

BULLETIN



JULY 70

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— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

44 Stoddard Road

Mt. Roskill

Phone 699-797

P.O. Box 2591, Auckland
July 1970

CLUB OFFICERS

President :

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

Vice-Presidents :

L. F. Rankin.
Phone 84-164 Papakura.
3 Arthur Place, Papakura.
J. Ivers. Phone 7738, Glen Eden.
28 Archibald Road, Glen Eden.

Secretary and Treasurer :

G. J. McKinstry, A.C.A.
Phone 373-484

Executive :

B. J. Hamilton, E. G. Mallard,
P. C. Allely, W. J. Martin,

J. H. Crombie, J. Read, P. Levet,
I. J. Inwood, M. J. Marshall.

Club Captain :

R. E. Brown,
9 Crecy Place, Avondale.

Deputy Club Captain :

P. Levet. Phone 52-955.
9 Clovernook Road, Newmarket.

Chairmen of Sub-Committees :

Club House : J. Read (GLE 5204)
Trials : W. J. Martin
(POP 83-554)
Racing : L. F. Rankin
(Papakura 84-164)
Speed : J. Crombie
(373-138)

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

Bulletin : B. J. Blacklock
(69-465 Henderson)
250 Te Atatu Road,
Te Atatu South.

Membership Secretary :

B. J. Hamilton. Phone POP 48-520

Competition Licence Officer :

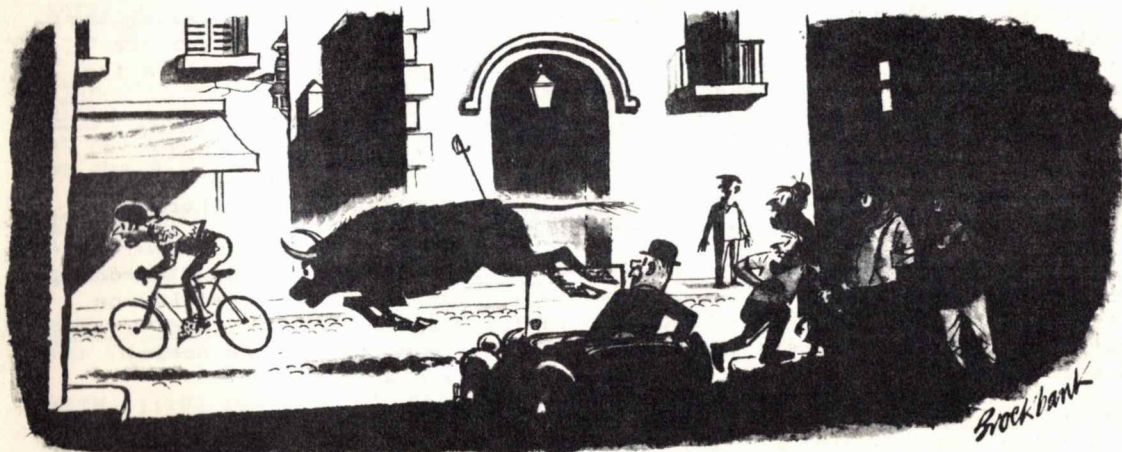
T. Molloy. Phone 654-048

Security Officer :

H. G. Southee. Phone 607-682

Custodian :

W. Ferris. Phone 674-071.



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

16TH JULY - 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.

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.

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 1.00 a.m. Scrutineering commences at 10.30 a.m.

26TH JULY - SUNDAY AFTERNOON TRIAL - Starts at 2 p.m. Farmers Trading Company Car Park, Papakura - Finishes at the Clubrooms. Approximate duration is 2 hours. Counts for Exide Trophy points. Map required Auckland N42 3rd Edition 1st August 1966. However map reading short and simple. Sealed Clock is also required.

1ST AUGUST - SATURDAY NIGHT - SOCIAL AND DANCE to be held at the Clubrooms, 44 Stoddard Road, Mount Roskill. Pre-Social hour in the Members' Lounge from 7.00 p.m. Dancing from 8.00 p.m. to 12.30 p.m. Good Band and Excellent Supper. Tickets are available from any member of the Social Committee at \$1.50 each. Be in early or you may miss out.

9TH AUGUST - SUNDAY - Auckland Car Club v Pukekohe Car Club. Darts and Table Tennis. Starts 2 p.m. at the Auckland Car Club Clubrooms. Supporters from both Clubs welcome.

20TH AUGUST - THURSDAY - CLUB NIGHT - FILM EVENING.

SATURDAY 22ND AUGUST 1970 - MERCURY TROPHY TRIAL - SPRING INVITATION TRIAL
Starting from Seabrook Fowlds (Papakura) Ltd, Great South Road, Papakura.
Entries on the day from 12 noon. Entry Fee - 75 cents per person (to cover increased insurance costs). Starting time 1 p.m. Duration 6 hours.
Maps Required are Pukekohe Sheet N47 Pt N46, 2nd Edition 1st February 1964. Mangatawhiri N48, 3rd edition, 1st July 1964. There will be a refuelling stop approximately half way through. Competitors are advised to carry their own refreshments as there will only be limited facilities. The trial will finish at the Auckland Car Club Clubrooms, 44 Stoddard Road, Mt. Roskill.

