

BULLETIN



FEB 1970

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AUCKLAND CAR CLUB (Inc)

P.O. BOX 2591 AUCKLAND

BULLETIN

February ~~1969~~
1970

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

Club Captain :

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Deputy Club Captain :

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

Chairman of Sub-Committees :

Club House: I. Read (GLE-5204)

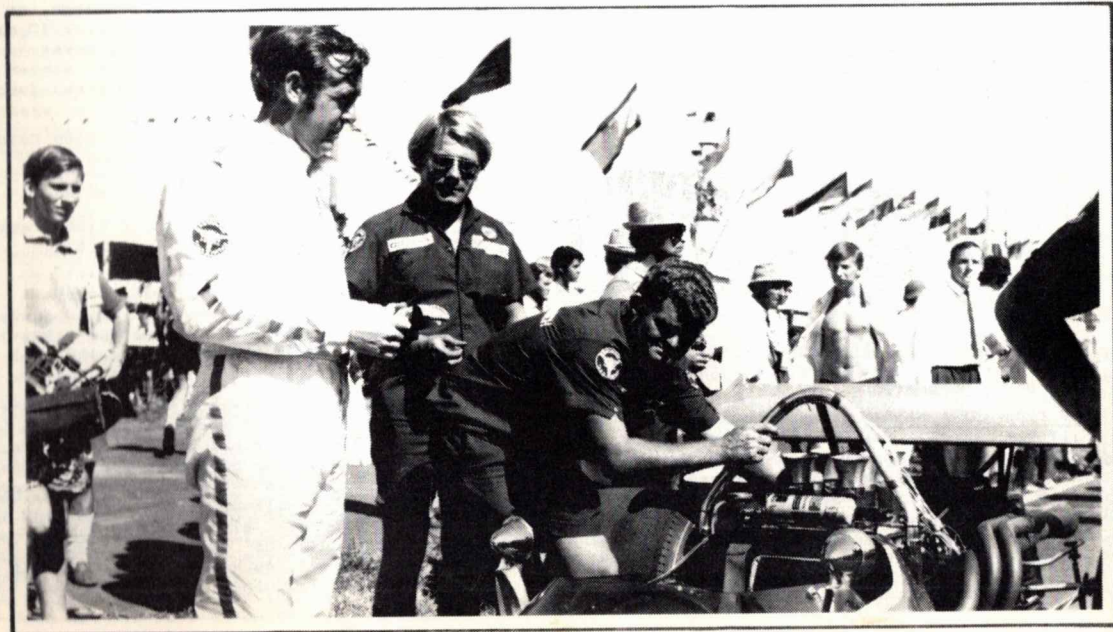
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(POP-83-554)

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

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

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

Bulletin: Margarette Marshall
(677-926)



COMING EVENTS



CLOSED CLUB

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

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

SUNDAYS - The Members' Lounge at the Clubrooms is 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 Club facility.

19TH FEBRUARY - THURSDAY - Film Evening

SUNDAY - 1ST MARCH - Club Picnic at Snells Beach. Afternoon tide 1 p.m. Good safe beach for the children. For further information refer to "Rally Roundup".

22ND MARCH - SUNDAY - Club Championship Hillclimb, Chamberlain Road, Bombay. Entries on day till 9.30 a.m. Scrutineering 8.30 till 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.



OPEN & INVITATION

7TH FEBRUARY - SATURDAY - Northland Car Club Grass Track Championship Meeting, Pohe Island. P.O. Box 596, Whangarei.

8TH FEBRUARY - SUNDAY - Pukekohe Car Club Hillclimb at Aitkenhead's Farm, Ridge Road, Pokeno. Entries on day from 9.00 a.m. - \$1. This is a new hill on private property. Going South take first right after Hotspur Cafe and follow signs. A barbecue will be held after the meeting so bring the necessary - sausages, steak, etc.

15TH FEBRUARY - SUNDAY - Rotorua Car Club Gold Star Hillclimb at Mt Ngongotaha, P.O. Box 365, Rotorua.

22ND FEBRUARY - SUNDAY - Auckland University Car Club Invitation Hillclimb at Anderson's Farm, Paremoremo. Turn off Highway 1 at H.M. Prison sign opposite Albany Hotel and continue approximately 2 miles to reach course on right. Entries on day - 10 a.m. till 11 a.m.

1ST MARCH - SUNDAY - Pukekohe Car Club Hillclimb, Pollock Road, Te Toro. Entries from 9.00 a.m. - Entry Fee \$1.00.

7TH MARCH - SATURDAY - Auckland Rally Club Dulux Open Car Rally. Approximate duration of event is 6 hours, first car starting 10.00 a.m. Terrific prize list - \$160.00 cash donated by B.A.L.M. Paints N.Z. Ltd. and many trade prizes. This will be a straight forward event and is the first event of the 1970 Mercury Trophy season. The three highest placed cars from any Auckland Club will earn Mercury Trophy points. A.S.R.'s for this event will be available from The Secretary, Auckland Rally Club (Inc), P.O. Box 55021, Mission Bay, Auckland. 5.

8TH MARCH - SUNDAY - Rothmans National Saloon Car Championship meeting promoted by Northern Sports Car Club. Final round New Zealand National Formula Championship (1-6 litre). \$3,000 Prize-money. Championship races will be run in heats. Entry closing date not known but entries should preferably be in by 12th February. The Secretary is Mr Jim Sager, 8 Renton Road, Mt Albert, Auckland 3. Phone 84-478 (Bus) 848430 (Private)

14TH MARCH - SATURDAY - Levin National Saloon Car Championship Meeting, P.O. Box 57, Levin. Entry closing date not known.

14TH MARCH - SATURDAY - Waitomo Car Club Open Sprint on the Mangawhero Road, Otorohanga, on the above date. The course is sealed, 7/10 mile and incorporates several interesting corners. Entries \$1.50 and scrutineering at the venue until 10.00 a.m. Follow signs from Otewa junction just South of Otorohanga.

21ST MARCH - SUNDAY - Wellington Car Club Gold Star Hillclimb, Houghton Bay, P.O. Box 5142, Wellington.

22ND MARCH - SUNDAY - Whakatane Car Club Grass Track Championship meeting. P.O. Box 157, Whakatane.

28TH MARCH - SATURDAY - Bay of Plenty Motor Racing Assn. Bay Park Raceways, Mt Maunganui. National Meeting. Entries to P.O. Box 2197, Tauranga South, Phone 83-020 (Office) 85-862 (Private)

5TH APRIL - SUNDAY - Auckland Car Club's "Dunlop" Meeting. Final round of the National Saloon Car Championship Series. Final meeting of the season at Pukekohe. Races for Saloons, Sports, Racing and Standard Production Saloon Cars - Main race 30 minute race for saloons. Entries close Tuesday, 17th March 1970 with Miss C.E. Dewar, 'Alans' Office Service, 23 Shortland Street, Auckland. Phone 379-341 (Bus) or 583-497 (Evenings)

PUKEKOHE

7TH DECEMBER 1969

The N.S.C.C. held their best Race Meeting for a long time on Sunday at Pukekohe. The Programme Layout was the best ever, with lap records and grid positions as well as current Gold Star and Championship points all printed and up to date.

