

BULLETIN



NOVEMBER

69

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AUCKLAND CAR CLUB (Inc)

P.O. BOX 2591 AUCKLAND

BULLETIN November 1969

CLUB OFFICERS

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J. H. Crombie, I. Read

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(POP-83-554)
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(Papakura 84-164)
Speed: J. H. Crombie
(373-138)
Building: M. H. Lawson
(Howick 6156D)
Bulletin: Margarete Marshall
(677-926)



COMING EVENTS



CLOSED CLUB

Sunday 9th November Autocross at MORRELLS FARM. Proceed along north western motorway from Ft. Chev. and carry on to Kumeu. In the middle of Kumeu township turn left over railway line and immediately turn off again (follow Tautaki sign). Straight ahead at fork into Manham Road and follow ACC signs. NO arrivals after 11 a.m.. Please travel respectfully both approaching and leaving. Bring your own food and drink as no refreshments are available.

20th November, Thursday.
Club Night - Film Evening, 44 Stoddard Rd., 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.

22nd November, Saturday Night Trial

Starts at South Street, Motors, Mobile Station Cnr. Great South Road and South Street, Papakura. Entries on the day at 50c per car. First car starts at 7 p.m. This night trial covers approx. 75 miles in the South Auckland area. An "All Road" trial covering a bit of everything - nothing too difficult.
You need:- L.A.S. map N47 pt. N46 2nd Edition February 1964, sealed clock, pencils, paper, matches, smokes and Granny in the back to time keep.

Checks are needed - Please contact the plotter - Tim Holt, Phone 84-620 Papakura Home, 30-043 Auckland Business.

Exide Trophy Points for place getters.

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 p.m. till 9.30 a.m. Observations for speed extensions for ACC Members. You require your log book, membership card, licences and overalls.

NO PRACTISING ON THE VENUE BEFORE THE DAY
Under 21 year olds must have parents signature on entry form.

14th December, Sunday, Club circuit race meeting.

Following the meeting there will be a barbeque. Bring food to cook and also funny hats. We will have the fires.

20th December, Saturday Night Christmas Social and Dance.



OPEN & INVITATION

6th November - Thursday Closing Date
For all events at the Grand Prix on 10th January.

9th November - Sunday Pukekohe Car Club Hillclimb Hunters Rd., Patumahoe Entries on the day till 9.30 am. Scrutineering 9.00 am Fee \$1.

9th November - Sunday Tauranga Car Club "Bosch 100" Hillclimb at Wainui South Rd Apta with a total prize money \$100.

First Place \$5.00, Second Place \$3.00, and Third Place \$2.00 in the following classes:

Standard Production Saloon Cars - 0-1000cc; 1001-1300cc; 1301-2000cc; 2000cc; 2000cc and over
Modified Saloon Cars - (same classes)

Sports and Racing Cars - Unlimited Capacity.

There will also be a special prize of \$10.00 for the fastest time of the day.

Entries at a cost of \$1.00 per entrant will be taken on the day. Scrutineering will be at Wainui South Road between 8.30 a.m. and 9.30 a.m. on Sunday.

15th November - Saturday Wairapapa Car Club Gold Star Hillclimb Arimal Rd, P.O. Box 19 Masterton.

16th November - Sunday Bay Park Raceway "Rothmans" Gold Star Championship Meeting and National Touring Car Series Championship and N.Z. Saloon Car Championship.
Closing Date of Entries Monday 3rd November P.O. Box 2197 Tauranga South.
Invitation - Open

29th November - Saturday Rotorua Car Club Invitation Hillclimb is 9/10 mile tarseal. Prize Money. Entry fee \$1.00, entries close on the 22nd. All those interested please send to Box 365 Rotorua for entry forms.

29th November - Saturday Levin Motor Racing Club

"Rothmans" N.Z. National Formula Championship Meeting Levin 20 race program. Total Prize money \$2950 Closing date for entries noon 1st November Saturday.

Great

30th November - Sunday Pukekohe Car Club
Gold Star Hillclimb Tollock Rd Te Toro
entries will close Approx Friday 21 st
November P.O. Box 174 Pukekohe

7th December - Sunday Northern Sports Car Club

Dunlop Gold Star and touring and Saloon Car Championship Meeting.

13th December - Saturday Hawkes Bay
Car Club Gold Star Hillclimb P.O. Box 323
Hastings.
Invitation - Open

21st - Sunday University Car Club
Hillclimb for further details P.O. Box 2236C
Otahuhu

INTERNATIONAL EVENTS

27th December - Saturday Bay Park Raceway

3rd January	"	Levin
10th January	"	N.Z. GP Pukekohe
17th January	"	Lady Wigram OHCI
24th January	"	Teretonga Inver-gargill



New Members

Lewis Richardson	Hamilton	M.E.R. Single seater
Ian Rhodes	Avondale	Anglia
John Jones	Henderson	Plymouth Savoy
Robert Wilson	Onehunga	Sunbeam Napier
Aeg Cook	Manurewa	Morris Coopers
Les Murray	Mt. Eden	Anglia
David Semb	Mt. Roskill	V.W.
Milan Fistovic	Kelston	Morris Oxford
Michael Boyle	Blockhouse Bay.	Prefect
Wallace Bower	Birkenhead	Buckler Ford
Gordon Kopu	Papatoetoe	Austin A35
Michael Ellis	St. Helliers	-
Ian Barlow	Mt. Albert	Ford 100E
Saron Robertson	Hastings	Fiat 125
Peter Geddes	Auckland	Anglia
Christopher Edgar	Glen Eden	V8
John Glugas	Pitirangi	Singer Gazelle

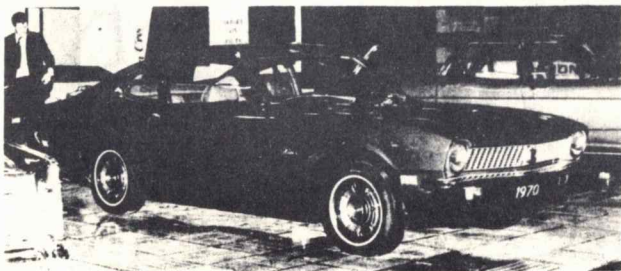
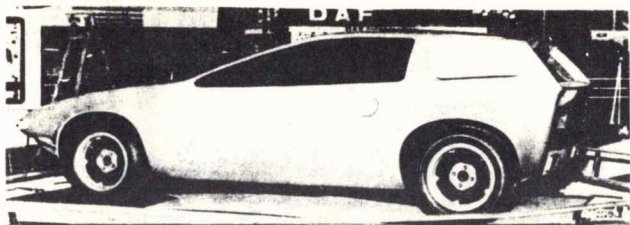
MOTORING ABROAD
ENGLISH-GERMAN MOTORIST'S DICTIONARY
(With apologies to our friends in Germany)