This event will incorporate the Light Car Trial with trophies for the highest placed driver and navigator in a car under 1200 c.c.
There will also be a teams prize for the highest placed team of three cars all under 1200 c.c. from the same club.



OPEN & INVITATION

12TH JULY - SUNDAY - PUKEKOHE CAR CLUB MONSOON TRIAL - This is a Mercury Trophy Event. Start Roselands, Papakura. First car away at 10.00 a.m. No essential maps. 1 hour lunch break - This will take place at a hot pool, and competitors are advised to bring swimming togs and lunch as only soft drinks and confectionery are available in the hot pool area. Entry fee \$1.20 per person which includes public liability insurance, entry fee to hot pool and afternoon tea at the end of the trial. Duration approximately 5 hours. Fuel required for 110 miles. A.S.R.'s available from P.O. Box 174, Pukekohe.

18TH JULY - SATURDAY - WHAKATANE CAR CLUB GOLD STAR TRIAL - Contact P.O. Box 157, Whakatane, for further details.

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 Street, Manurewa.

15TH AUGUST - SATURDAY - LEVIN MOTOR RACING CLUB GOLD STAR TRIAL - Approximate duration 12 hours. A.S.R.'s and Entry Forms available from the Secretary, Miss B.A. Brown, 15 Morris Street, Palmerston North.

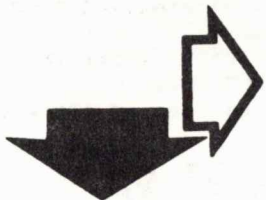
16TH AUGUST - SUNDAY - HAMILTON CAR CLUB OPEN RALLY CROSS at Hopa Hopa. For further details see John Crombie.

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

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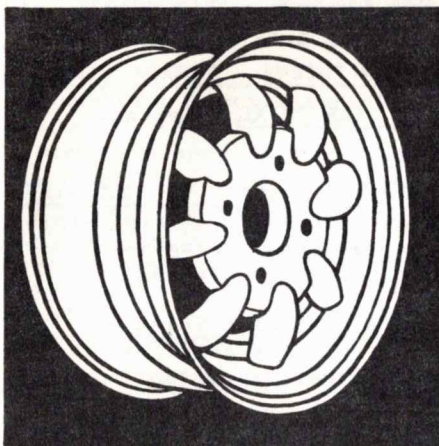
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Learners Trial

We left home at 1.30 giving us plenty of time to get to Henderson. However, a track rod broke in Karangahape Road and it had to be taken off. This put us late and we did not leave until near the end of the field of 32 cars. A good turnout seeing the weather was not the best.

We turned right out of the Henderson Car-park, right again into Henderson Valley Road and then through back roads to Redwood Park. After checking out the NO EXIT road which leads to the Waitakere Filter Station - off course of course, as No Exit roads were deemed to be non-existent, we followed a HENDERSON 2M sign instead of a HENDERSON 2 MILES sign and missed the first manned Check, Mr Jukes, who was evidently handing out wrong times to known trialists. By not getting this Check it messed up our timekeeping, so from then on it was forgotten about. We proceeded to follow two Hanham Rd signs and did a big loop passing an appropriately placed Check in Awa Rd which we later noted and then back to Hanham Rd.

From here we went on through Ranui to cross two concrete bridges and follow Swanson 2M signs and back through McEntree Rd to Massey. We then had to keep Massey 2M sign on our right. A few yards past this junction a second Massey 2M sign appeared, which took many expert eyes off the A.C.C. arrow and had competitors heading towards Helensville instead of Auckland. Let nothing more be said about the unmanned Check sign which was also visible from this junction. However, most competitors realised their error and upon retracing their steps saw the arrow and the Check and proceeded on to the North Western Motorway. From here it was a straight forward drive back to the Clubrooms where the results were announced quickly and the plotters explained to competitors how they should have done the trial.

A very well plotted trial and one that a learner should have benefited from competing in. Even the experts made mistakes and it would be no disgrace to have missed Checks.

RESULTS:

1st	J. Hickey
2nd	N. Goodwin
3rd	A. Wilson
4th	P. Chapman

DING-A-LING

NOTICE

MONDAY - 6TH JULY - MANZ TOUR

Mr A. Smithard and Mr R. Frost of M.A.N.Z. will be conducting an open forum on all matters concerning motor sport in New Zealand at the Clubrooms at 8 p.m. All members are invited and questions will be welcome. This is your opportunity to ask about your pet grievance direct with the Chief Executive Officer and President of our governing body.

FEMININE VIEWPOINT

for women only

Overheard in the Club Lounge :

"I suppose once these women get cracking, there'll be no room for the results soon!" grumbled one voice "There'll be a knitting page next!" rejoined another.

* * * * *

Well, well, ladies! Our column seems to have drawn more comment from men than from women. Peter Levet actually has the distinction (?) of being the first male member to be caught reading our pages, but he is by no means the only one - in fact he seems to have started quite a fashion. The comments we have heard have mostly been very favourable but no doubt any very adverse ones would be quite unprintable, or perhaps so bad that the men wouldn't dare to assail our ears with them!

