

BULLETIN



DECEMBER

69

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AUCKLAND CAR CLUB (Inc)

P.O. BOX 2591 AUCKLAND

BULLETIN December 1969

CLUB OFFICERS

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

Club Captain :

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

Deputy Club Captain :

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

Chairman of Sub-Committees :

Club House: I. Read (GLE-5204)

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

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

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

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

Bulletin: Margarett Marshall
(677-926)



CHRISTMAS MESSAGE

The Christmas Season is rapidly approaching once again and brings another busy year to a close.

It has been a very successful year for the Club and all events well attended. I would like to thank Members who have worked hard during the year to achieve such a high standard and to congratulate those who have scored successes in our various events.

Membership has increased to an all time record of just over 800.

On behalf of the Executive Committee and Sub-Committees I extend to all Members and Friends of the Club the sincere wish that you will enjoy a very happy Christmas and New Year together with safe motoring during the Festive Season.

Barry Webber
President

COMING EVENTS



CLOSED CLUB

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

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

SUNDAYS - The Members' Lounge at the Clubrooms is now open every Sunday Afternoon from 4.00 p.m. Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of this new Club facility.

14TH DECEMBER - SUNDAY - CLUB CIRCUIT RACE MEETING - Scrutineering 10 a.m. till 11 a.m. Entries close Monday, 8th December, with Miss C.E. Dewar, C/- Alans Office Service, 23 Shortland Street, Auckland 1. Fee \$1.00. Entries may be made by phone - 583-497 (Evenings only)

The usual requirements are needed - M.A.N.Z. Medical Certificate, Current Membership Card, Overalls, etc. 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 are required for various duties. Refreshments available - Soft Drinks, Hot Pies, Tea, Coffee, Potato Chips, etc. Following the meeting there will be a Barbecue. Bring food to cook and also funny hats. We will have the fires.

20TH DECEMBER - SATURDAY NIGHT - CHRISTMAS SOCIAL AND DANCE - To be held at the Clubrooms, 44 Stoddard Road, Mount Roskill. Good band and floorshows. Excellent supper. Admission - \$1.50 Single. Tickets available from any Committee Member.

7TH JANUARY - WEDNESDAY - PRE-GRAND PRIX SOCIAL GET-TOGETHER - Scrutineering for the Grand Prix Meeting will be conducted earlier in the evening at the Onehunga Testing Station and all drivers, both overseas and New Zealand, will be invited back to the Members' Lounge. This informal get-together will be from 7.30 p.m. and members and friends are all welcome to take this opportunity of meeting the drivers.

15TH JANUARY - THURSDAY - CLUBNIGHT - FILM EVENING 44 Stoddard Road, Mt Roskill. Films, Discussions Supper. New Car on display. New members please introduce yourselves to a Committee Member.

15TH JANUARY - 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.

18TH JANUARY - SUNDAY - HILLCLIMB - Chamberlain Road, Bombay. Entries on day until 9.30 a.m. Scrutineering 8.30 a.m. to 9.30 a.m. Observations for speed extensions. Points towards Exide Trophy. The usual requirements needed are Scrutineering Log Book, Overalls and current Membership Card. Under 21 year olds must have parent's signature on entry form. Forms are available at the Clubrooms.
IMPORTANT : NO PRACTICING ON THE VENUE BEFORE THE DAY.

1ST FEBRUARY - SUNDAY - CLUB CIRCUIT RACE MEETING



OPEN & INVITATION

7TH DECEMBER - SUNDAY - Northern Sports Car Club "Dunlop" Gold Star National Formula, Touring and Saloon Car Championship Meeting.

13TH DECEMBER - SUNDAY - Hawkes Bay Car Club Gold Star Hillclimb. For further details and entry forms - P.O. Box 323, Hastings.

21ST DECEMBER - SUNDAY - University Car Club Hillclimb. For further details - P.O. Box 22360 Otahuhu.

17TH JANUARY - SATURDAY - Whakane Car Club Grass Track Meeting. P.O. Box 167, Whakatane.

18TH JANUARY - SUNDAY - Thames Valley Car Club Grass Track Meeting, Kerepehi. P.O. Box 22, Paeroa.

24TH JANUARY - SATURDAY - Northland Car Club Grass Track Meeting, Pohe Island. P.O. Box 596, Whangarei.

31ST JANUARY - SATURDAY - Rotorua Car Club Grass Track Meeting. P.O. Box 365, Rotorua.

1ST FEBRUARY - SUNDAY - Thames Valley Car Club Gold Star Hillclimb - Fishers Road, Maramara. P.O. Box 22, Paeroa.

8TH FEBRUARY - SUNDAY - Hamilton Car Club Grass Track Meeting - P.O. Box 6029, Hamilton.

8TH FEBRUARY - SUNDAY - Pukekohe Car Club Hillclimb

7TH MARCH 1970 - SATURDAY - Dulux Rally - An open trial which also counts for Mercury Trophy Points. Further details in next Bulletin.

INTERNATIONAL EVENTS

27TH DECEMBER	- SATURDAY	- BAY PARK RACEWAY
3RD JANUARY	- SATURDAY	- LEVIN
10TH JANUARY	- SATURDAY	- GRAND PRIX - PUKEKOHE
17TH JANUARY	- SATURDAY	- LADY WIGRAM - CHRISTCHURCH
24TH JANUARY	- SATURDAY	- TERETONGA - INVERCARGILL

1970 SHELL SILVER FERN RALLY

Date: 10th, 11th, 12th and 13th
September, 1970.

Prize Money: At least \$2000 and there may be more.

Roads: NO rough car wrecking roads on "Special Stages"

Accommodation: At least 15% discount for out of town competitors and this may be subsidized further.

Crews: 2 persons only (minimum licence for both must be at least "Speed Extension").

Entry Fee: \$30.00 per car

Miles: Approximately 1600.

A.S.R.'s Available April-May 1970.

If anyone requires A.S.R.'s when available please write as soon as convenient to -

The Rally Manager
1970 Shell Silver Fern Rally,
P.O. Box 21094, EDGEWARE,
CHRISTCHURCH.

N.Z. BEACH RACE CHAMPIONSHIP RACE MEETING TO BE HELD IN CONJUNCTION WITH NELSON 21ST ANNIVERSARY RACE MEETING

2 Days Motor Racing Thursday 1st and Saturday 3rd January 1970

Feature Races - 1st January - Nelson Provincial Championship for Open Cars - \$50 prize money.

Nelson Saloon Championship.
\$50 prize money. Plus 12 other races mainly handicap.

3rd January - N.Z. Beach Race Championship. (Open Cars) - \$100 Prize money (Paid to 5th place)
Plus 10 other races scratch and handicap

The Tahunanui Beach Circuit is unique in N.Z. in that it is a circuit on firm sand which is only effected by sea water at Spring tide periods unlike the usual "up and down the sea front" Beach races held in other parts of the Country in the past. This two day meeting is held in a picnic atmosphere and the Nelson Club makes every endeavour to assist competitors and make them welcome.

For this "21st" Meeting we have some assistance from Messrs Rothmans N.Z. Ltd and we hope to be able to pay prize money for most of the races on the programme. The feature races have had prize money increased considerably, as has the appearance and travelling money in most cases.

Appearance money of \$10 will be paid to all Competitors plus \$2.00 per 100 miles each way to Competitors travelling to the Meeting.

This will give the following payments as examples:

Nelson Entrants	\$10.00
Blenheim Entrants	\$14.00
Greymouth Entrants	\$18.00
Christchurch Entrants	\$22.00
Timaru Entrants	\$26.00
Lower North Island Entrants	\$26.00
Dunedin Entrants	\$30.00

We feel that these payments plus the chance of winning prize money under the handicap system should ensure that most competent competitors will receive a reasonable cash return for their efforts. A free ticket to our popular Prizegiving "Do" is another perk for drivers.

Obtain your supplementary regulations from the Secretary at the above address now.

IF YOU HAVEN'T RACED AT NELSON YOUR EDUCATION IS INCOMPLETE SO WE'LL SEE YOU THIS YEAR.

GRASS TRACK SALOON CAR CHAMPIONSHIP

This series will be run by at least six Clubs. Points on each Championship Race will be six points 1st, 2nd 7 points, 3rd 5 points, 4th 3 points and one for 5th place. At the conclusion of the series cash awards will be made to the first five drivers. Each Club will pay into a Fund \$26.00 and this will be divided in the proportions of 10, 7, 5, 3 and 1 for the first five drivers.

November 30th	Te Awamutu	Waipa Race Course
January 18th	Thames Valley	Kerepehi
January 25th	Rotorua	Ngongotaha Show Grounds
January 31st	Hamilton	Cambridge
February 7th	Northland	Pohe Island, Whangarei
March 22nd	Whakatane	

For further information please send to Mrs I.R. Boreham, P.O. Box 365, Rotorua, or to the Clubs concerned.