Car - Der Volkswagen
Driver - Der Scateerinvheel Werker
Rally Driver - Der FASTERUNDFASTER vor
Kraschen Scaterinvheel Werker
Trials Driver - Der Muddenspluggen und
Schplaschen mit der grosse
Vaeelspinnen Schteerinvheel
Werker
Navigator - Der Mappenreder und Rongen-
schlottaker mit das schauten
'Faster, FASTER' und Kwells
30 deg. left - Das grossen Flatauten mit
lefuanded daun ein bitten
90 deg. left - Das Hedgen und Ditchen mit
Gaten Gerbroken Turnen
T-Junction - Das Vergutnessakdongstrait-
onenkorner
Hairpin Bend - Das overscateerin und under-
schteerin mit Banken Klauten und
alles Kaput
Crossroads - Die kussenschweering Strassen
Major Roads - Die Bigenbetterstrasse mit
bigenthiken Traffikjam
Roundabout - Das Euehzeitets Ischalost
Level Crossing - Das Flattenbit mit
Puffpuftraken
Low Bridge - Das makengrossen ein Single-
dekker
Bend - Das keepenyurfutdown itscharper-
sunuthinken
Sports Car - Das Opentoppen mit der
Grossen Draften Radelholdens-
mashin
Mini - Das Buzzenboxen mit der Traffic-
weavin und nichts stoppen causen
der Fistenwaven mit der zwei
Fingerenraisen
Speed Limit - Das Softpedalin und
Mirrorgasin fur das Kopwagen
High Octane Fuel - Das firenschpitten
wasser
Throttle - Das Vorwartflinger
Brake - Die Halter mit edbangeronwinder-
schreen
Exhaust - Das Smokerund und schnorten
Tuben
Horn - Das Loudenboomer
Mit Komplimenten von die oldenpfugger

MO+SPO+ENT

Front Page

Another "Team Harrington" Imp.



3

4

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4

FARLE COURT MOTOR SHOW

1. The London British Leylands project car for the 1970's. It has a fibreglass body made by Specialised Mouldings and was designed with the help of computers. The 1500 cc o.h.c. motor is mid-mounted and is fitted with black tinted windows.

2. The V6 Ford Capri is now a reality top speed is 114mph with 0-60 in 9.2. which is quicker than an Escort Twin Cam. The Zodiac gear box is fitted in a reshaped floor pan and the 5" Rostyle wheels are fitted with 185x13 radial tyres. Also fitted are uprated suspension all round, 13½ gal fuel tank heavy duty disc pads and larger rear drums. The exterior is distinguished by central bonnet bulge, twin exhausts and 3000G.P. badges.

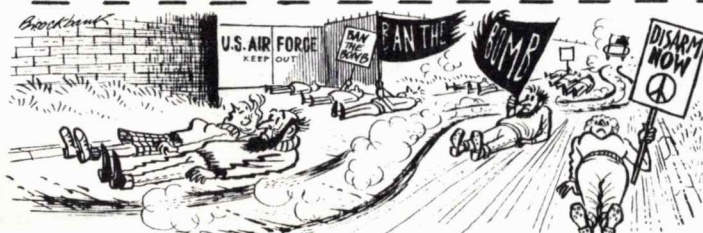
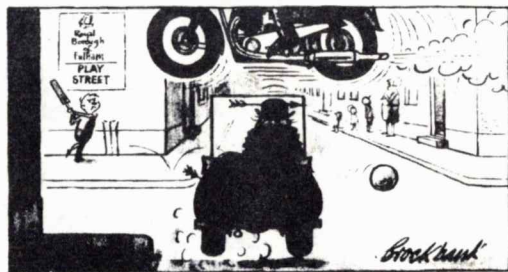
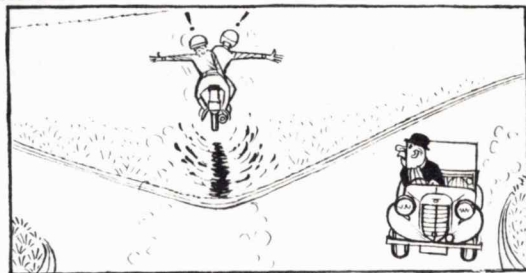
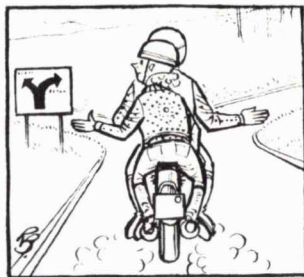
3. The Sprite and M6 midget use same running gear as before but have new grill, Rostyle wheels, reclining seats, and rear quarter bumpers interior treatment has also been upgraded.

4. British Leylands new Mini 1275 G.T. The badges Austin/Morris have been dropped which is perhaps a pointer to coming policy. The car is 5" longer, and is powered by the 50 hp 1275 single carb motor, has wind up windows, larger doors, instruments grouped in front of driver better interior trim and Rostyle wheels. The car is fitted with a new counter and a leather rimmed steering wheel and has a top speed of 86.8 mph. The same body is available with a 998 motor giving a top speed of 72.6 mph.

5. The Austin/Morris 1300 G.T. has a similar mechanical specification to the Riley 1300. Once again Rostyle wheels are fitted along with lowered hydrolastic suspension plus auxiliary springs and rear anti-roll bar. Vinyl covered roof and G.T. Badges distinguish the exterior while inside it is dressed up with a leather rimmed steering wheel, reclining seats and circular instruments.

7. New fronts are in at British Leyland. This is the new Triumph 2000 and 2-5 .I. frontal treatment. Different rear body panels help to make the car 9" longer and give another 2 cubic ft luggage space. The rear track has been increased 2½ inches and rim widths increased to 5". The interior has received a complete face lift including new instruments and switches.