* * * * *

Vice President, Les Rankin, was reported to be rather perturbed at the idea that a women's page should appear in a Car Club magazine. However, the last time we saw him he was just as friendly as ever.

* * * * *

Take heart, ladies, all that effort is appreciated after all! All those who nearly went crazy chopping up cheese for hours on end, must read "Boblyn's" report of the Wine and Cheese Evening. Besides, when an evening goes with such a swing as the last one did, it surely makes the hard day's work seem well worthwhile.

* * * * *

Road Safety Council Seminar : What was it like being on the Panel? It was a somewhat horrifying experience as the meeting was much more solemn than I had anticipated, despite the valiant efforts of compere Peter Sinclair. The panel seemed confined to expounding in turn on the questions in hand, so that there was little pooling of ideas through discussion. Outnumbered by authoritative males and blinded by spotlights, I somehow managed a nervous squeak or two from my end of the bench. But to what avail? Any positive suggestions were almost completely ignored by the Press! - J.C.H.

* * * * *

One woman reader thinks we are all terribly pessimistic. In her view, motor-racing is "Just fabulous!" However another complains that she is always left vigilantly guarding the tool-kit, while the men are away for ages gallivanting around the Pits on some supposedly important errand Yet another sends out a heartfelt plea for a foolproof recipe for keeping her husband on the sidelines ("where he belongs!") Apparently he is threatening to take to the track We suggest that she hold the same threat over his head. They will either both end up chasing each other round Champion, or helping each other to chase up the children! Send your recipes to Feminine Viewpoint urgently.

WARNINGS TO THE UNINITIATED

By and large only two types of women are welcome at the track:-

- A : Glamorous
- B : Useful

Type A need not know the difference between a piston and a con-rod, but must be able by her very presence to boost the male ego before races - and especially after the one he has lost.

Type B must be capable of giving all sorts of assistance uncomplainingly and unobtrusively, without letting any-one know that she is absolutely indispensable.

If you are fortunate enough to be a combination of both types, you are assured of instant success in the motor-racing world.

* * * * *

No special courtesies are extended to women competitors on the track itself. For instance, you won't find any of the "gentlemen" stepping aside to allow you through the corner first! However, if you happen to get there first, they might be so kind as to help you through with a gentle push here and there. In fact, on the track women can find the perfect equality of the sexes, which many are so desperately seeking. So why aren't there more women competitors?

* * * * *

For a more poetic warning take some
"ADVICE FROM A VETERAN"

If perchance upon a summer night,
You meet a handsome chap, who might
(After some considerable while),
Lead you lovingly down the aisle,
Well, my dear, if you should find
That towards a Car Club he's inclined,
Then from me take this advice:
Look up your recipes for pies,
And run and buy a thick fur coat,
For by the trackside you must dote,
- And wait, and wait, and wait.

But don't be sad, for it's lots of fun,
And you get to meet just everyone,
And have a go at navigating,
(- Or else you'll find you're still there
waiting)

And when at the ball you two appear,
It's you who'll score the points, my dear.



RALLY ROUNDUP



Well the Castrol has come and gone, once more reverting to its old style of a rally, from several different starting points, to the Chateau, where all competitors picked up the common route for the return to Auckland. A couple of minor changes this year, Final Control, for the rally section, was on the widened and upgraded access road to the Chateau, formerly down on the main road and the Start for the trial proper was at the "Top of the Bruce". Conditions on the "Mountain Road" were quite good despite Press reports during the preceding week of heavy snowfalls and the road being closed. However, at the "Bruce" where there was, I think, a sealed surface, there was a skin of ice which made footing a bit difficult and gave little traction for cars. Facilities for refuelling tired and cold bodies were not, to my mind, on a par with those encountered in previous years, when the basement Bistro at the Chateau has been used, hamburgers, toasted sandwiches, etc. not being equal to piping hot soup, spaghetti and meatballs or stews etc. (plus the more cosy and intimate atmosphere and grouse Aussie waitresses).

The trial itself was generally good, though conditions through the night were anything but, icy roads and fog, which turned to ice on the windows, even at one stage icing up inside the windows. (Note for prospective Castrol entrants, if you haven't got a heater - don't go). Around Tihoi we encountered some irate locals who had blocked the road and brought progress to a rather sudden halt. They informed us it was a private road and the trial had no business to be going through there. Being first car in a convoy of 5 or 6 we bore the brunt of their "message". Eventually pacified them and were allowed to proceed, but not until "Bill", who was behind the wheel of the blockading car had finished rolling a smoke and then decided to shift.

Quote of the season can be attributed to the Chairman of the Castrol Committee who, when being questioned after the trial about the "Turn right onto seal" instruction in the Bombay area said, "It was only a play on words and anyway that's all that any trial is nowadays". Relative to this instruction it appears that the organisers' interpretation was that the road competitors were on was sealed for, and it varied depending who you spoke to, 1, 2 or 3 car lengths before the junction and therefore since you were already on seal you couldn't turn onto it. Afraid I can't go along with this, to my mind if you are told to turn onto seal you do so at the first opportunity regardless of the surface you are currently on, the distinction being that you would turn onto seal as opposed to metal, clay or any other surface.

