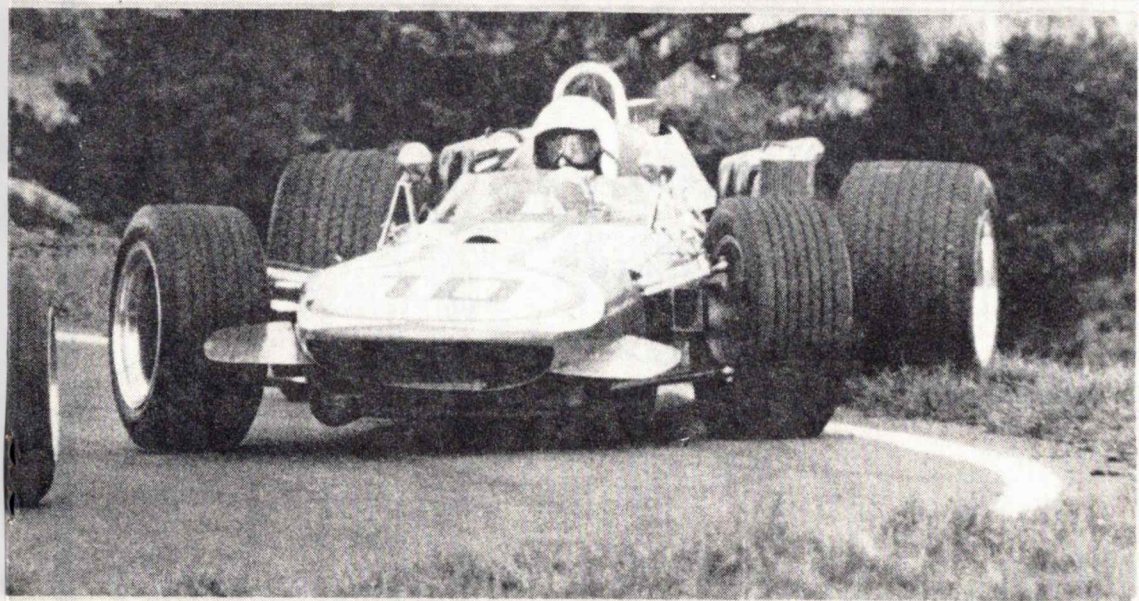
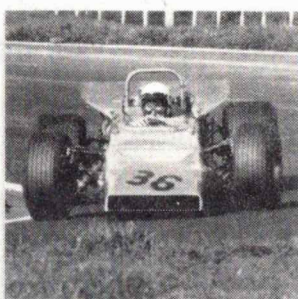
# ROTHMANS MEETING

pukekohe

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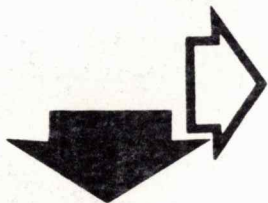




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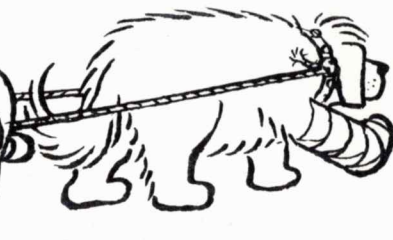


