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AUCKLAND CAR CLUB (Inc)

P.O. BOX 2591 AUCKLAND

BULLETIN MAY 1970

CLUB OFFICERS

President:

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

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I. Ivers, Phone 7738 Glen Eden
28 Archibald Road, Glen Eden

Secretary and Treasurer:

G. J. McKinstry, Phone 373-484

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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)
L. F. Rankin
Racing: (Papakura 84-164)
L. F. Rankin
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. to 11.00 p.m. Table Tennis, Darts, etc.

BADMINTON EVENINGS - Every 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 PLEASE.

10TH MAY - SUNDAY - CLUB CIRCUIT RACE MEETING - "TROPHY DAY".

18TH MAY - MONDAY - TRIALS INSTRUCTION EVENING - Commencing at 8.00 p.m. in the Clubrooms.

21ST MAY - THURSDAY - CLUBNIGHT AND FILM EVENING held at the Clubrooms, 44 Stoddard Road, Mount Roskill. Films, Discussion, Supper. New car on display. New members please introduce yourselves to a Committee member.

MEMBERS PLEASE NOTE : DO NOT PARK OVER THE FOOTPATH OR NEAR THE LOCAL DAIRY. PLEASE PARK CORRECTLY AND NO NOISE WHEN LEAVING. WE APPRECIATE YOUR CO-OPERATION.

24TH MAY - SUNDAY - LEARNER'S TRIAL - Starts at Public Car Park Henderson Shopping Centre located just over the concrete bridge 300 yards North of Henderson Central Motors Limited. First car - 2 p.m. Duration - 2 hours. Finishes at the Clubrooms. Sealed clock and timekeeping equipment will be necessary. No map required. This trial has been specially designed for new comers to trialling. The trial will be run on simple instructions and does not count for Exide Trophy points.

31ST MAY - SUNDAY - QUEENS BIRTHDAY WEEKEND (Monday off) - WINE & CHEESE EVENING - Members Lounge, Clubrooms, 44 Stoddard Road, Mt Roskill. Commences at 7.00 p.m. Tickets \$1.50 each. Dress : Semi Formal. Please note the Clubrooms will not be open this day for the usual Sunday afternoon meeting.

13TH JUNE - SATURDAY NIGHT - AUCKLAND CAR CLUB ANNUAL BALL AND TISCO TRIAL PRIZEGIVING - Sheraton Lounge, Mount Eden Road, Auckland. 8.00 p.m. - 1.00 a.m. Continuous Supper, Floor Shows, Excellent Band. Only 600 tickets available which are on sale now from all Clubhouse Committee Members. Tickets cost \$5.00 each which includes all refreshments.

18TH JUNE - THURSDAY - CLUBNIGHT - FILM EVENING



OPEN & INVITATION

9TH MAY - SATURDAY - TARANAKI CAR CLUB ROTHMANS 300 MILE TRIAL - Starts at 10.00 a.m. Regulations and Entry Forms available from P.O. Box 704, New Plymouth.

16TH MAY - SATURDAY - OTAGO SPORTS CAR CLUB GOLD STAR TRIAL.

16TH - 17TH MAY - SATURDAY-SUNDAY - HAMILTON CAR CLUB SPEED WEEKEND - Sprint at Tamahere-Bruntwood Rd. Hillclimb at Heads Rd, Maungatautari. Scrutineering at John Martin Motors, Anglesea Street, Hamilton at 7.00 p.m. Friday, 15th May. Entries close 13th May. Fee \$1.00. All communications to P.O. Box 6029, Hamilton.

17TH MAY - SUNDAY - CANTERBURY CAR CLUB - Ruapuna Race Meeting - 5th Round Mercury \$1,000 Series. Entry Forms available from P.O. Box 25050, Christchurch.

23RD MAY - SATURDAY - LEVIN MOTOR RACING CLUB GOLD STAR TRIAL - P.O. Box 57, Levin.

24TH MAY - SUNDAY - SOUTH CANTERBURY CAR CLUB - Timaru Race Meeting - 6th Round Mercury \$1,000 Series. Contact P.O. Box 121, Timaru.

30TH MAY - SATURDAY - R.A.T.E.C. ATLANTIC LAKE LAND RALLY - Contact P.O. Box 2673, Christchurch.