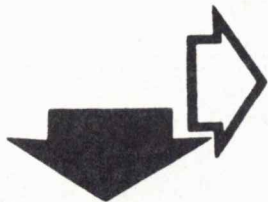
8 Fords Maverick is outselling the Mustang in its first three months on the market.



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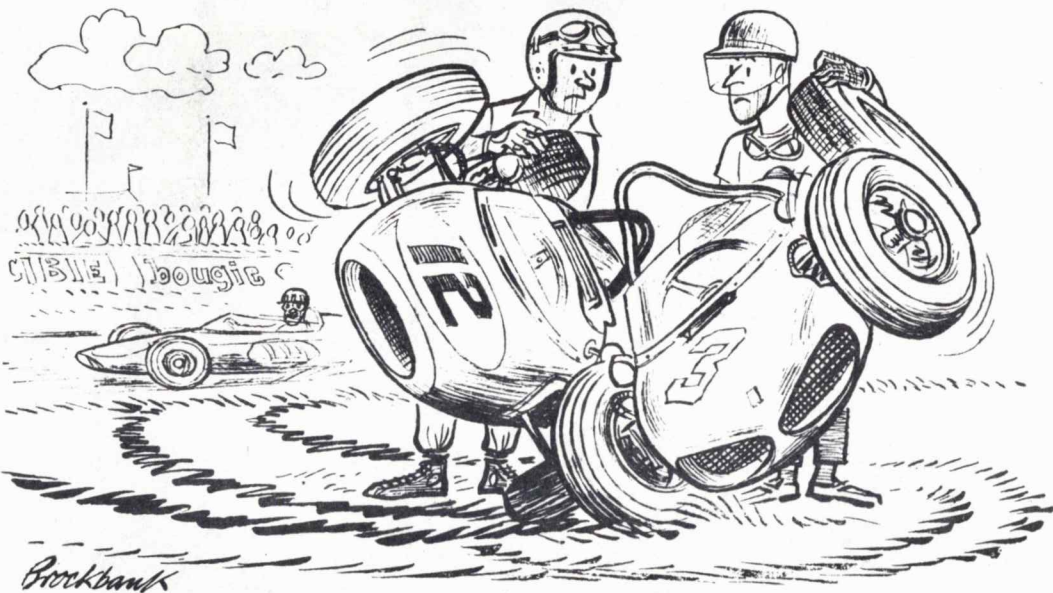
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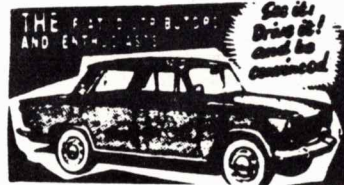
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BAY PARK

4.10.69

Arriving at scrutineering when it was almost over to find Alan Boyle being made to remove the tinting of the rear window of his "Coca Cola" Mini, I sat in the car to check rearward visibility and found it surprisingly good.

Practice was under way when I arrived late, due to sleeping late and a frantic search for a tow-ball to pull one of the official caravans.

Barry Phillips in his "Cambridge" racing team Mini had a decent biff when he went straight off the end of "Dunlop Straight" and modified the fence somewhat - the front of the Mini didn't look so good either.

Alan Boyle had a moment in practice when his motor cut out at the start of Rothman's and he spun round in a big way and stopped only inches from the fence. After a few "Mail Marys" he pushed it to the inside and finally got it going again. John Kiley had a lot of "nairy" moments, particularly on Stand Corner. Graeme Lawrence was in fine form with the Ferrari as was Roly Levis and Dennis Marwood. Jim Richard's "Escort" a delight to behold as he powered his way out of the hairpin into the pit straight.

Young Barry Thomasen had a minor spin at the same place, but later, during the main race for Single-seaters, he had a very bad accident when the Brabham 2.5 spun and tore off a rear wheel and suspension then rolled on the unfortunate driver who was by then half in and half out of the car. Barry, who is now in Tauranga Hospital, is recovering slowly and I'm sure we all wish him a speedy recovery.

Moss Tait again had mechanical problems with his Imp and was a non-starter as Race 1 for 0-1000 Saloons Championship got under way.

Boyle led from the start with Bailey, then Phillips, Cook, Harris and McMath. Phillips led on the second lap to draw away from Boyle only to retire on the 11th lap with a broken universal - a great pity after all the hard work rebuilding the car after his practice smash a couple of hours earlier. Boyle ran out the winner from Bailey, a furious battle for 3rd place was finally settled with McMath, then Cook and Harris in that order, these three having been going hammer and tongs all the way.

Race 2 saw a good event between Rodger Anderson/BMW and Jack Nazer/Escort T.C. and Gary Sprague, also Escort T.C., with Nazer being edged into 3rd as he overheated and slowed right down on the last lap and came

to a stop right on the finish line. Young John Weston/Mini had a great old dice with Jim Richards/T/Cam - Weston holding off Richards who was turning on yet another polished display of power driving, with Paddy Brocklehurst in a Mini "S" 6th.

Race 4 for Sports Cars saw Graeme Harvey/Elfin narrowly defeat Jim Boyd/Lola T70. Boyd looked all set to pass the Elfin on the first lap but missed a gear on Dunlop Straight - this seemed to affect the car as almost the same thing happened each lap in almost the same place. The Lola had it all over the Elfin on handling and brakes and despite the problem of lacking power down the straight Boyd caught up each time to have a go at Harvey each lap right in front of the stands. But Graeme, using a little more of the track than perhaps he should, just managed to win, with Baron Robertson/Heron a lonely third. Bob Hyslop/J.R.M. a consistent 4th.

Race 5, N.Z. Saloon Championship was the pipe-opener for the season with Dawson calling the tune from go to whoa in his Mustang, beautifully set up with airofoil and spoilers front and rear, the car being very steady in complete contrast with the Mustang of John Riley who was positively frightening - being all over the place trying to catch up with Dawson. Anderson/BMW and Palmer/Camaro had a great old crowd-pleasing dice swapping places all the time and when it seemed like Palmer had the measure of the B.M.W. Rodger repassed and with Palmer braking earlier and earlier the B.M.W. went on to a comfortable third. Jim Richards/Escort and John Weston/Mini were at it again, with Richards holding Weston at "Bay" till he ran out of petrol on the 11th lap.