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THE SATURDAY EVENING POST



DRIVERS NAME	CAR	CLUB CIRCUIT						STRAIGHT SPRINT						BENT SPRINT						BEST AGG.
		1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	
W. Wymer	Cooper	51.0	50.8	52.8	46.6	19.1	18.2	19.6	-	18.3	41.0	38.6	39.2	37.3	37.6	37.1	3rd	152.9		
J. N. Le Baige	Imp.	56.6	49.8	54.7	46.3	21.0	20.8	20.6	21.0	-	41.6	39.3	39.8	40.6	40.2	39.0	37.0	38.4	163.9	
G. Fawcett	A. Mind	53.4	47.4	51.4	46.6	19.4	19.1	-	19.2	-	40.2	39.0	37.0	38.4	46.0	45.3	44.6	46.0	154.1	
L. Currell	Simca	60.8	53.5	60.6	53.8	21.8	22.1	22.3	22.2	22.0	42.0	42.1	40.4	41.4	42.0	42.1	40.4	41.4	179.7	
A. Denny	A. Mind	56.3	49.1	55.2	49.7	21.0	20.5	20.7	-	19.4	19.5	19.4	19.5	40.6	39.8	38.2	44.0	38.3	165.2	
J. Handbury	Fiat Coupe	54.2	46.8	52.4	46.2	-	19.4	19.5	-	19.4	19.5	19.4	19.5	40.6	39.8	38.2	44.0	38.3	166.2	
G. Smaller	Riley Elf.	53.9	48.6	53.6	47.6	19.8	19.8	20.2	19.4	20.1	40.4	40.0	39.9	40.0	40.4	40.0	39.9	40.0	160.5	
W.S. Calender	M. Mind	57.2	51.4	57.6	51.0	22.0	21.2	21.1	21.3	-	43.2	43.6	42.3	42.1	43.2	43.6	42.3	42.1	171.4	
O. Boknaven	A. A40	67.6	58.6	66.2	57.9	25.1	25.0	24.0	25.0	-	52.1	51.2	49.0	50.0	40.6	53.0	35.0	38.5	187.1	
G. O'Donnell	Hillman Imp.	52.5	46.5	51.6	46.9	13.8	19.8	19.3	19.3	19.2	43.9	44.0	42.4	43.2	40.6	53.0	35.0	38.5	151.9	
R. Osborne	Hillman Imp.	57.4	51.5	56.2	50.4	22.0	21.4	21.9	22.3	-	43.9	44.0	42.4	43.2	40.6	53.0	35.0	38.5	170.4	
N. Goodwin	Fiat 850.	52.2	46.6	51.8	46.6	19.4	19.5	-	19.4	19.5	39.0	39.9	40.0	39.0	43.9	44.0	42.4	43.2	156.8	
A. Boyle	"Coca"	46.4	41.0	46.7	40.5	16.3	18.9	-	16.5	16.5	38.2	33.6	33.6	33.4	33.1	33.6	33.4	33.1	136.3	
M. Cooper	A. Mind	54.0	46.5	53.3	47.1	19.7	19.4	19.6	22.5	19.6	39.3	39.5	38.5	52.1	38.7	38.8	37.8	37.8	157.7	
I. Carroll	Hillman Imp	53.2	48.2	52.8	48.6	19.7	19.6	-	19.3	19.6	39.4	39.5	39.3	38.7	38.8	37.8	37.8	37.8	158.1	
K. Cox	Hillman Imp	63.4	54.0	61.3	56.4	23.6	23.2	23.5	-	23.2	27.2	47.2	47.9	46.4	48.1	47.2	46.3	46.3	184.8	
P. Browne	Hillman Imp.	55.0	48.5	56.5	58.6	20.8	20.8	20.5	-	20.8	20.8	20.5	-	42.3	41.0	40.5	-	-	164.5	
P. Schenker	A.40	55.5	50.1	54.6	48.6	18.1	18.2	18.4	18.9	-	42.0	42.2	41.4	40.3	42.3	41.0	40.5	-	161.6	
J. Uddney	M. Cooper	48.6	42.9	48.9	43.7	16.7	16.9	17.6	-	16.8	37.0	36.8	34.8	35.1	35.3	35.3	35.1	35.3	143.0	
G. Pringle	Cortina	52.0	46.6	54.6	48.1	18.2	18.7	18.7	18.2	-	38.8	38.6	38.1	38.3	38.8	38.6	38.1	38.3	154.9	
M. Smurkwalte	Simca	55.5	49.0	54.7	48.6	21.0	20.8	21.0	21.2	-	41.7	41.6	38.7	41.1	41.7	41.6	38.7	41.1	162.8	
P. Batten	Cooper	56.4	50.6	53.0	47.8	18.9	19.2	18.8	18.6	-	43.1	41.4	40.0	40.3	38.9	39.6	39.4	38.3	158.3	
L. Rodgers	Escort	52.9	47.2	52.5	47.1	18.0	18.2	18.4	-	18.0	18.2	18.4	-	39.6	39.4	38.3	43.8	43.8	155.9	
D. Chapman	A. Mind	60.0	53.2	58.6	51.6	21.6	21.6	21.6	-	21.6	21.6	21.6	21.6	46.8	44.2	43.0	43.0	43.0	174.8	
L. Peterson	F. Anglia	55.6	54.8	-	-	20.8	19.6	18.6	19.7	-	41.1	40.8	38.1	37.6	41.1	40.8	38.1	37.6	166.6	
K. Parsons	Cortina	54.2	48.2	54.4	49.1	18.8	18.7	25.0	19.2	-	40.0	40.4	39.2	39.7	40.0	40.4	39.2	39.7	160.3	
J.G. Garner	Cortina	51.6	45.4	49.4	45.2	17.2	17.6	17.6	17.4	17.5	36.8	37.4	36.8	40.1	36.0	36.0	36.0	36.0	147.8	
D.C. Probyn	Cortina	51.4	45.6	52.2	45.8	17.9	17.8	18.4	-	17.9	39.2	38.9	36.3	39.0	39.2	38.9	36.3	39.0	151.1	
C. Capstick	Cortina	54.8	47.7	53.8	47.6	17.8	17.7	17.9	-	17.8	41.1	41.1	42.0	40.0	41.1	41.1	42.0	40.0	159.1	