Members please note

CLUBROOM HOURS : CHRISTMAS-NEW YEAR

During the Christmas-New Year period the Members' Lounge will be open as follows:-

** Thursday	25th December 1969	4 p.m.
Saturday	27th December 1969	8 p.m.
Sunday	28th December 1969	4 p.m.
** Thursday	1st January 1970	4 p.m.
Saturday	3rd January 1970	8 p.m.
Sunday	4th January 1970	4 p.m.
* Wednesday	7th January 1970	8 p.m.
Thursday	8th January 1970	8 p.m.
** Saturday	10th January 1970	8 p.m.
Sunday	11th January 1970	4 p.m.

** Thursday - 25th December - Christmas Day
** Thursday - 1st January - New Year's Day
** Saturday - 10th January - Grand Prix Day

GRAND PRIX CLUB NIGHT

WEDNESDAY, 7TH JANUARY 1970 AT 7.30 P.M.

MEMBERS LOUNGE - AUCKLAND CAR CLUB CLUBROOMS

44 STODDARD RD, MT. ROSKILL

PLEASE NOTE:

There will be no Film Evening in December. The next one is on the 15th January 1970.

"Barbeque"

after club circuit.

all you need is food.

see you there, 14th Dec!



Labour Weekend

Labyrinth

At 7 p.m. the first of 23 cars set out to find what damage the "straight-ahead" rule and a route full of winding passages could do to a driver's card.

The trial left "Parklands" on a simple route through Ponsonby at 24.8 m.p.h. to the Harbour Bridge. After passing through the Toll Plaza and finding a 60 m.p.h. sign our speed rose to 44.6 m.p.h. (if you were on time) to take competitors to the North Shore "Baby Factory". Few problems were encountered until many thought the "Thunderbird" was not a hotel and proceeded on to Albany. However the careful crews spotted a hotel sign on Target Rd, turned right and found the 10 mile speedo check. A bear right onto metal surface brought a "Crunch" and plenty of dust.

Concentration began to slip on a quiet drive down the East Coast Bays Rd at 27.2 m.p.h, which wasn't so slow when a left turn into Wright's Rd revealed a manned check and a "Halda Speed-pilot" reading 1½ mins late. With no holes on the card we proceeded up the narrow, winding and heavily metalled road to go acute right into Fills Rd and find "Toulouse-Heli", being late we departed in great haste to swallow more dust.

Reminding ourselves of the "straight-ahead" rule we proceeded towards Albany, where a left turn brought competitors on to the Main Highway to head south and into the first major trap. The instruction was bear right at "Y", but many cars did not find the "Y" as they had missed a straight ahead. We fell into this trap too, but remembering advice from an "old-hand" at trials we dashed back to where we were last on course and tried again. This time success, we found a manned check. Back in the car with no holes on the card

we continued, the navigator soon nudging the driver to remind him he was timekeeping and shift the "Halda" to 44.6 m.p.h. as we hit the sealed surface.

Confidently we pressed on, only to find many competitors heading towards us in reverse (Judy Hanbury featuring prominently in this "Italian Attack"). The route then brought competitors back to Albany from the south and it was obvious by the number of cars milling around that many had fallen for the earlier trap. A turn left after two concrete bridges found one set of tracks going straight ahead into a bank. (The Plotter had found plenty without making your own).

Most of those that had survived so far were about to meet with disaster in another very neat trap. A loop round Hobsonville contained a sweeping left bend, with a "straight ahead" track between two metal heaps which disguised a road beyond. Those that found it also collected a "Rock", the type that goes on the Driver's Card. More straight aheads in a well plotted loop found a "Curvy-Kathy" and very few instructions remaining.

The average speed of 27.2 m.p.h. from the Motorway to the Clubrooms appeared a little high, therefore we tried to gain 3 minutes on the Motorway. However, the investigation of two non-existent straight aheads and the appearance of a "Red-Cherry" on the Motorway delayed progress considerably. The result was a loss of 24 points at the final control.

Incidentally, the winner did shout the plotter an ale, he thoroughly deserved it for this very interesting and most enjoyable evening.

PRESS-ON PETE.

RESULTS ➔

we are having another
SOCIAL



20th december at 8-00p.m.



tickets \$1-50 single

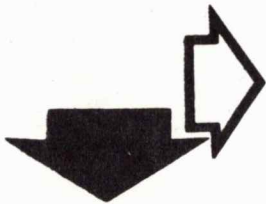
“**SOCIAL**”

CAR NO.	NAME	U/M CRUNCH	TIME 1	U/M TOULOWE HELI	TIME 2	U/M MAX WAS HERE	U/M U.R. SMART	TIME 3	U/M ROCK	U/M KATHY CURVY	TIME 4	TOTAL POINTS	PLAC
1	M. LAYTON	0	25.8	0	67.2	0	0	59.1	0	180	85.6	417.7	6th
2	D. BLOMFIELD	0	20.8	0	81.2	0	0	180L	0	0	28.8	310.8	4th
3	P. MEGGISON	0	8.8	0	23.6	0	0	19.8	0	0	23.7	75.9	1st
4	J. CROMBIE	0	7.3	0	180L	0	0	53.0	0	0	93.2	333.5	5th
5			R E T I R E D										
6			R E T I R E D										
7	W. PERKINS	0	180L	0	58.7	180 MC	0	180 MC		180	62.4	1021.1	14th
8	C. STODART	0	10.2	0	59.2	0	0	33.3	0	0	83.4	186.1	3rd
9	M. McNEIL	180	92.1	0	6.1	0	0	52.1	0	0	71.4	461.7	7th
10			R E T I R E D										
11			R E T I R E D										
12			R E T I R E D										
13	R. BARRY	180	180 MC	180	129.9	0	0	107.6	0	0	40.7	818.2	12th
14			R E T I R E D										
15			R E T I R E D										
16	L. YORK	0	77.3	0	18.1	0	0	180 MC	180	180	180L	815.4	11th
17	J. DONALD	0	14.7	0	180 MC	180	0	180L	0	0	0	554.7	8th
18	J. HANBURY	0	32.3	0	180 MC	180	180	180 MC	180	180	180L	1292.3	15th
19	B. TAYLOR	180	180L	0	78.1	0	180	180L	180	180	180L	1338.1	16th
20	D. BURGESS	0	14.3	0	180L	0	0	180 MC	180	180	180L	914.3	13th
21	M. MARSHALL	0	27.0	0	28.0	0	0	21.6	0	0	33.6	110.2	2nd
22	K. FLASHMAN	0	10.0	0	162.5	0	0	180L	180	180	12.9	725.4	9th
23	A. BOYLE	0	113.3	0	112.7	0	0	180L	0	180	180L	766.0	10th

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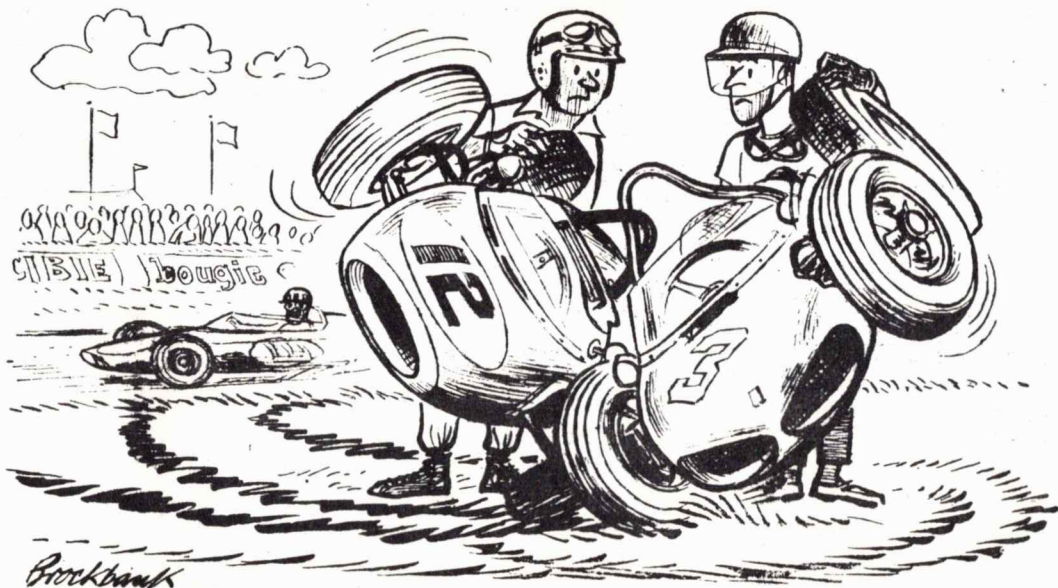
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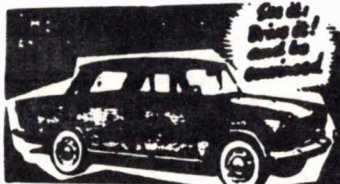
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Tauranga

Practice on Saturday at Bay Park for the McLaren M10A absolutely resplendent in its black and gold colour scheme with Graham McCrae squeezing himself into the cockpit, he ploughed his way round the circuit to record a 53.8 and lower the old record by nine-tenths of a second. Lawrence in the 2.4 Dino Ferrari did 55.3 and Marwood in the Rorison Eisart 55.2. Boyd and Harvey both recorded 59.4 but as Boyd did it first he got the pole position. Red Dawson did a 64.4 in his immaculate Mustang with Riley next at 64.9. Next was Terry Scott/Camaro at 65.7. Fahey did a 67.2 on his second lap then understeered his way emphatically into the unforgiving fence at Rothmans Corner and put his Escort FV A truly out of the running, being too badly damaged to be repaired by Sunday. Marwood was also a non starter as he went by the Pits with a loud bang and was out with undisclosed engine melodies.