Drama at the start of Race 6 for Single-Seaters' N.Z. Gold Star, as Marwood/Eisart Chev was missing from the grid with a 4" nail in his rear tyre. As the Dunlop boys sweated to repair it (seems they don't have a spare) it looked like Dennis might have to run from the back, but he arrived just in time and the 13 cars went around the circuit for a rolling start. Having had a bit of practice in the morning at rolling starts, the field got away very nicely indeed with Lawrence/Ferrari jumping into a lead he never looked like losing. Levis/Brabham BT23C was No. 2 on the grid and held it till going down Dunlop Straight on lap one when Marwood stormed past. Levis repassed on braking at Beach hairpin and kept it till "Goodwin Homes" bend when he stuffed it into the bank in a big way and was out of the race, a very disappointed man. This took a lot of interest out of the race as no one drives like Roly Levis, particularly when he is the "underdog" in a smaller car. The car was badly bent, but fortunately not the driver.

Lawrence continued on his way and on the 3rd lap Indonesian visitor Benky Iriawan

who was 7th at the time, stopped with a broken electric wire - he rejoined many laps later and circulated in close company with young Graham Watson who was having a very fine drive in the ex Oxtou Brabham

"his second drive" to finish a very good fifth behind McCrae in a much improved "Begg Formula A". Leo Leonard/Begg A was 6th after Peter Hughes/Lotus 33 retired on lap 19.

Race 7 - 0-1000 handicap Saloons saw a win for Reg Cook/Cooper S from John Baldwin/Imp who somehow had it going again, with Harris 3rd.

Race 8 - 1001-4200 Saloons Handicap saw McQuarrie/Mk11 Zephyr lead from start to finish with Tim Slako from Waipu/Cooper S second and Gary Sprague who was last away 3rd.

Race 10 - Sports Cars Handicap. With Graeme Harvey's Elfin on the trailer, 6 sports cars faced the starter with Boyd/Lola the backmarker, Jim came through to win from Jamie Aislabie 2nd, Baron Robertson 3rd.

Race 11. Saloon Cars Handicap resulted in a win for the Holden Monaro driven by Rick Rimmer, Paddy Brocklehurst 2nd and Grant Bloore/Lotus Cortina 3rd.

The final event of the day was a handicap race for Single Seaters with only 4 starters - namely Lawrence/Ferrari, Iriawan/Elfin, Watson/Brabham and Hughes/Lotus.

Hughes led all the way to win from Watson who was 2nd for the entire distance and Lawrence passed Iriawan on the 3rd lap to come home in 3rd place.

So that was another day's motor racing drawn to a close. The crowd again nearly got their money's worth, but a great pity there was once again so many scratchings.

Don Hadfield.

COLORTUNE 2

The new 5000 rpm COLORTUNE 2 is now being distributed in New Zealand. This is the only do-it-yourself tuning kit for 4 stroke and 2 stroke engines with fixed or variable jet carburetors and for fuel injection systems.

COLORTUNE 2 is like a spark plug with a transparent prismatic top that enables the user to see the colour of his ignition inside his own engine. It works on the simple principle that if the colour of the flame inside the combustion chamber can be adjusted to a correct formula, then the mixture must be right. This is the method used by manufacturers of engines under test conditions but only now has the technique been made available to the ordinary motorist.

The beauty of the COLORTUNE device is its simplicity. One simply removes a spark plug and replaces it with COLORTUNE re-connects the lead from the distributor and starts the engine. Provided with the device is a colour chart showing the correct burning according to the type of carburettor being used. By simply adjusting the mixture controls on the carburettor, one can see immediately just how the engine is performing. When a correct mixture is obtained, an engine can be taken up to 5000 revs, under load if necessary, to see that the optimum performance is being obtained.

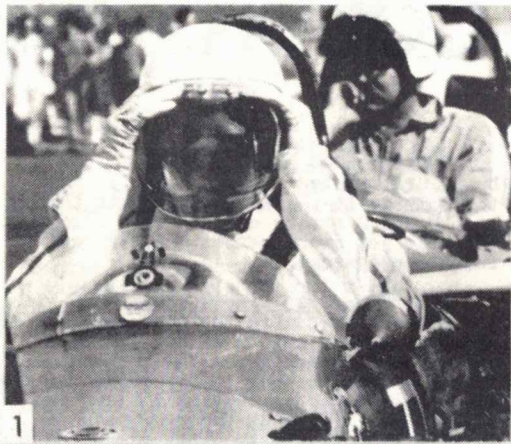
COLORTUNE 2 is also suitable for twin or triple variable jet carburetors. Indeed for those interested in competitions, rallies or any competitive motor sport, COLORTUNE 2 can provide the last minute precision tuning to ensure maximum performance.

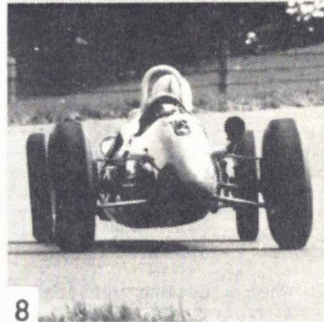
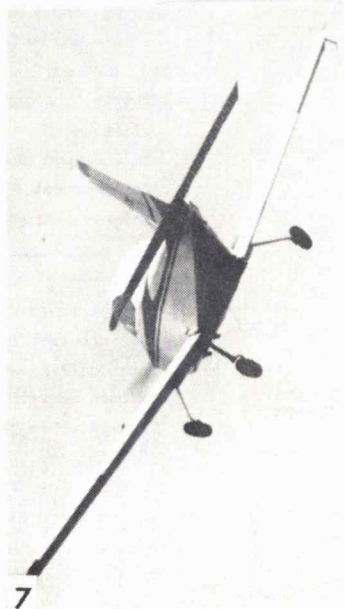
COLORTUNE 2 is available from all leading Motor Accessory stockists. Price \$14.50.



EDITOR'S NOTE:

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





Club Circuit

Auto Electrical Series

ARTICLE 3

CHARGING SYSTEM

The complete charging system is the most important part of the electrical system: i.e. if the starter fails the car can always be tow-started, and if the lighting fails the car can be driven in daylight. However, if the charging fails there is no starting, charging, lighting or ignition, thus making the car immobile.

NOTE. VOLTAGE is measurement of power available.

AMPERE is measurement of current flow.

There are two types of charging systems, of which the two most common units nowadays are:

- (1) Generator and Regulator
- (2) Alternator and Regulator.

The generator and regulator system is the more common type in use at the moment. The regulator controls the output from the generator to maintain the battery at a pre-set voltage, regardless of accessories in use, i.e. car radio, lights, and heater.