31ST MAY - SUNDAY - SOUTHLAND SPORTS CAR CLUB RACE MEETING - Final Round Mercury \$1,000 Series. Forms from P.O. Box 543, Invercargill.

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 midnight and will finish in Newmarket. First Prize \$120.00 with cash prizes down to sixth place. A.S.R.'s available from the Secretary, Mrs B. Chandler, 7 Carole Crescent, Pakuranga. Entry Fee \$7.00. Late entries close 23rd May with an additional \$4 Entry Fee.

13TH JUNE - SATURDAY - CANTERBURY CAR CLUB GOLD STAR TRIAL - Contact Box 25050, Christchurch.

20TH JUNE - SATURDAY - R.A.T.E.C. GOLD STAR TRIAL - Contact P.O. Box 2673, Christchurch.

4TH JULY - NORTHERN WAIROA CAR CLUB GOLD STAR TRIAL - Contact Box 85, Dargaville.

12TH JULY - SUNDAY - TAURANGA CAR CLUB BAY PARK PRODUCTION CAR RACE - Contact Box 533, Tauranga.

25TH JULY - SATURDAY - AUCKLAND RALLY CLUB CHAMPION SPARK PLUG GOLD STAR RALLY - 12 hours duration. Start and finish at Auckland with meal break at Ngatea. \$650 in prize money. A.S.R.'s etc available from the Secretary of the Meeting, Mrs S.M. Thompson, 26 Ferguson St, Manurewa.

open & inv't con't

INTERCLUB GYMKHANA

10TH, 11TH, 12TH & 13TH SEPTEMBER - THURSDAY TO SUNDAY - CANTERBURY CAR CLUB SHELL SILVER FERN RALLY - No rough car wrecking roads on "Special Stages". 2 man crew both with Speed Extensions. Entry Fee \$30 per car. Distance 1600 miles. Entries close 13th August, late entries 27th August. Regulations from E.F. Inwood, Rally Manager, 1970 Shell Silver Fern Rally, Box 21-094, Edgeware, Christchurch.



New Members

| | | |
|----------------------|-------------|------------------|
| A.C. Jack | Mission Bay | - |
| Ross McDonald | Papatoetoe | - |
| Terry Barclay | Auckland | Dodge Pioneer |
| Trevor Marshall | Mangere | Morris 1100 |
| Peter Crispin | Ponsonby | Volkswagen |
| Dean Nicholl | Birkdale | Hillman Hunter |
| Kathleen Rae | Milford | - |
| Christopher Robinson | Auckland | Mini |
| Ian Spronsen | Howick | Austin Mini |
| Philip Wakeman | Parnell | Mini Van |
| Lloyd Wilson | Papakura | Renault Special |
| Paddy Brocklehurst | New Lynn | A/Cooper S |
| Daryl Hogg | St Heliers | Ford Escort |
| John Arkley | Glendowie | Triumph Spitfire |

Bleary eyed and half asleep with wife and child in tow we set sail to Western Springs. Once the supply of fresh water to Auckland it was to be my initiation to the rather frustrating world of Gymkhanas. Having associated the word "Gymkhana" with horses leaping over fences I was rather naively puzzled as to how cars were going to leap over fences. To my amazement there were neither horses nor fences, just little flags stuck in the ground with white tips and chequered flags.

Characters in Cheese-cutters festooned with stop watches, note pads and pens marshalled us into some semblance of order, having given us a number and the appropriate paint for the use of. As there were more than 100 cars involved the powers that be divided us into equal groups totalling five in all. Still mystified as what was expected of us I casually chattered amongst the other competitors. Having been told that we had to go from "A" through these poles and back to "A" seemed amusing. Letting my better judgment prevail I hid myself amongst the tail enders of the competing field to find out what it was all about. Having seen the idea behind this competition I threw myself into the fray with the magic words - "You understand where you have got to go. When I count down and get to one you go". The word "one" came and foot hard down I did not move. Thinking something was amiss I lifted my foot and the action began as I got traction. Then it was all fingers, thumbs, hands and legs all over the place and somewhere somehow finishing up at the right place at the right time. I can only imagine that the other competitors had the same problems but enough about my feelings.