Of the baby class - 0-1000 saloons - Barry Phillips was far and away the fastest with Harrington and Boyle's Mini next.

The biggest field and the best scratch race of the day got under way right on time as did the rest of the programme and Phillips/Mini cleared out from the rest to win a completely untroubled race. Fortunately a grand old battle ensued for second between Harrington, Cooke and Boyle. These three swapped places all over the shop till Boyle lost contact then Harrington and Cooke fought it out to the flag with Harrington, at last finishing a race, in front of Cooke, then Boyle, Neville Bailey/Mini next, and Peter Harris just behind him.

Race 2 saw Garry Sprague win from end to end from Rodger Anderson/BMW 2002, who just did not seem to be able to catch the Twin Cam Escort, with Jack Nazer's Escort T.C. trying his hardest to introduce Rodger to his Cossack Close Shave Pack. Jim Richards/Escort T.C. just managed to keep John Weston/Cooper S at bay to finish fourth.

Race 4 for sports cars saw Boyd/Lola T70 get a good start from Harvey and these two really got at it with Boyd setting a new record in the process to win. Baron Robertson expired in the Hereon right at the start so Bob Hyslop in the JRM was third. The two leaders lapped every car in the race.

The New Zealand Championship Race - 0-5500 - saw Dawson lead from go to wo with the Terry Scott/Camaro leading Riley until the ninth lap, with Scott retiring in the Camaro on the tenth. Anderson/BMW was fourth with Jack Nazer fifth, till the fourteenth lap when he stopped in the Pits to go out again as the competitors were getting the chequered flag, so Brook finished fifth instead.

Race 6 was the big race of the day for the New Zealand Gold Star Championship and the Bay Motors Trophy and saw McCrae lead from start to finish and set a new outright record as well. The McLaren M10A ran well for most of the distance but started to go sad before the end and just cut out before Beach Hairpin. Lawrence was second, ten seconds in arrears and also lowered the old record. Brian Faloon/Rorstan was an

unspectacular but steady third with Ken Smith/Lotus fourth and the first of the 1600 brigade; then Baker and Watson.

The last three races of the day were handicap events and the final race was notable for a spectacular grandstand finish. Dawson's Stang led but only just at Goodwins Homes Hairpin, but Murray Cockburn/Brink Mini out-braked him. Garry Sprague shoved his Escort T.C. between these two and just managed to hang on, and these three tried to out drag each other to the chequered flag with Sprague first, Dawson second, and Cockburn third; the crowd really on its feet screaming at this grand finale to yet another grand day's racing at Bay Park

DON HADFIELD

Bruce McLaren must be thinking that this dry-sump lubrication really works. But his sump was drier than it was really supposed to be at the end of the Mid-Ohio Can Am race. Bruce was out in front in his orange McLaren with 15 miles to go when suddenly the orange warning lights started flashing indicating low oil pressure and the needle on the gauge sagged to its stop. McLaren roared into his pit, yelled what was wrong, and they waved him out again. The engine must be on the way out anyway, so why not try and finish? Amazingly he came in second to Hulme in the other McLaren, and when they pulled the engine down they found that the bearings were scarcely damaged. A belt had come off the main oil pump when it seized solid after swallowing a piece of valve spring, and Bruce had run 15 miles with only an erratic splash feed from what was left swilling about. "I can just imagine what would have happened if I'd tried to drive 15 miles from my home into London at 30 mph with no oil in a normal engine - and I was doing 130!"

By courtesy of Castrol Sports Service

Shouts & MURMURS

... Membership is still on the upswing. At the present rate of increase we are bound to break some record. To date membership stands at just over 800.

Congratulations and best wishes go to Peter Parkin, a long standing member of the Club who has served on the Executive and various Sub-Committees as well as being a strong competitor in many events, on his engagement to Dot Elliott.

Congratulations also go to Club Circuit Commentator and Fiat Enthusiast, Ian Derbidge, on his engagement to Diana Hetherington.

Engagement congratulations are also extended to well known Mini and Imp racing driver, Peter Levett and Annette Studd.

BENSON & HEDGES 500

Without a doubt the best motor race we have seen for some time, and the 16,000 spectators really got their money's worth - especially those who stayed till the end.

Practice got under way on Friday at 2.00 p.m. and remained fairly free of incidents, except a few drivers finding out about the elbow and its accompanying escape road.

When night fell there was a general lull for a while and then the pace went on. The Borich/Francevic Zephyr had engine bearing failure, so they practiced sponsor Bob McMillan's private car till officialdom stepped in. Near the end of practice the Lawrence/Radisich Victor climbed the bank at Castrol, fortunately without much damage, and was soon out going just as fast as ever. The Valiants not being quite as fast as expected, and a really untidy looking handful, as the drivers fought to get the feel of the power-assisted steering.

All the Victors were slightly faster than the Valiants and the Sprague/Leonard Victor just fractionally quicker than Murray Charles and Kerry Grant making a very welcome return to racing.

The Pits at night looked really something and it was great to see yet another Oil Company and Motor Distributor throw down the gauntlet and have a go. Good for you, Todd Motors and your Europa Racing Service.

The preceding races were a bit of a fiasco although "Red" Dawson set another record, as did Barry Phillips, as these two very fast drivers completely out-distanced their respective opposition and Paul Fahey's as yet very new and unsorted Escort F.V.A., not really in the groove yet.

At flag fall the four Valiants effectively blocked the track and the Rimmer/Thomson Valiant hit the front and set out to open as big a lead as possible, followed by Taylor/Manby, McPhail/Collins and Ornstien/Gibbons, all Valiants; then Sprague/Leonard Victor, Richards/Molony Falcon, Davie/Harvey Victor, Lawrence/Radisich Victor, Shelly/McRae Victor, Grant/Charles Victor and McDonald/Innes Victor. The first Zephyr was in 15th Place on Lap 1.

On the 3rd lap Sprague moved past the Ornstien/Gibbons Valiant and on the next passed McPhail/Collins Valiant. Just about every time round Sprague would out-fumble a Valiant to pass him at the elbow, but by the time they reached Castrol Corner the Valiant would have repassed. Meanwhile the Grady/Thomson Valiant moved steadily away, and on the 7th Lap the Lawrence/Radisich Victor was in the pits with heating problems. Jim Richards was quickly overwhelmed by the Victors but on the 7th Lap he became engrossed in a great battle with the Borich/Francevic Zephyr.

The Fiat 125's of Bailey/Robertson and Fahey/Marwood led the Zephyr of Hyslop/Langley which stopped out on the Circuit and then got going again to limp slowly into the pits, effect a hasty repair, to stop once more out on the Circuit and again limp slowly back to the pits for a more permanent repair to the throttle linkage.

Tim Bailey, Fiat 125, was holding a handy lead from the Fahey/Marwood Fiat 125, who in turn was leading the Zephyr of the Ross brothers.

Bailey later fell back from Fahey, and during an Epic Drive to catch up, subsequently ran out of fuel on the Circuit which excluded this car from the results. The Fahey/Marwood Fiat worked its way up to 2nd but retired after stopping at the Hairpin to find the centres broken on the L.H. wheels which presumably damaged the hubs too badly to continue.

With cars going in and out of the pits for fuel, the lead changed for the first time on the 49th Lap as the Thomson/Rimmer car stopped for fuel and driver change to resume in 3rd place. Jim Richards had by this time worked the Falcon up to 5th place only to be delayed for a long time in the pits for a plug change, to fall well back, although in the final result to finish 7th.

