

BULLETIN



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AUCKLAND CAR CLUB (Inc)

P.O. BOX 2591 AUCKLAND

BULLETIN MARCH 1970

CLUB OFFICERS

President:

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

Vice-Presidents:

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

Secretary and Treasurer:

G. J. McKinstry, Phone 373-484

Executive:

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

Club Captain:

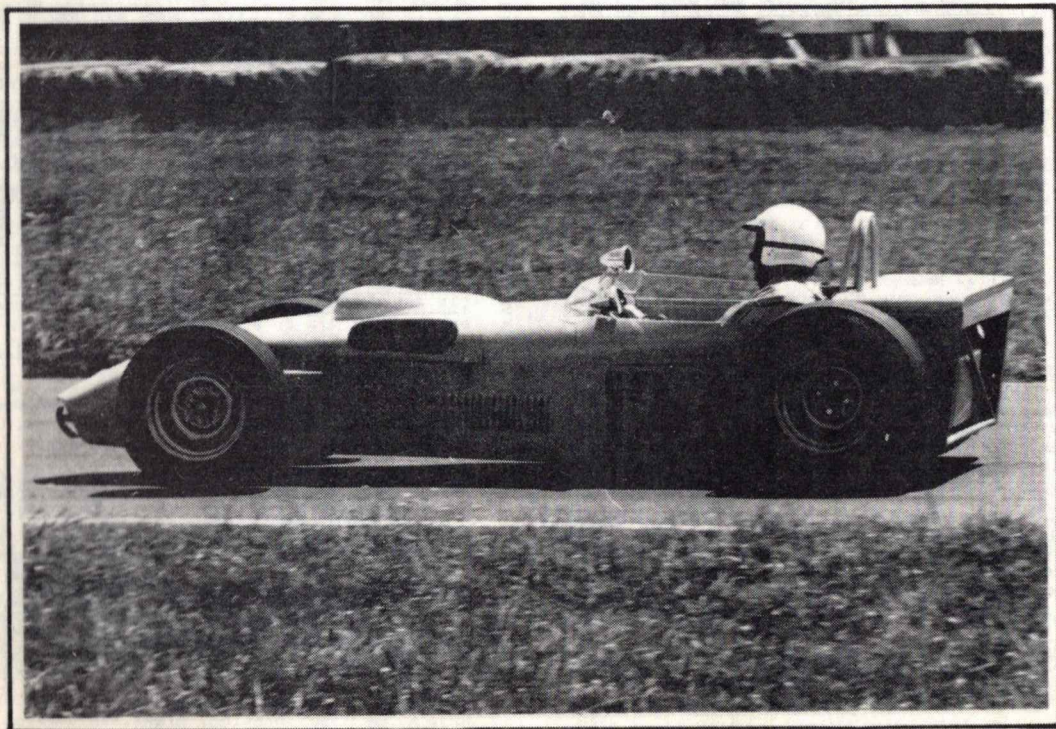
M. I. Marshall, Phone 677-926
1594 Dominion Road Ext., Mt Roskill

Deputy Club Captain:

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

Chairman of Sub-Committees:

Club House: I. Read (GLE-5204)
Trials: W. J. Martin
(POP-83-554)
L. F. Rankin
(Papakura 84-164)
Racing: J. H. Crombie
(373-138)
Speed: M. H. Lawson
(Howick 6156D)
Building: Margarette Marshall
(677-926)
Bulletin:



PETER BRUIN TARGA FIAT

COMING EVENTS



CLOSED CLUB

CLUB EVENINGS - Every Thursday night 8.00 p.m. to 11 p.m. Table Tennis, Darts, etc.

BADMINTON EVENINGS - Wednesday 7.30 p.m. to 10.30 p.m. Racquets and shuttles available.

SATURDAY EVENINGS - Members Lounge is open to all members and friends from 8.00 p.m. to 11.30 p.m.

SUNDAYS - The Members Lounge at the Clubrooms is open every Sunday afternoon from 4.00 p.m. to 10.00 p.m. Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of this Club facility. NO NOISE WHEN LEAVING CLUBROOMS PLEASE.

15TH MARCH - SUNDAY - Interclub Gymkhana starting at 11.00 a.m. at Western Springs. Further details in Invitation and Open Events.

16TH MARCH - MONDAY EVENING - Trials Instruction Evening in the Auckland Car Club Clubrooms 8.00 p.m. All new trialists are most welcome. All aspects of trialling will be discussed with experienced Gold Star trialists. Writing materials in the Blue Book could be useful. Any questions will be answered.

19TH MARCH - THURSDAY - Clubnight and Film evening at the Clubrooms, 44 Stoddard Road, Mount Roskill. Films, Discussions, Supper, New Car on Display. The Members Lounge will be open for a short time after the proceedings. New members, please introduce yourselves to a Committee Member.

MEMBERS PLEASE NOTE : DO NOT PARK OVER FOOTPATH OR NEAR THE LOCAL DAIRY. ALSO, PLEASE PARK CORRECTLY AND NO NOISE WHEN LEAVING. Thank you.

22ND MARCH - SUNDAY - Club Championship Hill-climb, Chamberlain Road, Bombay. Entries on the day till 9.30 a.m. Scrutineering 8.30 a.m. till 9.30 a.m. Observations for speed extensions. Points count towards the Exide Trophy. You will require your crash helmet, scrutineering log book, overalls and current membership card.

Under 21 year olds must have parent's signature on the entry form. Forms are available at the Clubrooms. Entry Fee \$1.00. Marshals are required for various duties. See your Speed Committee Chairman John Crombie.

IMPORTANT : NO PRACTICING ON THE VENUE BEFORE THE DAY.