The only sour note which I feel must be mentioned, as this sort of thing is starting to become a little prevalent and should be halted before someone gets hurt. We must remember that this is motor Sport and not stock car racing.

During one of the 0-1000 c.c. Saloon Car races Barry Phillips, who in both races made rather a slow start, while attempting to pass Roy Harrington had to take violent avoiding action as Harrington chopped him off in what was a very dangerous manoeuvre.

Also, in the Sports Car race, Jim Boyd in the Lola T70 was attempting to overtake Graham Harvey in the Elfin on the main straight in front of the stands, Harvey on the extreme left (which incidentally is the fastest way around Champion Curve). Boyd on the extreme right of the 33ft wide track was slowly overhauling Harvey at this point when Harvey came right across the track in front of Boyd, causing Boyd to back off or have an accident. The next time around Harvey once again repeated the performance and on the following lap Boyd, in desperation, tried to go inside Harvey through Champion Curve only to find Harvey once again cutting him off. Boyd applied his brakes to miss the Elfin and spun - fortunately nobody made contact and so there was no inquiry into these very dangerous incidents.

Now with \$80 as prize money this type of racing seems crazy, and it's a great pity that neither the Clerk of Course nor the Stewards of the Meeting observed these displays of bad Sportsmanship and bad inconsiderate driving. If these cars had touched each other at the speeds they were travelling there could have been another 1955 "Le Mans" tragedy. Let's race each other, "Chaps", and keep that sort of thing on the "Stock Car" tracks where it belongs.

Race 1 saw Anderson/B.M.W. and Sprague/ Escort on the front - the Escort looking a little the worse for wear after its spectacular roll-over in practice at Castrol Corner.

Sprague led on Lap 1 with Nazer 2nd and Anderson 3rd, then Weston, Roberts and Cockburn followed by Silcock.

Anderson was in 2nd place on the second lap and in front on the third, keeping the B.M.W. in front till the flag. Silcock passed Cockburn on the 3rd lap but retired on the 5th. Young John Weston also retired with a broken screen - so Sprague was 2nd, Nazer 3rd and Roberts 4th.

Race 2 - 0 - 1000 National Touring Car Championship. Harrington led first time round from Phillips with Alan Boyle 3rd, Reg Cook 4th. Barry Phillips set a new record for the class - he hit the front and was never headed. Harrington/Imp was 2nd, Boyle 3rd, Neville Bailey 4th. Cook retired on the second to last lap when 4th, and John Baldwin retired on the second lap.

Race 3 for National Formula Single Seaters with only 5 cars was as usual a bit of a drag and McRae led all the way from Ken Smith who had a spin at Castrol, fell back, but made up ground so quickly he was back in 2nd spot before one lap was completed. Peter Hughes was 3rd and Watson passed Pellow on the 9th Lap to come 4th.

Dawson led first time round in a very smoky Mustang from Riley, Fahey and Rod Coppins driving Spencer Black's Camaro. At Castrol Dawson really blew smoke and drove slowly round to retire at the pits - Riley then in front with Coppins right behind and Fahey gathering in the big cars on braking and handling. John Riley had a big moment at Castrol and nearly took Coppins with him, so Fahey seized the opportunity and grabbed the lead. On the 5th lap Rod Coppins got past Riley but just couldn't catch Fahey, so Paul ran out the winner from Rod Coppins, John Riley with Rodger Anderson/B.M.W. 4th.

The race we were waiting for saw McRae in the McLaren M10A lead from start to finish. Marwood was running 2nd but retired on the 3rd lap so Lawrence/Ferrari was 2nd, Faloon 3rd, Ken Smith 4th, Radisich 5th and Baron Robertson 6th in the "Levis Brabham". McRae setting a new resident record of 59.9 secs.

Other than the prementioned race tactics Harvey won from Boyd with Bob Hyslop 3rd. Jamie Aislabie had a big moment when he went on to the grass on top of Rothmans, spun across the track in front of the oncoming cars, spun on the grass again to rejoin, a little dizzy but unscathed - unfortunately he pulled out later with mechanical problems. John Monehan retired the Stanton Corvette with a seized motor.

Rodger Anderson led for all but one lap, this being the second to last, from Sprague to win the 2nd Heat of the National Touring Cars 1001 - 4200, with Nazer again 3rd and Silcock 4th. Weston, with no screen or rear window, had a windy drive for 5th. Colin Roberts spun on the second to last lap and dropped 5 places to finish 13th.

Heat 2: 0-1000 National Touring Cars Championship saw a repeat performance of Race 2 with Harrington leading from Phillips till the 2nd Lap, with Boyle 3rd and Peter Sharp 4th.

Race 9 for Single Seaters Gold Star, Heat 2, saw McRae/M10A set another record at 59.5, but couldn't equal the outright record set by Rindt last year despite the \$100 offered by the N.S.C.C. and \$150 by the N.Z.I.G.P. - \$250 in all. Lawrence was 2nd, Marwood 3rd with Faloon closing up fast at the finish for 4th.

Race 10 saw Rod Coppins/Camaro defeat Fahey despite Paul going around Rod in "Champion Curve", a very brave manoeuvre. The Camaro blasted back to the front down the back and Fahey closed up each time on braking with John Riley/Mustang right in the act as well, but Coppins crossed the line in front of Fahey - both of them equalling Dawson's record with Riley 3rd and Anderson 4th.

The last two races were handicap events. Boyd/Lola got past Harvey on the second to last lap to win with Basil Cliff/Meridian 3rd.

Rod Coppins had another win in the last race taking the "Camaro" from the back of the field, Moss Tait/Imp was 2nd and Anderson just took Sprague right on the line for a grandstand finish to a most successful day.

Congratulations N.S.C.C.

DON HADFIELD

LEVIN

29TH NOVEMBER 1969

The great number controversy has started. The N.C. Rules state that competition numbers must be at least 12" high with a 2" stroke and must be black on a white background.

Should a rule like this be completely inflexible?

Quite some time ago I talked to Red Dawson whose numbers are Huge!! - but are gold on a dark blue background. He felt motor racing needs colour and I agree. No one can deny that, although his numbers contravene the regulations like so many others, they are at least readable.

While everyone applauds the efforts of Rothmans with the Rothmans Cambridge racing team, and their cars are very attractive, the numbers are Red on a White background and amongst all the other colours are very hard to read. Graham Watson's No. 8 is, on the other hand, very easy to read. Spencer Black's Camaro is so small it's ridiculous, as is the number on Bryan Faloon's Rorstan.

Don't get me wrong, I'm not just picking on the Cambridge Team, but the alarming thing is that when the day comes and a competitor arrives with a ridiculous number on his car, the scrutineers will rightly say you can't start with a number like that and we can turn around and say - What about Ken Smith, Frank Radasich, Graeme Lawrence, John Weston etc. etc. etc., just to name a few.

So before it gets out of hand let's sort it out now, as this is about what happened at Levin with Rodger Anderson's B.M.W. and no one said a thing about Faloon. So the crowd was robbed of seeing Anderson perform (this was not the only reason he didn't start) - a great pity as this was not one of Levin's very good days.

The day could even come when the timekeepers completely ignore a passing car whose number can't be read from where they are, so leaving the car out of the results. Imagine your chagrin if it happened to your car and you finished in the money. It could happen!!

