

BULLETIN



JUNE 70

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AUCKLAND CAR CLUB (INC)

JUNE 1970

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

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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.

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 Executive Committee Members. Tickets cost \$5.00 each which includes all refreshments.

PLEASE NOTE : THE CLUBROOMS WILL NOT BE OPEN ON THIS EVENING.

18TH JUNE - THURSDAY - CLUB NIGHT - 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.

It is hoped to have a complete Formula C car on display at this Club-night.

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.

28TH JUNE - SUNDAY - GIMMICK TRIAL - Commences and finishes at the Clubrooms. First car away at 2.00 p.m. on the Sunday afternoon. Requirements : Auckland Telephone Directory and an indexed street map of Auckland and the suburbs. No timekeeping.

16TH JULY - THURSDAY - CLUB NIGHT - FILM EVENING.

19TH JULY - SUNDAY - SPRINT MEETING - Standing quarter-mile sprint, bent sprint and Club Circuit sprints. Observations will be done for speed extensions. You will require a current Membership Card, Scrutineering Log Book, Overalls and under 21 year olds must have their parents' signature on the entry form which are available from the Clubrooms. Entries on the day till 11.00 a.m. Scrutineering commences at 10.30 a.m.

2ND AUGUST - SATURDAY - SOCIAL AND DANCE - Further particulars in your next Bulletin.



OPEN & INVITATION

13TH JUNE - SATURDAY - Auckland University Car Club Daylight Rally. A Mercury Trophy Event. Approximately 6 hours duration. Maps required N.Z.M.S. 1 Sheet N47 and Pt N46 2nd Edition 1st February 1964 and Sheet N51 2nd Edition 1st April 1964. Entries close with the Secretary, Rod Drummond, P.O. Box 22-360, Otahuhu, 1st June with a fee of \$1.20 per head. Late entries will be accepted up to 9.00 a.m. on 13th June with a fee of \$1.70 per head.

13TH JUNE - SATURDAY - Canterbury Car Club Gold Star Trial - Starts at Croydon Motors Limited, Christchurch. \$50 1st prize. Entries close with the Secretary, Gold Star Trial, P.O. Box 1726, Christchurch on 3rd June. Entry Fee \$8.00 per entry. Late entries accepted till 8.00 a.m. on the day at a fee of \$10.00.

20TH JUNE - SATURDAY - R.A.T.E.C. (Canterbury) Gold Star Trial - Contact P.O. Box 2673, Christchurch for further details.

27TH JUNE - SATURDAY - Hawkes Bay Car Club Gold Star Trial. Contact P.O. Box 323, Hastings for information and A.S.R.'s.

4TH JULY - SATURDAY - Northern Wairoa Car Club Gold Star Trial. Contact P.O. Box 85, Dargaville for further particulars.

12TH JULY - SUNDAY - Tauranga Car Club Bay Park Production Car Race - Contact P.O. Box 533, Tauranga.

18TH JULY - SATURDAY - Whakatane Car Club Gold Star Trial - Contact P.O. Box 157, Whakatane.

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.

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, P.O. Box 21-094, Edgeware, Christchurch.

STOP PRESS:

The Northern Wairoa Car Club regret to announce that their Gold Star Trial which was set down for the 4th July, 1970 has been cancelled.

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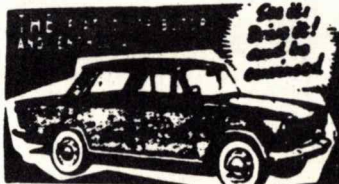
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FEMININE VIEWPOINT

for women only

Just what is the woman's viewpoint of motor-sport? Generally it seems to us to be the attractive (?) view of a row of greasy-bottomed overalls protruding from the engine of some four-wheeled mini or maxi monster. Not nearly as attractive as the same mini-clad area of the female anatomy, on which all male eyes are riveted on Thursday evenings! The men seem to have all the advantages, don't they? But are we being biased? or pessimistic? Are we maligning husbands, boyfriends, heroes of the hour? Let's see what the reactions of some of the other women are? What is their viewpoint? More important, what is yours? Do you see things from a different angle? Do let us know - a sentence will do - this is your chance to air your news, views, gossip, or frustrations:-

..... Overalls? Don't mention greasy overalls to me! How hard I struggled, yet again, to get them "whiter than white" in the last wash!

..... My view of motor racing?! The perpetual view of closed garage doors, with all sorts of mysterious noises going on behind them, punctuated by all too recognisable, violent exclamations:

..... As much as I can see between 30 dozen pies, 300 cups of coffee and as many cups of tea!

..... The sight of a furious form purposefully coming from the neighbours' place the morning after the night they triumphantly fired her up for the first time - at 1 a.m.!

..... To his mind a "quiet", "restful" day at home with all the little ones, leaving me wondering all the while which ditch, tree, drum, bank or barrier he will manage to hit on this occasion. And this on Mothers' Day!

..... The rear, or sometimes sideways view of an elusive little yellow Fiat.

..... The thrilling prospect of another South Island tour, on which I shall become re-acquainted with the same old garages, motels and pit-counters. When will I ever see any of the beautiful scenery the South Island is supposed to be famous for?

..... A helpless, sinking feeling as the rest of the field comes round - and he doesn't.

..... The vivid and soul-destroying recollection of the primitive pit toilets. - (Keep calm! Action is being taken on this. Civilisation is at hand!)

..... The sight of his bent and battered car being hauled from the hedge. Oh h..., there goes my carpet for another six months!

..... Pounding madly across the paddock to fetch petrol to the grid, and pouring it frantically all over myself as well as the car, as he fretfully watches the rest of the field disappear into the distance.

..... That stopwatch! It's got to the stage where I'm sure it's pulling faces at me! What's a few tenths here or there, anyway?

..... Endless typing Financial ruin and so on. We wonder how much the men do appreciate us. It's not that we don't enjoy the racing. That's fabulous, that's what we come for. But how much of it do we actually see?

MURMURS ON FIRST BECOMING A PIT WIDOW

"My dear", he said (with tongue in cheek),
"We're going down to Puke next week".

(Oh blimey, I thought, we'll stand at the back

And I only manage to see half the track).

But, "Guess what", he says, "I've got a surprise",

And I turned round to see that he'd stars in his eyes.

"I'm racing the Mini", he said with a grin,
"Now don't lose your temper, control yourself Lyn".

"But darling", says I, "We've only one car,
And if you dent that, it won't take us far".
"Oh no!" cries he, "It's only for fun,
And I'll make quite sure not to hit anyone".

So down to Pukekohe goes us,
Through scrutineering, no fuss,
Then down we drive to the Pits, where they
all stand and stare at their cars and say:
"How's that for power, how's that for poke?"
To my eardrums it's h.l.l, no joke.

The races are about to begin.
To the dummy grid, crying "Cheerio, Lyn".
Old Laurie's up in front with his flag,
(I hope the Mini doesn't lag).
Away they go and a Mini van's winning,
But it isn't ours; that's still spinning!
And now the chequered flag is flying,
Our Mini's out back, but I'm not crying.

Home we go, we're all in one piece.
He hasn't won races, but he says it was nice
to blow the cobwebs out for a bit
(I didn't mind really, just having to sit).
He's had his fun, and the Mini's O.K.
But wait till September and I'll keep away.

LYN



The un-bridged story of how her husband became World Champion despite cancelled Oil, Fuel and Tyre contracts.

"Harrowing" - Punch
"Epic Horror" - D. Express
"Patriotic Saga" - The Times

THE 1970 TISCO GOLD STAR TRIAL

- Jacqui Knight's View

"Navigating for a male driver, as I did in the TISCO, was a completely new experience for me. He was so good at driving that I was petrified I would lead him astray, so sat back and let him do his half of the work, while I plotted my course of action and kept us out of the traps the plotters had laid".