5TH APRIL - SUNDAY - AUCKLAND CAR CLUB DUNLOP MEETING AT PUKEKOHE. Final rounds of New Zealand Saloon Car Championship and National Touring Car Championship. The full 2.2 mile

circuit will be used. Races for Saloons, Sports, Single Seaters and Standard Production Saloons (New Zealand and overseas assembled). Prize Money - \$2,600. Feature Event - 30 minute race for saloon cars. Entries close 17th March. Entries should be posted to Miss C.E. Dewar, C/- Alan's Office Service, 23 Shortland Street, Auckland. 1. Phone 379-341 (Business) 583-497 (Private)

12TH APRIL - SUNDAY - CLUB CIRCUIT RACE MEETING at Pukekohe. Organised by the Northern Sports Car Club in association with the New Zealand International Grand Prix and Auckland Car Club as a Benefit Day for the New Zealand Racing Drivers Club "Fire Boss Fund". This meeting is an Invitation Event for Northern Sports Car Club, Auckland Car Club and N.Z.R.D.C. Members only. The Pukekohe Borough Council have granted permission for a charge to be made at the gate for admission. Races for Standard Production Saloons, Sports Cars, Formula Vees, Open Wheelers, Noddy Cars and Allcomer Saloons. Entry Fee \$1.00. Entries close with the N.S.C.C. Secretary, P.O. Box 3693, Auckland, on Monday, 6th April. Late entries to fill races, Fee \$2.00. Scrutineering from 9.30 a.m.

13TH APRIL - MONDAY - Trials Instruction Evening to be held in the Clubrooms at 8.00 p.m. Further details in next Bulletin.

16TH APRIL - THURSDAY - Clubnight and Film Evening.

2ND MAY - SATURDAY - AUCKLAND CAR CLUB GOLD STAR TRIAL - A.S.R.'s and Entry Forms available shortly from the Secretary, Mrs B. Martin, 53 Carruth Road, Papatoetoe.

10TH MAY - SUNDAY - Club Circuit Race Meeting.



OPEN & INVITATION

8TH MARCH - SUNDAY - ROTHMANS NATIONAL SALOON CAR AND FORMULA CHAMPIONSHIP MEETING - Promoted by the Northern Sports Car Club.

14TH MARCH - SATURDAY - Levin National Saloon Car Championship Meeting.

14TH MARCH - SATURDAY - Waitomo Car Club Open Sprint on the Mangawhero Road, Otorohanga. Entries \$1.50 on the day till 10.00 a.m.

15TH MARCH - SUNDAY - Interclub Gymkhana starting at 11.00 a.m. at Western Springs Stadium 4 - 5 Tests (Time Permitting). No unsporty aids chains, etc. Placing on shortest elapsed time. Results on points for first six placegetters outright (9, 6, 4, 3, 2, 1). Place getting points count towards total Club points. Flags knocked over +3 seconds. Entry Fee 50 cents till 11 a.m.

15TH MARCH - SUNDAY - Ruapuna Park Gold Star Motor Race Meeting.

22ND MARCH - SUNDAY - Whakatane Car Club Championship Grass Track Meeting, Mikkelsen's Farm. Entries close 15th March. Fee \$1.50.

COME AND MEET HAURAKI PETE (PEAT) ON THE GOLD STAR TRIAL!

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

4TH APRIL - SATURDAY - Thames Valley Car Club Lemon & Paeroa Rally. Approximate duration 230 miles mostly sealed roads and is suitable for two man crews. Event will take place almost entirely in daylight. 1st Prize - \$100, Trophy and 3 Bottles of Champagne, 2nd - \$50 and 2 Bottles of Champagne, 3rd - \$30 and 1 bottle of champagne, plus many other prizes down to 15th place. Entry Forms available from the Secretary, Mrs L. Thompson, Kerepehi.

5TH APRIL - SUNDAY - Auckland Car Club Dunlop Meeting at Pukekohe. Final Rounds of New Zealand Saloon Car Championship and National Touring Car Championship. The full 2.2 mile circuit will be used. Races for Saloons, Sports, Single Seaters and Standard Production Saloons (New Zealand and overseas assembled). Prize Money - \$2,600. Feature Event will be the 30 Minute Race for Saloon Cars. Entries close on 17th March with Miss C.E. Dewar, C/- Alan's Office Service, 23 Shortland Street, Auckland. 1. Phone 379-341 (Business) 583-497 (Private).

11TH APRIL - SATURDAY - Whakatane Car Club Gold Star Hillclimb - P.O. Box 157, Whakatane.

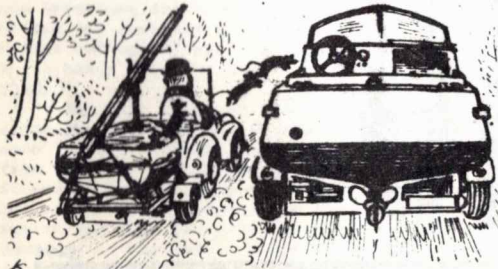
18TH APRIL - SATURDAY - North Otago Gold Star Trial.

19TH APRIL - SUNDAY - Pukekohe Car Club Hillclimb Entries on the day from 9.a.m. Fee \$1.00.

30TH - 31ST MAY - SATURDAY - SUNDAY - (Queen's Birthday Weekend) Northern Sports Car Club Castrol Rally. Starting points at Auckland, Wellington, New Plymouth, Rotorua, Hastings and Hamilton rallying to the central starting point at the Chateau. First car departs approximately 12.00 midnight and will finish in Newmarket. First Prize \$120 with cash prizes down to sixth place. A.S.R.'s available from the Secretary, Mrs B. Chandler, 7 Carole Crescent, Pakuranga on 1st April. Entries close Saturday, 16th May with an Entry Fee of \$7.00. Late entries close 23rd May with an additional \$4 late entry fee.

| HAVE YOU WRITTEN IN YET FOR YOUR |

GOLD STAR TRIAL ENTRY FORM?