# Shouts & MURMURS

Popular request has demanded another Wine and Cheese Evening and this has been arranged for Labour Weekend Sunday. See Coming Events. Rumour has it that hostess skirts are "in" for ladies attending. Tickets will be limited so don't delay. Definitely no sales at the door.

. . . The last social held at the Clubrooms was a great success. Both floors were filled, the upper one with people dancing and wearing themselves out and the lower floor with people recuperating. Many thanks to the Social and Ladies Committees for all the background work that made for a good night out.

. . . Sorry about the delay with the badminton set up, but a few minor set-backs have come up. I want to get the court down this week and it looks as if it will be Wednesday nights for playing as this is the only free night at the Clubrooms. There will be a starting date in next month's bulletin so don't miss it.

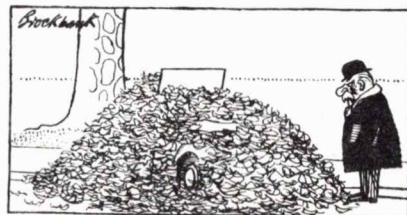
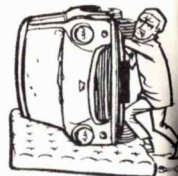
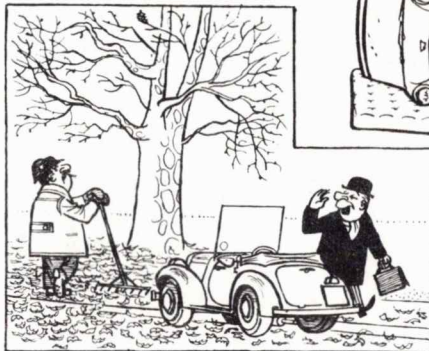
. . . Congratulations go to Ivan Read and Leone Fail on their recent engagement.

. . . WANTED - General household help. If interested in this position, please contact Mr Alan Boyle or Mr Lynton Ryan (They do seem a bit tired of late).

. . . Hear tell a Mr Crombie went for a swim at Tauranga and got all his money wet.