Rather an unfortunate clash of dates with the University Daylight, that Club's Mercury Trophy event, falling on the same day as the TISCO Prizegiving Ball. Unable to compete myself, through force of circumstances, but from the odd word heard here and there understand it was a very good event, well run and had quite a nasty sting in the tail. Competitors were apparently led by the hand through a couple of quite simple sections and then thrown to the wolves in the last section.

Very pleasing to see such a large turn out on the Learners' Trial, must have been most gratifying to the plotters and feel that most of the points explained in the Trials Instruction Evenings were covered, particularly with regard to the necessity to read signs carefully and ensure that they agree with the sign quoted in the instructions. Understand a few people forgot the over-riding No Exit Road instruction on occasions and several unscheduled excursions from the official route were made. Still feel that most people enjoyed themselves and it is to be hoped that something was learned which will be of use in the future in more serious events.

Trust that those who attended the Ball enjoyed themselves and congratulations to those who were the recipients of prizes. Know I had a good time and even managed to navigate my way home though I think this was more by instinct than navigation, on reflection the next day couldn't remember what route I had taken.

Understand there has been a change in the schedule of competition licences since they were published in the last MANZ Newsletter and believe there will be some explanatory notes elsewhere in this Bulletin on the new system.

HANS SPOTT

NOTICE RE PUKEKOHE

Motor-sport followers will have noticed in the various news media of the refusal by the New Zealand Racing Conference (Horses) to permit the Franklin Racing Club to allow the use of its property by the New Zealand International Grand Prix for staging the 1970 Benson and Hedges 500 Meeting on Saturday, 29th August, 1970.

The N.Z.I.G.P. and the two Car Clubs, namely the Auckland Car Club and Northern Sports Car Club, who race at Pukekohe, wish to state that the Franklin Racing Club has endeavoured at all times to co-operate in solving the problem of staging motor race meetings on the Circuit when horse racing occurs within a fifty mile radius of Pukekohe.

For this year's event the Franklin Racing Club and the Pukekohe Borough Council have kindly allowed the meeting in its entirety to be held on Sunday, 30th August, 1970.

L.F. Rankin
Race Committee Chairman

BRUCE LESLIE MCLAREN

Bruce McLaren, 33 years, died of injuries, Goodwood England, testing his new McLaren Can-Am car. A legend in his own lifetime. Pride of his own generation. Toast of the present and the future. Racing Driver, Designer, Engineer, Diplomat. The idol of American Motor Racing. New Zealand's ambassador to the world. Europe and America his personal domains. This one time Auckland Car Club member has achieved much since leaving these shores as the Driver to Europe in 1958. Those achievements include, winning some of the world's greatest Grand Epreuves, Cooper Cars Team Leader, Tasman Championship winner, Leader of his own car company, a foremost force in the world of Motor Racing. His greatest achievement the Can-Am series. Winner of many awards, including America's S.A.E. Trophy for advanced design at the Indianapolis 500. Great Britain too has showed its appreciation - the Ferodo Trophy, the Seamen Trophy - the B.B.C. Television documentary on his achievements. He had tremendous natural ability, but his greatest asset, his endearing charm. His greatest pleasure when in New Zealand - chatting about the old days, and the competition at Murawai. Though he had achieved much, success had not changed this young New Zealander. His air of maturity belied his youthfulness. He generated a feeling of confidence. His own words are worthy of recording. "Age is not the standard, rather what you have achieved with those years that matter".

To his wife, Pat, his daughter, Amanda, his parents, his sisters, and his friends, we extend our deepest sympathies. We have all suffered a great loss.





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!



a twelve day thrash

In the very small hours of Friday morning, the 19th May 1968, the ferry eased away from the Dover wharf bound for Oostende. A mate and myself had taken it easy on the run down to Dover, the car had its 500 mile service the previous night and was still being run-in since its re-bore. Later the same morning saw us heading almost due East through Brussels and Liege to the Belgium circuit of Spa-Francorchamps. It is obvious driving round this 8.76 mile road circuit that it is extremely fast and reference to the Formula One Grand Prix results show a lap speed above 150 mph, the only circuit in the world to achieve this record.

However, as this was not the circuit we had come to see, we push on across the border into Germany and to Nurburgring for the 1000 kilometer championship sports car race. We arrived early in the afternoon and had a general look around the area to find a good vantage point to watch the race. We decided on an area about a third of the way round the 14.2 mile circuit and made camp on the inside near the small town of Adenau.

On Saturday we went out to watch practice and walked around the circuit to the Karussell. It is a fabulous circuit for spectating, sometimes looking down through the trees on top of the cars, sometimes down by the grass verges inches away from the track or leaning out over a brick wall as a car thunders by doing the ton plus only a few feet away. With the prospect of walking back nearly 5 miles round the circuit, we decided to try a short cut across country down one of the many tracks. A couple of Americans in the army stationed at Stuttgart gave us a lift back to Adenau in an army issue Volkswagen beetle.