The Gymkhana on the whole was very well organised but I must have some sympathy for the guys that were towing the big machines around for the tightness and awkwardness of the tests. It would be true to say that as a Mini driver it was hard work. I would have hated to drive anything bigger. The ground at the start of the event was firm so everybody had reasonable manoeuvrability but thanks to Mother Nature a little sprinkling of rain added an extra hazard. With intermittent showers the surface varied during the day from firm to soft but I think all who took part could quite honestly say a good time was had by all.

Unfortunately the Auckland Car Club were annihilated not through lack of enthusiasm, perhaps too much and the after effects of the previous night's Social. However, the results revealed that we have lost the chain and gained the seat so all I can say is it is a pity that there were not a few more members supporting the Club that were better than I was. The M.G. Car Club may think they hold the controlling interest in the shield but all I can say is "Next Year - Be Prepared"!

BOBLYNN

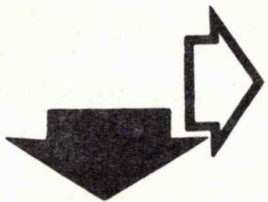
"I'm not drinking tonight—she's driving."



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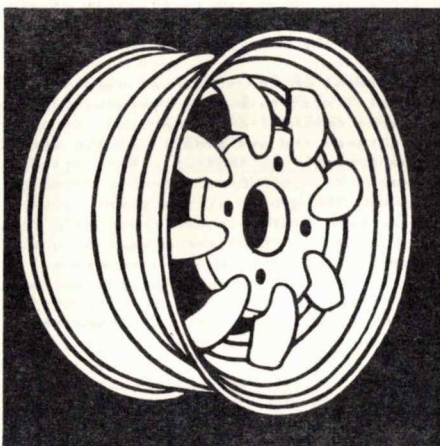
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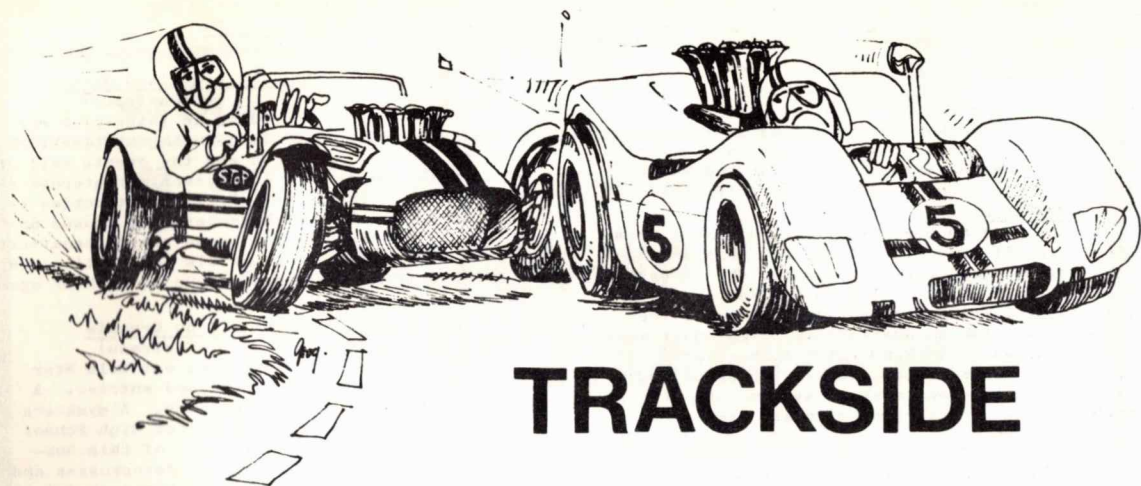
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TRACKSIDE

... Jo Siffert's Can-Am Porsche 917 Spyder, nearing completion at the Stuttgart works, will be the most powerful Porsche ever raced. It will have a full 5-litre engine with supercharging to boost the power past 700 b.h.p, while the weight will be pared considerably compared with last year's 800kg contender. Because the supercharger will raise head temperatures, the engine will be fitted with water-cooling jackets.

... The California 500 on the new Ontario Motor Speedway shows signs of becoming second only in importance to the Indianapolis 500 in the rich USAC Series. Another link with Indy that has just been announced is that the D.A. Lubricant Co., which has sponsored a major award for Chief Mechanics at Indy since 1959, is to present a similar trophy for the California race.