. . . Sixteen laps of Bay Park in a quick Escort Twin Cam must be hard work. At a session in the Anchor Inn after the championship Meeting Jack Nazer said that from now on he would cycle five miles to work to get himself back in trim. He was quite serious at the time but probably changed his mind the next morning.

## MAJOR UPSETT

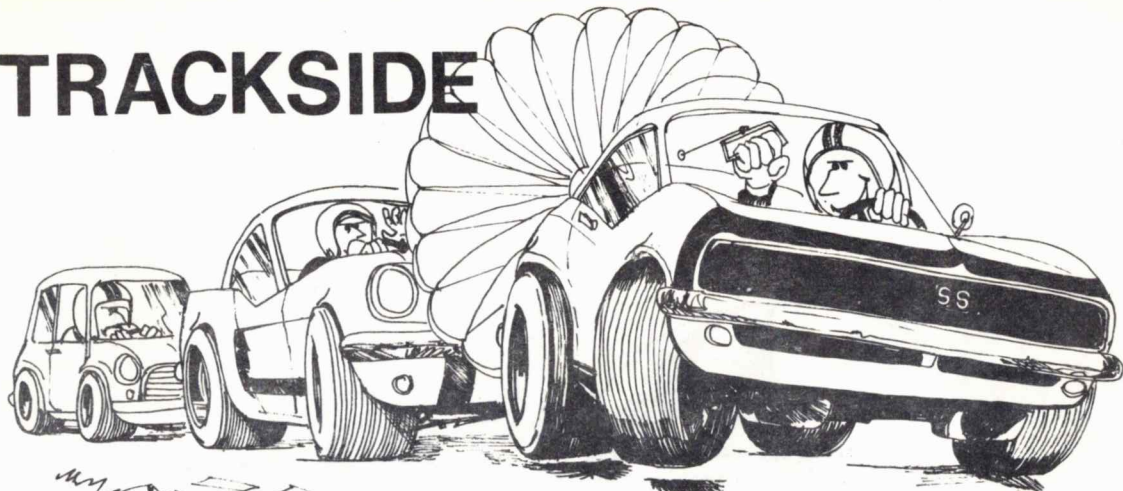


# WINE and CHEESE EVENING SUNDAY LABOUR WEEKEND

**tickets are limited, don't delay**



# TRACKSIDE



\* \* The Owen Organisation has announced that the BRM racing effort will continue into the 1970s despite the disappointments of this season. However, they are aiming to put more emphasis on the commercial aspects of BRM such as the production of Formula Ford and special twin-cam engines. The Organisation put most of its problems down to difficulties in co-ordinating and administration and efforts are being made to remedy these problems.

\* \* Matra sent an F2 MS7 - FVA to the Chamrousse hillclimb in France recently along with Jean-Pierre Beltoise as driver and proceeded to completely demoralize the opposition. The Matra broke the hillclimb record by 18 seconds and the runner up was still outside the old record in an F2 Tecno.

\* \* Jackie Ickx has confirmed that he has signed a contract to race with Ferrari next year. The contract includes F1, Group 4 and possibly Can Am. Ferrari plans to run a full sports car team in 1970, and both Chris Amon and Derek Bell have been invited to stay in the team.

\* \* Frank Match's new McLaren M10A was unpacked just in time for the Sydney Motor Show Trophy at Warwick Farm. He fitted it with a cooking Chevy Tracy Motor he had lying round which he thought gave no more than 330 BHP and practised with little or no development in 1.28.6 secs. Pole position for the race was Leo Geohagan with 1.28.2 in the Lotus 39 Repco 2.5.

\* \* Most New Zealanders would consider motor racing in Venezuela to be non-existent, but a race promoter there has written to Lotus Racing Sales to obtain 20 assorted makes of used Formula Ford racing cars in an effort to establish the class in that country. The next time you are down at the Clubhouse put the screws on Eric.