With 21 races on the programme there was no shortage of variety, and a massive number of go-karts provided a million laughs as these very fast little machines thrashed around the track - the faster ones around 58.00 secs, which is faster than a lot of saloons, sports cars, single seaters and motor bikes. All in all a laugh a minute with spins, wheels falling off and running adjustments to carburettors on leaving the hairpin.

Reg Cook had a good day, winning Race 2 from Neville Bailey and Neville Hill. Cook also won Race 8 from Neville Hill who managed to pass Neville Bailey on the last lap. Cook had a near thing when a tyre went flat on the last lap of Race 18 and he came to a stop alongside the bank at Rothmans Corner.

Young Gary Sprague led from Go to Whoa in Race 5. A grand dice ensued between Colin Roberts/Cooper S and Jack Nazer, but on the 4th lap they touched at Hokio Bend and the smaller car of Roberts was out of the race when he hit

the safety bank - fortunately without too much damage to the car and none to the driver. Brocklehurst seized his chance during this melee and passed Nazer, but on the next lap the Escort repassed the Cooper S to finish in that order.

Race 4 for single seaters Formula Libre saw Graham McRae make a mighty start in his 1600 c.c., McRae to lead Lawrence/Ferrari, Watson/Brabham, Pellow/Brabham and Ken Smith/Lotus. On the second lap the Ferrari deposed McRae and Smith, going like the wind, moved up to 3rd spot with Watson 4th and that was the way they finished - Pellow making a pit stop on the second lap to resume in last place to come home 6th.

Graeme Harvey won the Sports Car Race from Peter Slocombe, with Holland 3rd. Harvey circling at 5 secs slower than his best with Slocombe leading for 3 laps as these two tried to make it look like a race, but not really fooling the crowd.

On Race 11 Paul Barnard/Cortina had a bad moment when his flywheel and clutch assembly parted company with the rest of the car and all the bits fell on the ground - fortunately no one ran over them.

Race 13 - Ken Smith made a fantastic start in his Lotus and led the field in the N.Z. National Formula event for 3 laps till McRae got past with Watson, Pellow and Hughes next. The order remained the same throughout with the exception of Murdoch who passed Hughes on the 7th lap. To sum up, Levin's usual quickfire event went smoothly but lacked in really exciting racing. It seems a great pity that the motor cycle clubs don't start their riders another way (i.e. rolling) as what promises to be close exciting racing is usually spoiled by one top flight rider getting a good start and the rest of them out of the contest before it starts. After all, surely the point of racing is racing, not who can push-start his bike and fire it up first.

DON HADFIELD

MERCURY TROPHY

MERCURY TROPHY PRESENTATION

The presentation of this trophy will be held in the Auckland Car Club Clubrooms on Wednesday, 11th February 1970 at 8.00 p.m. Dress - Casual. All welcome. Free admission.

FRONT PAGE PHOTO'S

Frank Matich waits as his crew roll the McLaren on to pole position - New Zealand International Grand Prix.

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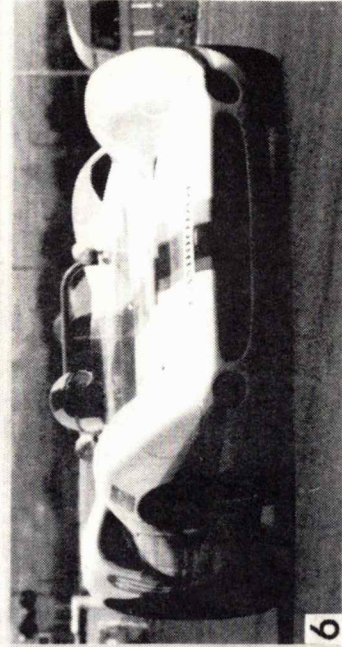
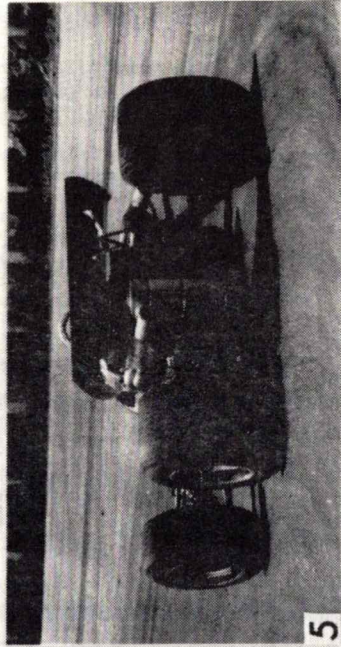
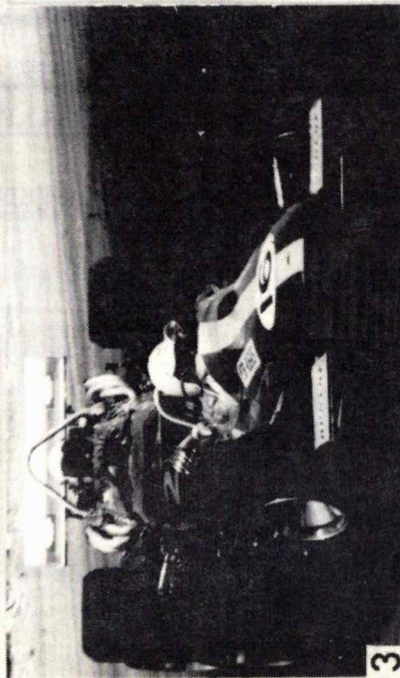
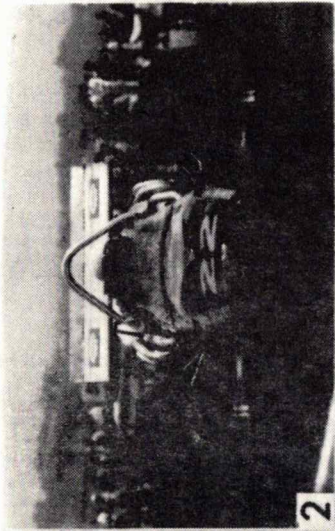
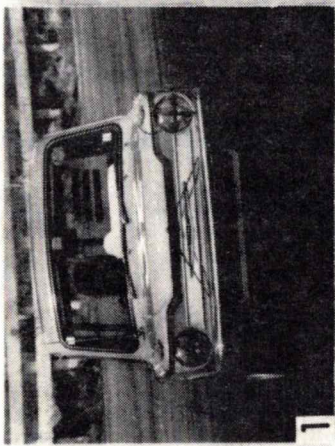
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As stated in Coming Events the Picnic will be held at Snells Beach on Sunday, 1st March. For those interested solely in the picnic it is suggested that you travel North via the Harbour Bridge, Motorway and Highway 1 to Warkworth, where you turn right and follow A.A. signs for Sandspit until going right at a crossroads to follow Snells Beach A.A. sign and about 2 miles down this road bearing left into the entrance clearly signposted, of Snells Beach Motor Camp.

For anyone interested in a little bit of fun and some of those elusive Exide Trophy Points, on their way to Snells Beach a simple Gimmick-cum-Treasure Hunt Trial has been plotted along the basic route outlined above and will start from the Clubrooms in Stoddard Road at 10 a.m. on the day. Entries on the day - 50 cents per car. Mum can navigate, the kids act as ballast and NO time-keeping.