We are getting some Bulletins back with "Not this Address" written on them. If any of the following names look familiar to you could you please supply us with a new address and we can then post them correctly.

Mr B.S. Johns, Flat 1, 9 Pleasant Rd, Balmoral.
Mr G.S. Wilson, 61 Marne Road, Papakura.
Mr S.C. Faithfull, 11 Peer Street, Ellerslie.
Mr M.McL. Walker, 9 London Street, Herne Bay.
Mr K.L. Smith, 17 Bardia Street, Takapuna.
Mr B.K. Thompson, 3021 Great North Rd, New Lynn.
Mr D. Cotton, 10 Lloyd Street, Fendalton, Christchurch.
Mr A.S. Banks, Flat 2, 109 Russell Street, Palmerston North.
Mr N.C. Hill, Flat 2, 9 Panama Road, Mt Wellington.
Mr D. Hadfield, C/- 601 Cameron Road, Tauranga.
Mr L. Briggs, Flat 1, 103A Landscape Road, Mt. Eden.
Mr D.A. Teagle, 73 Castor Bay Road, Auckland.
Mr E.D. Hutchinson, 11 Meadowbank Road, Auckland. 5.

Letters

15th February, 1970.

The Editor,
Auckland Car Club Bulletin,
P.O. Box 2591,
AUCKLAND.

Dear Sir,

We are writing to clear up what seems to be a misunderstanding with some of your members.

Our Club holds an Invitation Day on the Club Circuit every year as we feel that other clubs in the area should be given the opportunity of racing on the club circuit both from the point of view of enabling them to complete their competition licence requirements on a sealed circuit and also we feel that Pukekohe should not come to be looked on as a "closed shop".

We do not invite Auckland Car Club members as they have plenty of opportunities to race at their own meetings on the Club Circuit - also if they turned up in force it would be impossible to handle the entry.

Trusting this explains our position and clears up any misunderstandings.

Yours faithfully,
G. Owen Thomas
for the Executive

NORTHERN SPORTS CAR CLUB INC



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!



WARWICK FARM

'tasman championship'

SUNDAY - 15TH FEBRUARY

The day's racing commenced at 11.30 a.m. and featured only six races. However, one of these was a one hour race for standard production cars. These were headed by the Works Falcon GTHO'S of Geoghegan, Moffat and Fred Gibson and the Holden Dealer Team Monaro of Colin Bond. They are allowed to run racing rubber and no mufflers. At Creek Corner on the first lap Moffat and Geoghegan arrived neck and neck and Moffat promptly lost it. (Big cheers from Holden fans). Geoghegan shot into the lead being pressed by the Monaros of Colin Bond and Digby Cooke. Moffat was slowly working his way back up the field. After about 20 minutes Geoghegan was in the Pits for a new tyre which gives an idea of the way they were driving. When he came out again he was two laps down and proceeded to block the Monaros and Alfas which Moffat was catching up. Moffat got into second place after shunting the Cooke Monaro out of the way and got within a couple of seconds of the winning Monaro before the finish. The general standard of driving was pretty wild and shunting is the in thing. However, the crowd at Creek Corner really appreciate this sort of thing. Everybody cheers and waves cans everytime anyone spins or a Falcon passes a Monaro or similar.

The debut of Formula Ford at Warwick Farm was held with only nine starters. However they are good to watch and were lapping slightly quicker than Geoghegan's Mustang and are obviously going to be a big thing.

The Formula Vee race featured 34 starters and although they are about ten times more spectacular than New Zealand Vees they were still a bit slack. The cars are miles faster than ours and most of the drivers were really tossing them around.

There was only one race for Improved Production, the stars being Ian Geoghegan, Allan Moffat, Bob Jane and Chris Brouer in their Mustangs. It unfortunately rained for this race and Geoghegan dribbled around in the lead while Moffat and Jane had a big shunting match with Moffat coming off best to take second place while Lakis Manticas was third in his Mini 1310.

The main race was started in the rain although it was pretty obvious that it would soon dry up. Graeme Lawrence had pole position from Frank Matich, Kevin Bartlett and Max Stewart. Graham McRae was well down and did not appear to be competitive at any stage. Matich led from the start only to be shunted and spun out by Bartlett. Johnny Harvey held an early lead but soon the Mildren Waggots were in first and second slots. Lawrence got into third

slot but was passed by Matich. Local driver, Clive Millis lost his Renmax Ford T/C in a big way at the Esses and demolished his car against the Armco. Just as the officials were clearing this mess up Bill Simpson lost his Eagle and parked it in the Armco about six feet to the right of the Renmax. Frank Matich retired with after-effects of his shunt and Lawrence took third spot. Alfredo Costanzo then lost his McLaren FVA and hit the Armco on the other side of the Renmax. The results were Kevin Bartlett, Max Stewart and Graeme Lawrence.