After the practice session was over, the 'Ring was opened to the public and for ten bob we did a couple of laps round the circuit. It is fabulous driving round the 'Ring, particularly through the banked corners of Karussell and Schwaiben. The natives really get carried away with the spirit of motor racing, a VW estate rolled on the exit of a corner in front of our camp site. A bit further round, a Renault 4L had shot off sideways into an unforgiving bank and later on we saw a BMW 1800 Ti that had wrapped its back end round a tree.

It appears that part of the average German camping gear is a hatchet and a barrel of ale. In the evenings when it gets cold, the majority of campers had a big roaring fire going, cutting down trees from the surrounding forest to keep it going. In the morning, some bright spark with a bugle made sure that nobody got up late to miss the opening laps. About an hour before the race was due to start, 3 truck loads of uniformed men went round the circuit, dropping off a guy every few hundred yards at his marshall's post. At each of these posts was a small concrete box with a locked door in which his flags were kept. All marshall's posts were equipped with a phone connected to the chief marshall's office. Also he kept a hatchet in his box, and most of them had a small open fire to keep warm. And they needed it, there had been a light fall of snow on the day before practice.

The opening lap of the race when it reached us was virtually line astern, the field of 120 cars from Porsche 3 litre prototypes, Ford GT 40's and Alfa Romeo Tipo 33/3 down through the MGB's and Porsche 911's to the small Fiat Abarth's took nearly 2 minutes to pass us. After about 5 laps

the leaders started to lap the tail enders, which I thought was rather surprising considering the size of the circuit. Three times during the 6 hour race the marshall's car, a white Porsche 911 with a large red M painted on the back, went thundering round the circuit to pick up drivers whose cars had stopped where they weren't supposed to have stopped. It could be a bit demoralising for some competitors at the 'Ring - "I thought the car was going quite good until the marshall's car with 3 up passed me!"

When we were in an area where the tanooy system was operating, I was quite surprised to hear part of the commentary being spoken in English, so that we knew who the leaders were and what was going on.

Monday morning came and we set out for the South, down through Germany, across the corner of France and into Switzerland. After a night's camp wouth of Geneva, we carried on and started up the Susten Pass and came up behind the snow plough which was in the process of opening the Pass for the summer. With a 2000 mile detour to get to the other side, we headed for the Simpton Pass, this being the only one open at this time of the year.

Across the Italian border we went and had a look at Monza, just outside Milan. On the inside of the circuit is a mass of interconnecting roads in which one can easily lose oneself. The whole area of Monza and the surrounding district is dead flat. The best area for spectating is the start-finish straight and pits where one can overlook the area from the grandstand and also see the entry to the banked circuit. On the banked corners, assuming you can find a hole in the trees, there is only room for about two deep between the fence and trees to spectate, but even then, being on the inside of the circuit you still can't see very much.

Carrying on south through Turin, we turned west along the coast to Genoa, bound for Monaco and the Grand Prix. We made camp just inside the Italian border and drove into Monte Carlo each day. We had already decided that we were going to have Circulaire tickets at \$3.30 each (we couldnt afford \$6.00 upwards for grand stand seats) which entitled us to about 5 standing stands around the circuit. The rest of the circuit where there were no stands, was heavily boarded so that you couldn't see anything of the racing without paying.

Saturday night we broke camp, had dinner in Nice and went back into Monte Carlo just before midnight to get a parking space in the back streets. Official car parking was another \$1.30. Sundy morning after sleeping in the car, we were just finishing our breakfast when the local Gendarme rolled up on his moped, took one look at the gas stove and other assorted gear and said with typical French accent "No camping in Monaco". However, we had just finished so packed up and walked down to the stand at about 8.30 a.m. This was probably the most popular stand for the price and it was already a third full. It was on the first bend after the starting grid and from where we were, the grid was just out of sight. We were surrounded by a multitude of nationalities, Germans in the front row Italians in front of us, Americans on one side and French on the other, a Dutch couple behind and probably a half a dozen other assorted races scattered about.

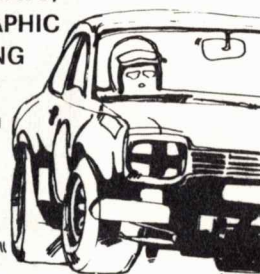
As the sun rose higher and the stand filled up, a local peasant shoved her way through the sweating masses, selling her wares, bottles of beer and fizz being most welcome. The start was due at 3.00 p.m. and as this approached big cheers went up for the drivers as they walked down from their hotels. Cheers also went up for one of the rare appearances of Juan Manuel Fangio and also for Stirling Moss. Then Prince Ranier and Princess Grace of

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Car Club Competitor.
Jacqui Knight.



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Monaco were driven round to the starting grid where there was an official stand.