Understand Peter Chapman, accompanied by his 10 year old daughter, Sharon, pulled off Tiny Tim's Torrential etc. November Trial in the Stan Ten. Looks as though we have a future triallist blossoming in our ranks. Comment was in fact passed in the Newsletter of another Club last season that by the time they were old enough to hold licences the Chapman girls would make up a pretty experienced rally crew.

Rather unfortunate for "Tiny Tim" that he had to delete a section of the November Trial through a small printing error as there was a pretty shrewd trap in the map-reading section which caught most competitors. Also bad luck with the weather - came down in buckets all night, after several days of beautiful weather and made some of the clay roads quite treacherous and in one part impassable much to the disgust of one or two crews who were in it up to their axles so to speak. The mode of dress of some people at the finish was rather a sad break down in the standard of sartorial elegance which has earlier been mentioned in this column.

Rally season starts on a colourful note next month with the Dulux Open Rally on March 7th, the first of the Mercury Trophy events. From past experience this event can be recommended as pretty good, usually a bit tricky but at the same time

fair dinkum. It is to be hoped that TARC have learned a lesson from last year's Champion and plotted this event more in line for the average triallist as opposed to the Philadelphia Lawyers who take part in some events.

Auckland Car Club Gold Star Trial is definitely on this year, plotting being under way and it is confidently expected that it will be up to the standard of our last event in 1968.

HILLCLIMB

BOMBAY - SUNDAY - 18TH JANUARY 1970

Warm weather and a slippery hill greeted 36 competitors and after a slight hitch with phones, climbing was under way.

Most drivers took things easy first time while Arthur Hopkins showed the way to the rest of the field.

First official run in 0-1000 saloons saw Wayne Cann (super/charged Mini) slightly head off John Crombie (alias Crumple Car) (Mini Cooper) with times of 42.4 and 42.6 respectively. Dave Levin (Morris Cooper) tried hard but could not better 42.3 for third in the class with Wayne Cann doing a very smooth run of 40.2 for 1st and John Crombie 2nd (41.3).

Saloons 1001-1300 - P. Batten was never headed for first (42.5) but minor places were hotly contested between V. Newlove (Cortina) and P. Wong (Escort). Wong set his best time of 46.7 in his first run while Newlove learnt the hill for a good run of 46.6 for second.

1301-1600 Saloons was a John Lawton benefit and after some very consistent driving (must have been the new steering wheel John) took first in the class with 42.6. Meanwhile D. Hayes and G. Cann, both Cortinas, were at each others throats all day with Hayes getting the nod (43.2) from Cann 43.6.

1601-2500 offered only two competitors but Bob Homewood made no bones about it with a time of 42.2 after some very aggressive driving.

Big saloons 2501 and over had three competitors and S. Unkovich (Zephyr) did a tyre smoking run of 42.8 to secure first in his class very firmly.

Sporty cars was a group of two and B. Merrett, Fiat Spider, took first with 45.7 from G. Gonczy M.G.B. 47.8.

Meanwhile the Noddy cars were battling out F.T.D., Arthur Hopkins (Cooper Norton) competing for the first time since his bad Hawkes Bay Gold Star prang, did some good runs, his best being 39.8.

Murray Firth really got going and did a mighty run of 38.5 for F.T.D. This is Murray's first F.T.D. at Bombay after many years of trying. Congratulations Murray.

ROSS HOLLINGS

RESULTS →

SALOONS 0 - 1000 C.C.

			1st Run	2nd Run	3rd Run	4th Run	
A 3	W. Cann	Mini	42.4	41.2	40.2	40.4	1st
A 5	J. Crombie	Morris Cooper	42.6	42.8	41.3	41.9	2nd
A 6	R. Van Bokhoven	A40 Farina	57.0	54.9	-	54.2	
A 8	D. Levin	Morris Cooper	44.8	43.6	43.0	42.3	3rd
A 10	W. Cahill	Anglia	56.3	52.6	51.3	50.9	
A 11	B. Blacklock	Morris 1000	51.6	51.4	-	51.2	
A 17	L. Murray	Ford Anglia	51.7	49.2	-	-	
A 18	G. Nancarrow		53.0	51.2	50.2	50.2	
A 19	J. Miller	Austin Cooper	57.3	45.9	45.4	44.6	
A 26	N. Cameron	Morris Minor	53.2	52.3	51.5	51.0	
A 27	R. Robinson	Austin A40	49.0	51.3	48.4	48.5	
A 29	L. Currell	Simca 1000	48.4	48.5	46.0	46.7	
A 35	C. Brook-Taylor	Riley Elf	52.8	55.3	51.2	50.8	

SALOONS 1001 - 1300 C.C.

B 20	P. Batten	Morris Cooper	44.2	43.4	42.8	42.5	1st
B 21	V. Newlove	Cortina	46.0	47.4	46.6	94.0	2nd
B 30	S. Coutts	Anglia	49.1	62.5	50.7	47.5	
B 34	P. Wong	Ford Escort	46.7	48.3	46.9	54.5	3rd
B 9	J. MacDonald	Ford Escort	49.8	48.4	47.2	47.0	

SALOONS 1301 - 1600 C.C.

C 7	G. Sutherland	Datsun 1600	45.2	45.0	44.5	44.1	
C 12	D. Hipperson	Prefect 107E	-	46.3	45.0	45.1	
C 14	B. Pellew	Lotus Cortina	53.1	51.3	48.0	47.0	
C 15	J. Lawton	Ford Cortina	45.9	43.6	43.6	42.6	1st
C 31	P. Hayes	Ford Cortina	44.9	45.2	43.2	44.5	2nd
C 33	G. Cann	Cortina	47.0	45.3	44.5	43.6	3rd
C 78	C. Hyde	Ford Anglia	49.5	-	-	-	

SALOONS 1601 - 2500 C.C.

D 23	W. Harvie	Zephyr	48.8	47.2	47.5	45.7	
D 76	B. Homewood	Ford Anglia	44.3	43.2	42.2	-	1st

SALOONS 2501 C.C. & OVER

E 16	S. Unkovich	Zephyr	45.0	44.1	43.0	42.8	1st
E 22	K. McIvor	Jaguar MK 7	57.6	57.0	55.2	-	
E 32	G. Wilson	Chrysler Valiant	-	45.6	45.3	50.1	

SPORTSCARS:

F 4	B. Merrett	Fiat 124 Spider	46.5	46.9	46.5	45.7	1st
F 28	K. Gonczy	M.G.B.	53.0	49.4	48.0	47.8	

RACING CARS:

R 1	M. Macdonald	Mini Minus	43.8	45.0	44.3	42.6	3rd
R 2	A. Hopkins	Cooper Norton	39.7	39.8	40.3	40.7	2nd
R 24	M. Firth	Norton Special	41.7	38.5	38.7	39.8	1st
R 25	B. Walsh	J.A.P.	44.5	47.4	-	-	