Jacqui was navigator for Alan Boyle, in his purple Mini, "Violet". In a field of sixty-three, including only two all-girl crews, Jacqui was one of the few women competing. She is already well known for her successes in the all-girl rally team led by Jenny Carmichael, and is now embarking on her fourth season of this exacting sport. But what an exciting way to begin the season - especially in the forestry sections!

"This was clearly the driver's part of the trial, and passengers tied themselves, their clocks and their pencils down, and prepared for the worst. The average speed here was 46 m.p.h. for the 5.1 miles, and this was fast enough, for the way was narrow, and bound by trees or stumps on both sides, with the surface varying from pine-needles, soft mud, to loose metal. But what a thrilling experience it was to be with such a first-class driver as Alan. Seeing him on the track at Puke. makes driving look so simple, but watching him closely at work one suddenly appreciates what an art good driving is".

- And Jacqui makes navigating sound simple, as though you hardly needed a navigator to follow an "easy" set of instructions from one place to the next. Nevertheless many more experienced competitors made mistakes in the sections that Jacqui found so free of traps:

"The TISCO was a great experience - interest had been mounting for months prior to it. At first though I was disappointed because it seemed more like a drivers' trial, and the traps were too easily kept out of, and the instructions seemed to lead simply from first forest to second stop. After the meal break I changed my song, when I learnt that most crews had come adrift somewhere along the route, and again when lengthy map-reading and well-plotted "tulips" came in the night-light, and we still had a full Driver's Card. Afterwards with sixty odd crews telling you how tough but enjoyable it had been, I was convinced that the TISCO had been a real success - both for me personally, and publicly. It made me very humble to take such a small part in our success - but afterwards I've never heard such ravings about how clever I was - so much so that my head was swollen and I couldn't keep my wig on!"

Jacqui and Alan achieved a fantastic provisional eighth placing overall, and were the highest placed Auckland Car Club entry. They didn't miss a single check and lost points only on time. This is no wonder, when they completed the whole trial without essential timekeeping equipment.

"We did have a rather dramatic beginning, when on the way to the start the "Halda" and speedo died, because of a broken speedo cable. However, many people - competitors and officials alike - offered to help, and "Violet" was jacked up and a new cable fitted in record time, but this failed too, and we elected to compete without timekeeping".

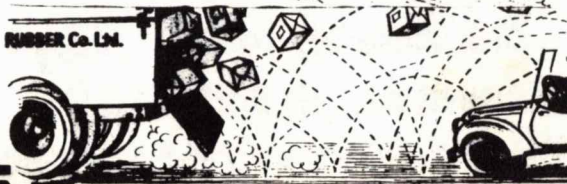
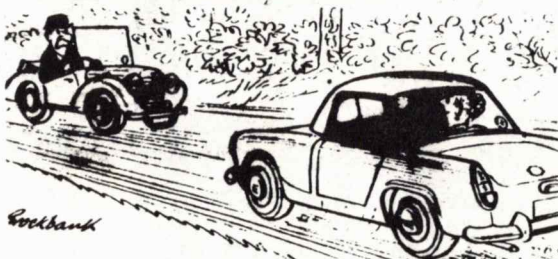
After this tremendous success, Jacqui's enthusiasm for trials and rallies is greater than ever.

"Personally I think rallying is THE Sport - for me it is the ultimate because I am good at it, and I like doing things I am good at. The one drawback is the insecurity of going rallying as a woman - you can never have a "boyfriend" and still go rallying - no man would stand for that. To go rallying successfully you have to be devoted to the sport, and prepared to give up a lot of time to preparation, travel to and fro, and recuperating afterwards. I think that basically for this reason there aren't many girls going rallying.

- Seriously, that is, Don't panic if you don't know what a "Halda" is or what a "tulip" has to do with finding your way round the roads. You are not meant to enter a Gold Star Trial as your first effort. These are the toughest - the Championship events! Start with Closed Club events. The entry fee is only about 50 cents (the main cost!) and you need very little in the way of equipment - mainly a shrewd head on your shoulders for interpreting instructions. But what about being separated from your boyfriend? - Perhaps you can persuade him to come along too! Or perhaps you already have a boyfriend or husband who is keen on trials and you are the one who is left behind? In that case watch out for hints on how to become a good trialling (not trying!) girlfriend or wife in a future edition of the Bulletin!

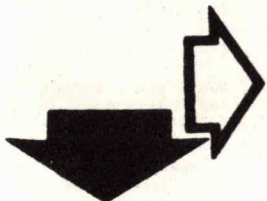


"When I said 'Knock off a jug for the getaway' I didn't mean this model!"



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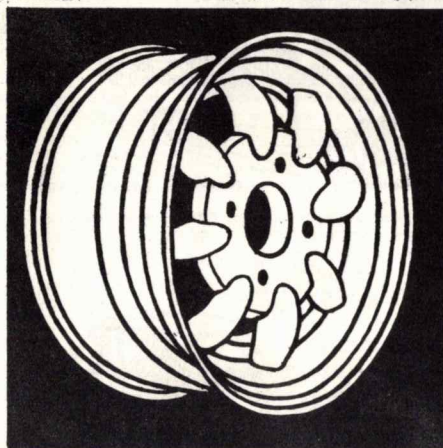
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EXIDE TROPHY

This is one of the Club's most sought after trophies. It is of long standing and is awarded each year to the most successful driver competing in Closed Club events. The "Exide" year runs from 1st April to 31st March. Scaled points are given to drivers and aggregated during the year. Until now, club circuit racing has not counted towards this award. For this and succeeding years, however, closed club racing will be included. The basis of points allocation will be as follows:-

<u>Trials</u>	<u>Overall Placing</u>	<u>Points</u>
	1st	10
	2nd	9
	3rd	8
	4th	7
	5th	6
	6th	5
	7th	4
	8th	3
	9th	2
	10th	1

<u>Hillclimbs</u>	<u>Placing in Class</u>	<u>Points</u>
	1st	5
	2nd	4
	3rd	3
	4th	2
	5th	1

<u>Gymkhanas</u>	<u>Placing in Class</u>	<u>Points</u>
	1st	5
	2nd	4
	3rd	3
	4th	2
	5th	1

<u>Racing</u> <u>(Closed Club)</u>	<u>Placing in Class</u>	<u>Points</u>
	1st	5
	2nd	4
	3rd	3
	4th	2
	5th	1

For closed club racing pints will be allocated only on the first scratch race of the meeting. Where a class is divided into two separate races points will be awarded only to the faster group.

<u>Autocrosses</u>) Where no <u>Rallycrosses</u>) classes <u>Mud Scrambles</u>) are run	<u>Overall Placing</u>	<u>Points</u>
	1st	10
	2nd	9
	3rd	8
	4th	7
	5th	6
	6th	5
	7th	4
	8th	3
	9th	2
	10th	1

Where run in Classes	<u>Place in Class</u>	<u>Points</u>
	1st	5
	2nd	4
	3rd	3
	4th	2
	5th	1

The first event counting for Exide Trophy points this year was the closed club circuit meeting at Pukekohe on 10th May. Commencing next month the up-to-date points table will be published in each Bulletin.

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Marg Marshall.

Mission Improbable

A tall man in a trench coat and dark glasses stepped purposefully through the doorway of the Timekeepers' bus parked at the side of the Club Circuit at Pukekohe. As the competing cars roared by he quickly sat down at the end of the table and pressed the button of the stopwatch mounted on the timekeeper's board.

"Your mission, should you decide to accept it", said the watch, "will be to seek out and foil a group that we believe is out to dismantle and remove the Auckland Car Club Clubrooms. Our information states that the building is to be erected on another site somewhere in Auckland and used as headquarters for their group. This group is aware that in its present form the building, with all mod cons, is ideal for this purpose. Should you accept the mission, you will need to discover exactly who this group is and exactly what they have planned. The rest is up to you, but remember, should you or any of your team be caught, the Club Secretary will disavow all knowledge of your action and your Club badges will have to be handed in. This stopwatch will self-destruct in five seconds."