At around the 100 Lap mark a multiple accident put 4 cars out of the race. The Ross Zephyr spun, to be hit by the Manby/Taylor Valiant, then the Riley Simca 1118c.c. hit the Valiant who in turn was hit by the Macks/Pedersen Fiat 125. The Simca and Fiat were undrivable, the Zephyr limped very slowly back to the pits to retire while John Manby, with outside help (which later was the cause of his exclusion from the results), straightened out the front guard and bumper to carry on. Fortunately no one was hurt.

The Borich/Francevic Zephyr was trailing smoke at the rear which turned out to be the oil seals on the diff. The poor old mechanics who had fitted a new engine in this car over-night turned around and took the complete rear assembly out of Bob McMillan's private car - a fantastic effort, only to have yet another engine failure just on dusk. Also going out with a hole in the side of the motor was the Hyslop/Langley Zephyr which had been going well and consistently up till then, after the opening debacle. The Anderson/Smith Zephyr had a long stop in the pits for faulty wheel bearings and they were the only V6 Zephyr to finish, albeit in 21st place. The Grant/Charles Victor had a new head gasket fitted in record time, as did the Fiat 1500 of Miles Rodgers.

The Sutherland/Masterton Datsun 1600 had a fantastic lead and they gave away a certain win when they left the track at Castrol and crashed badly, hitting a pole - the driver wasn't hurt. This let the Bloor/Wade Datsun, which had run brakeless and exhaustless for several hours, up into a class win.

The pace was really on at the closing stages as the Sprague/Leonard Victor led from the Harvey/Davie Victor until Ernie, who had a 45 sec lead, shot into the pits for a 5 gallon refuel; then Leo Leonard took over and resumed, 8 secs in arrears. Cutting back Harvey at about 1½ secs a lap he closed up only to fall back to 6½ secs due to some unforeseen problem out on the Circuit. Then Harvey ran completely out of brakes and Leonard stormed past to win by about a lap. The crowd really got carried away by all that and really roared in unison as these two battled out one of the best finishes we could have wished to have seen.

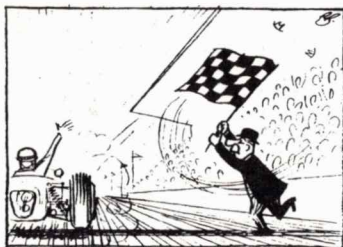
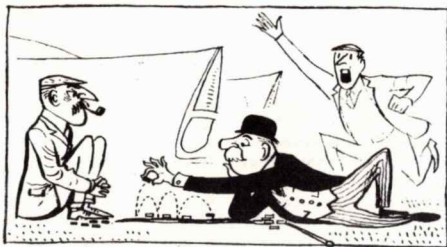
So it ran out the Ornstien/Gibbons Valiant retired with a seized diff., only 24 finished out of the original 40, and with the Harvey/Davie Victor later disqualified there was not one single team left intact, so nobody collected the team prize despite Todd Motors advertisement in the following Monday's

Herald. As the provisional results are subject to protests, appeals and disqualifications we shall wait and see what happened to the overall results.

GOLD STAR HILLCLIMB

DON HADFIELD

Chamberlain Road, 23rd November 1969



After a month long drought we experienced heavy rain on the night prior to the event. However, Chamberlain Road was in very good condition for our Gold Star Hillclimb. The surface was smooth with not a great deal of metal. The timing and other gear had been recently overhauled and operated smoothly. Competitors were able to have one practice and five official runs.

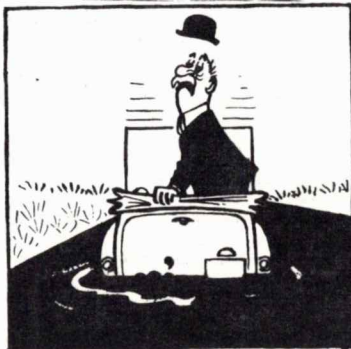
The saloons under 1000 c.c. produced some creditable times with Moon's Austin Mini winning from Sizemore and Carroll. Only 1.3 seconds separated these three which shows how close the competition was. Judy Hanbury consistently lowered her times on each run with the Fiat 850.

A puncture caused Allan Woolf to hit the bank damaging the panelwork of the Vitesse. Having called to see his bank manager he got things sorted out in time to start again on the next run and eventually finished second in his class to the extremely fast Triumph P.I. (Phuel Injection?) of Neil Johns who got down to 38.8 seconds.

Vazey and Wightman in the Chev Coupes were spectacular but couldn't head off Jones who won the class in a VW 3000, the motor of which definitely didn't come from Wolfsburg with the rest of the car.

The single seater class was particularly exciting. With every run a new F.T.D. was established and the first three placed cars each had a turn in bringing this about. At one stage a one half second gap separated the first four cars. Good hillclimbing? Murray Firth, with everything sorted out, sizzled up in 37.1 seconds on the second to last run. Everyone thought "that's it"! Then Steve Boreham put in a 36.9 seconds on his last run. Murray's car didn't sound happy on his last run and couldn't do anything about Steve's effort. This left Arthur Hopkins at the bottom of the hill with one run left. He was last car up on the last run of the day and officials and spectators alike felt the tension. When the watches stopped as Arthur flew across the line they showed a fantastic 36.0 seconds. It was all Arthur's. A mighty effort when it is remembered that his wife had to go back to Maramara for spares when gearbox trouble set in early in the day.

Competitors each received a result sheet a few minutes after the conclusion. A most successful day enjoyed by one and all.



SALOONS 0 - 1000 c.c.

			1st Run	2nd Run	3rd Run	4th Run	5th Run	
10	J. Hanbury	Wiat	903	46.4	46.0	45.6	44.3	44.0
11	J. Harrison	Hillman Imp	875	51.2	47.4	45.8	46.6	46.0
12	L. Carroll	Simca 1000	944	48.6	48.1	47.0	47.6	46.7
14	G. Smaller	Riley Elf	998	-	43.5	43.5	43.8	42.2
16	D. Sizemore	Hillman Imp	875	44.8	44.5	42.6	41.9	41.1
17	B. Moon	Austin Mini	940	41.8	41.1	41.6	40.3	40.6
18	V. Ostergaard	Austin Cooper	998	46.4	46.0	43.8	43.2	42.6
19	L. Banks	Hillman Imp	950	-	46.7	45.9	44.9	44.3
20	G. Dinnadge	Hillman Imp	875	54.3	53.5	52.0	51.2	51.2
13	I. Carroll	Austin Mini	998	44.7	43.3	44.3	42.8	41.9

SALOONS 1001 - 1300 c.c.

21	G. Sefton	Mini	1098	-	-	-	-	-
22	D. Smith	Morris Mini	1098	46.3	44.6	43.5	43.3	43.1
23	L. Rogers	Ford Escort	1298	45.4	47.3	45.2	43.5	-
25	P. Batten	Morris Cooper S	1293	44.6	44.3	43.5	42.1	41.9

SALOONS 1301 - 1600 c.c.

30	G. Dixon	Ford Cortina	1550	44.0	43.5	41.4	40.6	40.6
31	P. Hayes	Ford Cortina	1500	43.5	43.3	43.2	41.2	60.2
32	B. Bell	Ford Lotus	1558	48.3	46.0	45.1	43.2	-
34	J. Lawton	Ford Cortina	1498	43.8	43.7	43.1	43.3	47.3
76	R. Homewood	Ford Anglia	1475	44.3	43.0	55.8	40.6	41.3
78	C. Hyde	Ford Anglia	1375	46.9	46.8	46.1	43.9	-
36	P. Adams	VW	1594	44.5	-	-	-	-

SALOONS 1601 - 2500 c.c.

72	A. Woolf	Triumph Vitesse	1998	44.8	-	39.7	40.3	41.8
26	J. Harvie	Ford Zephyr	2300	49.1	51.0	47.3	47.0	46.1
35	N. Johns	Triumph P.I.	2498	41.0	40.5	40.0	39.3	38.8

SALOONS 2501 & Over:

27	R. Lister	Ford Zephyr	2750	45.4	44.1	43.8	43.8	43.2
29	R. Jones	VW	3000	39.9	40.0	39.7	38.3	38.5
132	T. Vazey	Chev Coupe	4900	40.4	40.7	39.8	40.4	39.6
134	H. Wightman	Chev	4500	46.7	45.4	44.8	43.9	-
38	G. Wilson	Chrysler	3687	45.7	45.7	45.8	45.0	44.6

SPORTS 0 - 1500 c.c.