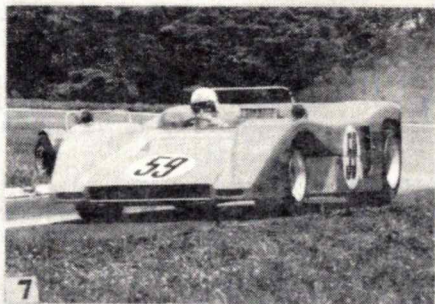
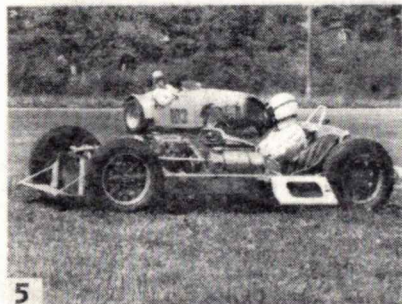
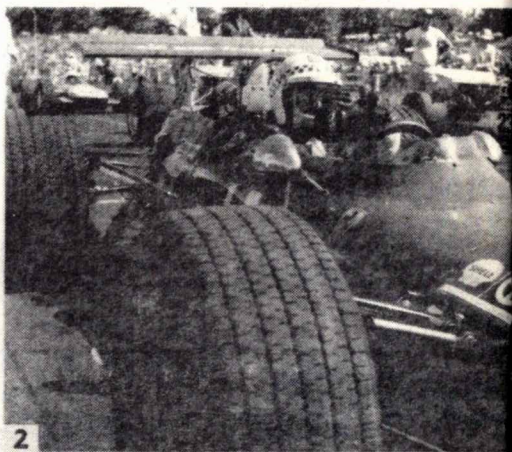
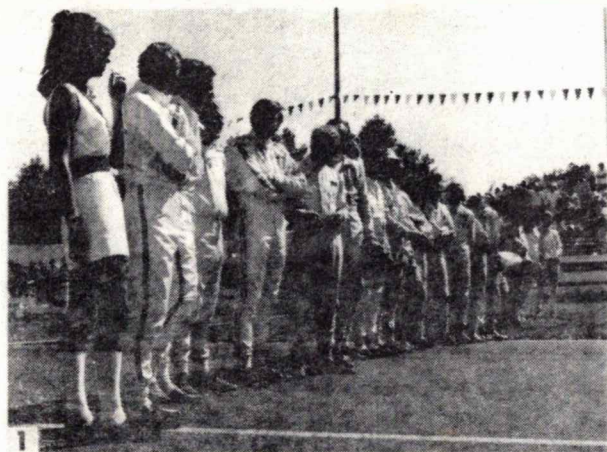
F.T.D. - Murray Firth Norton Special - 38.5

BAY PARK PHOTO'S

1. John Baldwin 948 Imp.
2. Graham McRae
3. Peter Hughes - Lotus 33 - leads McRae.
4. Graham Watson B.T. 18.
5. McRae - McLaren 10A
6. Jim Boyd - Lola T70

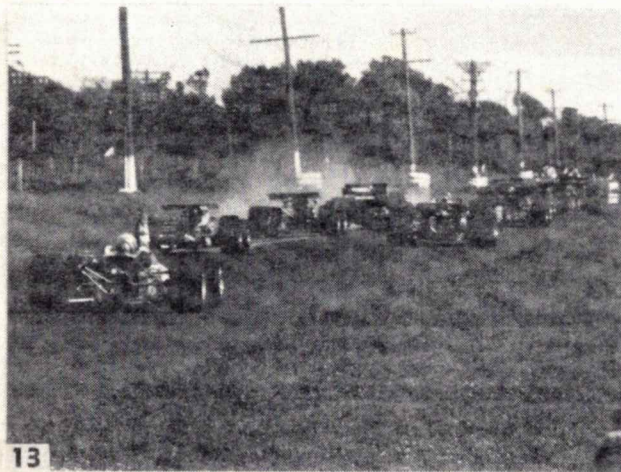
"Brand new car, and all the hub caps stolen already!"





1970 GRAND PRIX





autocross

SUNDAY - 25TH JANUARY

At 10.30 a.m. we had five starters for the Autocross but by 11.00 we had twenty entrants, and after laying out the course everyone had a couple of slow laps around - except Mr Marshall who hung back and had a real thrash - primarily so as to mark the course and following the Clerk of the Course, who, incidentally lost his way twice. Times were taken for standing and flying laps with no classes. The course suited the smaller cars but the larger cars, as a result of heroic driving were very close behind.

First retirement of the day was Ross Hollings when the motor of his Cortina moved forwards - or the radiator moved rear-wards - causing the fan blades to contact. There were several retirements caused by over-vigorous motoring. The course was not too rough but with a number of ruts, sideways motoring produced a lot of suspension failures, particularly for Mike Marshall whose front coil spring dropped out

completely. Ray Stodart also had front suspension problems. Peter Mack stopped 6" from the finishing line after colliding with the fire extinguisher on which starter, Murray Firth was standing. Steve Unkovich also retired with in-operative steering and John Crombie lost his hydro elastics.

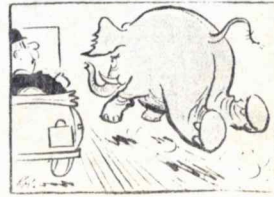
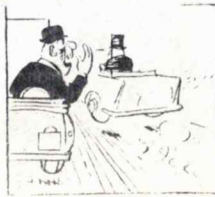
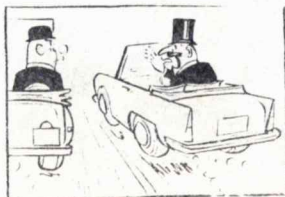
On the other hand, the Mk I Zed cars, of which there were three, proved extremely reliable. It was more a course for driving ability with sheer power not making much difference. This point could be seen by the fact that Alan Boyle's Mini of only 850 c.c.'s finished second between John Crombie's 998 and Peter Batten's 1293.

Exide Points were awarded for the first ten cars outright but with a larger number of entries for our next event, which is to be held in the near future, it is possible that the cars will be split into two classes, allowing the larger and heavier cars to compete against themselves.

A thoroughly enjoyable day and thanks go to Mr Worrall for supplying the venue for this event.

CAR NO	DRIVER	CAR	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5
1	A.P. Levet	Ford Zephyr	2-18.0	2-16.4	2-25.6	2-19.5	2-15.1 *
2	G. Morley	Ford Zephyr	2-18.5	2-13.5	2-15.1	2-14.2	2-24.1
3	R.E. Brown	Morris Mini Traveller	2-19.4	2-13.2	2-14.0	2-12.6	N.T.
4	N.E. Dobson	Morris Minor	2-15.5	Scr	Scr	Scr	Scr
5	Mrs R. Allen	VW 1500	2- 7.4	2- 6.0	2- 3.1	2- 2.0	2- 5.4
6	P. Batten	Morris Cooper - 1293cc	2- 4.4	2- 1.5	1-59.2	1-58.6	2- 3.0 * 3r
7	B. Scott	Morris Minor	2-24.0	2-20.0	2-19.5	2-18.7	2-22.5
8	J.R. Harvie	Ford Zephyr	2-17.1	2-14.5	2-24.0 *	Scr	Scr
9	J.H. Crombie	Morris Cooper 998cc	2- 4.3	1-57.9	2- 2.1	1-59.9	1-57.9 1s
10	C.R. Stodart	A40 Farina	2-27.2	2-31.4	Scr	Scr	Scr
11	R.C. Cowan	Ford Anglia	2-15.5 *	Scr	Scr	Scr	Scr
12	M.I. Marshall	Austin A90	2-13.4	2-13.0 *	2-13.4	Scr	Scr
14	S.R. Unkovich	Ford Zephyr	2-14.4	2- 7.6	2- 6.0	2- 5.0	2- 8.5
15	K. Gonczy	M.G.B.	2-12.8 *	2-12.6	2- 8.6	2- 8.5	2-18.4
15A	M. Petch	M.G.B.	2- 4.4 *	2- 3.4	2-3.9	2- 0.5	2- 9.5
16	P. Mack	Fiat 125	2-10.1	2- 7.4	2- 6.2	2- 8.2*	Scr
17	G. Pedersen	Ford Customline	2-20.4 *	2-17.6	2-17.5 *	2-20.0**	Scr
18	G. Wade	VW	2-17.5	2-16.8	2-18.5	2-18.5	Scr
19	A. Boyle	Morris Mini	2- 0.4	2- 1.5 *	1-58.5	2- 1.0	2- 1.3 2
37	R. Hollings	Cortina	2-13.0	Scr	Scr	Scr	Scr
50	M. Cox	Hillman Imp	2- 4.5	Scr	Scr	Scr	Scr