JOHN LAWTON

New Members

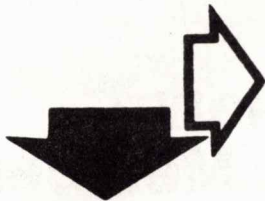


Edsel Scott	Mt Roskill	Ford V8
John Grenville	Mangere	Hillman Minx
Zoran Jeuremovic	Epsom	Hillman Imp
John Morgan	Balmoral	Cortina
Steven Nancarrow	Glen Eden	Anglia
Alan Godfrey	Green Bay	McQueen Vee
Ross Pringle	Mt Wellington	Super Minx
Allen Castleton	Rotorua	Hillman Imp
Margaret Ashforth	Avondale	Zephyr
Dennis Hipperson	Hobsonville	Prefect 107E
Graeme Blackman	Onehunga	-
Roger Ryan	Epsom	Austin Cooper S
Rick Longdon		Morris Minor
Robyn Crawford	Remuera	Hillman Imp
George Findley	Epsom	NSU Wankel
Kinnear Johnson	Mt Roskill	Sunbeam Alpine
Irene Johnson	Mt Roskill	Sunbeam Alpine
Eric Swinbourn	Whangarei	Morgan T4
Lexie Meharg	Hillsborough	-
David Hargreaves	Swanson	Consul
Gary Nixon	Ellerslie	Volkswagen
Brian Peters	Sandringham	Morris 1100
Peter Jackson	Epsom	M.G. Midget
Graham Lindsay	Auckland	VW 1500
David Hunter	Mt Roskill	Zephyr
Nich Carter	Te Atatu	Wolseley
Dorothy Lambert	Mt Wellington	Ford 100E
Kevin McAuliffe	Otahuhu	Zephyr
Richard Goodman	Otahuhu	Viva
Alan Robinson	Mt Albert	Austin Mini
James Robinson	Tamaki	Austin Mini
Stephen Sutherland	Mt Roskill	Zephyr
David Falkner	Lynfield	-
Gary Fife	Henderson	Fiat 1500
Anthony Sherwin	Remuera	-
Peter Todd	Parnell	-
Ian Rawkins	Howick	-
Jack Chapman	Auckland	-
Wayne Carpenter	Mt Roskill	M.G. Midget
John Moore	New Lynn	Zodiac MK 2
Barry Gausden	Henderson	Ford 100E
Graham Spear	Avondale	Victor
Peter Drummond	Hobsonville	Hillman Imp
Peter Mahoney	Papatoetoe	Formula Vee
David Walker	Ellerslie	Cortina

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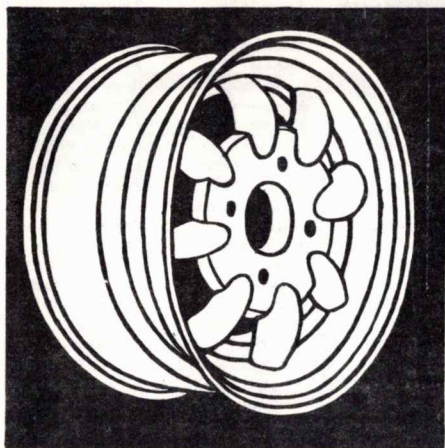
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Alloy Wheels

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Alloy Finned Brakes For,

Mini, Hillman Imp, Cortina,

Anglia, Viva, Sprite.

For added cooling.

"COMPETITORS COMMENT" JACK NAZER.

NEW ZEALAND SALOON CAR RACING

THE COMPETITOR'S VIEW POINT

INTRODUCTION:

Throughout the current season I have been thinking about the regulations that govern saloon car racing in New Zealand. After a lot of debate and argument with competitors and officials alike, I decided to write this article. It is intended to be a guide for any future M.A.N.Z. meeting that will inevitably discuss the same subject, i.e. Saloon car racing.

Basically the views are my own but they have been tempered by discussion with others involved in the sport, especially those in the South Island who often feel that N.Z. Saloon car racing is dominated by North Island promoters. The suggestions do not necessarily affect me personally, but having been involved in the sport for eight years, I consider that my experience qualifies what I have to say. My knowledge of saloon car racing has always been first hand.

Top class motor racing is a spectator sport, but I feel that here the sport fails mainly in not providing competitive racing which the paying public deserve. By not receiving this they do not give their support by way of attendance. To provide good close racing, a promoter must provide fields of competitive cars, not scrappy fields of one car that is an obvious winner followed by the rest, ranging down to an occasional Sunday afternoon driver.

THE PROPOSALS:

1. All National meetings or any meeting that relies on gate takings for success have a qualifying practice session. The promoter would set a qualifying time (on the basis that all cars finish on the same lap) before practice if possible. Cars within the set time would start in the scratch races. Non qualifiers could be catered for in a handicap event.
2. In the scratch race the finishers should be paid back to 10th position. The reason for this is that the mediocre and the border-line competitors get some sort of financial return. These slightly slower competitors are usually very keen and vital entrants to ensure a full field. The main reason for their not improving is finance. At present they receive no reward at all and either become less competitive or fade out all together. However, with financial reward these competitors have the incentive necessary for them to improve their machinery. The nett result of this must be more pressure on the top cars and closer racing.

3. At any of these meetings a minimum prize money should be set for each race. Qualifying heats should not be allowed unless money is paid on their results. For any race the minimum total prize money should be no less than three times the sum of the entry fees for that race. On several occasions during this season, races have been run with less prize money paid than the figure taken by way of entry fees. If any class does not warrant this expenditure, the promoter should exclude it from the programme.

When a race is run in heats with prize money paid on the aggregate system, the minimum payment should not be less than any minimum set by M.A.N.Z. multiplied by the number of heats each car must run.