Slip Diff, the leader of the Auckland Car Club Impossible Missions Force rose and stepped out through the door. In a puff of smoke, breaking glass and grinding cogs the stopwatch shook hands with itself and disintegrated. Slip jumped into his Fiat 500 (Chev. engine) parked nearby and roared off towards Auckland. A quick call on the radio telephone arranged for the other members of the ACCIMF to be at his destination when he arrived. On reaching Stoddard Road he went into the members' lounge. They were waiting. Olio Dipstick, the strong-man of the team. The beautiful blonde Hedi Gasket. And in the corner a heavy-set, bearded figure wearing heavy-set glasses and toying with a heavy-set camera.

"Hello Slip" boomed this figure.

"Well, hello Jack Inwood", replied Slip, "what brings you here?"

Just then the figure stripped off the rubber face mask, false beard, glasses and layers of padding to reveal the form of Ron Frost.

"What the" began Slip in surprise.

"Hellow Slip" said Ron, who then reached up and removed the false rubber mask, false moustache and false Grand Prix programme from behind a false ear. There stood revealed Phil Injection the make-up expert of the team, tall and dashing with all the good looks of a gas chamber caretaker. Just then a faint buzzing was heard and into the room floated Connie Rod the team's electronic and gadgetry expert mounted on a motorized skate board.

"Sorry I'm late", he said, "I've been working on a new invention. Its an electric toothbrush that can operate off a car battery and it has a special attachment that carves busts of the Club President out of cakes of soap."

Slip quickly explained the mission to the team who accepted unanimously. Acting on information received they took off for a house well known for its connection with suspicious characters. There they put their master plan into action.

Hedi paraded herself in front of a house some distance away dressed as a Surfers Paradise Meter Maid whirling a stocking half full of ten cent pieces about her head on a piece of string. This was to draw attention away from the scene of ACCIMF activity. Phil, disguised as an octogenerian gas meter-reader entered the house to discover if anyone was inside. Connie, dressed as a male nurse, pushed an invalid chair up to one of the walls. The invalid was in fact a miniature lazer gun coupled to a powerful vacuum cleaner and waste disposal unit. He pushed a button and the lazer burned a medium-sized egg-shaped hole in the wall, large enough to admit a small man or a medium sized egg. The debris from the hole was quickly sucked into the vacuum cleaner, ground to dust by the disposal unit and spread over the ground. Connie looked around to see if anyone was watching and then slipped quickly through the hole. It would have been easier to walk through the door but not such good television.

Once inside Connie moved to the wall safe. He was met by Olio who had quietly slipped down the chimney disguised as Santa Claus, which would have been more convincing had it not been February. Dropping the safe into Olio's Santa sack the team quickly changed into racing overalls and sprinted across the city to the Clubrooms. They placed the safe on a table and opened it with a vial of secret acid Connie had discovered accidentally while mixing two types of popular soft drinks. Slip made a list of the safe's contents and read it aloud to the team.

"Three books entitled respectively 'How to Build Clubrooms Using Working Bees In Approximately Twenty Years', 'House Removals Made Easy' and 'The Art of Camouflage', written quotes from a house removal firm and a construction firm, a sketch plan of a building site in an Auckland suburb and a packet of tea coupons labelled 'Building Fund'".

"My God", shouted Slip, "so this was their plan! Quick Team, back to that house".

Connie stopped carving busts of the Club President out of nearby cakes of soap and sprang to his feet followed closely by the rest of the ACCIMF team. They rushed back to where they had found the safe and as they entered the building they saw a shadowy figure escaping through a window. After seizing him they persuaded him, with the help of a tyre lever, to tell all he knew.

So the plan was stopped before it started. The plotters were rounded up and banished to a train-watching society on Stewart Island. The book on 'The Art of Camouflage' was given to the Chairman of the Auckland Car Club Trials Committee to help in setting up trials check points. 'House Removals Made Easy' was given to the Speed Committee Chairman to assist with the portable toilets used at Club speed events. 'How to Build Clubrooms Using Working Bees In Approximately Twenty Years' was soaked in 100 octane racing fuel and ignited on the spot. After all, what use would it be to the Auckland Car Club? As for the ACCIMF, they are waiting patiently for the next little chore that comes along.

THIS IS FORMULA 'C'

1970 FORMULA FORD REGULATIONS

At last a new racing formula is to be introduced in New Zealand which should make possible fast, exciting racing between a much wider number of drivers than has been possible up to the present day. The new formula is based on Formula Ford, which has proved enormously popular with both spectators and drivers alike in the U.K., Europe, North America and Australia, and is to be introduced in New Zealand for the next (1970-71) season.

No championship status has been attached for this season, but all promoters will be running races for this class of car. Obviously, the amount of support the class receives will help determine any future changes to the Gold Star Championship Regulations.

The main reasons for Formula Fords success overseas have been its relatively low cost and the closeness of racing associated with the use of virtually identical cars with a common motor. By designing a formula around a stock production car engine (a Cortina 1600 c.c. unit) and limiting wheels and tyres to standard production components, the cost can be kept to a reasonable level, while the power output (around 100 b.h.p.) is more than sufficient to provide very fast motoring.

As an example, the current Formula Ford lap record at Warwick Farm, Sydney, is one second faster than the Touring Car lap record held by Ian Geogham's Mustang! Nobody can say that's slow motoring. Lap times on the Pukekohe Grand Prix circuit are expected to be around 1m 10 secs - not much slower than the current National Formula cars. In Australia, where the formula only got under way last November, 24 cars started at the Warwick Farm Tasman Meeting - a tremendous number considering the short time the formula had been in operation.

Already, considerable interest in this new formula has been shown in New Zealand. Well known Auckland driver, David Oxtan, has been appointed New Zealand agent for Elfin, currently the top Formula Ford marque in Australia. David currently has a car due for delivery to him shortly as a "demonstrator". We hope very much that this car will be on display at the next Film Evening for members to see.

While David did emphasise that final details are not yet agreed on, it is hoped that a prospective Elfin buyer could have a complete car, ready to race, tax paid etc., for under \$4,000. Compare that with the cost of preparing even a Mini in this country and its not hard to see why many drivers will want to consider this form of motor racing.

Undoubtedly, many entrants will wish to build up their own cars, but the presence of top factory-built cars like the Elfins will give everybody a high standard to aim for.

In order to give members the opportunity to consider likely plans for this new formula we are publishing the complete regulations for the 1970 British Formula Ford. These, however, are intended only as a guide, as final New Zealand regulations have not yet been decided, but they should prove pretty close to what will eventually become the New Zealand regulations.

One fact is certain. This formula can only add interest and participation in motor sport. Our Car Club will be doing its utmost to support and encourage this new formula. We wish it well.

1. These Regulations shall be effective from 1st January 1970 and until further notice.
2. Modifications not specifically covered by these Regulations are not permitted except where they are definitely stated to be FREE.
3. The "Spirit of the Regulations" should be understood to imply that all Members of the FORMULA FORD REGISTER and others connected with this type of competition are expected to assist in keeping the cost of FORMULA FORD racing within reasonable bounds, and not to participate in any action which may cause costs to escalate.
4. Type of Car - FORMULA FORD is open to single seater cars with open coachwork as defined by the FIA for Formulae 1, 2 and 3 and complying with RAC Vehicle Regulations, using a standard, normal Cortina GT engine.
5. The Engine

- (a) As from 1st January 1970 the 1500 c.c. engine is no longer eligible.
1600 c.c. cross flow engines only will be admitted.
- (b) Balancing is permitted. Polishing is also permitted but this is considered only to clean up the rough surface and must not alter the profile or shape of any part in any way unless otherwise stated.
- (c) Compression Ratio. This must not exceed 9.5:1 (equivalent to a 47 cc combustion space in a standard engine or 48 cc in a 30 thou overbored unit). If a scrutineer finds it necessary to seal the top of the piston with grease in order to make a check then 1.64 cc will be allowed for the area between the top of the piston and the top of the top ring.
- (d) The Block. Boreing for standard oversize pistons is permitted to a maximum of .30". The surface of the block may be skimmed.
- (e) Cylinder Head.