This means that when a lot of accessories are in operation the current from the generator could be up to 20 amperes, and when travelling in daylight with just ignition on, the charge rate may be as low as 3 amperes.

Alternator and regulator operate with regulation controlling the alternator but is the more efficient of the two systems and will operate at lower engine speeds and charge over 30 amperes without overheating. It is more expensive, and the following points should be observed.

- (1) When electric welding or fast charging the battery, disconnect battery terminals on the car, as possible damage is likely
- (2) When removing and re-fitting the battery make certain the battery is connected correctly, as immediate expensive damage is possible
- (3) Regularly check the fan belt every 500 miles with narrow section belts a good guide is to see if the generator pulley can be rotated by hand, in which case tightening or replacing the fan belt is necessary.

PREVENTATIVE MAINTENANCE

As the generator is rotating all the time the motor is running, normal lubrication is done when the car has a lubrication. Then the lube man should put a few drops of S.A.E. 30 into the generator End Bush, approximately every 500 miles.

The common small generator fitted to most English cars up to 2 - litre capacity has a brush service life of 30,000 miles and should be serviced then.

On vehicles fitted with alternators most of these have sealed bearings and cannot be lubricated as the bearings are packed for their service life of 40,000 miles, and the life of the slip ring brushes could exceed 100,000 miles.

The regulator on both systems should be checked once a year. The only indication of efficiency of charging system of vehicles fitted with a warning lamp is to speed the motor up with lights on, and see that they get a little brighter and do not flicker. Vehicles with ammeters should likewise not flicker, and the charge rate should drop back to approximately 5 amperes when starting energy has been replaced in the battery from the charging system.

With the compliments of Brosnan Auto Electric Ltd - 4 Suiter St New Market
Phone 545-511.

My son has heard me bang on the bathroom door to my
to my wife and say, "God are you still in there?" so
often, that now he believes God lives in our bathroom.
... She is 19 going on 20 and he is 50 going on pep
pills.

... Handicapped golfer: one who is playing with the boss.
... The shortest distance between two points is always
under construction.

Centre Spread

1. Ross Hollings mit mask mit visor.
2. G. Waugh tries his own line at the hairpin.
3. This could have been lap one or lap five. A grade
saloons scratch race and the pace is really on.
4. Two approaches to the same problem. Noel Goodwin and
Judy Hanbury.
5. Dont let the ariel and the radials fool you. Jim
Richards in the ex Bruce McLean Cortina Lotus with
standard paint job.
6. John Riley Monaro V8 and nobody else in sight.
7. Nearest thing to a roll all day.
8. Arthur Hopkins as the Vees saw him.

Extract from Control Reports Service

The night was dark and frosty. Not a star lit up the sky as two marshals prepared to set up their control on a narrow lane in Yorkshire. The only sounds were their exchanged grunts as they hammered in their flags.

Suddenly, just as the beam patterns of approaching cars began to trace patterns in the sky over the hill, a tractor started up in the next field. A gate opened, and out came this rusty old Ferguson with two farmers mounted on it. It turned as if to go along the rally route (in the proper direction) and, just as one of the marshalls was about to ask them if their journey was really necessary, the first of the competing cars came broadsiding round the corner.

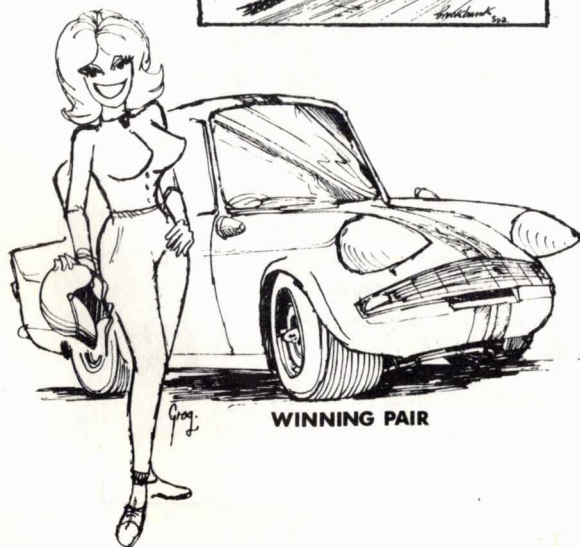
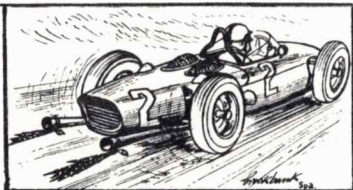
Rally drivers are quick thinkers and, confronted with this enormous piece of agricultural equipment completely blocking the road, the driver neatly handbraked and the car shot through the open gateway from whence the tractor had emerged.

Suddenly all was silence again. And before the unfortunate rally crew had even reached for their buckles, Ned (still on the tractor) remarked to Arthur (who had fallen off) "Damn good thing we got out of that field before the idiot went belting in there".