... Antique Automobiles, the entrant of Vic Elford in F1 last year will be running a 1300 c.c. Mini in the British Saloon Car Championship and some Continental events, to be driven by Malcolm Leggate. Colin Crabbe, the company's managing director, will continue to race his 250F and 8CM Maseratis in Historic racing car events.

... Although Graham Hill says that his South African Grand Prix drive was a "positive therapy" for his fast-mending leg injuries, he has no definite plans to race in any class other than Formula 1 this year. He has been discussing F 2 with John Coombs, but so far has not reached a definite agreement to race the Guildford Jaguar dealer's Brabham BT 30.

... A representative of the Belgian Grand Prix organisers has put the chance of the race taking place this year at Spa-Francorchamps at "little more than 50 per cent". Although certain safety precautions on the circuit itself have already been carried out, a deadlock has been reached with the GPDA over the question of starting the race at a time when rain seems least likely, as requested by the drivers.

... While Lotus were busy showing the exciting new 72 to the press at Hethel, March Engineering were testing hard at Goodwood with a brand new car being driven by Chris Amon. The latest March 701 has been manufactured from the thinner 20 swg L72 alloy although the monocoque is to the same basic design as the cars raced in South Africa and at Brands Hatch. The rear brakes are now mounted inboard a la McLaren M14A and some suspension geometry changes have been made to reduce the camber change characteristics.

... Jackie Stewart will be taking part in the Japanese Formule Libre Grand Prix on 3rd May and the car he is using is John Coombs' new F2 Brabham BT30 which is to be equipped with a 1.8 Cosworth FVC engine.



"Mind you, I've nothing against fuel injection
—I just say it doesn't suit everybody."



On behalf of the Executive Committee I would like to report to members on the activities of the Club during the financial year just completed. This has proved a busy and demanding year from the point of view of time and effort required from the Executive and Sub-Committees to achieve the high standard of events presented.

MEMBERSHIP:

Our paid up membership has increased from 670 to an all time high of 847 and this means that the Auckland Car Club now has the largest membership of any Car Club in New Zealand. In fact, almost without exception we are now the largest Car Club in Australasia. The additional work involved in looking after such a large membership has been successfully absorbed by Club Officials whose number has remained static. Members took an active part in all events run during the year.

FINANCE:

Perhaps one of the most gratifying features of a year's hard work by Club Committees who, it must be remembered, are unpaid, is the financial return received. A Club short of funds can never be a strong Club. This year's Statement of Account reveals a record year in the Club's history. A net income of \$7,695 is shown after allowing depreciation of \$1,439 on Clubrooms and equipment. The mortgage over the Club's property was reduced by \$2,000 to \$6,000 and debentures totalling \$1,030 plus interest were repaid to members. The net book value of Club assets has risen from \$28,493 to \$36,188. Our accounts show us to be in a very healthy financial position, but nonetheless, this leaves no room for complacency.

CLUBHOUSE:

The Members' Lounge downstairs has been completed and has proved an outstanding success. Visitors from all parts of New Zealand and also from overseas have praised our facilities. Clubhouse amenities have provided a fine setting in which members can meet and regular large attendances have shown the value of this. A badminton court has been established upstairs.

The sincere thanks of the Executive and Clubhouse Sub-Committee go to Mr Bill Ferris who has looked after our premises so well during the year.

CLUBHOUSE SUB-COMMITTEE - Ivan Read
(Chairman)

With an increase in the nature and variety of functions held in the Clubrooms during the year, the duties of this Sub-committee have escalated. Eleven film evenings were held along with four socials and dances which were extremely popular. Two wine and cheese evenings were also highly successful. Informal evenings were held each Thursday, Saturday and Sunday and were well attended by members. All functions during the year were of a high standard thanks to the work of Ivan Read and his willing committee. A special vote of thanks goes to the ladies of the Club who assisted at social functions.

The annual Ball showed a loss for the first time in eleven years but this was due to a clash of dates with other major functions being held simultaneously in Auckland. We thank Eric Mallard for his assistance with the Ball organisation.

TRIALS SUB-COMMITTEE - Willard Martin
(Chairman)

Eight trials including an Inter-club Mercury Trophy event were organised during the year. Over all the entries were good and the events well run. It is pleasing to note an increasing interest shown by members in trialling. Trials instruction evenings were held to assist members who showed an interest in trialling and these proved beneficial to those starting out in trials and rallies. No Gold Star Trial was promoted due to lack of sponsorship.