* = plus 5 seconds for hitting a pole - to be added to time recorded
Fastest Time of the Day - J.H. Crombie - 1-57.9



THE BEGINNING

It's very easy to fill in an entry form, isn't it? No trouble at all, just like so many others: name, address etc. But suddenly, a week later, comes the awful realisation that the day of reckoning has almost arrived. I search for some good reason not to go! I could of course pray for a thunderstorm, but to what avail? I could sabotage the car, but who would want to ruin its reputation? I could simply withdraw, but that would be blatant cowardice. So a kind of false pride forces me on to the familiar road to Pukekohe. Not with the usual eager anticipation of a spectator, but as a novice, shuddering from head to foot, to such an extent that it is a supreme effort to negotiate the gateway to the circuit.

"Are you a competitor?" "Yes". A loud crunch from the gearbox. That's a good start! Down to the pits. Down, down to a bottomless pit goes my heart. Everyone else seems inordinately cheerful.

I am scrutinized in the office and my car is scrutineered in the paddock. Perhaps they will find some good reason to send me home. Faint ray of hope! No, nothing wrong, take the car round in front of the stands, park with the others. Another violent shudder. This must be the point of no return.

Then wait and wait, still shuddering. If only, by clasping my arms round me more tightly I could stop my heart and stomach from bounding around so.

Drivers' briefing. First call for practice. Action, at last. Into the car and off but steady, steady. Who wants to be on the first row? Not me! Creep cautiously along, count the cars as they line up, looks a full quota, pull into place. Ah, safely at the back - relax! A glance in the mirror as I fasten that hefty helmet. Then a desperate, high-pitched plea; "Mr Ivers, Mr Ivers! Whose is that huge car behind me? And what's that other machine? It's even bigger!" Mr Ivers, very clam, considerate: "Nothing to worry about, they'll go past gently". Broad grins from behind.

We roll out. Concentrate : we're being flagged off now, a couple at a time. I'm not the least bit enthusiastic about a fast start and suchlike. Who wants to quarrel about the line into the corner? After you, sir. Not long before two large cars pass me, both leaving plenty of room. Out of consideration or self-preservation.

Well now I can concentrate on the road. It looks very different from down here! But I've got this part of it to myself. Marvellous!! Three laps with not a thing to worry about except keeping off the grass, clear of the drums and out of that gaping ditch I glimpsed out of the corner of one eye. Much as I wish it would, this can't last forever. It doesn't. Look in the mirror. Two cars swiftly cutting past the drums.

Mr Powell ahead, armed threateningly with a blue flag. He's waving it now. It's alright, Mr Powell, I've already seen them. And here they are, the fast ones, suddenly looming very large. I'd better take my eyes off the mirror and see where I'm heading. There they go in a flash of yellow and red, shrouded now in a haze of blue smoke as they hit the corner at an acute angle. Did I get in their way? Well, we're all still on the road and I didn't see any clenched fists, so keep going. What a smell of burning rubber

they've left behind! Ah, the straight's in sight, foot on the accelerator harder, harder! Oh dear, the hairpin! Maybe I'll get that right next time. The chequered flat - end of practice. And suddenly, with a surge of delight, the realisation that I have actually enjoyed it!

How about trying out that other line through the hairpin? No, not now. One look from a marshal puts a swift end to that irresponsible idea. Drive quietly back into the pits, playing a sedate game of follow-the-leader. Back to my little corner by the stand. Another wait, this time for the race itself.

..... AND THE END?

No, I didn't overdo it. The end result was a marvellous, memorable day. Who cares about being so near the back of the field? There was quite enough action there for me. And I actually passed some-one! in the hairpin!

Roll on next season; I'm waiting for you.

JUDY HANBURY

1970 GRAND PRIX

1.

Miss Grand Prix, Heather Gettings, with the line up of drivers for the main event.

2.

Graham Lawrence waits patiently as the Governor General chats other drivers.

3.

Frank Matich before his victorious drive.

4.

Jim Richards was top dog in the large touring car class shown here followed by Rodger Anderson's BMW.

5.

David Wallace lost his Lola's body at the hairpin.

6.

Rod Coppins, Chev Camaro about to lap Rodger Anderson.

7.

Gary Petersen inherited the lead in the Sports Car race after Boyd and Harvey tangled. However he withdrew with over-heating problems.

8.

Reg Cook recovering from an excursion at Castrol passes Peter Sharp as he works his way back up the field. Note both cars now on 12" wheels.

9.

End of line as second excursion involved a fence.

10.

Graham Harvey minus front body section.

11.

Ulf Norinder keeps the fans happy with his spins.

12.

Start of the main saloon race.

13.

Pace lap for the A cars.

14.

Neville Bailey's Mini after rolling at Castrol Corner, Roy Harrington's Imp which blew its motor clean in half and Mary Carney's Mini are towed to the Pits after the 1000c.c. saloon car race.

15.

Ulf Norinder performed his antics to the crowd from the back of an M.G.B.

16.

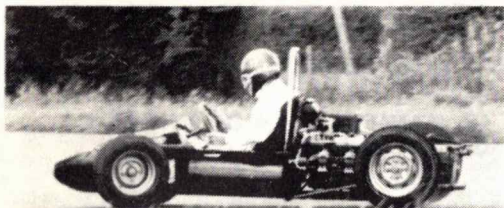
Clyde Collins leads the second bunch in the handicap race.



NO EFFORT WAS SPARED

This is the Vauxhall Victor 3.3 in which Ernie Sprague and Leo Leonard flashed to victory in the 'Benson & Hedges 500'. Parts were checked, re-checked and checked again; except the spark plugs. They received no special attention... because they were new Champions. They're the best there are... you can't beat that.