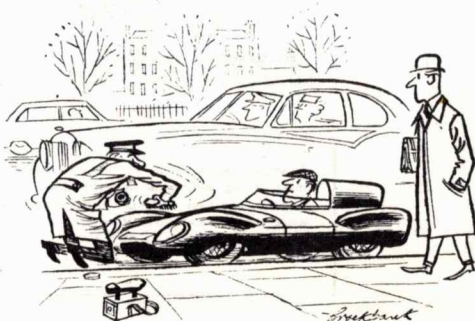
EXIDE TROPHY POINTS

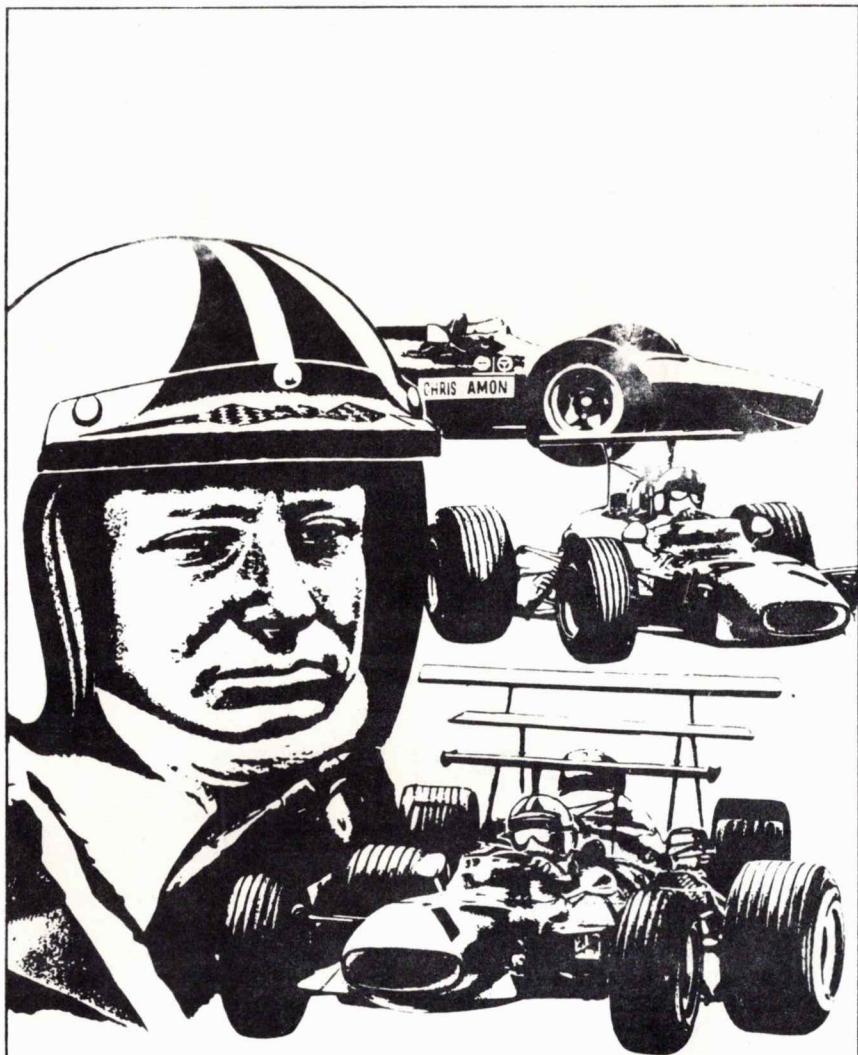
All Trials and Hill Climbs

K. Flashman	19
H. McNeil	17
J. Harvie	14
G. Smaller	12
P. Batten	12
P. Sangster	11
M. Marsnall	10
D. Burgess	10
F. Heggison	10
T. Holt	10
A. Brown	9
C. Jowitt	9
S. Horne	9
D. Bell	8
J. Crombie	8
J. Hickey	8
C. Henry	8
E. Hadfield	7
A. Wilson	6
M. Layton	6
A. Boyle	5
R. Barry	5
J. Oudney	5
C. Crieve	5
J. Lawton	5
D. West	5
W. Brooks	5
T. Vazey	5
R. Jones	4
B. Monewood	4
B. Rice	4
B. Marsnall	4
T. Radisica	3
D. Probyn	3
G. Margravet	3
S. Unkovich	3
W. Madgwick	3
A. McCullun	2
B. Nicholls	2
L. Buckinsnam	2
R. Cambell	2
P. Schenker	2
B. Bickerton	2
I. Bourke	2
J. Richards	1
N. McFetridge	1
D. Hayes	1
D. James	1
W. Wymmer	1



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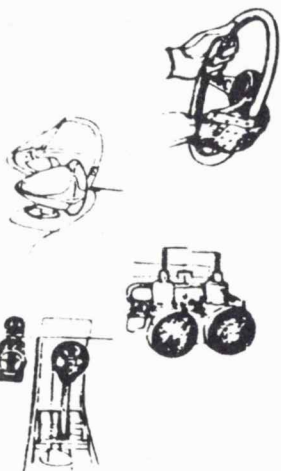
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Eden Motor Club's Mercury Trophy Trial late in September was a generally well thought out event but there was one rather serious error in the map reading section resulting in 2 checks being deleted from the results. A loop road shown on the map which was the shortest route to cover to comply with the instructions was in fact nonexistent on the ground, being fenced at one end and gated at the other. The organisers apparently intended competitors to assume they had used this road and so make a U turn in lieu. Of course it had been stated in the ASRs that U turns were prohibited so this negated the plotter's intention. A crucial instruction omitted from the ASRs was the required direction of travel when using a loop and this resulted in some competitors getting a check and others missing it through the check board being placed in such a position that it was only visible from the one direction. A rather neat sting in the tail, which caught many competitors unfortunately had to be deleted as the check concerned was on private property and of course a specific instruction must be given to enter such property. Through no fault of the organisers, the meal break at Helensville, scheduled for 45 minutes, stretched to somewhere in the region of 2 hours as some checks failed to turn up and the head and tail cars had to leap frog.

Roads used were generally quite good and averages realistic, though well known ground was covered, particularly by anyone who had competed in earlier EMC events. Waimauku, Kumeu, Taupaki area must be their favourite stamping ground, hardly a road in the district which has not been used in one direction or the other over the past 2-3 seasons.

V.W. Owners Club cancelled their Mercury Trophy Trial and this years series is now completed with the pendulum swinging the other way and TAREC returning the Trophy to Northern Sports Car Club. These two clubs would appear to have a monopoly on this trophy and it is the fervent hope

of your Trials Committee that the current upsurge of trailing interest in this club may result in a better showing by us next year. Fields in Club trials are most gratifying but A.C.C. entries in open and inter club events are a little disappointing.

The Gold star series is now well and truly over, even the tumult and shouting having died, but one or two points come to mind on reflection. The standard of events in the North Island varied considerably and there appeared to be no pattern in the rulings or interpretations of Stewards, some allowing a protest only to those who put up the money, and others wiping a questionable point for all competitors. A point raised by a writer in Motorman gives room for a lot of serious thought. This is that there should be two M.A.N.Z. appointed "Checkers", one to the North Island and one to the South, who would be responsible for the checking of all Gold Star Trials and thereby maintaining a consistent standard for events of this status.

This club is attempting to clarify the position regarding the rule stating that an arrow shall "NOT" be an additional instruction as printed in the current rule book. This is exactly opposite to the wording of the rule in the last two year books and the reply received from MANZ at this stage is that the two previous issues have been misprints. This seems a little hard to understand and not too much imagination is needed to figure out how confusing it could be made for competitors by the strategic placing of a couple of arrows.