Depth of Combustion Chamber	.12"
Maximum length of Combustion Chamber	3.154"
Diameter of ports at manifold face of head	- Inlet 1.372 max Exhaust 1.158 max
Head Volume per cylinder	7.8cc min
<u>Note - Port shapes and Combustion Chambers.</u>	

In future it is permissible to re-shape inlet and exhaust ports to the exclusion of metal but not to the addition of same providing the diameter of the ports at the manifold faces still remain to the original regulations. The cylinder head combustion chamber cannot be re-profiled as this is a fully machined part, polishing only is allowed.

Non-standard rocker covers are permitted provided that they in no way improve the performance of the engine. The breather take off may be situated at either end of the rocker cover.

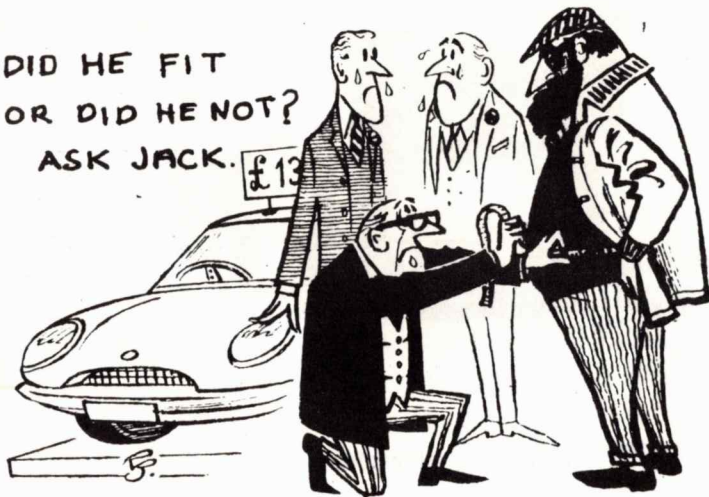
- (f) Inlet Manifold
 Outer Ports 1.48 x 1.28" max
 Inner Ports 1.28" max
 Carburettor flange
 2.910"-3.060" x 1.321"-1.389"
 Machining the carburettor seat to the horizontal is permitted.
- (g) Pistons.
 Depth of bowl (+ .005) .5"
 Centre line of gudgeon pin to crown
 1.739" max. 1.735" min.
 Overall height 3.3"
 Weight with rings and pins - 573gms min
 Weight of pin (+ 2gms) 115 gms
 All three piston rings must be fitted.
 Apex 3 piece oil control rings are allowed.
 The only + .030" pistons eligible are FoMoCo part number 273E 6102C (Casting No. 6110). These parts are available from Ford Performance Parts Sales at Boreham.
- (h) Valves.
 Distance apart at centres 1.538"-1.542"
 Maximum distance across face -
 Inlet 1.498"-1.502"
 Exhaust 1.248"-1.252"
 Overall lengths -
 Inlet 4.274"-4.286"
 Exhaust 4.254"-4.266"
 Weight -
 Inlet 79 gms min
 Exhaust 63 gms min
 Re-profiling is not permitted and the original 45° seat angle must remain.
- (i) Camshaft
 Lobes, heel to toe -
 Inlet 1.3111" max
 Exhaust 1.3122" max
 Lift at spring cap -
 Inlet * .355"- .356"
 Exhaust * .357"- .358"
 Lift at top of pushrod -
 Inlet .231" max
 Exhaust .232" max
 *Denotes : figures quoted are with nil tappet clearance.
- NOTE: The camshaft must be standard 116E part fully manufactured, machined and ground by the Ford Motor Company and it is considered illegal to re-grind profiles from a camshaft blank. Tuft riding of the camshaft is permitted.
- (j) Valve Springs.
 Diameter 1.15" max
 Diameter of wire .150" - .154"
 Diameter of cap 1.07"
 Material free double springs are not permitted.
- (k) Pushrod.
 Minimum mean stem diameter .25"
 Overall length 7.63" - 7.66"
 Weight 49.5 50.5gms
- (l) Connecting Rods.
 Weight 645 gms min
 Standard Cortina GT connecting rods only may be used and the profile must not be altered. Weight is with small end bush and bolts but without big end bearing - shells.

- (m) Crankshaft.
 Weight 23.88 lb (+ 4 oz)
 Crankshaft pulley. Free tooth belt drive is permitted. Mechanical re-counter drive is permitted. Tuft riding is permitted.
- (n) Flywheel.
 Standard Cortina GT part. Weight with ring gear, dowels and clutch - 24lb 4 oz min
- (o) Camshaft Timing.
 With tappet setting at .016" inlet and .026" exhaust.
 Inlet fully open 109° ATDC
 Base Circle Radius .538" - .542"
 Exhaust fully open 109° BTDC
 Base Circle Radius .538" - .542"
- (p) Rockers.
 Standard rockers with no polishing whatsoever.

ANCILLARIES.

6. Carburettor.
 The air cleaner may be removed and substituted by a "trumpet". Jets may be changed. Choke sizes may not be increased (26/27). The 1500 cc carburettor (part No. 118E 9510F) may be fitted to a 1600 cc unit. It is permitted to modify this unit so that both butterflies open together. External anti-surge pipes may be fitted. The cold start device may be removed.
7. Exhaust Manifold - Free.
8. Lubrication System.
 Oil sump and pump free.
 "Dry Sump" is permitted.
9. Cooling System.
 Radiator, fan and water pump free. Tooth belt drive is permitted.
10. Electrical Equipment.
 Dynamo is optional but if fitted must comply with the standard specification. Only standard Autolite or Lucas distributors may be fitted. Transistorised ignition is not permitted.
 Other parts free.
11. Gearbox.
 Not more than four forward and one reverse, all of which must be operable from the driving seat, otherwise free.
12. Clutch.
 Including attachment to flywheel free for 1970. Standard clutches only for 1971.
13. Drive.
 Rear wheel drive only, final drive free, but torque biasing differential not permitted.
14. Steering Gear - Free.
15. Wheels.
 Only 13" steel disc type with maximum rim width of 5½". Rims must be of standard manufacture but the offset of the centre disc may be altered. For safety reasons it is strongly recommended that weekly checks are carried out and that wheels are renewed at least twice a year.

DID HE FIT
OR DID HE NOT?
ASK JACK.



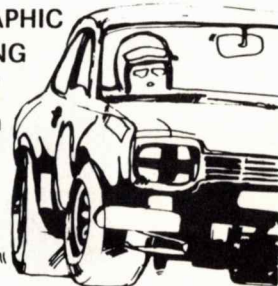
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IVY STEPHENSON - FIAT 1500



PETER BATTEN -

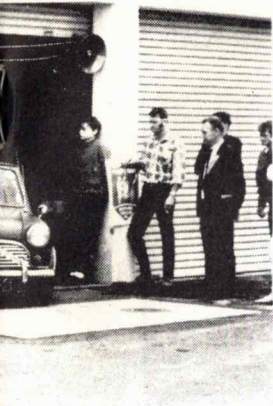
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WHO SAW THE SPEED TRAP?