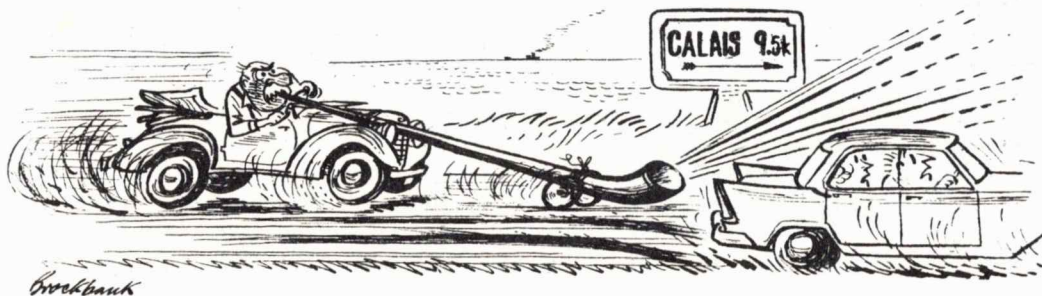
The race started on time and as the pack roared past us and up the hill, everybody stood up and surged forward. Here again they were giving part of the commentary in English, along with about four other languages. Just opposite us was erected a leader board on the other side of the track which was kept fairly up to date.

After about 20 of the 80 laps we decided to go and have a look at other parts of the circuit. Pushing our way to the back of the stand, it got more like sardines and I wondered how long they were going to stay there with half an inch of breathing space. Once we got clear and walked round a bit, we couldn't see very much except between the rows of heads or from a great distance.

We ended up along the harbour front opposite the pits just as the race finished and everybody surged forward across the track before Graham Hill could complete his lap of honour on the back of a truck. We managed to get on top of the pit retaining wall overlooking the solid mass of people with the Victor trying to make his way back to his hotel after being presented with his cup. Disappointed mechanics were packing their gear away and getting cars ready for their transporters.

It took a couple of hours to get out of Monaco and into the hills heading north for home. It wasn't until we reached Dieppe the following evening that we had travel problems, due to the French strikes. On Tuesday morning we found a garage that still had some petrol left, spent the last of our Francs on it, and belted off up to Oostende. On the way we found a bank that was still open and cashed a Travellers Cheque. At St. Omer near the border, we had to get in a queue for half an hour for a ration of 10 litres of petrol which was just enough to get us home. In Oostende we lost about \$1.60 in a restaurant, the French Franc was losing face value. After hanging about for nearly seven hours, we managed to get on the next ferry for Dover. Some tourists in France weren't as lucky as us.

PETER BATTEN



SHOUTS & murmurs

Recent news from club member, Ken Elder, who is at present living in Sydney. Ken has purchased a 1964 Mini and is making it into a lightweight for racing. (Remember the three Australian Lightweights which raced here!) To quote Ken - "The good old Kiwi knowhow is getting me through the bodywork, manifolds, suspension and painting. A cam profile designed by me will be ground by Bert Jones of Paramatta who will also be doing my balancing". Ken will be sending photographs and news of his racing experiences in due course.

Gerry Smaller, also in Sydney, is planning to visit Expo 70.

Included in the films shown on the 18th June film evening was some excellent 16mm material taken by our regular film projectionist, Harold Batten. These films featured Club Circuit, Dunlop National Race Meeting and Club Championship Hillclimb. Congratulations Harold on the high standard of these enjoyable films.

It was pleasing to see Leon Marshall at the Clubrooms as he paid a fleeting visit to New Zealand. He's currently living in P.O. Box 10 Norfolk Island. A bit cramped but the money is worth it.

A weekend at the Chateau Tongariro is in the offering. Provided enough interest is shown we will go ahead with the organisation of this. If you are interested, please contact Willie Harvie at the Electrical Dept Seabrook Fowlds, Manukau Road. Phone 548-139.

We hear that there is a scheme afloat to construct a skid pan in Papakura, to which the general public will have access.

How many members visited John W. Andrews "Superford 70" last month. Fine display of Fords and quick bits, but tell me, does Henry make B.M.W. too?

Paul Fahey is about to leave on a trip to Australia then the U.S.A. Present plans are to bring back a large (?) car to join the Escort in a new team. As yet it isn't known if Paul will drive both or obtain the services of another experienced driver.

Our current Sports Car Champion apparently shook the Road Safety Seminar out of its complacency by seizing the microphone and taking the panel to task for being too negative. The startled Chairman was noticeably more positive in his next comments - particularly on Boyd's prize-winning suggestion!

Enclosed with your Bulletin this month is an Application for Membership form. If you know of anyone waiting to join the Club please use the Form to enable them to become a member. Do you know that we are the largest Car Club in New Zealand and that there are only two in Australia with more members?

Has anybody noticed how the trees in Symonds Street leap out at you? One member recently had one leap behind his Mini Cooper. It ruined his near new blue metallic paint job.