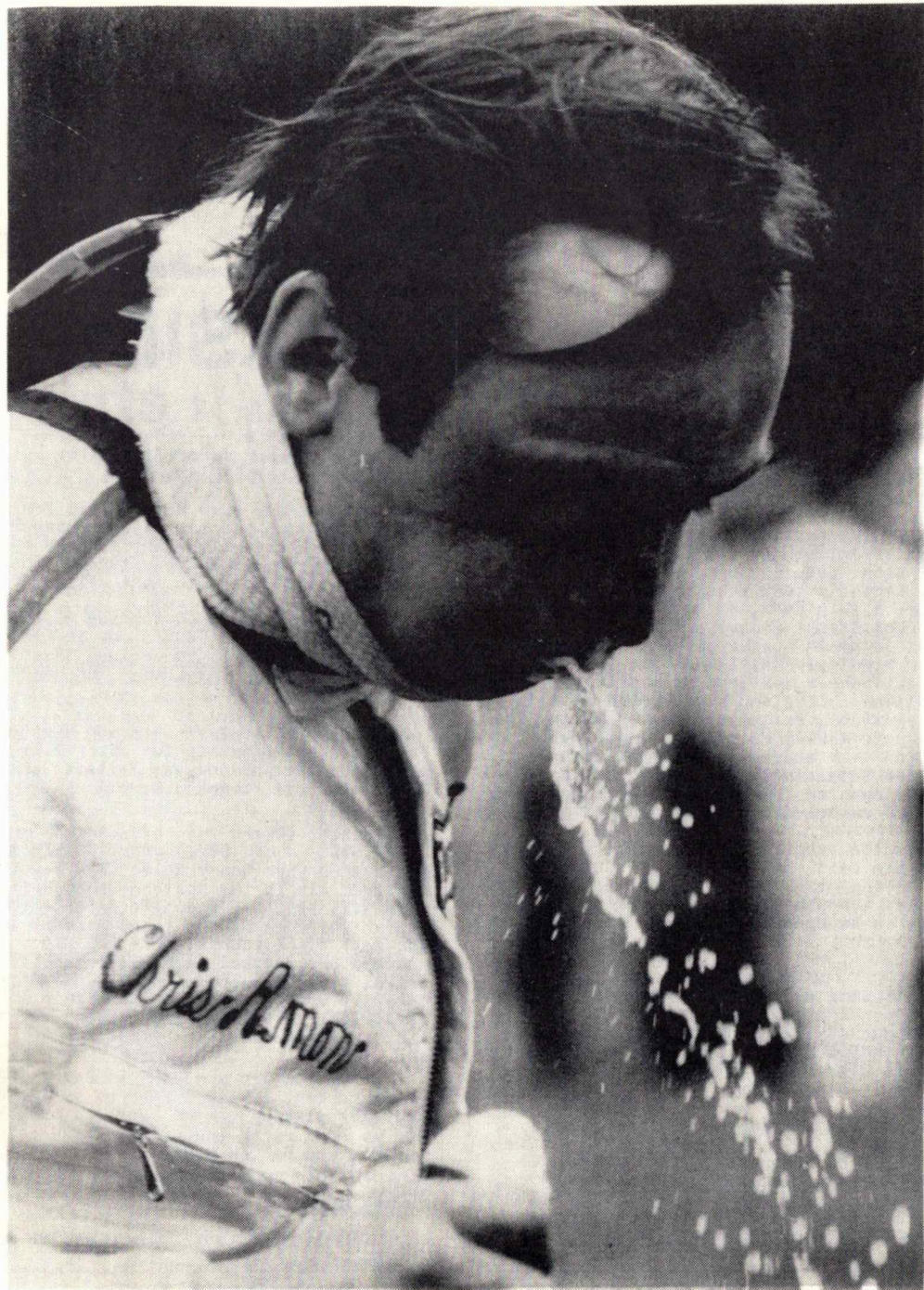
As a result of the recent conference in Queenstown it is understood the issue is likely to be further confused by the adoption of a further rule regarding arrows, this being that an arrow with the addition of a letter "C" will have a particular application, being complementary to the written instruction and used to clarify a possible doubtful road junction.

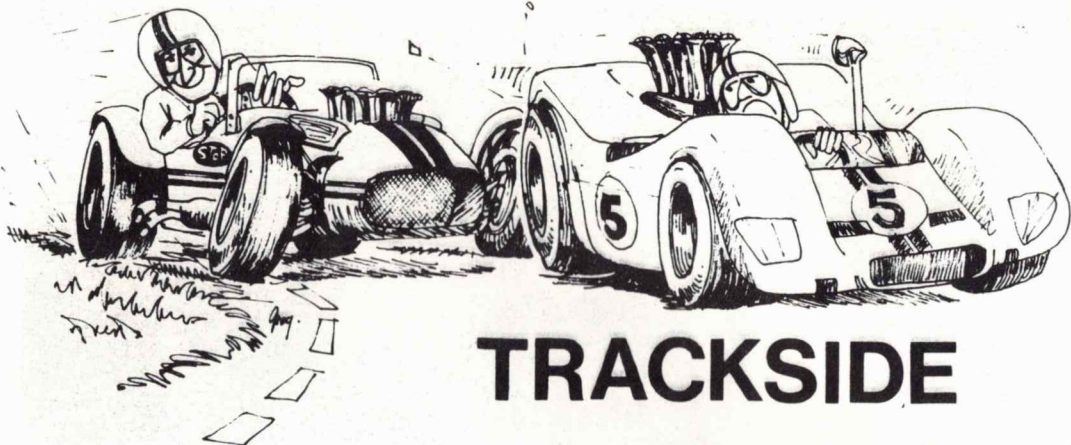
It would appear that the Canterbury Car Club will be running the Shell sponsored Silver Fern Rally next year and it will be interesting to see what transpires in the way of trade support through sponsored cars and how they fare for North Island entries. The form of special stages also gives food for thought, maybe Monte type mountain stages, after all they have the country for them, and they have quite a high standard to meet after the excellent special stages in this years Wellington promoted event.

Ians Spott.