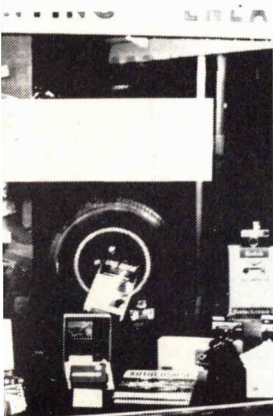
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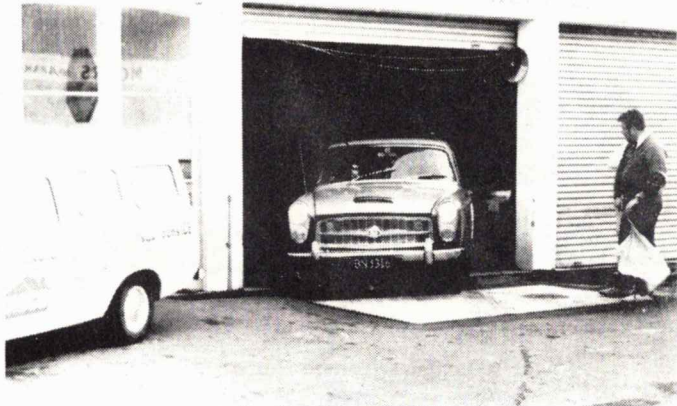
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16. Brakes.
Alloy calipers are not permitted, otherwise free.
17. Fuel Pump.
Free for 1970. For 1971 a standard engine mounted fuel pump only will be permitted.
18. Chassis.
Must be of tubular construction with no stress-bearing panels except bulkhead and undertray, but the curvature of the undertray must not exceed 1". Tubes may transport liquid. Monocoque construction is not permitted.
19. Body.
Aerofoils and spoilers are not permitted, otherwise free within the limits of 4.
20. Fuel Tanks.
See paragraph 26.
21. Suspension and Running Gear.
With the exception of springs, hub adaptors, rear hub carriers and bearing bushes all parts must be of steel. Spacers must not exceed 1½", otherwise free.
22. Shock Absorbers. Free.
23. Tyres.
Racing tyres are not permitted, otherwise free, within standard production retail range as specified in Section 1 of RAC Tyre Regulations or readily available through normal channels outside the United Kingdom. Re-mould and re-capped tyres are not permitted.
24. Weight.
Minimum weight 400 kgs (881.6lb). Any ballast which is carried must be permanently fixed and be made an integral part of the vehicle by welding, brazing or riveting.
25. Seat Belts.
Full harness mounting points must be fitted on the chassis and the wearing of a seat harness is strongly recommended.
26. Safety Regulations.
Regulations which are applicable to Formula 3 will now apply to Formula Ford in respect of the following items.
 - (a) Roll bar dimensions and materials.
 - (b) Oil catch tank.
 - (c) Cables, lines and electrical equipment.
 - (d) Fuel tanks.
 - (e) Tank fillers and caps.
 - (f) Electric circuit breakers.

NOTE: All information on the above points can be found in the FIA Year Book.
27. ELIGIBILITY OF DRIVERS:
No driver who has won the European Formula Ford Championship, the Les Leston Formula Ford Championship or who fulfills the qualification requirements for full membership of the BRDC will be permitted to compete in this Formula after the conclusion of the season in which he attains these qualifications. These requirements are:-
 - (a) They must compete in at least two season's racing with participation in not less than six Speed events of any type in each season.

(b) In the second season, or subsequently, they must have competed in not fewer than four races which must be international or National Open, and in at least two of these four events, the candidates must have been places 1st, 2nd or 3rd in general classification, when the race is more than 50 miles but less than 100 miles in length, or finish higher than 10th in races over 100 miles.

NOTE: Where two drivers handle the same car in a race, both drivers would be eligible if each drive for not less than 100 miles and the car was classed as a finisher. In races for 100 miles or more a car will be regarded as having finished only if it has completed 80 per cent of the race distance set for its class.

28. Any driver found to be driving a car which does not comply with the Formula Ford Regulations will be disqualified from the Championship of which the event in question is part.

From the "Formula Ford 1970 Yearbook"
Great Britain.

letter's to the editor

122 Western Springs Road,
Western Springs,
AUCKLAND. 3.

5th May, 1970.

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

Dear Sir,

This is just a short letter to record my praise and thanks for the greatest trial ever - the "TISCO".

To all those concerned (and in particular Mr and Mrs Willard Martin, Arthur McWatt, Phil Jukes, Pete Meggison, Peter Chapman, Barry Webber, Rob Williams, Des Bell, F. Hansford, Ben Hamilton, P. Allely, A. Wilson, Doug Benefield and Trevor Birch - without whom it just wouldn't have been possible), I think should go a special thanks for the organisation and publicity which must have taken them considerable time, expense and energy. Their efforts haven't only done the club a lot of good, but also the whole trialling world has gained - in both experience and publicity.

Hope that the "TISCO" comes round again next year.

Yours sincerely,
Jacqui Knight (Miss)



RALLY ROUNDUP



Well the TISCO has been run and I think generally well received by competitors in the main. Congratulations to Ron Perillo who with one of his sponsor's products (?) perched precariously on the roof rack appropriately enough swept all before him to clearly win the event. After the "Special Award" he received in the last Auckland Car Club Gold Star I am given to understand that on this occasion he kept a very light foot on the loud pedal in restricted speed areas. A very nice little trap after crossing the Waitakaruru River caught quite a few competitors, only those keeping a sharp lookout, or accurately timekeeping finding the road on the left which led them into a check and additional instructions to take them around the block and back to the original course. Forest sections were clearly plotted, competitors having little or no opportunity to go off course and comments from most were very favourable.

A point which cropped up in the compiling of results was the number of competitors who neglected to add 2 minutes to their running time for the final touring section, clocking in 40 minutes instead of 42 minutes after their departure time from the previous control. This failing was by no means restricted to novices or comparative newcomers but was apparent in the results of several well known and experienced triallists. Just a thought but well worth keeping in mind.

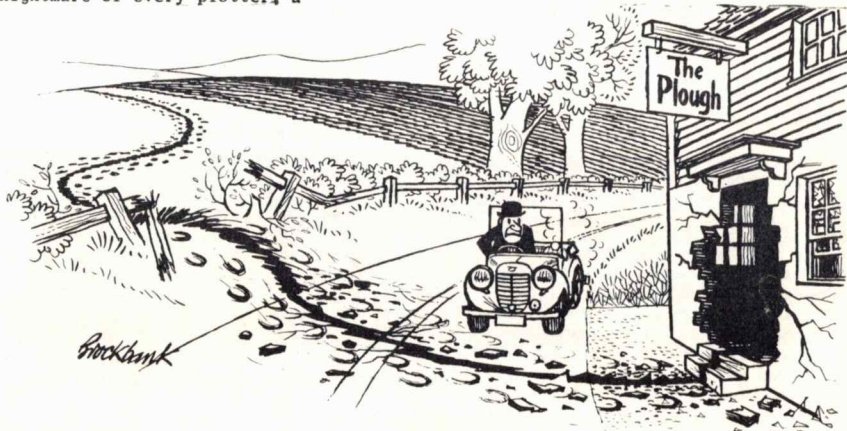
I recently had the opportunity of going for a ride as an "extra" on a trial run by another club in the Auckland area. This event was generally well plotted, except for one error, which is the nightmare of every plotter, a

transposition of direction, west being printed in the instructions instead of east. I am very hacked off about one "road" the plotter used, have seen it several times when driving through the area and have had it in mind to use this one in some future trial but the dirty beast beat me to it. Still it will keep for the future.

Understand Eden Motor Club have gone into recess and their date for Mercury Trophy has now been taken over by VW making the series one event shorter and closing one month earlier than originally scheduled.