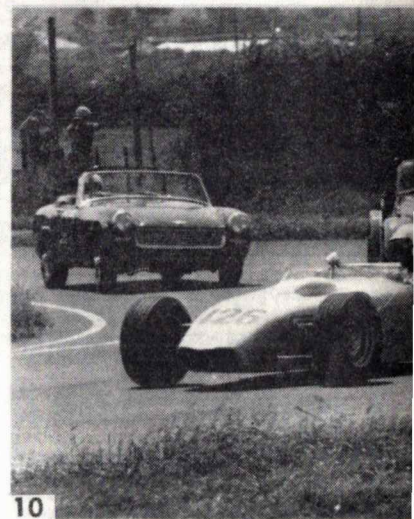
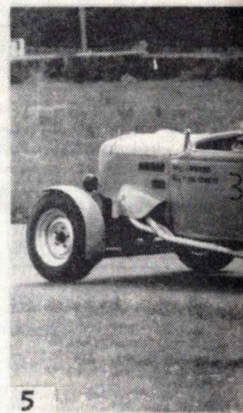
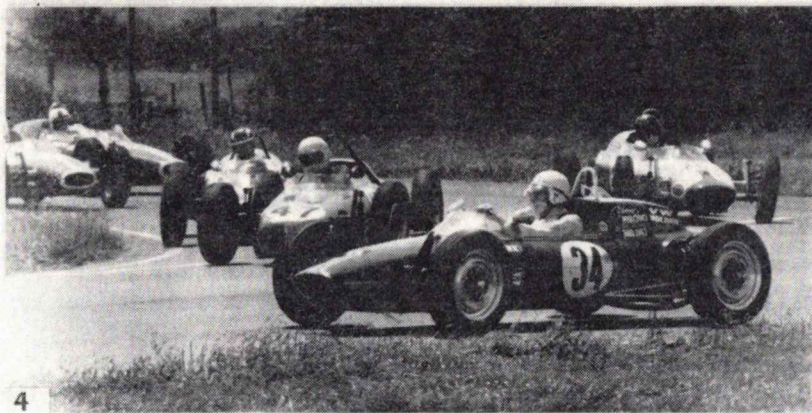
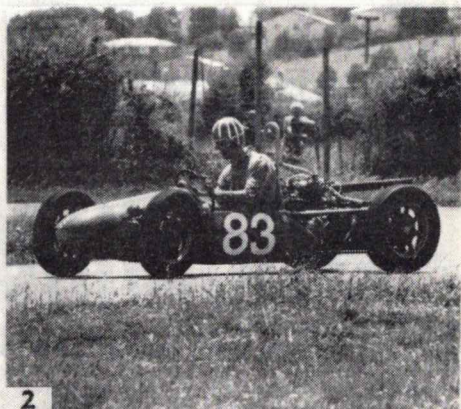
4. Should any change in classes or modification be made to existing regulations that would make any car currently eligible become obsolete, a 12 month period should elapse before the new rules are enforced.

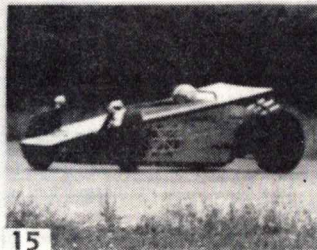
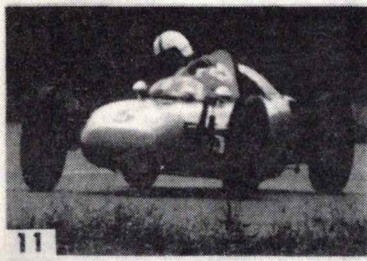
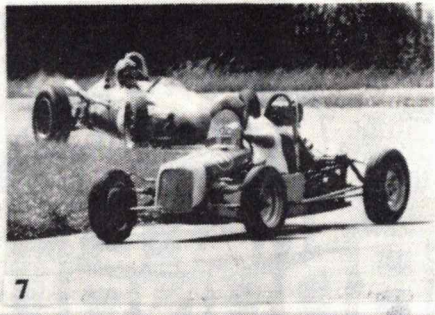
This gives a competitor or entrant already running a fast car or intending to obtain one sufficient time to plan for the next season. A competitor with money tied up in a car must be given time to alter it or replace it. One thing must be remembered that the average competitor is an owner driver on a limited budget and if he is not catered for, the sport will suffer.

5. Before the commencement of each scratch race, all cars should do at least one warm up lap to allow the drivers to check track conditions, warm up tyres, disc brakes, and clear engines to run clean. This would also allow spectators a close look at competitors.
6. Every effort must be made to have uniform classes for saloon car racing throughout the country. To achieve this, the all-comer saloons as they are known at present in the South Island should be phased out and perhaps as a compromise, the saloon car Group 5 regulations be further extended. The title "Group 5" should be dropped as "Allcomers" has been. The class should be named something more meaningful such as "Racing Saloons" or "Touring Cars". Whatever details are adopted, it is important that a saloon looks like a saloon and that all makes are equally eligible for modification.

SALOON CAR MODIFICATIONS

This is New Zealand and the word "Homologation" has, for many good reasons become a joke. e.g. Escorts are homologated with almost everything; extra wide wheels, perspex windows, fibre glass panels, big guard flares, numerous engine combinations, etc. Most other makes and models are limited to such an extent that it makes it very difficult for them to be competitive. The public want and need variety. What would be wrong with a F.V.A. 105 E Anglia with 8" wheels beating the Camaros and Mustangs?





Club Circuit



This Club's Gold Star Trial is virtually completed as far as plotting is concerned, and requires only the official checking run to wrap it up. Having had a run over the course I can say it should meet with the approval of all competitors. A good variety of sections, including "Ye Olde Sherwood Forest" for the Robin Hood types. General area to be covered, without giving too much away, is South Auckland and the Hauraki Plains. Any of you keen gardeners who use Hauraki Peat will have ample opportunity to see where it comes from but, I feel, little time to stop and buy some.

Scrutineering and fuelling facilities for the start are being supplied by well known racing men, Paul Fahey and Ralph Emson, and from the moment you leave their premises "it is on". Anyone interested in doing a Check please contact Fred Hansford, Phone 584-125 (Evenings).