FINAL MERCURY TROPHY POINTS 1969

1	NSCC	51
2	TAREC	49 (Ratec 34 Tarec 15)
3	AUCC	25
4	ACC	23
5	VWOC	10





TRACKSIDE

A new racing car manufacturer and racing team has been formed in England which looks, on paper, to be potential championship material. The organization is named MARCH Engineering Ltd, the March coming from the names of the parties involved:- Max Mosley, Formula 2 driver and barrister of considerable note; Alan Rees, ex Formula 2 driver and until recently team manager for Winkelmann Racing; Rolwin Herd, ex McLaren and now ex Cosworth; Graham Coaker, Formula 3 driver and ex General Manager of radiator group of Hawker Siddley. Chief mechanic will be New Zealander Peter Kerr also from Winkelmann Racing and also in the team is John Thompson, ex McLaren, ex Cosworth. The company is making Formula 2,3, and F.Ford cars for sale and are working on Formula 1 cars for themselves. Two Formula 1 cars are already entered for the South African Grand Prix but no drivers have been named to date.

Despite rumours to the contrary Jochen Rindt has said that he will probably stay with Lotus for next season and looks forward to a new two wheel drive F1 car in the future as he considers the 4WD could not be made any more competitive than it is at present.

Following strong opposition from Australian drivers and promoters, Cams has backed out of its stand against running Formula A/5000 for its National Formula title. The Gold Star title will be for 2 litre Formula 11 based cars.

The Trojan Racing Car Division has announced the 1970 McLaren Trojan F.A. Car which will be known as the M10B which although closely resembling the M10A it incorporates many major improvements which have been tested during the 1969 season. The modifications include redesigned front and rear suspension, re-styled body a new cooling system using an aluminium radiator, 11 inch front rims and 16 inch rear rims, Formula 1 11.66" ventilated disc brakes and lightened chassis tub. Standard equipment

will include safety harness and front nose spoilers and rear aerofoil. Fifty cars are planned for the 1970 season.

During their Down Under Visit Trojan negotiated with the Australian Government to set up an assembly plant for the McLaren Trojan cars in Sydney to cater for the growing demand in South East Asia.

Cosworths stretched version of the FUA engine known as the FUC is now in production and all of the first 50 engines have customers waiting for them. The price is £ st 1940.

Johnny Servoz-Gavin has won the non-graded Formula 2 championship for Matra with a total of 37 points. Second was Herbert Hahne with 28 points then Francois Cevert with 21 points.

Jackie Stewart lost his chance to equal Jim Clarks record seven championship wins in one season when Denny Hulme took a much deserved win in the Mexican Grand Prix. The Viva G.T. has been facelifted for 1970 by removal of much of the fancy gadgetry including matt black bonnet, four tailpipes etc and now has revised gear ratios and final drive, revised suspension with one degree negative camber at front and a rear antiroll bar, wider Rostyle wheels, new gear change linkage and radial ply tyres.

We extend our sympathy to Barry Thomassen on his recent accident when he sustained injuries placing him in Tauranga hospital and we hope Barry that you will quickly improve and return home.

CHRIS AMON

and I said to this guy" Fella if you can take me on the outside of Castrol I'll"
" Man what a driver! "

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Shouts & MURMURS

Congratulations to Bill Powell and Teresa Rist who were married this month at Otahuhu.

Eric Mallard has sold "Ye Olde Fruit Shope" and is now employed by N.Z.I.G.P. as Public Relations man as well as many other varied duties. One of these is to assist Auckland and Northern Sports in their promotions at the Pukekohe Circuit. It is now anticipated that N.Z.I.G.P. will be much more involved in all meetings conducted on the Pukekohe Circuit. It is hoped that through Eric's efforts Mr Public will be encouraged to click the turnstiles in a manner that will more than pay his salary.

Your Trials Committee Chairman Willard Martin says that planning is in hand to provide monthly short trials throughout the summer despite the fact that this is traditionally "Racing Season". These trials are usually 2½ hours in duration and are carefully plotted to see that no-one gets lost, that is of course, until the results come out and you may have been lost without knowing it. As El Presidente Barry Webber would say "this is all good stuff", and members are encouraged to try their hand at these trials which finish at the Clubrooms where competitors mix socially until the wee hours. All you require is a car, clock, torch or lamp, and a navigator or two.

With the cost of Championship saloon racing rising every season, club circuit racing is sure to attract a new type of competitor. The person who wants more than to race his road car and cannot afford to compete in the big league. At the last club meeting several such cars were entered and a notable new comer was a 1300 Mini driven by Peter Lever. The car is beautifully built and features fibreglass boot, bonnet and doors, perspex windows, big downdraught Weber protruding through the bonnet and is completely deseamed and

guttled of all non functionals. Although still being sorted the car showed plenty of potential and should really fly when the bugs are ironed out. With no restriction on methods of reducing weight, cars like this could give the Championship class cars a good run for their money when and if they should ever meet. The prohibitive cost of Sp. 5 racing in England has brought an upsurge in club racing which has its own championships sponsored by commercial concerns, e.g. Osram/GEC Saloon Car Championship, and carries almost as much kudos as the Sp. 5 championship itself.

Peter Sharp ran his petrol injected 1000cc Mini for a few laps after the last event at the club circuit. The car is absolutely immaculate in all respects and like each new Mini which appears, sets a tough standard for the next one to follow.

One wonders where this unspoken rivalry in preparation will end. However it does nothing but good for the sport and certainly makes closer inspection of these cars worth while. In its little snakedown, the engine ran cleanly and revved very hard but seemed to lack torque. A faulty brake caliper did not help it record good times but this was the first test of a very ambitious project.

"Steerer Goody" Goodwin had better put a few miles under that Fiat 850 of his to loosen it up, before his reputation gets sucked into Judy Manbury's carburetter.

Jim Richards has bought Bruce McLeans Lotus Cortina, now in road trim but not very far removed from where it ran on the circuits. It looks just like any other white and green Lotus except it does the standing ¼ mile in 15.5 seconds and tears around the club circuit with the best of them.

"Bulletin" will be approaching club members, who are in no way connected with the club Executive, to write constructive criticism on club affairs and the general operation of Motor Sport in the area. Many members feel that an Annual General Meeting is not sufficient for them to raise points they would like considered. Any articles containing criticism of "Bulletin" or Bulletin staff will obviously not be printed, but anything else is open to comment.

Back Page

1. John Garner realizes that rear engine means weight is at the tail.
2. The only thing we can work out from this photo is that the owner is a member of both Northern Sports and Auckland Car Clubs.
3. Strange! A left hand corner on the club circuit.
4. Rick Van Bokhoven's one lap lead in the handicap race looks to be shortlived.



Club Circuit



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