8	W.J. Bower	Buckler Ford	1250	49.0	-	-	-	-
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RACING 0 - 1500 c.c.

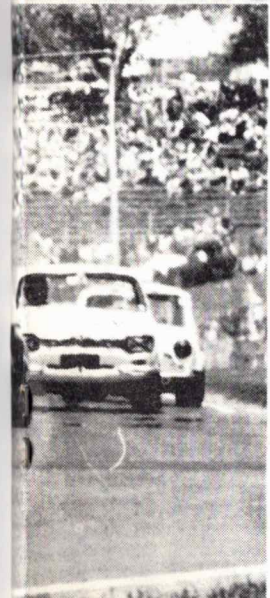
			1st Run	2nd Run	3rd Run	4th Run	5th Run	
1	M.R. McDonald	Mini Minus	848	43.6	41.4	42.9	41.4	40.7
2	A. Hopkins	Cooper Norton	500	-	38.9	37.8	37.0	36.0
4	R. Firth	Rattlesnake Imp	875	41.0	73.2	39.8	40.5	38.9
5	B.G. Walsh	JAP	981	41.3	40.4	41.7	-	-
7	S.C. Boreham	Cooper SA	696	40.0	38.5	38.3	37.7	36.9
24	M. Firth	Norton Special	600	41.6	38.5	37.7	37.1	39.0
37	R. Hollings	Mini Max	600	41.9	41.0	41.6	39.4	40.0
83	K. Flashman	Cooper Vincent	998	40.4	39.0	38.5	38.7	38.3
120	L. Richardson	MFR	1150	40.9	41.2	43.2	40.5	-

RACING 1501 & OVER

28	M. Young	VW Chev	2600	40.9	41.2	39.5	39.4	38.0
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Fastest Five of the Day

Car No. 2	A. Hopkins	36.0
Car No. 7	S. Boreham	36.9
Car No. 24	M. Firth	37.1
Car No. 28	M. Young	38.0
Car No. 83	K. Flashman	38.3
Car No. 29	R. Jones	38.3



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Letters

21st October, 1969.

Dear Sir,

I would like to bring to your notice that in your Bulletin of October on Page 14, Shouts and Murmurs, a write up as regards Jack Nazer's fitness plan.

At 5.30 p.m. on the 20th day of this month Jack actually rode a bike from 468 Rosebank Road, Avondale, to 667 Great North Road, Grey Lynn, and I may add arrived at the latter at 5.45 p.m. a little red in the face and really taking his time having one glass of beer.

Seeing that someone quoted him on his words I think it only fair that the readers and many of his friends would be amused to hear that he actually attempted and succeeded.

I myself followed him in a car and at some stages he came close to 30 m.p.h.

If we succeed he will bike back to Rosebank Road on Tuesday morning.

One good laugh deserves another. HOW ABOUT IT.

D.M. Polak

WINE and CHEESE EVENING

SUNDAY - 26TH OCTOBER

The place to be at 7 p.m. on Labour Weekend Sunday evening was definitely the Auckland Car Club Members' Lounge where our Wine and Cheese Evening was held. An excellent variety of wines and cheeses proved most pleasing to the palate of any connoisseur. First class stewarding by members of the Social Committee ensured that the 150 guests were well catered for with wine and the decorative table displayed a wide variety of interesting cheeses. Also decorative and widely varied were the hostess gowns worn by many of the ladies attending.

Altogether a most pleasant relaxing atmosphere prevailed in which to practice the noble art of nibbling and sipping. Alternative liquid refreshment made available by the Club together with some appetizing club sandwiches provided by the Ladies Committee proved popular with those suffering from a surfeit of wine and cheese. (Asprins fixed those who were just plain suffering).

All in all another first class Club social function and thanks go to the Social Committee and the very capable Ladies Committee who made it so successful. Rumour has it that by midday on Monday some members' lawns remained half cut - not to mention some members.

Tiny Tim's Torrential

Tornado Rally

SATURDAY - 22ND NOVEMBER, 1969

The Trial started at South Street Motors at 7.00 p.m. with a fairly simple Section out through Papakura. We then went up through Red Hill with quite a few straight aheads but nothing too difficult was encountered up to this point.

Section 2 was the map reading and in this we had to use all of Waihoehoe Road which brought us down into the middle of Drury Hill Road. This meant that you had to do two loops, one left and one to the right - virtually a figure eight. This in itself proved a good trap as one loop was smaller than the other and it was the smaller loop that had to be negotiated first. By this time the rain which had been only light up until now started to come down really heavy turning some of the roads into a sea of mud and by the time we had completed the two loops the car was going sideways. We located the check at Runciman and proceeded on to the next Section which we discovered contained one mistake - although I might add it was the only mistake in a very well plotted trial - The instructions told us to use all of Bluff Hill Rd but fortunately we interpreted this as using all of Bluff Hill Road. Having sorted out this problem we then pushed on to the treacherous Sim Road where we, along with several other cars got bogged down. After sitting helpless for over an hour the original "Jolley Farmer", mounted on tractor, complete with tow rope, heaved us out - not before he too got stuck. With a much more bedraggled looking crew we pressed on in to Batty Road only to discover to our horror and dismay that we had missed three checks. We decided to continue and followed the next instruction which consisted of a series of rights and lefts which took us in several complete circles. These loops eventually led us into a well hidden control.

At this Control we were given new instructions which stated after making a U turn we were to proceed to the final control within 40 minutes. This proved to be a very good idea because it saved all the worry of numerous unnecessary stops at traffic lights and each competitor took what he thought was the shortest way back to the Auckland Car Club Clubrooms where the final control was situated.

This was a very good trial, well plotted and a good follow-up on the last trial, this one being slightly more difficult. I understand it has been the aim of the Trials Committee of the Club to start off with a fairly simple trial and make them progressively more difficult.

If the weather had been kinder the trial would have been most enjoyable but the wet conditions and muddy roads proved a little too much for some competitors. Our thanks go to the Plotter, Tim Holt, for a very well planned trial, which despite the weather was enjoyed by all who took part.

I would personally like to congratulate the winner who was Peter Chapman, who was very ably navigated by his small ten year old daughter.

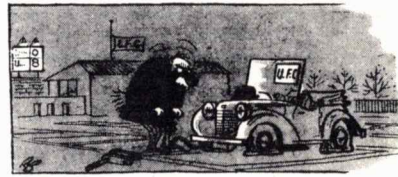
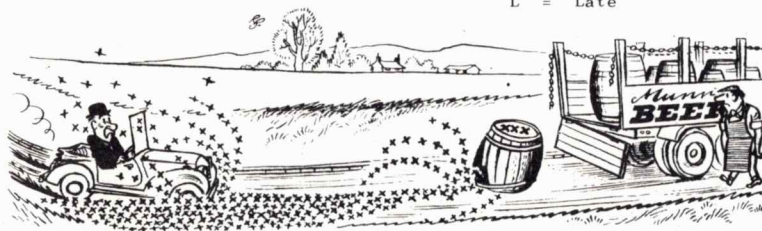
THE HUNTER

RESULTS

TINY TIM'S TORRENTIAL TORNADO RALLY

CAR NO.	ENTRANT	SECTION 1 CONTROL	UNMANNED CHECK CATHY CURVY	UNMANNED CHECK APIRANA	SECTION 2 CONTROL	UNMANNED CHECK APIRANA	UNMANNED CHECK MAX WAS HERE	CHECK	SECTION 3 CONTROL	SECTION 4 CONTROL	UNMANNED CHECK GRUNCH	UNMANNED CHECK G.T.X	UNMANNED CHECK TOULOUSE HELL	SECTION 5 CONTROL	SECTION 6 CONTROL	TOTAL POINTS LOST	PLACING
1	G. APPLEBY	38.0	-	180*	27.6	-	-	49.6	70.0	180*	180*	180*	180*	180*	180L	1445.2	9t
2	R. BAGGARLEY	66.5	-	-	57.6	-	180*	180*	124.1	-	180*	180*	-	180*	180L	1328.2	7t
3	B. LAYTON	102.0	-	180*	53.9	-	180*	180*	180L	-	180*	180*	-	171.0	-	1406.9	8t
4	P. CHAPMAN	33.3	-	-	54.8	-	-	21.8	6.3	-	-	-	-	43.0	-	120.5	1s
5	P. SANGSTER	57.9	-	-	116.1	-	-	51.4	5.8	-	-	-	-	149.0	-	380.2	4t
6	K. FLASHMAN																
7	G. SMALLER	180L	180	180	10.0	180	180	130.4	-	-	180*	180*	-	146.1	-	1546.5	11t
8	R. BROWN				R E T I R E D												
9	R. STODART	30.2	180*	-	52.9	-	-	180L	5.6	-	-	-	-	35.9	-	484.6	5t
10	P. MEGGISON	22.0	-	-	1.1	-	-	25.3	1.8	-	180*	-	-	-	-	230.2	2n
11	R. BARRY	60.4	180*	180*	88.0	180*	180*	180L	114.8	-	180*	180*	180*	180L	-	1883.2	12t
12	R. CATER				R E T I R E D												
14	A. WILSON	20.9	-	-	57.7	-	-	180*	44.9	-	-	-	-	-	-	293.5	3r
15	J. CROMBIE	50.5	-	-	71.8	-	180*	180*	147.9	-	180*	180*	180*	180*	180L	1530.2	10t
16	G. WADE																
17	A. BOYLE	112.7	-	-	71.8	-	-	66.4	.8	-	-	180*	180*	180*	-	791.7	6t

* = Missed Check
L = Late



Auto Electrical Series

ARTICLE 4

LIGHTING & ACCESSORIES

After the necessary operation of the main electrical system, Starting, Ignition and changing circuits, the next most important is the lighting system.