Have mixed feelings about the new schedule of licences being introduced by MANZ. O.K. so the guy who only wants to compete in closed club trials doesn't need a licence, he didn't before anyhow, but if he feels he is getting a little more proficient and feels he would like to turn out for his club in say a Mercury Trophy event (which are invitation events) he has to fork out five bucks and is automatically in the same category regarding a licence as the big time Gold Star specialist who may be a sponsor and is trotting up and down the country chasing points and the subsequent prize money. Feel that there should be some form of basic licence or at least that the "Restricted" licence be extended to cover trials and the National licence be applicable to speed and racing events. Personally I feel this grading and the attached fee will deter some people from venturing further afield than closed club events and both the sport and MANZ will be the poorer for it in all senses of the word.

HANS SPOTT



We started out on a cool fine Saturday morning on the right foot, but it didn't take long for the left foot to get out of step. On this, our first Gold Star Trial, the column of 63 cars headed South and then West from Papakura at two minute intervals towards the Waiuku State Forest for the first of the two special sections. We lost a bit of time getting there but nevertheless enjoyed a quick five mile thrash through the forest.

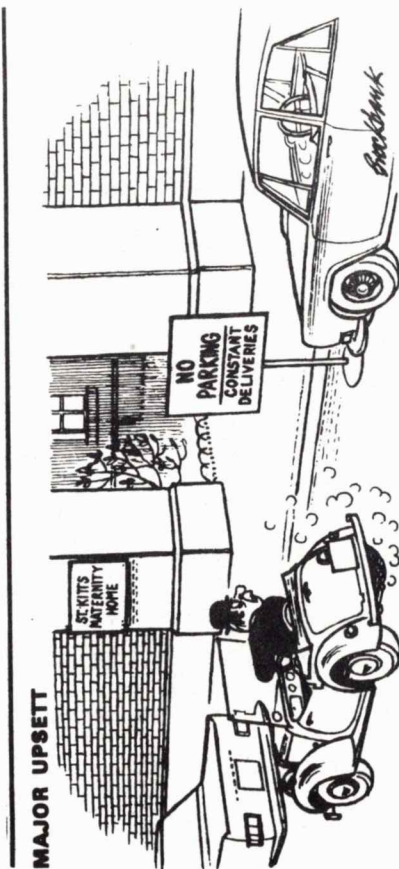
Section 3 saw us heading east and we missed our first Check in Dazeley Rd, a neat trap in sign post reading easily avoided by the more alert crews. We picked up the remaining Checks in this section without too much bother and headed on to State Highway 2. The touring section was a straight forward amble which took us to the second special section in the Maramarua State Forest. A wrong turning added on a few more miles than was intended but we picked up the right road again and obliged for the T.V. cameras. Section 6 took us back to State Highway 2 and the Hauraki Plains and our second missed Check on route to Paeroa for the welcomed meal halt.

An hour's nourishment and rest period helped us to prepare for another onslaught into the second half. A short straight forward section took us from Paeroa to the Eastern edge of the map for the map reading section. Plotted half a dozen road blocks and we fell into the first trap of not using a loop in Top Rd. We picked up the Martins Road and Rd just in time but missed the additional instruction U turns and Checks. Then we were into Tulips which took us back to State Highway 2 and then off to the left to come out on State Highway 1 near Mercer, for us too far South and more missed Checks.

The Control at Pokeno signalled the start of Section 10 and a written straight line diagram took us through Tuakau. I was never keen on straight line diagrams so it didn't take us long to get lost but surprisingly only missed one Check. The second sub section was very tricky and skirted around the back of Pukekohe. At one junction we saw a number of cars come and go in all directions. Being hopelessly lost, we had to forego this and the third sub section to pick up the Control at Papakura.

From here a touring section took us to the finish at the Clubrooms where replenishments were available for empty stomachs and shattered morals. An enjoyable trial in which we learn't a few tricks and we look forward to next year's event.

PETER BATTEN



TROPHY DAY : SUNDAY : 10TH MAY

On Sunday, 10th May 1970, members of the Auckland Car Club descended upon their shrine of motor racing at Pukekohe for the Club Circuit Championship meeting.

Being a competitor I made my way out and arrived there at 10.00 a.m. for scurrying with last minute worries about whether the car would still be in one piece after they had pushed, pulled and poked it about. With a sigh of relief my form was filled in with no defects to the car.

With wife and baby in the passenger seat, together with pram and other accessories that go with a family outing we took our place in the Pits. Last minute adjustments - removal of manifolds and replacing them with scaffold tubing for extra strength - were swiftly made. It was then time to survey the field of opponents, or should I say, fellow competitors.

As jousting did not commence for some time I stole a few glances around to pick up a few tips, some of which were helpful, but alas, too late to remedy as a frantic last minute engine change would not give me enough time to get the car prepared again before everyone went home. While everybody else was treating their cars with loving care and attention I sat there picking the rust off the body work, hoping against hope that nobody would be in the position to modify my body work in any way. During this time the wife is walking around with a long face and I can imagine the thoughts that were passing through her mind - for example - if he dents it I will divorce him and if it blows up I am not walking home - he can. All this I might say added to my confidence.

The minutes ticked by and the field grew to approximately 85 competitors. Everybody had one thing in mind and that was to win a cup for their wife, girlfriend or mother to polish and place on the mantelpiece. I myself by this time thought I would be very grateful if I could just get around the circuit without causing any major mishap.

As this was my first speed event a little chat with Laurie Powell was called for enquiring whether I knew what the blue flag was for, as well as the yellows, whites, etc. Having convinced him that I had the basic knowledge of this and with a friendly "Good Luck" it was back to the butterflies and nerves again.

Fortunately up to this time the weather had been good. It was comforting, as a novice, to have the reassurance that the track was dry and in good order. Then came the shout "Standard Production Saloons for Practice". The butterflies got bigger and with a great flurry I rushed round the car making sure the wheels were still on it, etc. and that the thing would start.

Then it was our turn. The Production Saloons came through unscathed so one must assume at the time that my chances of survival were good. As it was too late to turn back I tentatively ventured forward to the holy of holies - the Club Circuit. Sitting amongst so many cars making so much noise was a trifle unnerving. Then, as if someone had kicked over a nest of wasps it was first gear, boot down and hang on. It is a wonderful sensation going flat out and having every car pass you but I still managed to get round the practice unscathed and back to the Pits.

During the time between the start of the meeting and Race 3, which was my slot, I tried to think what I was doing here as it seemed so unreal. All my life I have wanted to race but never thought it would come true and here I was for the first time out, waiting with other members of the Club to find out what it was really like.

On reflection at the end of the meeting I think it would be true to say that I have never come across such a bunch of "nuts" in all my life - no reflection on the driving ability of the guys but it frightened the pants off me.

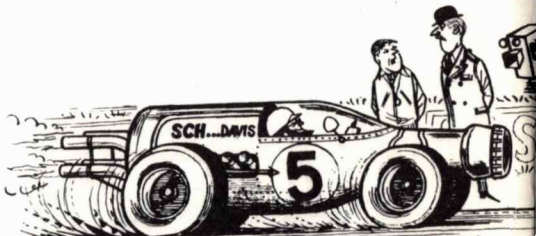
I would like to say that normally scratch racing is enjoyable when you are at the back as you know that the guys that are faster than you have a fifty-fifty chance of catching you so you have more or less got the track to yourself. In that sense I understand defeat. In the handicap race, however, being the slowest car I was first away and Man the power it gives you to know that on-one is in front of you. I ceased becoming a human being and turned into a demon with power but alas it was short lived. On the third lap all hell was let loose. I felt like a minnow in a pool of sharks. I think the only way I was not overtaken was over the top and I am still not quite sure whether someone crept under the car or not.

All too soon the day had finished and it was time to go and apart from the fact that the car has got to have a major overhaul it was an inexpensive day's racing. I would like to thank the guys whose way I got in for their tolerance and the organisers for a really good day of motor racing.