\* \* Broadspeed have announced that they intend to enter Formula 5000 in 1970 with an undecided chassis using a five litre Ford V8 engine. Ralph Broad intends to develop and sell the Mustang motor in addition to his other conversion work. It will be interesting to see how much power Broadspeed can extract from the Ford engine in an effort to stop the Chev domination which is the case at present. They intend to carry on with saloons next year and plan to run at least one 1300 Escort and one T.C. Escort in major British Events. Drivers will most probably be John Fitzpatrick and Chris Craft ( Craft also driving the Formula 5000 ) but these contracts have not yet been finalised with Ford who provide the backing.

\* \* Harry Ratcliff, racing driver and head of British Vita Racing has decided to retire from racing after 12 years and 200 outright and class wins. Harry founded B.R.T. in 1963, the fore-runner to the now British Vita Racing Equipe. The following year B.R.T. produced the first 1390 c.c. Mini and in 1965 they had tremendous fun and publicity from the infamous Mini Buick with the 3½ litre alloy V8 in the boot. During 1966 and 1967 Ratcliff took part in International saloon car events with a Cooper in Gp 11 and Gp V form. During 1968 he won the Northern Saloon Car Championship which he retained this year and has only been beaten once in 29 races. In 1968 BURT had their most successful season winning the European Touring Car Championship with John Handley in the 1 litre Scoper S, Ratcliff won the Northern Saloon Car Championship and the firm's technical director, Jeff Goodcliff, won BARC Hill Climb Championship. BURT produce for sale crossflow fuel injected Cooper S motors and Jeff Goodcliff's hillclimb Mini is one of the wildest ever. It is a very lightweight Mini Sprint powered by a supercharged fuel injected crossflow 1300S motor producing 158 B.H.P.

\* \* Ferrari's Chief Engineer, Ing Jacapone has left to take up a position with Abarth. He has already hurried along the new Gp 6 3 litre car which appears to be very similar to Ferrari's Gp 6 312 P.



## **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*



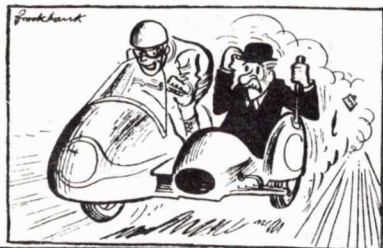
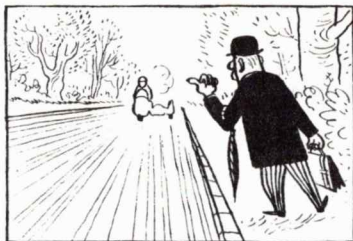
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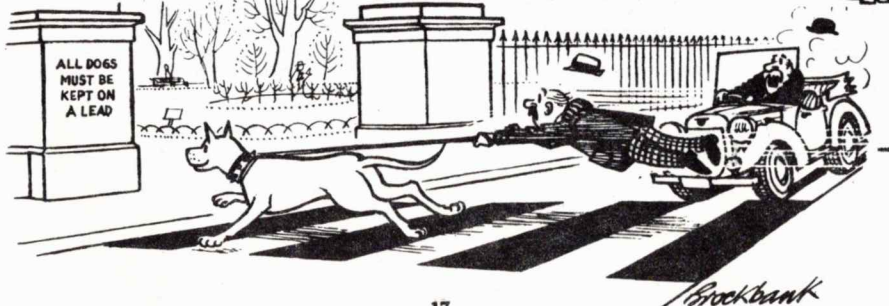
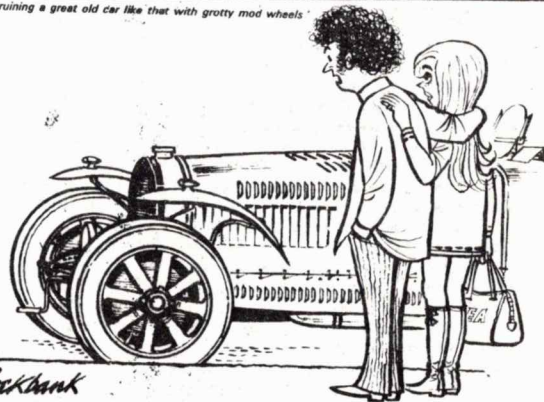
# Turbocharged BMW 2002