Note: Voltage : is measurement of power
Ampere : is the measurement of current flow
Watt : is the measurement of intensity of brightness of the light emitted at the bulb filament.

All lighting has to comply with W.O.F. laws which state -

- (a) That the two headlight bulbs or light units must be of equal power.
- (b) They must be set parallel and horizontal with the ground on high beam, so that with a normal load of passengers or luggage the lights do not rise above the horizontal and dazzle on-coming traffic.

If you have a flat parking area in front of your garage place the car 10 feet away at right angles to door and with the aid of a 3ft ruler and a piece of chalk put headlights on bright beam and measure - 1. from centre of radiator to centre of headlight; 2. from centre of headlight to the ground; and 3. put a mark at the two headlight focusing points on the garage door having first lined up a centre line in line with the centre of the radiator. This method allows for the dip beam being lower than bright beam and deflected to the left of the road.

Once the headlights have been aligned the next move is to check that the bulb is receiving full available voltage and that the earth or return circuit is correct. Also if the car is of older years you may have to polish the reflector and lens as well as to focus the bulb, which on some vehicles is adjustable.

A common fault with vehicle lighting is that the normal headlight bulb system slowly diminishes in power and goes a yellow colour, so that when the bulb looks to be blackening or getting yellow replace the bulbs.

It is also common for car drivers to become used to lights gradually getting duller and less efficient so that when new bulbs are installed the driver wonders how he drove safely with the old bulbs.

Remember you can only drive safely as fast as - 1. Law; 2. Road and Weather; 3. Power of your lighting system allows.

Compliments to BROSAN AUTO ELECT. LIMITED
4 Suiter Street, Newmarket.
Phone 545-511

autocross

Our first Autocross at a new venue was held on Sunday, 9th November and was an unqualified success. Despite stories of perpendicular approach roads we found the route well signposted and reasonably easy to reach the venue where Murr Firth, John Crombie and others had laid out an evil scheming tortuous track. At least the surface was dry and we thought traction would be good but with my tyres it doesn't matter how dry the grass or dust - the wheels spin. The course was basically an uphill fast curve with a couple of chicanes built in and a lot of trials-defying course changes thru' rushes. A couple of sneaky hairpins of seemingly more than 180° were included good for handbrake turns but it was faster not to handbrake and keep up forward speed. The corrugations and bumps were flattened out early after everyone had followed the leader around the course.

After practise runs, cars were run in pairs at suitable intervals and some very interesting and often hilarious battles resulted. Ralph Emson was clearly fastest although by only a small margin from Alan Boyle and Gerry Smaller. Being a sort of bent elongated gymkhana rather than a grass track circuit, traction and control was more important than sheer power and the results showed how close many of the unlikely cars were. For example Peter Levett in the oldest MK I Zed Car caught Dennis Phillips in his Valiant when Dennis spun on the finish line which prevented Peter finishing. Jack ("the man the MG Car Club do not want to know") Nazer was fractionally faster in his one-eyed, open doored MGA than Greg Lancaster's Anglia, but slower than Rod (Works Team) V.W. until Rod collected penalties for hitting several poles.

Another event is planned for Anniversary Weekend and will count for Exide Trophy Points.

J.C.B.

LOSS TO SPORT

The death of Johnny Herd a few days ago as a result of a motor-cycling accident has been a loss to two sports. Mr Herd was not only a keen motor-cyclist and later administrator but also one of the "hard-core" of New Zealand International Grand Prix.

To the general public Mr Herd was best known for his activities as a competitor before and after World War II when he won or took leading places in a number of events.

In the 1950s his career as a rider was climaxed by a field day at Muriwai with Keith Williams on a pre-war 500 c.c. Velocette which had scored British and European victories.

That day Mr Herd won two of the races for which the bike had been entered by veteran rider and patron Bill White, and Williams one.

Later Mr Herd became an executive member of the Auckland Motor Cycle Club and was made a life member, subsequently joining New Zealand International Grand Prix as a member of its executive and becoming assistant clerk of the course after the organisation moved to Pukekohe.

By Eoin Young

To an ordinary nine-to-five - or is it eight-to-six? - mechanic slaving over bread-and-butter cars in a provincial garage, the life of a racing mechanic with one of the top Grand Prix teams must seem like some dream come true. Seeing the world, rubbing shoulders with the world's top racing drivers ... But it isn't all beer and skittles. The average racing mechanic with a Grand Prix team works harder than the average garage mechanic and he works harder for longer hours. The fact that he works these long hours in different garages in different parts of the world each weekend only makes the job more difficult. Not really more glamorous.

New Zealander Max Rutherford, head mechanic on Ken Tyrrell's super-successful Matra International team that keeps a winning car under Jackie Stewart, reckons the job is a bit over-rated and he is looking forward to leaving it at the end of the season. "It's certainly a good life for a couple of years, but after that you're only too pleased to get out. For a single man it's ideal, but after a couple of years he's seen most of the world - or rather he's seen parts of most of the world. He only sees the hotel and the race circuit and the bit of road in between. He can say he's been to America, but he can't say he's seen America. Everyone thinks it's fabulous and we're touring round seeing the world, but it's not like that really. I think I've probably had two years too much - I came over here five years ago for an 18-month working holiday! I'm starting to get gray hairs and I'm only 27 so it can't be doing me any good."

I asked him why it was that New Zealanders were the most sought-after racing mechanics. Kiwis are top spannermen at Brabham and Lotus as well as Matra International, where Roger Hill, the No. 2 is also from New Zealand. "The only thing I can put it down to is that they've all come 12,000 miles from home and they're living out of a suitcase so they don't mind a bit more travelling round." But Rutherford also felt that the adaptability of the New Zealand mechanic meant he was an asset to a racing team where everyone has to be able to do a little bit of everything. There isn't room for a prima donna specialist. "The average English mechanic is only good at being a mechanic, or good at being a panel beater, or a good welder, whereas a mechanic who has worked in a garage in New Zealand has done a bit of everything himself".

What was Jackie Stewart like to work for? "Of all the drivers I've worked for, he's the easiest. He doesn't demand anything. The only time he gets a bit irritable is when he's second fastest and he can't understand why. He's trying his hardest but he's not good enough, so he starts looking for something else, but he'll never say outright that he thinks it's the fault of the mechanics.

He'll call the designer a few ugly names at times though. He's good to work for because he doesn't really understand the very intricate workings of the car. He's got a rough idea of how it all happens, but if something goes wrong he's just as happy to go off to the hotel and leave you to sort it all out. Brabham or someone

like that would be hanging over your shoulder annoying hell out of you until you fixed it"

Of course Rutherford doesn't do everything himself, but since he is the chief mechanic and has to take the blame if something goes wrong, it's only fair that he gets the credit as Stewart storms towards the world championship. In addition to Rutherford and Hill, there are Englishmen Keith Boshier, Alan Clegg, and Eric Sykes, Peter Hass who is a German, and Frenchman Marcel Vieuble who is mechanic to Beltoise when Jean-Pierre is driving the second Matra.

.....

By Courtesy of Castrol Sports Service

CLUB NIGHT



FILM EVENING - THURSDAY 20TH NOVEMBER

A good attendance of members and friends enjoyed the films shown. The first was somewhat nostalgic, showing Grand Prix racing on the old Ardmore circuit. This was followed by an exciting film on the East African Safari. The third ("The Southern 500") was a truly excellent presentation of big banger American stock saloon car racing at Darlington.

Reigning Gold Star Trial Champion Blair Robson was in attendance to re-present to the Club the Auckland Car Club Gold Star Trial Cup which he won three times consecutively and thus outright. In recognition of this sporting gesture the Club presented Blair with trophies for himself as driver, Doug Benefield, navigator and Neil Kennedy timekeeper.

Peter Meggison who won the Night Trial on 25th October was presented with the winner's cup and Mike Marshall and Ray Stodart with certificates for second and third placings.

A beautiful Porsche 911 was on display and aroused the interest of all enthusiasts. Thank you Tim Bailey of Continental Car Services Limited for bringing this car along.