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PIERS COURAGE

Zandvoort, Holland, June 21st 1970, and another driver joined the many claimed by the Cruel Sport. Piers Courage was dedicated to motor racing and his family. Since 1963, which was his first year driving professionally he had had mixed success. The greatest of these must be the 1968 Tasman Series. It was during this visit that many of us got to know him well. His personality appealed to many people, his quiet speech, his dry humour. Educated at Eton he served as an accountant for two years before turning professional. After his 1968 Tasman trip he signed with Tim Parnell to drive for B.R.M. In 1969 he returned to New Zealand with a 2½ litre Brabham Bi-Wing. He has been quoted as saying "You shouldn't get too involved with a car, if you do, you don't drive well". He firmly believed that experience was the key to a good driver. Although not mechanically minded he was capable of picking out troubles but he preferred to let the mechanics have their own way, saying that "Mechanics don't like drivers messing around with the cars".

His death is yet another blow to the world of motor sport. To his wife, Sally, and his children and family we extend our very deepest sympathy in their tragic loss.

FROM JUDY HANBURY :

THE CASTROL RALLY

JACQUI DOES IT AGAIN!

Jacqui Knight is fast becoming the most popular navigator around! Following her success in the TISCO Rally in which she and Alan Boyle came 9th, Jacqui's entered the recent 24 - hour Castrol Rally as navigator for Noel Goodwin. (When we asked her what it was like to be out all night with Noel, she merely smiled). Through snow and ice, daylight and darkness, she guided him to ninth place, too! Noel was full of praise for his intelligent navigator : "She's just fantastic!" And what did Jacqui say? How did Noel's vigorous driving affect her nerves? Well, let her speak for herself :

* * * * *

"This year's Castrol returned to its old rally-form, with cars leaving from Auckland, Hamilton, Rotorua, Napier, New Plymouth, Palmerston North and Wellington, and all rallying to the common starting point at the Top of the Bruce. Cars left there at midnight Saturday/Sunday of Queen's Birthday Weekend, and it was very dramatic ---- the whole area lit up, people wrapped up against the bitter cold, exhausts and breaths steaming, engines trying to warm up, advertising on cars, cars under advertising, crews laughing and nervous with excitement, headlights, tail-lights, spot-lights, driving lights, foglights, Peter Chapman pushing snow down my neck (just because we'd entered for Northern), a guy in knee-length fluffy sheepskin apres-ski boots, steaming yekhy pies and coffee and soup, thermoses everywhere.

The roads at first were dicy-icy. I hoped Noel knew (and he did) what he was doing. The Fiat 850 was quite different from the Anglias and Minis I've been used to. There wasn't much work for me to do so I watched the glittering ice on the roads as it sparkled in the headlights, and felt the tail sliding this way and that. (Remember that last Gymkhana at Western Springs and Goody waltzing his car? Yes? - Well!) An acute left after a mileage (and we were lucky our odo. was spot-on) led us up a narrow road to the "Summit Outlook". Look at the view --- nothingless, except Robbie Francevic clocking in to the check. Skiing back down was great fun. Instructions were sending me sleepy here, until we had a dramatic electrical short somewhere, and the lights were flashing angrily at us. We were lucky that we didn't have this trouble again. The full moon was on the rise, and we were chasing Nigel Roskilly's rapid rear. His Zodiac III led us down a goat-track - Class 15 and while he ignored the ditches we chose to slow and find a good approach. The cars steamed as they crossed a ford.

Tulips and pea-soup went together - tulip-type instructions and pea-soup fog that is. "Slow" I said to Noel, "there's a T up ahead somewhere." So he drove just as quickly, but with a hand hovering over the handbrake. Soon we were following close in the wake of three or four other rallymen and along a beaut. road that went on and on and on for miles. No idea of where we were. Into a' check - teasingly c'mon - and friends from Auckland too - Linzi and Graeme. We were turning from signposts now; the dawn was so-o-o romantic, I heard a bird singing, the hills were black, the sky cloudless and eerily pale. Dawn on an all-night rally is very dramatic. Then I missed a check. Romance and rallying don't mix. The ghostly fog came back to haunt us. But it was good to see the frost instead of just feeling it in fingers, ears and toes.

Suddenly our instructions were more like clock-reading - 6-3 meant turn right etc. Okay - I thought - until they led us down a no-exit road, and again into another exitless road. But it was 'on', because we came into a Check and were told to use the farm-track - great fun, except for Roskilly trying to beat us through the closed gates.

Putaruru meant breakfast cooked by the local Lions Club, and they badly need lessons on how to cream potatoes! The Putaruru school children had been told of the motor-sport event making history, and had plastered the hall walls with pastelled posters - "Drive Carefully", "Don't Speed", etc. Ha. Hope they didn't see the modified 1800 outside - with lowered head-lining, and no windscreen - the driver had missed a corner in the fog, but his co-driver and their two wives (the crew) looked okay. Turns on times we flunked ---- map-reading we enjoyed more, and then an easy navigating section so swapped seats. Ha - again. This section should have been a special stage. I thought my name was Jackie Stewart but couldn't keep up to the 27 m.p.h. average. Nigel flew by, decided he'd overcooked a corner and parked himself on the hill to watch us go by. My brother Noel was the Check here, so we stopped for some time to gossip. Alternate left-rights held many mysteries for us, I think we were overtired. Then map-reading cum ordinary turns. At Drury, when we were on the final Touring Section we smelt a trap, got a Check and felt pleased with ourselves as we joined the motorway. But then sleep finally overtook us and we missed our turning off. Ever backed up the Motorway? Who - US?