- SHOUTS & murmurs -

Congratulations Merle and Murray Cox on the recent birth of a little girl and also to Hilary and George Johnson, the proud parents of a boy.

Dave Oxton hopes to go to Europe this season to try his hand at Formula 3.

Leon Marshall has left for England for an indefinite stay and will no doubt find his way into the motor racing scene.

The Auckland Car Club Dunlop meeting in April will feature saloons as top attraction. There will be nine races, two of which are to be handicaps on the long 2.2 mile circuit.

Most spectators at the Auckland Car Club circuit race meeting were impressed with the way flag marshal, Graham Kyle disposed of the fire in Ted Dutch's Hillman Imp. The fire extinguisher was supplied by Wormald Bros. and was one of the new "Kiddie" dry powder type. Great work Graham.

It is felt that with the Rally Season now getting under way this is an opportune moment for some timely remarks regarding competitors' clocks. Attention is drawn to the relevant rule in the Blue Book which states that he must provide a container capable of completely housing his timepiece, such container to be fitted with a glass, or clear plastic top, and fitted with means of effectively sealing the container in a closed position by means of wire and lead seals, or, adhesive tape of a type approved by M.A.N.Z. Particular note should be taken of the reference to a glass or plastic top, as a wooden box with a hole cut out and the clock glass protruding does not comply with this regulation. Many of the clocks presented and accepted on Closed Club trials (would you believe a wrist-watch in a plastic bag) would not be acceptable on an open event so I guess there will be some frantic carpentry or tinsmithing being carried out in the near future. Please don't take this warning lightly as I feel quite sure it would be no fun having had an entry accepted for an event to turn up for scrutineering and be knocked back on a matter which with a little bit of time and effort could be avoided.

The Mercury Trophy Presentation at the Clubrooms recently was quite well attended and I think most of those present enjoyed themselves. The necessary speech making was kept to a minimum which was generally appreciated, and in the main was kept in a light and jocular vein.

By the time you read this our Picnic Trial and the Dulux Rally will both have been held and our triallists will be settling down for what I sincerely hope will be a successful season for this Club.

Congratulations also to Wendy and Peter Macks on the birth of their daughter.

Engagement congratulations go to Social Committee member Dave Standing and Wendy Riemer who announced their engagement recently.

The Club also extends congratulations and best wishes for their future happiness to Peter Parkin and Dot Elliott who were married recently.

Papakura Motors deserve a medal for the work their tow wagon did at the club circuit. Thanks fellows.

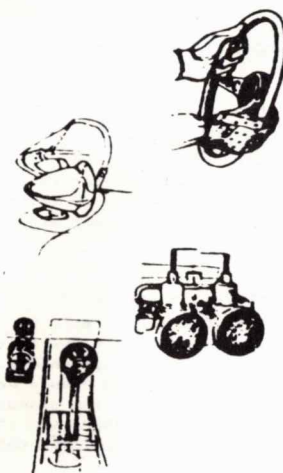
The Annual General Meeting is to be held on Friday, 24th April at 8.00 p.m. at the Clubrooms and the President shouts again!??

Richard Osborn, who has been a consistent helper with the Club Bulletin has taken off for Australia and places further afield. We wish him every success overseas.

THEY SAY - V.W.'s ARE MADE IN DE BLACK FOREST BY DER ELF'S" -
COME ON THE A.C.C. GOLD STAR TRIAL AND FIND OUR FOR YOURSELF.

SUPER SPEED BY GRIFFITHS

Just a selection from our SPEEDSHOP



Twin Carb Manifold for Hillman Imp.
Takes Zenith Stromberg or S.U.
Carburetors.

Twin Carb Manifolds for all O.H.V.
Hillmans etc.

Floorchange Conversion Kits to Suit
Hillmans from 1957, Humber 80's,
Singers and Super Minx, and Cortinas.

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SUGGESTIONS:

- A. Guard Flares:
A standard should be set by M.A.N.Z. using the Alan Mann Escorts as an example. The screw-on fairings used on Minis be retained.
- B. Wheels:
Optional but must be accommodated within the guard.
- C. Suspensions:
Optional with the safety factor to be decided by the M.A.N.Z. scrutineer.
- D. Engines:
Original blocks or any block of the same make that will fit with the original mountings. The maximum capacity to be 5500 c.c. Any modification to any part of the engine be allowed.
- E. Body Panels:
All hinged panels to be of optional material but must not be reduced to just skins. i.e. They could be made completely of fibre glass or the original panel reskinned with aluminium. Engine cover panels may be ventilated or have bulges to the satisfaction of the M.A.N.Z. Scrutineer.
- F. Interior:
Seats, hood linings, and floor coverings may be removed. Side trims must be retained or replaced with trims of fire resistant material, and be similar in appearance to the original.
- G. Bumpers:
Optional.
- H. Windows:
All windows except the front windscreen may be substituted with plastic or perspex provided the same thickness of material is retained.

SALOON CAR CHAMPIONSHIPS

Two different saloon car championships in the North Island and one in the South is absolutely ludicrous. We have few enough competitive saloons without trying to spread them over three championships. The champion should have competed in meetings covering the whole of New Zealand. e.g. Six championship meetings in the North and say five in the South with only the eight best performances counting. This would equalize the amount of travelling needed by a competitor from either island wishing to follow the whole series. Competitors would like to see the championship calendar arranged so that they could go to eight meetings and only cross the water once.

Classes:

The championship could be run in classes like now:

- 1. 0 - 1000 c.c., unrestricted.
- 2. 1001 - 4200 c.c., restricted engines.
- 3. 0 - 5500 c.c., unrestricted.