1



2



3



4



5



6



7



8



9



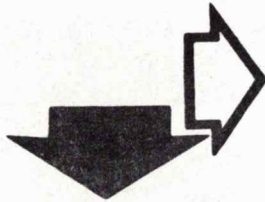
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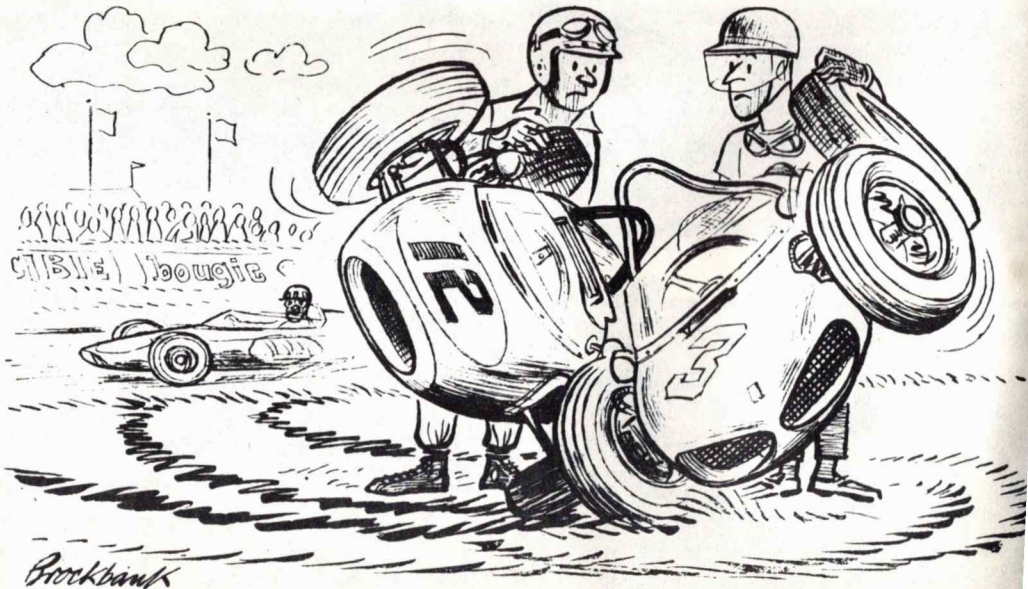
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Pre Grand Prix

CLUB NIGHT

On Wednesday evening, 7th January, a special clubnight was held. Grand Prix scrutineering took place at Onehunga during the afternoon and drivers, both local and overseas, together with crews, managers, etc., were invited to the informal social gathering in the Members' Lounge at the Clubrooms. It was pleasing to see so many of the overseas drivers attending. Each was introduced to the gathering of members and friends and spoke briefly. Approximately 200 people were present and had the opportunity to meet these overseas drivers. Most of the top local quick men, both single seaters and saloons, were also there and a very pleasant relaxed atmosphere prevailed.

HILLCLIMB - OR : SPARE A THOUGHT FOR THE CHAMBERLAINS!

A picturesque hillside; a beautiful view,
Cars by the roadside; feet in the dew;
The sun fresh in greeting,
As yet warm and sweet,
But sunshades await the intense midday heat.
A typical Sunday?
An idyllic scene?
An organised picnic in paddocks serene?
- Look much more carefully:
Things are not what they seem.
Notice the cars:
Wide, fat and low,
With tape forming patterns, and numbers on show.
Look at the drivers:
All strangely dressed
In hot, heavy overalls, helmets and gloves.
Cows graze on peacefully, quite unaware,
Till a spluttering roar
Cracks the quiet morning air.
It dies in a minute,
And peace falls again.
But away roars another - sharp, loud and clear.
In relentless succession
Explosions of sound:
The valley is shaken,
The hillsides resound.
Dear God, is this Sunday? The faithful still pray:
Dear Lord, can you hear us?
- Or does the world end today?

JUDY HANBURY



"Don't go knocking yourself out for that—
I wouldn't have it in the house."



CLUB NIGHT

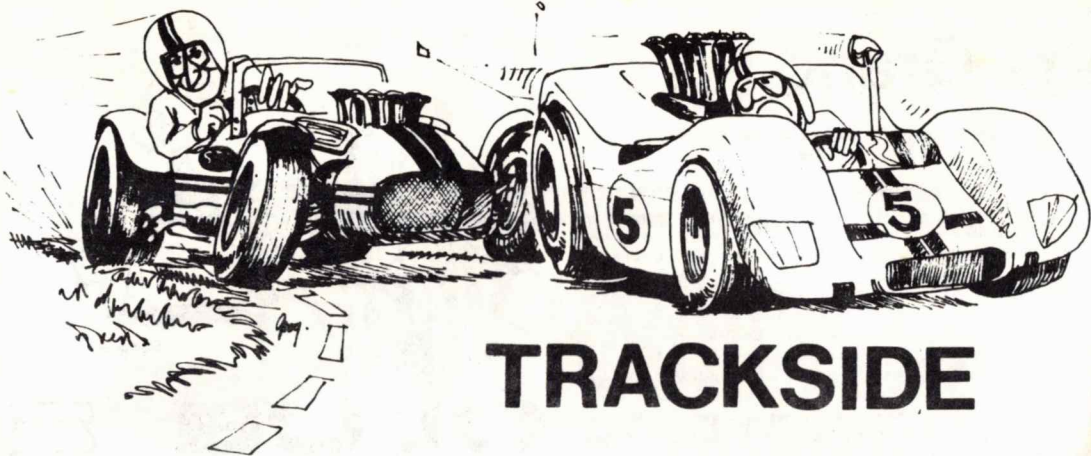
FILM EVENING - 15TH JANUARY 1970

A large crowd was present at the first film evening of the year on the 15th January. Excellent Ford films were shown and gave exciting coverage of rallying in Europe. Jim Carney, recently returned from overseas, gave a most interesting and informative talk on his trip through U.S.A. and Great Britain. Jim brought back to New Zealand the extremely fast Escort driven by Jim Richards at the Grand Prix meeting and the ex Alec Poole British Saloon Championship ship Mini.

PHOTO'S

CLUB CIRCUIT:

1. Warren McFettridge.
2. Standard Production always proves spectacular.
3. Peter Sharp leads Roy Harrington into stable bend.
4. Club days are for Club members. See you there next time.
5. The Barbecue after the event was most successful.
6. Fastest saloons scratch race.
7. Jack Inwood knows how to melt the dollies' hearts.
8. Sports Car Class was poorly attended.
9. The Formula Vee boys look forward to Club days for a good run.
10. Standard Production Saloons. Datsun, Datsun, Fiat.



TRACKSIDE

*** Matra Sports have announced their drivers for this season's sports car team which will contest all rounds of the World Sports Car Manufacturers Championship. Chrysler has bought an interest in Matra Sports and the cars will be called Matra-Simca 660. Drivers will be Jean Pierre Beltoise, Henri Pescarolo, Johnny Servoz - Gavin and Francois Cevert. When other drivers are not available Jack Brabham will join the team. Matra are putting their faith in the new V12 motor and building a batch of 20 motors.

*** Jack Brabham's new Formula 1 car designated BT33 features a monocoque construction for the first time in Formula 1. The only other Brabham car to depart from the space frame principle was the 1969 Indianapolis car. The new monocoque chassis complete with bag fuel tanks is approximately the same weight as the space frame chassis with alloy tanks. Brabham will drive one car sponsored by Goodyear and a second works car entered by the German magazine "Auto, Motor and Sport" for Rolf Stommelen. Tim Schenken may do some testing and it is a possibility he may get a Formula 1 drive later in the year. Schenken will also drive works backed Formula 2 and 3 cars in association with Rodney Bloor of Sports Motors. A second Formula 2 car is also being run by Bloor for Frenchman Francois Mazet who has the backing of Shell France.