SPEED SUB-COMMITTEE - John Crombie
(Chairman)

Four hillclimbs including one Gold Star Hillclimb were held and drew good entries. A sprint meeting was also organised. A gymkhana was arranged for the Manurewa District High School Gala Day. Thanks to the efforts of this Sub-Committee a venue was found for Autocrosses and two events were held proving both successful and enjoyable for those taking part.

RACE SUB-COMMITTEE - Les Rankin (Chairman)

Two National and four Club Circuit meetings were promoted. With the establishment of Sunday racing public attendances have been good. It is pleasing to see an increase in the financial return from National Race Meetings. Excellent fields were attracted at each meeting. Club Circuit meetings were very successful.

BULLETIN - Margarette Marshall (Editor)

The increase in Club membership has brought with it additional costs in printing and postage. Collating and trimming is now done professionally and has not only eased this pressure on Bulletin helpers but has also improved the overall presentation of the Club's magazine. The demanding task of editorship has been admirably performed by Margarette and sincere thanks go to her for a job well done.

N.Z.I.G.P. (INC.)

Our representation on this organisation was again effectively maintained at Board of Control level by our four representatives and on Grand Prix Management Limited by our Director, Mr J.L.M. Waygood. It is satisfying to note an increase in the dividend received from this source.

GENERAL:

As in all voluntary organisations such as ours, many people, some of whom have no official capacity, have come forward to assist in every aspect of Club activity. Without the aid of such willing assistance, the Club could not function in such an efficient manner and we thank these people sincerely for their help.

On behalf of the Executive Committee I would like to express our gratitude to Mr G.J. McKinstry, our Secretary/Treasurer for his invaluable assistance and advice on the financial aspect of Club affairs. This completes his tenth consecutive year in this often onerous position.

In conclusion I would express my personal appreciation to the Executive and Sub-Committees for their support and efforts during the year.

F.B. WEBBER
President

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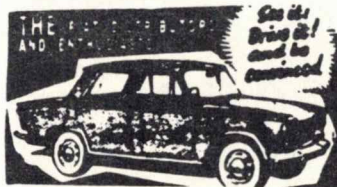
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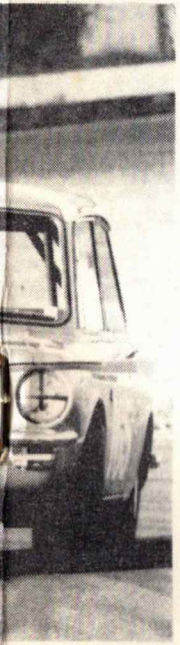


**PAUL FAHEY
66-776 Manurewa**

**RALPH EMSON
557-242**



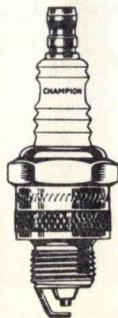
QUIT





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!





The recently held Map Reading Evening was quite well attended and it is hoped that those who came along learned something which will be of use to them in future trials.

The opportunity was taken to publicise the Northern Six Hour Mercury Cup Trial and a good response was received. Most gratifying to see a far larger Auckland Car Club contingent at the start. It is hoped this interest can be maintained and Auckland Car Club entries in the Mercury Cup trials will continue to increase.

The Six Hour itself left a bit to be desired and showed signs of having been rather hastily prepared, definitely not up to the standard of open trials normally promoted by Northern Sports Car Club. A couple of points which linger in my mind are a Tee junction which wasn't for two reasons

1. Only the right hand arm was straight, the left being at approximately a 40° angle.
2. The left arm of the T was signposted NO EXIT and A.S.R.'s had stated no exit roads to be non-existent.

This had all the indications of being a trap for young players whereas in fact it was a trap for the old players, many well known triallists being encountered several miles off course after going right at a fair dinkum T which even had a sign on it which applied to the speed schedule as well. The "young players" who had innocently applied the T junction instruction at the crooky were meantime motoring along on course.