This being the last film evening for the year, members later adjourned for a social hour.

GRAND PRIX CLUB NIGHT

WEDNESDAY, 7TH JANUARY, 1970

A Clubnight has been arranged prior to the Grand Prix on the above date with overseas drivers invited and also drivers and crews from Southern Clubs. All members are invited to come along and make these visitors feel at home.

The Club will be open as usual on Thursday, 8th January.



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?



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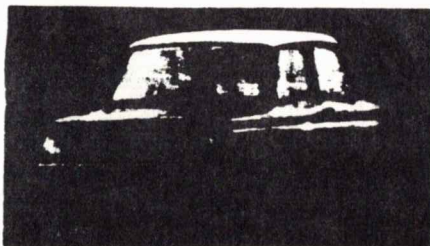
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With the recognised Rally Season over there will not be much to comment upon from here on but we will endeavour to keep the column active in the off-season, though possibly reduced in quantity.

It seems the "in gear" for trialling is now becoming quite formal; a well known Gold Star competitor commonly seen sporting a bowler hat and now an entrant on Club trials appearing fully rigged in suit, white shirt and tie. Who knows what we'll see next.

Racing habits must die hard, one well known "speed boy" set out in the last Club trial without a spare - WOT NO PIT STOPS - and when a tyre on the car caught fire had to drive frantically to the nearest Service Station and invest in a new tyre. Hope the said Service Station stocked the right breed of fat feet.

Congratulations to the winners, they have been turning out consistently in both Club and Open events and until this time have been knocking round the top but not quite making it. Like "Always a Bridesmaid, never a Bride", maybe, but this time they got the bouquet. I might add that I have it on good authority that they did the decent and shouted the Plotter that "Birthday Beer".

The Social Committee is to be congratulated on their recent Wine and Cheese Evening, which went off very well, though possibly the plonk could have lasted a little longer. Still the bar was open and did quite a good trade I imagine.

As they got in their cups some of the previous evening's competitors were heard to make a few comments on their experiences. It was amazing how many made an elementary mistake by applying the instruction regarding a Y junction to the intersection at Albany where the highway bore right and a metal road went straight ahead. By now most will have swotted up on the rules and realise that to form a Y junction both roads must be of approximately equal importance and equal angle. Here endeth this month's lesson.

At a recent meeting of the Mercury Trophy Committee it was resolved that the rules remain the same. Particular emphasis was put on the fact that trials are to be plotted and run under

M.A.N.Z. S.S.R.'s. The Convenors for next season will be Mr Grant of AUCC and Mr Nicholson of VWOC.

A tentative calendar for next year's events was set and is as follows -

March	- TARC	- Dulux
April	- NSCC	- Six Hour Open
May or June	- AUCC	- Daylight Rally
July	- PUKEKOHE	- Monsoon Rally
August	- ACC	- Spring Invitation
September	- EDEN M.C.	
October	- VWOC	

Actual dates have not been confirmed for a events due to some conflict with Gold Star and National events but will of course be published well in advance of the respective trials.

It will be noted from the above that T.A.R.E.C. is now T.A.R.C. - The Auckland Rally Club, as I understand it someone in Christchurch objected to the transposition of initials and similarity to the former parent club.

Further to the Mercury Trophy it is understood that the Auckland Car Club will be hosts a social do early in February when TARC will present the trophy to NSCC. So roll along all you triallists, support your favourite brewer a at least get a look at this bit of tin we're trying to win.

Was recently shown a letter from England with a few comments regarding rallies over there. These are run on special stages as we've seen in some of our films. The guys in question have a 61 Min with $\frac{1}{4}$ " armour plate sump guard running right back under the driver's floor and I quote "Boy, is it needed". One event they entered was limited to 120 starters and there was a waiting list of reserves to replace anyone who failed scrutineering. Oh, to see a field like that out here for a trial.

HANS SPOTT

Trials crew to driver: "We have some good news and some bad news for you. The good news is that we are right on time and our timekeeping gear is working perfectly. The bad news is that we are lost".





New Members

Tasman Series

As you will be aware the Tasman Series is being run over six races - three here and three in Australia.

With the advent of the Formula A/2½ litre regulations this promises to be a closely contested and highly interesting series of races. Accordingly a tour has been arranged to cover the Australian races. The tour departs on 6th February and returns after the last race on 23rd February.

Should anyone wish to take advantage of a group flight, this is available for \$134.50 per person.

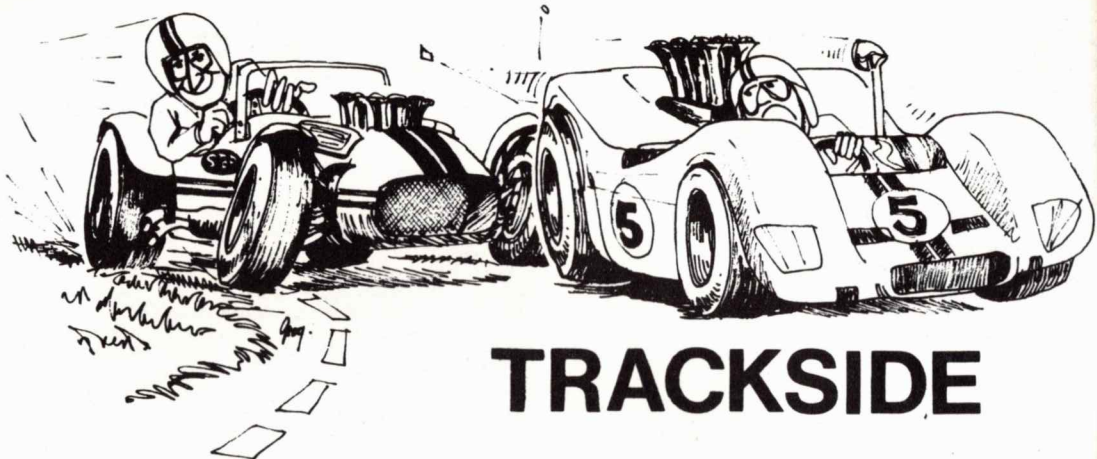
The itinerary for this trip will be on the notice board at the Clubrooms. Any further information can be obtained from -

G.P. Enthusiasts Assn,
P.O. Box 994,
AUCKLAND.

Peter Woods	Mangere	MK III Zephyr
James McCutcheon	Howick	Holden
Raymond Thomas	Glen Innes	Vauxhall
Dennis Hobbs	Epsom	Aust MK I Sprite
Dauntsey Teagle	Northcote	MGBGT
Clive Ross	Whangarei	Hillman Imp
Anthony Dentice	New Lynn	Ford Consul
Duncan Shankland	New Lynn	Morris Mini
Christopher Cooper	Ponsonby	Anglia
William Watson	Pakuranga	Velox
Glynn Muir	Manurewa	Cortina
Bruce Smith	Clevedon	Austin M/Cooper
William Browne	Papakura	Austin Cooper
Graham Dennis	Papatoetoe	V.W. 1961
Tony Roberts	Papatoetoe	Austin A35
Mark Treweek	Papatoetoe	-
Ross Johnson	Mt Albert	Victor 2000
Colleen Lincoln	Mt Roskill	Holiday Imp
Ray Bailey	Hillsborough	Cortina G.T.
Peter Jones	Henderson	Ford G.T. Escort
Paul Adams	Northcote	Triumph 2000
Dennis Wood	Henderson	MK II Zodiac
John Miller	Westmere	Morris Minor 1000
Brett Dinnadge	St Heliers	Vauxhall '53'
Syd Holt	Avondale	MG 1100
Graham Crawford	Manurewa	Fiat 850
Robert Hook	Tuakau	Morris Mini
Noel Simpson	One Tree Hill	-
Kerry Brown	New Lynn	MGBGT
Barry Algie	Glen Innes	Morris Cooper S
Kevin Rand	Mt Roskill	Morris Cooper S
Phillip Hill	New Lynn	Anglia 350 Van
Bryan Bell	Mt Roskill	Lotus Cortina
Linda Sands	Ellerslie	Ford Escort
Grant Dinnage	Remuera	Hillman Imp
Stephen Hamilton	Te Atatu Sth	Hillman
David Sampson	Te Atatu Sth	Morris Mini
Christine Alexander	Glen Eden	-
Bruce Young	Pakuranga	Cortina G.T.
Peter Grogan	Howick	Riley Elf
John Fasher	Herne Bay	Humber 80
Wayne Wilkinson	Papatoetoe	Cortina
Grant McCarroll	Te Atatu	MK II Zephyr
Robert Kiddle	Epsom	Hillman Imp
Jim Findlay	Papatoetoe	Cortina

**THIS SPACE
IS FOR
NOTES.**

After the Closed Club Race Meeting at Pukekohe on Sunday, 14th December (see Coming Events) a barbeque has been arranged by the Social Committee. Plenty of cooking space will be provided. Please bring your own steak, sausages, etc.