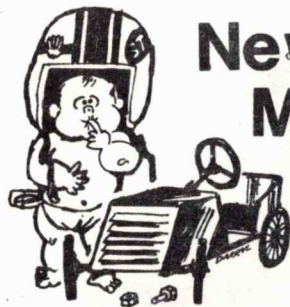
A new threat has developed in the European Saloon Car circuits in the form of turbocharged BMW 2002s which are contenders for outright victory which indeed is what they were designed for, as the multiplication factor of 1.4 puts them in with the Falcons and Camaros, etc. The power unit is very similar to the supercharged motor and, in fact, uses the same camshaft as the other competition engines. The turbocharger is mounted on the exhaust side of the single overhead cam motor with the intake of the centrifugal blower facing frontwards and the exhaust driven turbine intake facing downwards. The exhaust from the turbine, which is really a centrifugal blower operating in reverse, faces to the rear, and the tailpipe is then taken from here with an easy run to its optimum length. A fabricated exhaust manifold takes a circuitous route to the rear of the motor where the four pipes are paired and then run back to the turbocharger to join at the intake. From the supercharger outlet a pipe passes over the top of the engine to a plenum chamber fitted with a relief valve which blows off at 14.22 lbs. per square inch. As only air is compressed in the blower, it is quite safe to let it blow off under the bonnet. From this chamber four pipes of equal length travel through a U turn to the ports where downstream fuel injection takes place. A butterfly damper is in the single pipe from the supercharger and is coupled directly to the control rack of the injector pump. As the throttle is opened the pump delivery is stepped up and vice versa. At full bore the turbocharger spins at 100,000 r.p.m. and the exhaust turbine uses very little of the potential power of the engine compared to about 10% used by a crankshaft driven supercharger. However, throttle response would be inferior as the motor must build up its exhaust gases before a boost is obtained.

For long distance facing the engine has a maintained output of 280 BHP at 7,000 r.p.m. When tested without the blowoff valve, a boost of 20 P.S.I. was obtained with a power output of 330 H.P., but this caused blowby between the head and the block, although no mechanical failure resulted. The power comes in with a bang at 4,000 r.p.m.



"Fancy ruining a great old car like that with grotty mod wheels"





# New Members

Ron White	Blockhouse Bay	Mini Van
Tony Knezovick	Glen Eden	Ford Fairlane
Kevin Lane	Auckland	Hillman Rally Imp
Malcolm Oldwall	Aratia	-
Donald Edwards	Milford	Morris 1100
Rodney Rattray	Parnell	Austin
Rodney Bickerton	Avondale	Ford Anglia
Peter Bailey	Birkenhead	Ford Escort
Barry Moon	Papatoetoe	Cortina
Brian Winch	Takapuna	3.3 Victor
Wayne Perkins	Papatoetoe	Vauxhall
Alan Keesing	Papatoetoe	Morris Minor

## Gold Turned Him Red

Not many people have a chance during their life to own several bars of gold, but for 1967 world racing car champion and leader of the current Can-Am series, Denis Hulme, such an opportunity proved something of an embarrassment and he was only too pleased to part with it.

In a letter home following his win in the Klondike 200 race, Denny commented:

"The prize I picked up for the Klondike 200 was amusing - four little blocks of gold worth \$10,000!

"They were surprisingly heavy and I wish I could have kept one of them, but decided to give them back and take a cheque instead.

"It wasn't easy keeping my hands on the bars at the prize-giving because everyone wanted to handle them, and two or three drivers would insist on slipping them into their pockets," he wrote.