As the next meeting is not for some months yet I shall return to do battle once more with a pedal car as I think my chances would be better than with the one I have got at the moment.

BOBLYN

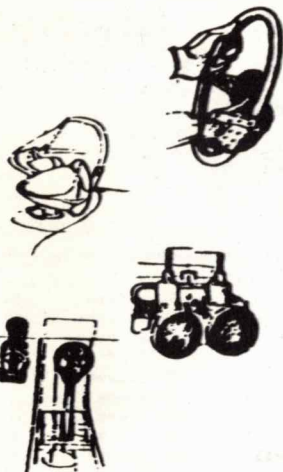
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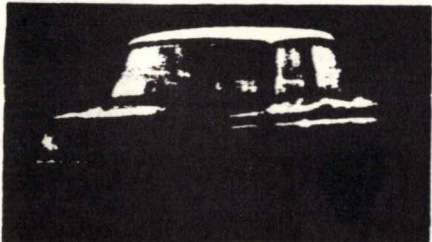
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TRACKSIDE

. . . After trying for some years to score an outright victory in the East African Safari, works Datsun cars finished first and second overall in the event.

. . . After three qualifying rounds in just over a week, Frank Gardner looks well on the way to winning his third RAC British Saloon Car Championship for Ford, driving his Motor Racing Research-prepared 4956 c.c. Ford Boss Mustang. He has won each round most convincingly, establishing new lap records in every event.

. . . A Lotus 61 was given as the prize for the premier pupil at the Henry Morrogh Racing Drivers' School which operates at Vallelunga, Italy. The contest was won by 23 year old Fiat mechanic, Biagio Cammerone, who won three events in a four-race series recently organised by the school.

. . . The Watkins Glen Corporation announced that their purse for the forthcoming US Grand Prix has been increased again and for the first time reaches the \$250,000 mark. This is the largest sum ever offered for a road race and it will be split amongst the 24 competitors who qualify. Top prize for the race, which will be held on October 4th, will be \$50,000, while last man will receive \$6,000.

. . . The entry list for Indianapolis 500 has now been closed, with the third largest field in the history of the 500, which was held on 30th May. No fewer than 84 cars have been entered for the race, with the biggest prize fund in the world.

. . . Vic Elford recently signed on the line to drive a Dodge in the rich American Trans-Am Series. He will join Sam Posey in Ray Caldwell's Autodynamics team, the leading organisation supporting the marque.

. . . Questioned on his racing activities outside Formula 1, Graham Hill said that at the moment he had not definite plans but he would very much like to go Formula 2 again.

. . . The Tokyo Racing Car Show was notable for the number of miniaturised Can-Am cars shown - some with Honda 360 c.c. power plants!

. . . A new name has entered the Formula 1 tyre war - Michelin - The French company has been working at test sessions with Ferrari for some time and now feel they have developed a tyre which is competitive with the products of the three British based companies. Little was being said about the rubber although the letter 'X' was clearly moulded in the side and the tyres are thought to be radials, unlike other racing tyres.

. . . The successful British Saloon Car Championship winning Equipe Arden returns to racing after missing the first three rounds of the 1970 Championship. This year the Arden Mini will have a 1300 c.c. engine rather than the 1000 c.c. used last year by Alec Poole and Gordon Spice will be the driver.



New Members

Robert Graham	Glen Eden	Hillman
Michael Allen	Papatoetoe	Hillman
Peter Brant	Papatoetoe	Riley Elf
Grant Penney	Milford	Triumph Hera
Geoff Perry	Greenlane	Suzuki 500
Garry Thomas	Takapuna	
Rex Pulman	Manurewa	Lotus Cortin
Frederik Engelberts	Birkdale	Morris
John Campbell	Northcote	Mini
Alan Davie	Auckland	Riley Elf
Graham Ward	Swanson	
David Henderson	Mt Roskill	Cortina
Tim Carev	Royal Oak	Mitsubishi Co
Bernard Donovan	Mairangi Bay	Anglia
Michael Hole	Parnell	Lotus Europa
Geoffrey Dixon	Howick	Simca 1000
M.G. Stephens	Manurewa	M.G.T.D.
Rex Findlay	Epsom	Falcon G.T.
Leonard Parkin	Oratia	
Ray Easton	Blockhouse Bay	Vauxhall
Ben Mitchell	Auckland	Mini 1000
Ronald Williams	Mt Eden	XK120 Jaguar

-- Trevor Jessen
John Meikle
John Freer
Susan Lewers
Robin Levers
Edward Terrill
Simon Manhire
Dennis Sampson
Andrew Whittome
David Bellamy
Louis Reidt
Stephen Pearson
Peter Mitchell
Frank Milligan
Alan Jack
Ross MacDonald
Wayne Walker
Noeleen Wilson
Geoffrey Strang
Desmond Burrows
Ian Gill
Ronald Copeland
Geoffrey Campbell
Gary Weaver
Julian Van Rompaey
Michael Margolin
John Spear
Frank Bakarich
James Durrant
Anthony Wakelin

V.W.
Hillman Hunter
Austin 1300
Morris 1100
Morris 1100
Vauxhall Viva
Morris 1100
Mini Max
B.M.C. 1100
Triumph Herald
Hillman Minx
Hillman Minx
Ford Zephyr
Anglia 105E
Toyota

M.G.
V.W.
Austin Healey
Formula Vee
Ford Prefect
Vauxhall
Ford Anglia
Morris Cooper
Austin 1100
Morris Mini
Morris Mini
Riley Elf
Toyota
Mini 998

RESULTS OF CLUB CHAMPIONSHIP MEETING : SUNDAY 10th MAY 1970

RACE 1 - STANDARD PRODUCTION SALOONS:

NO.	DRIVER	CAR	C.C.	
44	R. Duirs	Jaguar	3781	1st
73	A. Woolf	Triumph P.I.	1990	2nd
66	P. Adams	BMW 2002	1297	3rd

RACE 2 - SALOONS 0 - 1000 C.C. 'A':

49	P. Sharp	A/Cooper S	985	1st
100	R. Cooke	A/Cooper S	999	2nd
165	P. Levet	Hillman Imp	998	3rd

RACE 3 - SALOONS 0 - 1000 C.C. 'B':

93	M. Petch	Mini Van	848	1st
55	J. Miller	A/Cooper	998	2nd
53	B. Donovan	Ford Anglia	1000	3rd

RACE 4 - SALOONS 1001 - 1300 C.C.:

112	P. Brocklehurst	A/Cooper S	1299	1st
123	J. Mannion	Mini	1275	2nd
35	P. Batten	M/Cooper S	1293	3rd

RACE 5 - SALOONS 1301 C.C. & OVER:

163	J. Nazer	Ford Escort	1860	1st
72	A. Woolf	Triumph Vitesse	2498	2nd
176	B. Homewood	Ford Anglia	1550	3rd

RACE 6 - FORMULA VEES:

34	I. Berry	Ike Vee	1192	1st
26	P. Mahoney	Vee	1192	2nd
5	B. Allen	Vee	1192	3rd

RACE 7 - SINGLE SEATERS:

2	A. Hopkins	Cooper Norton	500	1st
24	M. Firth	Norton Special	748	2nd
11	S. Hooper	M.E.R.	1275	3rd

RACE 8 - SPORTS CARS:

22	J. Boyd	Lola T70	5900	1st
25	G. McGregor	Cooper Bobtail	1700	2nd
91	B. Cliff	Meridian U2	1622	3rd

RACE 9 - STANDARD PRODUCTION SALOONS:

80	F. Radisich	Monaro	5740	1st
44	R. Duirs	Jaguar	3781	2nd
73	A. Woolf	Triumph P.I.	1990	3rd

RACE 10 - SALOONS:

88	P. Hayes	Ford Cortina	1498	1st
65	R. Robinson	A40 Farina	998	2nd
52	A. Robinson	Austin Mini	1098	3rd

RACE 11 - SALOONS:

51	D. Williams	Ford Cortina	2997	1st
93	M. Petch	Mini Van	998	2nd
90	G. Moon	Austin Mini	940	3rd

RACE 12 - SALOONS:

143	R. Findlay	Ford A30	1475	1st
89	R. Hanbury	M/Cooper	998	2nd
42	D. Phillips	Austin A40	1498	3rd

RACE 12A - SALOONS:

163	J. Nazer	Ford Escort	1860	1st
112	P. Brocklehurst	A/Cooper S	1299	2nd
123	J. Mannion	Mini	1275	3rd

RACE 14 - SINGLE SEATERS & FORTULA VEES:

24	M. Firth	Norton Special	748	1st
2	A. Hopkins	Cooper Norton	500	2nd
26	P. Mahoney	Formula Vee	1192	3rd

RACE 15 - SPORTS CARS:

22	J. Boyd	Lola T70	5900	1st
25	G. McGregor	Cooper Bobtail	1700	2nd
37	E. Swinbourn	Morgan	2190	3rd

RACE 16 - STANDARD PRODUCTION SALOONS HANDICAP:

80	F. Radisich	Monaro	5740	1st
56	W. Jones	Simca	1118	2nd
44	R. Duirs	Jaguar	3781	3rd

RACE 17 - SALOONS 0 - 1000 C.C. HANDICAP 'A':

49	P. Sharp	A/Cooper S	985	1st
43	R. Collingwood	M/Cooper S	998	2nd
90	B. Moon	Austin Mini	940	2nd

RACE 18 - SALOONS 0 - 1000 C.C. HANDICAP 'B':

55	J. Miller	Austin Cooper	998	1st
20	P. Edean	Austin Mini	920	2nd
93	M. Petch	Mini Van	998	3rd

RACE 19 - SALOONS 1001 - 1300 C.C. HANDICAP:

52	A. Robinson	Austin Mini	1098	1st
70	V. Newlove	Ford Cortina	1200	2nd
112	P. Brocklehurst	A/Cooper S	1299	3rd

RACE 20 - SALOONS 1301 C.C. & OVER HANDICAP:

163	J. Nazer	Ford Escort	1860	1st
72	A. Woolf	Triumph Vitesse	2498	2nd
143	R. Findlay	Ford A30	1475	3rd

RACE 21 - SINGLE SEATERS HANDICAP:

83	K. Flashman	Cooper Vincent	998	1st
5	R. Allen	Formula Vee	1192	2nd
3	M. Jones	Formula Vee	1193	3rd

RACE 22 - SPORTS CARS HANDICAP:

22	J. Boyd	Lola T70	5900	1st
69	D. Haydon	Triumph Spitfire	1296	2nd
37	E. Swinbourn	Morgan	2190	3rd

RACE 23 - STANDARD PRODUCTION:

73	A. Woolf	Triumph P.I.	1990	1st
80	F. Radisich	Monaro	5740	2nd
56	W. Jones	Simca	1118	3rd

RACE 24 - SALOONS 0 - 1000 C.C.:

49	P. Sharp	A/Cooper S	985	1st
43	R. Collingwood	M/Cooper S	970	2nd
89	R. Hanbury	Morris Cooper	998	3rd

RACE 25 - SALOONS - 1001 C.C. & OVER:

52	A. Robinson	Austin Mini	1098	1st
112	P. Brocklehurst	A/Cooper S	1299	2nd
88	P. Hayes	Ford Cortina	1498	3rd



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!



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SHOUTS & murmurs



FOR SALE FOR TWIN CAM ESCORT:

Part No.	Item	Price
CD 66 00 SR	Complete Oil Cooler Kit	\$50
CSM 105E 7505	Magnesium bell housing	\$69
CSM 2821E 7A039	Magnesium gear tunnel extension	\$113
C 2111 F	Wheel arch extension, to enable 8½" wheels to be fitted.	\$112

All the above parts are new and are priced considerably below list price.
 Apply - J. Carney, P.O. Box 189, Whangarei.
 Telephone 71-835 Whangarei.

CORTINA MOTORS:

- 1800 c.c. - short ass) - or complete
- 1650 c.c. - complete) with side draught
- 1600 c.c. - complete) or down draught
- 1340 c.c. - short ass) Webers

Will trade stock motors plus cash difference.
 Contact Don Halliday - Phone 687-575

- B.M.C. 649 camshaft, used once.
- New Austin 1300 Pistons.
- Mini Motor - 28,000 miles.

Contact Peter Sharp : Phone 586-421

- A40 Farina 62 - Modified Motor 998 c.c.
- Modified Suspension, etc. \$1200 o.n.o.

Contact R. Robinson : Phone 82-483

- 1 Mini Sump Guard - \$8
- 1 Small Core Competition Oil Cooler and Fittings suit Mini Cooper 'S' - \$35
- 1 Set Competition Brake Pads - \$8
- 1 Competition Clutch Pressure Plate - \$6
- 4 Mini Cooper Hub Caps \$3.00 each
- 1 Rallye Seat Cover (Black) - \$16
- 1 Genuine 731 B.M.C. Camshaft - \$38
- 4 4½J Cooper S Wheels - Silver Grey Finish - \$48 the set

Contact Ross Annabell - Phone 665-751

WANTED : Hard top suitable for Austin Healey 100/4. Phone 594-049 Mr Strang.

This month sees the introduction of Feminine Viewpoint. Well known women racing driver, Judy Hanbury, has accepted the task of collecting and compiling news and views of the women of the Club. C'mon girls, if you have anything to offer contact Judy Hanbury C/- of the Bulletin Editor.

Formula 'C' races will be run at Pukekohe National race meetings. The three promoters are discussing the proposals to establish a Pukekohe Formula C Championship series.

Barry Webber tried his hand at warming pies at our last Club Circuit meeting. The result was five beautiful pies. His new nickname is "King Alfred".

Some of the cars on display at the recent Pakuranga Motor Show must have appealed to the visitors to the show. One new car was located at Tokoroa.

Have you all seen the mighty new 343 cu. in. Rambler Javlin on display at Seabrook Fowlds. This is a R.H.D. Auto model.

Reports on the TISCO Trial appeared as far away as Invercargill!

Watch for "Wheelbase". This is a B.B.C. television programme on Motor Sport events in Britain and Europe.

Would the person who found the wallet in the Clubrooms and posted it to the owner on the 15th May please phone 886-107

TISCO

FINAL RESULTS

44	R.B. Perillo	64.5
28	J.H. Scott	263.1
47	M.J. Smith	274.7
15	G.A. Lupton	322.8
20	R. Spence	339.7
4	G. Meekings	364.4
52	B.E. Green	366.6
40	L. Evans	371.7
14	A. Boyle	416.7
16	Miss J. Greenwell	417.6
31	M. Chandler	485.2
27	R. Haldane	491.0



**Photo's by
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lindsay**

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24

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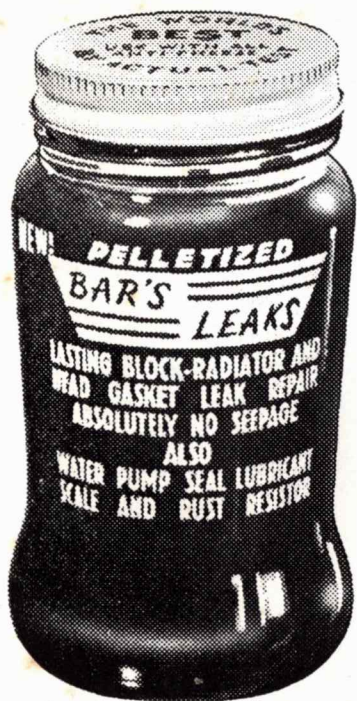
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