A second point which comes to mind is that I would be fascinated to have a convincing explanation as to how a trig or concrete bridge could possibly qualify as a named road or six figure grid reference in a map reading section, especially after being told in the A.S.R.'s that all map reading would be strictly in accordance with M.A.N.Z. Regulations.

Since an unmanned check is treated on the same scale as a manned check with regards to penalty points (180 if you miss it) it must surely be deemed a check by timekeepers when reading a speed schedule, unless they are specifically advised that any reference to checks in a speed schedule will apply only to manned checks. This is a point which could well be kept in mind by any Club members when plotting a trial. It only needs one more line in the A.S.R.'s and surely that is no hardship.

By the time you read this column our TISCO Gold Star Trial will have been run and the next event of note will be the Castrol over Queen's Birthday weekend. With the extension in maximum time for a trial to 16 hours, this event has reverted to its former style where competitors rally from various starting points to the Chateau where the event proper starts, with a trial back to Auckland. These events in the past have usually been of a consistently high standard and I for one am looking forward to being in amongst it once more this year.

APRIL SOCIAL AND DANCE

On the 25th April I attended my first Auckland Car Club Social. Being a new member in the Club I was rather apprehensive as to what it would be like.

From my stand-point (in the Canteen) I noticed that a majority of people had not come up from downstairs. However, at first there was a trickle and then about 8.45 p.m. a rush as the downstairs crowd invaded the dance floor upstairs mainly attracted by the very inviting sounds issuing forth from the musicians who were, I might add, aptly named "The Music Convention". From there on 44 Stoddard Road seemed to me to cease being the rather sober Clubrooms of a very responsible Car Club and became an off beat discotheque.

At 10.00 p.m. we were entertained by Steve Carswell who was an accomplished artiste with a repertoire ranging from a jazz medium to a rather saucy ditty which was very much appreciated by all members of both sexes. It was a shame that he had to leave us after a good half hour's performance but I understand he will be returning at a future date.

Mild panic ensued as members of the Social Committee battled to set the food on the tables. It was then "nose bags" on and everyone got stuck in. I would like to take this opportunity of saying that the ladies who prepared the food did a magnificent job. When all were refreshed with both food and liquids, the decks were cleared for another session of dancing and it was very pleasing to note that everybody seemed to be up on the floor doing justice to the music.

On reflection in a more sober state of mind I realised that my feelings of apprehension were entirely unfounded. I had been given to understand prior to my departure for New Zealand that the Kiwis were a strange race (mainly because they do not fly, but when there is a "Stir" going on - Man they can fly !!!!!), but I cannot agree with that statement having seen for myself that they are not as strange as I was led to believe.

I think that if the members of this Club that attended my first Social are a cross-section of the people that live here I am convinced I have come to the right place and joined the right Car Club.

Thanks go to the Clubhouse Committee who were responsible for this excellent Social and the Ladies Committee who worked so hard during the afternoon to prepare and serve the supper.

Roll on the next Social!!!

BOBLYNN

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BALL AND**

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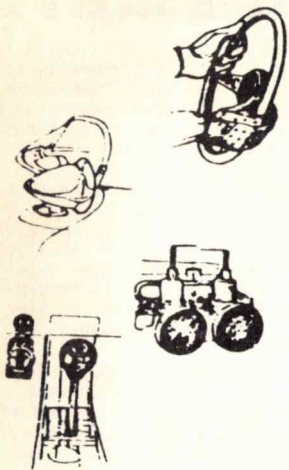
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Levin

Levin this year ran the final round of the Saloon Car Championship. The day was very overcast but warm. Red Dawson's Mustang had a mechanical malfunction during practise, so John Riley loaned him his car for the final race for the championship. While practising this car a rear tyre blew out putting the car into a spin.

Race 1 was for National Touring Cars 0-1000 c.c. Alan Boyle led from the grid followed by Barry Phillips. By Lap 3 Barry Phillips led from Boyle, Cooke, Bailey, Sharp, and Hill with the rest of the field strung out behind. The leaders were fighting a close battle until Boyle was black flagged for a fuel leak. Reg Cooke pulled off at Cabbage Tree Corner with broken fuel tank brackets and this left Phillips out in front with Sharp second and Hill third. Phillips equalled the lap record of 57.8 seconds.