"Fortunately," Denny added, "there was an eagle-eyed armed guard standing alongside to spot any funny business, but it wasn't easy keeping a smile on your face while wondering where the gold might be."

### EDITOR'S NOTE.

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

# RESULTS

## Spring Invitation Trial 23.8.69

No.	Entrant/Driver	Club	Point Loss	Placing
1	M. McNeil	ACC	980.1	19
2	R. Hobdell	NSCC	839.6	17
3	L. Tabor	NSCC	211.9	3
4	P. Meggison	ACC	255.4	4
5	B. North	TAREC	586.3	13
6	T. Hardy	NSCC	125.1	2
7	J. Hack	NSCC	1493.1	24
8	M. Smith	NSCC	92.8	1
9	G. Nicholson	VW	648.5	15
10	R. Perillo	TAREC	388.6	8
11	A. Moore	TAREC	1357.6	21
12	G. Funnell	ACC	468.6	9
13	D. Blomfield	ACC	1540.9	25
15	R. Stodart	ACC	2593.4	30
16	K. Bowman	TAREC	1396.4	22
17	G. Smaller	ACC	1424.8	23
18	D. Edward	ACC	694.2	16
19	M. Heistand	TAREC	476.8	10
20	G. Town	VW	916.7	18
21	A. McWatt	ACC	266.4	5
22	G. Windsor	ACC	3859.8	33
24	M. Bruce	VW	574.0	12
25	D. Hay	AUCC	2033.8	28
26	P. March	TAREC	377.9	7
27	J. Harding	ACC	2773.0	31
28	G. Crooks	AUCC	1798.5	27
29	G. Appleby	ACC	1701.0	26
31	N. McLarin	NSCC	2158.9	29
32	C. Roskilly	ACC	338.9	6
33	R. McCallum	ACC	623.7	14
34	E. Hadfield	ACC	4048.4	35
35	R. Leary	AUCC	3896.3	34
36	C. Fraser	AUCC	522.9	11
37	A. Grout	AUCC	1211.1	20
38	T. Moen	AUCC	2869.0	32

### Mercury Trophy Placings:

1st	Northern Sports Car Club	429.8
2nd	Auckland Car Club	860.7
3rd	TAREC	1243.3
4th	V.W.O.C.	2139.2
5th	A.U.C.C.	3532.5

### Light Car Trial Placings: (Under 1200 c.c.)

1st	M. Smith	2nd L. Tabor	3rd A. McWatt
1st Navigator:	B. White		

### Teams Prize:

1st NSCC	(2)	R. Hobdell
(1144.3)	(3)	L. Tabor
	(8)	M. Smith
2nd TAREC	(11)	A. Moore
(2212.3)	(9)	M. Heistand
	(26)	P. March
3rd ACC	(1)	M. McNeil
(2671.2)	(17)	G. Smaller
	(21)	A. McWatt





Auckland's Mercury Trophy Event appears to have gone off quite successfully. Understand there were far more complimentary than derogatory comments from competitors. Main talking points among competitors at the social gathering which followed the conclusion of the trial were the Forest Section, which most people enjoyed and that black and white P.B. strategically parked just around a corner on the metalled "Old Great South Road". This lark has been patented so other Clubs are not permitted to use such checks even if they are fortunate enough to have a tame T/O on call. Believe some of the comments passed, both to and by the above Officer would not bear printing.

The Chief Ranger at the Waiuku Forest, had his wife and family out watching in the forest and I understand they were suitably impressed by the performance of two Z cars, which incidentally were running neck and neck for F.T.D.

Thanks to the above Ranger for his assistance in extracting at least one car which had deviated from the course.

Congratulations to Mike Smith and co-Pilot Brian White on winning the event outright, and also the Light Car Trophy.