*** Graham Hill has recovered from his accident to the extent that he now flies his aeroplane with the help of an instructor. Despite his Doctor's statement that he will not be racing before October, Graham was aiming to be on the grid at South Africa but concede that they may have to split the difference.

*** Church Farm Racing Team are leaving Formula 5000 after an "unprofitable year" and returning to Formula 2. The cars will be Brabham BT30 Mk 2's driven by Peter Gethin and Derek Bell. Church Farm Racing Team is run by Bernard Hender, Derek Bell's stepfather. Gethin will also drive Formula 5000 for Sid Taylor.

*** In addition to Formula 2 and Formula 5000, Peter Gethin will also have a chance to race a works Formula 1 McLaren in non-championship

events this season. Reine Wisell also will be doing some testing with a view to a Formula 1 drive. McLaren Racing insist that these are the only two drivers they are assisting during 1970.

*** Johnny Servoz-Gavin has been named as the second Formula 1 driver in the Tyrrell/March Grand Prix team.

*** Colin Chapman was awarded the C.B.E. for his services to exports in the New Year's Honours List.

*** Ten McLaren M8c Sports Cars will be built for sale for next season's Can Am series. The chassis which will accept Ford or Chevrolet motors is priced at \$US16,000.

*** The Formula A championship race at Sebring no doubt prevented a few competitors attending the Tasman Series. The race, the last of the S.C.C.A. championship series featured such competitors as David Hobbs, Mario Andretti, Sam Posey, John Cannon, Trevor Taylor, Mark Donohue, Jo Bonnier and Tony Adamoivcz. Andretti was driving a new Lotus 70 with Ford Boss 302 motor but withdrew while leading when the motor blew. Pole position for the race was taken by Swede Savage in a Dan Gurney entered Plymouth powered Eagle. The race was won by David Hobbs in a Surtees T55 Chevrolet after Andretti and Donahu withdrew. Total prize money for the event was \$US40,000.



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Phone 68-366 Manurewa (Bus.)

CHRISTMAS SOCIAL

20TH DECEMBER 1969

It was the biggest social yet held in the Clubrooms. Everyone had that Christmas feeling and from 7 p.m., when the happiness hour started prior to the band commencing at 8 p.m., it was obvious that it was going to be a real swinger. Both upstairs and downstairs were used to accommodate the throng of over 250 people.

Highlights of the night were the terrific band (who come up from Hastings for these nights), floor show George Tumahai, who had everyone in hysterics and the arrival of big (and we mean big) Santa (Jack) Claus, complete with bag of goodies (bottled sparkling or canned).

Many of the ladies approached Santa Jack with Christmas requests and as they sat on his knee the "Ho Ho Ho's" notably changed to "He He He's".

Club President, Barry Webber, was heard to request Santa to supply bigger Clubrooms in the near future.

Thanks go to the switched on Social Committee and the ladies who prepared the supper for yet another highly successful evening.

PHOTO'S BACK PAGE

1. Barry Webber, Jack Inwood (Santa) and Margaret Cullen.
2. Santa chats with the Ed.
3. Jack Inwood leans on the President's shoulder which looks like the straw to break the camel's back.
4. Ulf Norinder and Manager chat with the Pres.
5. And yet another lamb to the slaughter.

Shouts & MURMURS

Club Member, Judy Hanbury, noted for her performances at Club Circuit Meetings in the Fiat 850S, is at present in Munich, Germany, on a scholarship course to advance her knowledge of the German language which she teaches at Diocesan Girls High School. Current reports indicate that Judy is making fine progress and her husband, Roy, is waiting expectantly for hot Mini bits which should be included in Judy's homecoming luggage.

The Club extends congratulations to Speed Committee member Bob Hulme, on his marriage on the 24th January. Best wishes to Bob and Jean for their future happiness.

Congratulations also to Membership Secretary, Ben Hamilton, and Marlene on the birth of their third daughter at Middlemore Hospital on 22nd January.

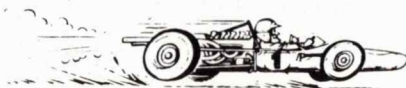
Arthur McWatt, chief course surveyor for this Club's 1970 Gold Star Trial has been noticed slipping in and out of Auckland over the past couple of months each weekend with that look on his face which adorns major Gold Star plotters. Knowing Arthur's trialling ability this year's Gold Star event will prove top class.

Jim Carney and well known Mini racing exponent, Mary Donald, were recently married in England and the Club offers congratulations to them both.

Whilst in England Mary passed through the Brands Hatch Racing Drivers' School and was credited as being the best lady driver yet to take part in these tests. Her rating of 93% must leave many aspiring gentlemen green with envy.

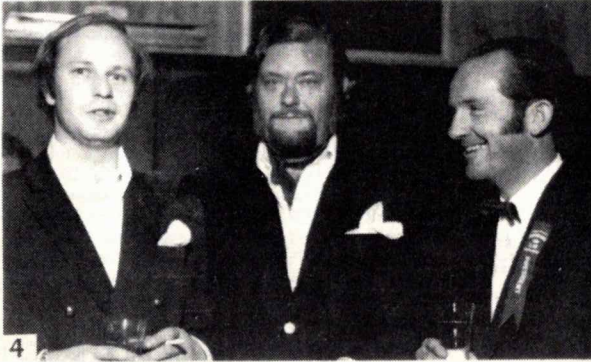
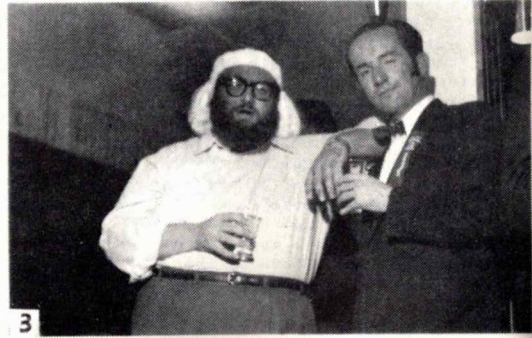
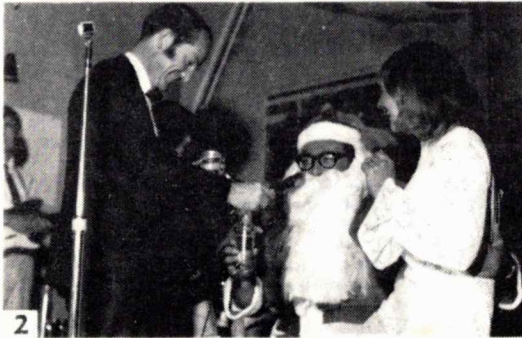
A badminton court has now been laid out upstairs in the Clubhouse and preparations are complete for badminton evenings. All those interested please contact Margarette Marshall, Phone 677-926.

Recent overseas visitors to the Clubrooms included Tom Wheatcroft and Colonel Hender who brought Derek Bell out from England for the Tasman Series. Both Tom and the Colonel were most complimentary to the Club regarding the standard of our Members' Lounge. To show you how word gets around, they had heard about it in England from the McLaren Trojan Racing Division boys who had visited the Members' Lounge a few months ago whilst in New Zealand.





CHRIZMUSH BARDY^{H/C} H/C





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