Race 2 was 1001-4200 Saloons and saw Rodger Anderson, Jimmy Richards and Garry Sprague out to do battle. Rodger led away in the B.M.W. closely followed by Garry in the Mount Cook Airlines Escort T.C. and Jimmy in the Carney Racing Escort T.C. Lap 3 and Sprague was out with a flat tyre and Richards snatched the lead on Lap 7 but lost it to Rodger a few laps later. Richards pushed harder on the last lap to take the lead coming into Cabbage Tree but on the entrance to the main straight the engine ventilated itself and Rodger crossed the line ahead of the coasting Escort. Anderson set a new lap record of 55.8, Richards clocked 56.3 and the old record of 58.2 went to Colin Roberts who was third in his Cooper S.

Race 4 was 0 - 5000 New Zealand Saloon Car Championship Race. The heat was on as Dawson driving Riley's Mustang and Rod Coppins in the Chev Camaro were after the title and Paul Fahey was out after the prize money. The order on the first laps was Red Dawson, Paul Fahey, Rod Coppins, Jack Nazer, Rodger Anderson, Colin Roberts, Garry Sprague Murray Cockburn and an unnamed driver in a Standard Production Escort! Lap 2 and Coppins moved up to second but Paul regained this placing on Lap 5 and took the lead on Lap 7 which he held until the finish. The minor places were changing and Colin Roberts went out on Lap 3 when his car caught fire and Garry Sprague moved through to 5th on Lap 5. Jack Nazer had fourth place and was a long way in front of the dualling Anderson and Sprague but on Lap 12 Nazer started to slow down and by Lap 13 the B.M.W. and Escort had taken him.

Race 6 saw the final round of the Levin Open Championship. This was over 12 laps and the lead changed six times between Paul Fahey and Rod Coppins who were being followed by Grady Thompson in the Monaro. Jack Nazer held on to fourth.

Race 8 and the small cars were out again. Alan Boyle stormed away from the second row off the grid to take the lead from Neville Bailey, Peter Sharp and Barry Phillips. By Lap 2 Phillips was breathing up Boyle's tail pipe but although he tried to get by, Boyle wasn't waiting round and took the flag first followed by Phillips, Neville Bailey and Reg

SHOUTS & murmurs

A strong contingent from the Auckland Rally arrived at our Clubrooms on Sunday, 19th April for the Table Tennis and Darts Tournament at between the two Clubs. Our teams led by Lau Powell (Darts) and Graham Wade (Table Tennis) proved victorious at the conclusion of an afternoon of close matches.

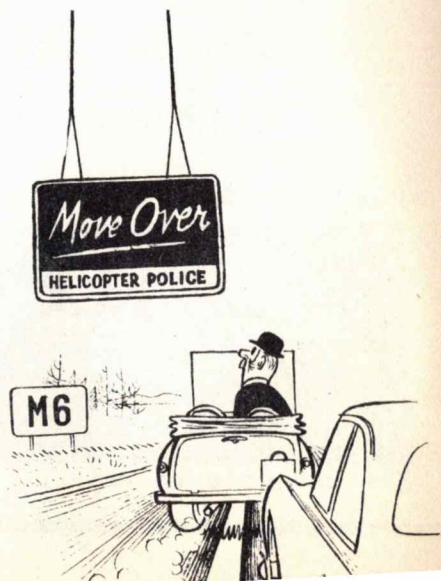
We enjoyed the day and hope that the Auckland Club did also.

The Horace Robinson Cup, which is awarded by the Executive Committee to a person, other than a Committee member, who has afforded greatest assistance to the Club during the year was presented to Miss Marilyn MacLennan.

This month's Bulletin goes out under the hand of our new Editor, Bruce Blacklock. Previous Editor, Margarete Marshall, has been forced through domestic commitments to retire from this position. We offer sincere thanks to her for capable manner in which she has performed this always difficult task. It is due to Margarete's efforts and capability that the standard of the publication has risen while she has been in the Editor's chair.

We have the following films for next Club night, Thursday, 21st May, which should be of great interest to members -

- "La Ronde N Fernde (Le Man) 1969"
- "See you in Fort William" (Scottish Rallye 1969)
- "1968 Can Am" (B.O.A.C.)