Northern were winners of the Light Car Team prize, thanks primarily to the efforts of Mike Smith and "The Girls". Despite the fact that "Les Jeunes Filles" covered a small portion of extra mileage in the forest they finished in 3rd place overall, a commendable effort, and one which surprised no one more than the "Angel" car.

Pressure on my grapevine has squeezed out a little on the October Club Trial, set down for Saturday evening, the 25th. This of course is a Labour Weekend but will be something for the "Stay-at-Homes" to do. Believe the "Nippon Clipon" will be officially opened by that date (subject to cracks) and tolls reduced to 10 cents so shouldn't be too much of a financial embarrassment to competitors. Incidentally this date is the Plotter's birthday, so the winner will be expected to shout.

It is the Club's intention to continue running Club Trials through the Summer months when the opportunity arises. This of course will depend on the availability of dates with a rather full speed season coming up.

Tim Holt, driver of the Paine Bros. Holden, is to be congratulated on his 4th Placing in the Gold Star Championship. This effort is even more noteworthy as he competed only in North Island events.

I have been asked by the Organisers of the "Spring Invitation" to thank all those who manned checks for their services on the day. Many of these people were not Club Members but some have apparently expressed an interest in trialling and could possibly be expected to join the Club at a later date.

The so-called "New" Club on the Auckland Scene, T.A.R.E.C. (Transpose those letters and you still get R.A.T.E.C.) appears to be composed of most of the former members of R.A.T.E.C. (Auckland) and I understand they have retained their former sponsors, DULUX and CHAMPION so things should remain much the same on the Inter-Club Rally scene next season.

HANS SPOTT

27TH OCTOBER - MONDAY - MOTOR RACES AT PARITUTU have been cancelled.

27TH OCTOBER - MONDAY - TARANAKI CAR CLUB - Open Hillclimb at Kaipikari Road, Urenui. Prizemoney will be paid. For Entry Forms and Regulations - The Hillclimb Secretary, 58 Gilbert Street, New Plymouth.

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

6TH NOVEMBER - THURSDAY - Entry closing date for all events at the Grand Prix on 10th January.

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

15TH NOVEMBER - SATURDAY - WAIRARAPA 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 Race Meeting, P.O. Box 104, Mt. Maunganui.

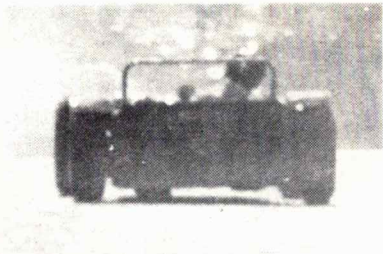
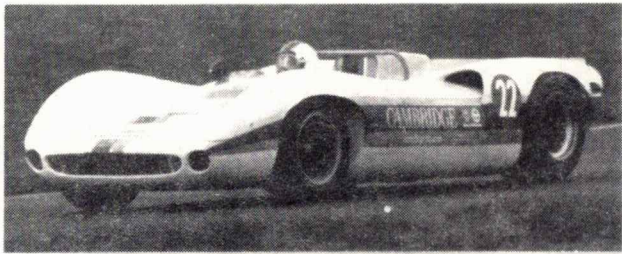
29TH NOVEMBER - SATURDAY - LEVIN MOTOR RACES - P.O. Box 57, Levin.

29TH NOVEMBER - SATURDAY - ROTORUA CAR CLUB - Invitation Hillclimb, Mt Ngongotaha Road. Prizemoney. Entry Fee \$1.00. Entries close 22nd November, P.O. Box 365, Rotorua.

30TH NOVEMBER - SUNDAY - PUKEKOHE CAR CLUB - Gold Star Hillclimb, Pollock Rd, Te Toro.

7TH DECEMBER - SUNDAY - NORTHERN SPORTS CAR CLUB "DUNLOP" GOLD STAR AND SALOON CAR CHAMPIONSHIP RACE MEETING.





**ROTHMANS MEETING**  
pukekohe 21-9-69







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