These classes seem to be reasonably successful with the only dissension being the division line between Classes 2 and 3.

SCRUTINEERING

At the beginning of each racing season every car should be presented to a M.A.N.Z. scrutineer to be certified. When it is Presented, it should be accompanied by a set of specifications supplied by the owner (on a form drawn up by M.A.N.Z.).

After this form is certified by the M.A.N.Z. scrutineer, as long as the car remains unaltered (if altered to be re-certified) it will only require scrutineering on safety aspects and thus do away with many arguments that now occur.

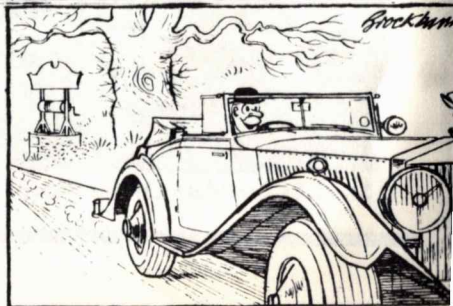
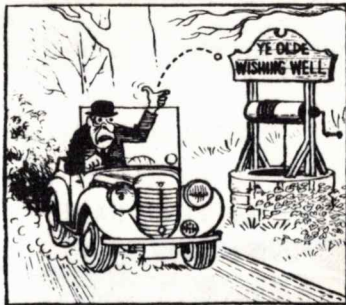
Wheels:

All wheels should be certified.

Steel wheels if widened to more than 6" should be suitably reinforced in the centre around the stud holes. Any steel wheels not fitted with a reinforced centre should be re-certified every three months. The gradual collapsing of the stud hole tapers can then be checked and much of the wheel pulling through the stud holes will be lessened.

All New Zealand made alloy wheels be closely examined. (Four years ago I could well have been killed when a locally made wheel broke on my Anglia at Levin. After crack testing, all the remaining wheels were found to be cracked. Two of these same wheels are being currently used in competition. I have informed the owner but unlike me he does not appreciate the risk involved in this already dangerous sport).

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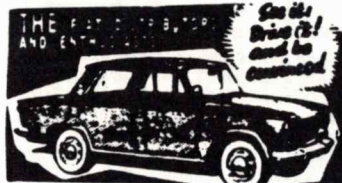
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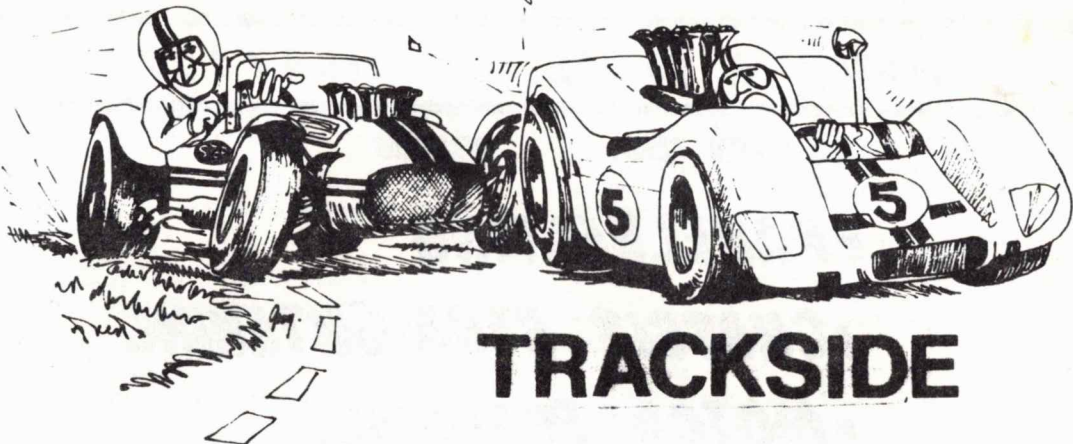
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TRACKSIDE

... B.R.M. have announced their new Formula 1 contender for 1970. It has an entirely new lightweight monocoque chassis and the considerably revamped V12 engine is now used as a semi stressed member. Notable technical features are the reversed cylinder heads with side exhaust system and the use of outboard front springs. Engine output is 425 B.H.P.

... MacLola Guthrie has announced his intention to run two March 702 Formula 2 cars during 1970. Guthrie himself will be backup man to No. 1 driver, Chris Amon.

... The Ford Performance Centre at Boreham is to amalgamate with Ford AVO (Advanced Vehicles Operation) at a new site yet to be announced. The idea appears to be to produce personalised performance cars at reasonable prices on semi production line principles. AVO hope, in time, to be able to provide a Ford enthusiast with any vehicle he could want from a road car with special paint finish to a complete competition car. First project for the group is to produce a batch of BDA Escorts (BDA stands for Belt Drive Type A or the productionised FVA motor). The company could market 1000 such cars to see how the public reacted. One obvious factor is the ability to homologate any part they feel could be helpful in competition.

... B.R.M. are quietly starting on their type 154 sports car for next year's CAN-AM. B.R.M. will carry out their own tuning on the Chevrolet 7 litre engine.

... The European Saloon Car Challenge for 1970 is for Group 2 saloons and is split into three classes - 0-1000, 1000-1600, 1600 and over, scoring equal points in each division on a 9-6-4-3-2-1 basis as in Formula 1. There will be ten races in England, Italy, Austria, Hungary, Czechoslovakia, France, Germany, Spain, Holland and Belgium.

... Bill Blydenstein, the English Viva tuning ace, is preparing several cars for Group 2 Saloon racing. Two cars have been ordered by the Swedish G.M. Dealers Association for the European Touring Car Challenge and another for Shaw and Kilbourne to campaign in the British Saloon Car Championship. The Vivas will be fitted with 200 H.P. fuel injected engines.