AUTOMART



HILLMAN IMP PARTS:

- Std. Carb-Inlet and Exhaust Manifold
- 1 x Fuel Pump
- 1 x Crankshaft
- 3 x Oil Pumps
- 3 x Cam Carriers
- 1 x Racing Camshaft
- 3 x Std. Air Cleaners
- 1 x Oil Cooler Block Take Off Adapter
- 6 x Hubcaps
- 1 x Inlet Manifold
- 1 x Inlet Manifold (Griffins) for Twin Carbs
- 1 x Jack
- 1 x Pressure Plate

MINI PARTS:

- 1 x Comp. Set O/Riders
- 1 x Air Cleaner Std.
- 1 x Rocker Cover
- 1 x Exhaust Manifold for Twin Carbs
- 2 x Jacks
- 1 x Cooper Exhaust System and Extractor

AUSTIN HEALEY PARTS:

- 2 x Bumper O/Riders
- 1 x Roll Bar Cage
- 1 x F100/6 Back of Rear Seat
- 1 x 100/6 Windscreen Hood Mounting Bar
- 1 x 3000 Hood

MISCELLANEOUS:

- 2 x 6 Stud 16" Rims
- 2 x 6 Stud 16" Rims Widened 1½"
- 2 x 6 Stud 15" Widened Rims
- 1 x 3 Stud 16" Wide Wheel
- 1 x 100E Fuel Pump
- Hubcaps (1-100E - 1 Plymouth 3 x Mini Large)
- 1 Set Air Cleaners for Twin 1½" S.U. Carbs
- 2 x Bumper Jacks
- 1 x Austin 10 1936 Front Grille & Mounting
- 1 x Battered MK II Consul Pump
- 1 x Gearbox Complete for 1948 Hillman
- 1 x Mercury 35 h.p. Outboard Motor Extension handle with controls
- 1 pair Twin C.D. 125 Strombergs

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Phone Mowatt-Wilson - 482-587.

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379-341 (Bus)

WANTED: Halda Speed Pilot. Please contact
Des Gulland, 31 Shirley Road, Papatoetoe.
Phone 88-709 (PAP)



I would like to take this opportunity and
space to say thank you to all the people who
have helped me with putting out the Bulletin
whilst I have been Editor. Family commitments
have now forced me, with some regret, to retire
from this position in the Car Club. Special
thanks go to Barry Webber, without whose little
reminders and numerous references to the date,
you would probably have never had your Bulletin
in time.

Your new Editor, Bruce Blacklock, has
done this job before and is very capable, but
like anyone who should try this job, he will
still need some help with finding copy.

Once again, thank you very much.

MARGARETTE MARSHALL

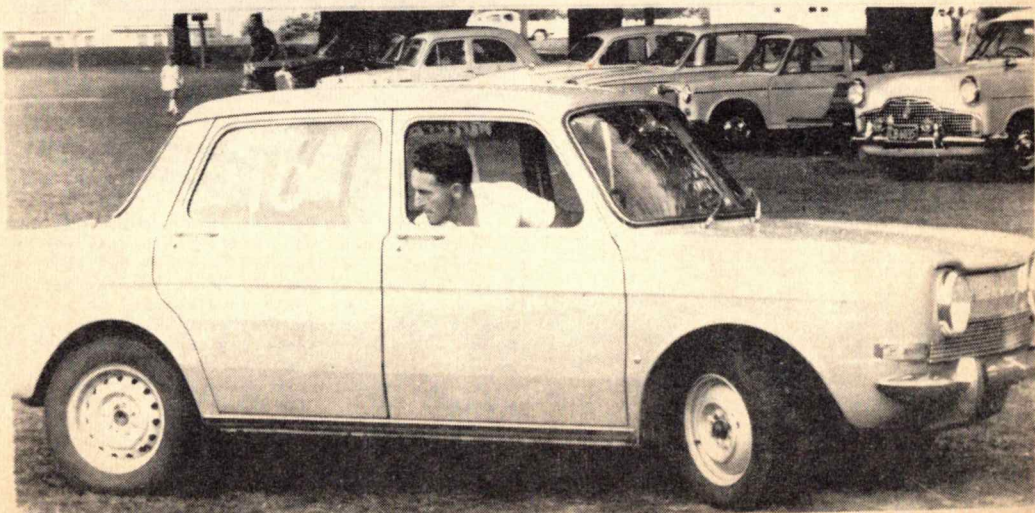


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