TRACKSIDE

... Both Roger Penske and Dan Gurney have confirmed a major change in their allegiance for next year's Trans-American saloon championship series. Penske, the owner of two Chevrolet dealerships, and Mark Donohue, his number one driver and chief engineer who have won the Trans-Am championship for Chevrolet for the past two years, have signed a three-year contract with American Motors to prepare and race a team of two Javelins in the 1970 series. Donohue's team mate has not been named, but it appears unlikely that it will be either Ronnie Bucknum or Ed Leslie, who handled the second Penske Camaro this year. The Sun Oil Co. will continue as one of Penske's major sponsors and the new cars will be known as Sunoco Javelins. The team intends to compete in all 14 Trans-Am races scheduled next year, as well as in the 24 Hours of Daytona and the 12 Hours of Sebring. Penske will continue to operate his two Chevrolet dealerships, which are entirely separate from his racing enterprises.

Gurney, who has been a Ford adherent to what might be called the bitter end has announced that his All-American Racers team has signed a contract to prepare and run a team of two factory-backed Plymouth Barracudas in the Trans-Am series. Gurney's team mate will be his 23 year old protege Swede Savage. Gurney has not been a regular competitor in the Trans-Am series but he has driven in a number of races in one of the Shelby Racing team's Ford Mustangs. Shelby Racing will not compete in the Trans-Am next year and there are reliable reports that Gurney is interested in hiring Shelby's very experienced Trans-Am crew. Gurney's present team manager/chief mechanic, Phil Remington, was formerly the head of Shelby's race preparation team.

... Former F3 Titan driver, Mike Campbell is said to be contesting the Tasman Series in a Forsgrini-Ford Formula A car built in Issaquah, Washington, by Lyle Forsgren. The car uses a Shelby prepared 302 Ford engine claimed to give no less than 505 BHP, 50 more than the Chevrolets favoured at present. The space frame car weighs 1420lbs.

... Porsche admits interest in signing Chris Amon into the sports car team now that he is no longer contracted to Ferrari. However Amon puts Formula 1, Can Am, and Indy priorities first

and some of the American dates clash with sports car championship races.

... The Saloon Car Championships are over in Britain and teams are now busy testing new cars which must now conform to the new Group 2 regulations which replace Group 5. These are not the same as the Group 2 regulations which we know out here but are not as free as the Group 5 regulations were. For one thing, the original cylinder head casting must be retained which knocks out the Falcon's and Minis in their present form.

... Our local Touring Car Championship is based on Group 5 and MANZ should make it known NOW if it is to stay this way.

... Lotus Components have announced the Lotus 70, a wedge shaped Formula A/5000 car designed by Martin Wade. The water and oil radiators are placed at the rear and testing is being carried out with Ford 302 engines and Bortz Chevy units.

... Bruce McLaren is launching a full scale attempt to win the Indianapolis in 1970 and has already completed a prototype car which was flown to the Brickyard last month for a four day test session. The cars are powered by 2.6 litre turbocharged Offenhauser engines which produce no less than 650 BHP at 9000 RPM. The car is designated the M15 and its design is the combined effort of McLaren and George Coppuck. In terms of design the Indy cars are single seater versions of the successful Can Am cars. Total weight of the car is 1380lbs just 30lbs heavier than minimum.

... The SCCA has announced that rules for Can Am Racing will remain basically unchanged for a further three years. Total attendance for the last series was 400,000.

... Mike Hailwood recently tested Eric Broadley's new Lola Formula A car designated the T190 at Oulton Park and unofficially lowered the lap record held by Jackie Stewart in the F1 Matra MS80 to 1m 28.4s, which is nearly 2 seconds faster than any 5 litre car had managed previously. Team Manager Jackie Epstein even forecasts times in the 1m 27s bracket when gear ratios have been sorted. A batch of 20 cars are scheduled for completion

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trackside Continued

... Andy Granatelli/STEP may extend their sponsorship by offering enormous bonuses for G.P. wins on STP products and the prospect of STP entering a G.P. car could be considered.

... Bill Stone is working for March Engineering working on the Formula Ford March prototype.

... English saloon ace Dennis Leech who gave the Falcon Sprint a new lease of life on the British Circuits when it looked as though they may be outclassed by Escorts, rolled his Falcon into a ball at practise for a Club meeting at Thruxton.

... Graham Hill has been commentating race meetings for BBC from a monitor set by his bedside.

... A recent British Government Survey on sporting preferences showed that 1% of those males interviewed competed in motor sport, 13-14% regularly watched motor sport and females between the ages of 18 and 22 preferred motor racing to all other forms of spectator sport. Only 3% of the survey watched horse or greyhound racing.

... The latest people to leave BRM include Geoff Johnson who designed the 48 valve version of the V12 engine; Alex Stokes who was in charge of gearbox and transmissions; Alec Osbourne who was a chassis designer; and Cyril Ambrey who was working in the commercial division. Johnson left of his own free will but the others were found to be redundant.

during winter (our summer) with the first car being kept for development work and the second car for Ulf Norinder who will use it in the Tasman Series. The cost of the T190 ready to race with Lola modified Traco Chev motors is £Stg8,300 the chassis priced at £Stg5,300 and the motor £Stg3,000. The T190 is extremely slim and low and is entirely new in every way and weighing only 1290lbs with oil and water appears lighter than the McLaren and Surtees TS5.

... Jeff Uren of Race Proved has come out with an unusual vehicle in the form of a V6 powered Transit Van. A unit recently tested was the motorised caravan version based on the heavy Transit model (not available in New Zealand) complete with dual rear wheels, a turret top about 2 feet higher than normal, kitchen sink, shower, lavatory, cooker, beds and all the other things necessary for a mobile home. Top speed of the beast was 87 m.p.h. which is really admirable considering the drag factor and all up weight, but handling, with the dual rear wheels (heavy steel truck type all round mind you) was described as motoring hell.

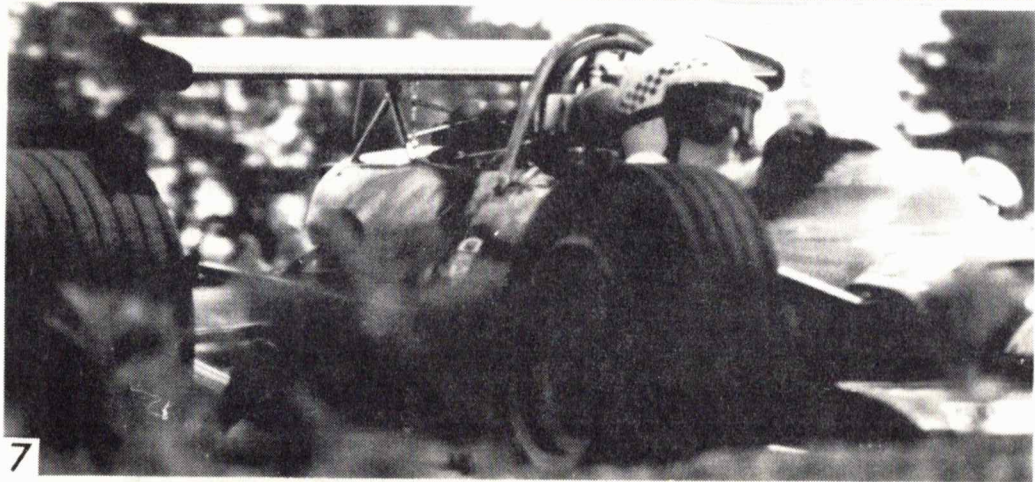
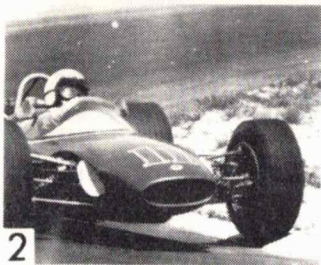
... Derek Bell will be racing a 2½ litre Cosworth/Brabham BT26 in the Tasman Series. The car, sponsored by Tom Wheatcroft is the ex Jackie Ickx Formula 1 Brabham.

... Chris Amon has left Ferrari to take number one driver for the new March team. Jo Siffert the 33 year old Swiss driver will also drive for March. Ken Tyrrell has ordered three March's one for Jackie Stewart, one spare and one for a second driver, as yet un-named. This will put at least four March's on the track in the Marques first season. The Works March's will run on Firestone tyres and the Tyrrell cars on Dunlop. Several other entrants are interested in the purchase of March Formula 1 cars. Amon has not announced any sports car commitments but Siffert will continue as leader of the Porsche Sports Car Team.





BAY PARK Nov. 10th.





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