... Cole Yarborough set fastest qualifying time at Daytona Beach in a 1970 Mercury Cyclone at an average speed of 194.015 m.p.h. Not bad for an old groucher.

... The Sports Car Club of America have officially announced that for 1970 they will comply with the F.I.A.'s ban on high mounted wings. The rule states that the wing may not be more than 31" above the lowest part of the car.

... Kevin Bartlett will be off to the States shortly after the Tasman Series to make his debut in USAC racing. He will be driving for Marvin Webster's Webster Racing Team in a Jerry Eisert built 5.25 litre stock block Ford powered car. Bartlett will be entered in the Indy 500 and the California 500 as well as a full season of USAC road races.

... European competitors at the Sebring Speed Weekend which apart from the final round of the Continental Formula A championship featured a race for Formula B cars (same as N.Z. National Formula) and "World Championship" for Formula Ford cars, found motor racing in U.S.A. very expensive and not without frustrations. Scrutineering was apparently little short of a shambles and a comment by Gerry Birrell (European F.F. Champion) was "They sent out Scrutineers, Assistant Scrutineers, Assistants' Assistants, boys and anyone who could check the cars. We got a funny little old fellow about 60 who was only concerned with being nice to us. He pulled a few wheels, said what a nice car it was, and barely glanced at my helmet". After the race it was a different story. The locals had had the word what the post race scrutineers would be looking for and altered their cars to comply, and an assurance to overseas competitors regarding interpretations was apparently forgotten resulting in disqualification.

... S.C.C.A. in the States are introducing a new Formula Vee class for 1600 c.c. Super Vee's. Europe will no doubt follow in due course.

... Jim Hall has taken over the Chev Camaro Trans Am attack relinquished by Rodger Penske who is now running Javelins. He has recently been testing his two cars at his Rattlesnake Raceway on his own farm with drivers Chuck Parsons and Ed Leslie.

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trackside con't

... Bruce McLaren's new Indy car has run 860 miles at Phoenix Arizona without any problems. Both Bruce and Denny shared the driving on the 1 mile track using the turbocharged Offy motor.

... March Engineerings Formula 1 team with drivers Chris Amon and Jo Siffert is to be sponsored by STP. The cars are painted bright red with large STP decals and will be called "STP-MARCH" cars. Another car will be run by Andy Granatelli for Mario Andretti and will be known as the "STP Oil Treatment Special". Although the car is a private entry it will be maintained by March Engineering. For the South African Grand Prix on 7th March there will be five March's on the grid and at later events this number could rise to nine.

... Prize money for the Trans-Am races has been raised to \$25,000 minimum per race. The minimum weight has risen from 2,900lbs to 3,200lbs which will stop the expensive practice used by factory teams of dipping the entire body in acid to get the weight down to a minimum.

... Ford may run Mercury Cougars in Trans-Am because of a new homologation rule that a given model must be produced to 1/250th of the total production of the basic series.

To qualify Mustangs they would have to build 6,000 cars to Trans Am specs while only 2,500 Cougars would be required.

... Jackie Stewart will concentrate all his efforts on Formula 1 but has hinted that he really would like to have a go in a competitive saloon.

... After rumours that New Zealander Howden Ganley would retire due to lack of funds and sponsor it has been announced that he will race a McLaren M10B sponsored by Bruce McLaren's next door neighbour, Barry Newman. The car is painted dark green with a silver stripe and will be entered under Howden's own name.

... New Zealander Peter Hall is lying fifth in the Temporada Series in a SMART sponsored Merlyn MK 11A.

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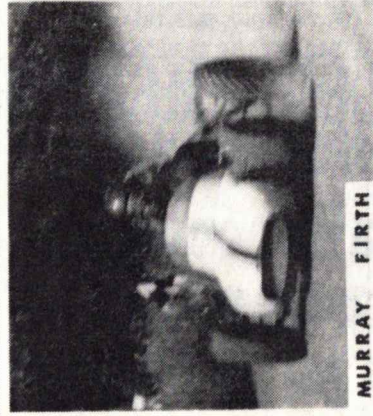
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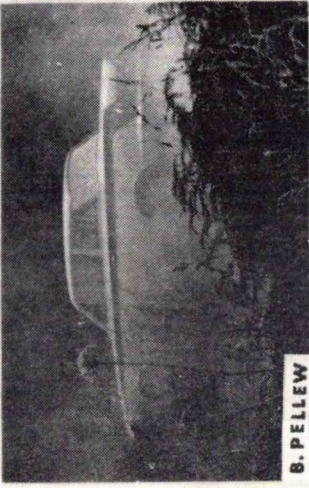
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P. WONG

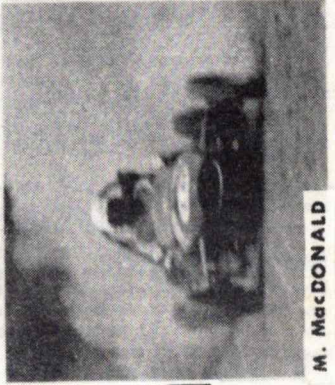


B. PELLEW

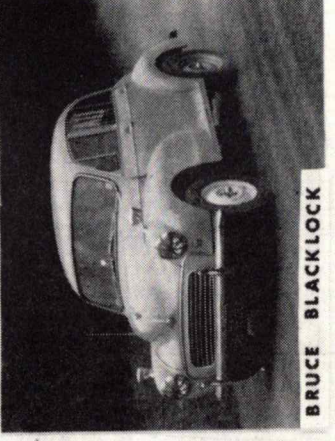


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