Noel got the fastest time through the Gymkhana at the end - don't know how he did it. I fell asleep against a nearby lamp-post, and so did Chokito Laurie Evans, but unfortunately he was in his car doing the test at the time, and the lamp-post cost him about \$400.

Although tiring, it was a great experience. Instructions could have been more interesting at times, because the crew's minds tended to boggle with sleep. I'll be going next year though."

BENSON & HEDGES 500

The Benson & Hedges 500 and the Golden 100 will be held at Pukekohe on Sunday, 30th August 1970. Prize money exceeds \$4,100. Entries close on Thursday, 30th July 1970.

Further information is available from the N.Z.I.G.P. Office, Phone 546-079 or from P.O. Box 17-037, Greenlane, Auckland.

AUTOMART



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1275 c.c., 46 IDA Weber, Works Exhaust straight cut close ratio gears, B.M.C. L.S.D. 8" Disc Brakes front, Lockheed Booster, Fully adjustable suspension front and rear, Competition Shocks, 5½" S Rims CR 81 Tyres. Fibre-glass bonnet, boot and doors. Perspex windows. Interior roll cage. Very fast and reliable.

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John Mannion Phone 884-409 (Res)

Set 10" Dunlop Alloy Wheels \$110, Smiths Rev Counter 0-8000 for 6 cylinder Car - \$15, Side Draught Weber Inlet to suit B.M.C. A Series - \$20

Contact : Ron Robinson - Phone 82-483

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Contact Colleen Lincoln - 695-032 (Bus) 8.30 a.m. - 5.30 p.m. or
Jack Nazer, Jack Nazer Car Sales, Phone 763-451 anytime.

1 MINI JACK - brand new never used. 1 Mini Wheel and Tyre 520 x 10 brand new never used. Phone S.R. Pearce 1954R Titirangi.

1966 (OCT) FIAT 1500, 45,000 miles - Glacier Blue with red trim. \$2,090. Contact Chris Dakers.

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Contact Steve Unkovich or Willie Harvie Phone 594-855

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2 x 450 x 12 C.R. 65 Dunlop racing tyres partly worn - \$30 a pair
1 new G 800 12" radial ply tyre - \$12.

Imp Parts - 4 wheels widened to 6½" by Jolley - \$30 a set,
1 Harrington modified high compression head - \$55, 1 Mark V Emery Cam complete with modified cam carrier - \$40, 1 Standard Carb inlet and exhaust - \$8.00. Contact John Baldwin - Phone 86-182 (POP)

.

1 Set of Anglia front struts and brakes first class condition - \$25.

1 Anglia steering column and steering box - \$10

Contact Mike Marshall - Phone 677-926

.

I have a host of Anglia-Cortina parts for sale -
 2 x Cylinder Heads, 1x Cylinder Block (Reboreable), 1 x Steel
 Rocker Shaft, 2 x Camshafts, 1 x 1SKY Cam complete valve-
 train inclu., 1 x Starter Motor, 1 x Generator, 1x Lotus Clutch
 3 x 105E Cranks, 8 x Con Rods, 8 x Pistons, etc. etc. etc.
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 body complete kit. Best made U.S.A. Vee you can buy.

Contact Mike Smurthwaite - Phone POP 84-150.

WANTED : Supercharger to suit VW - Contact Ron Brown - Phone 622-097 (Bus)

WANTED:

Photo of G. Tanner's Austin A40 Ford at the last Club Championship
 Hillclimb. Contact D.F. Tanner, 2 Coyle Street, Sandringham.

NEW MEMBERS

William Lambert
 Stephen Horne
 Jeanette London
 Brian Laycock
 Robert Leeper
 Antony Douglas-
 Tucker

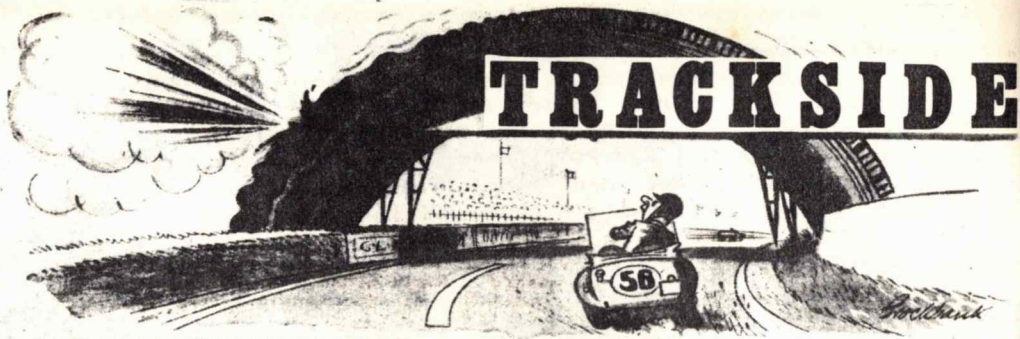
Robert Semple
 Ferris de Joux
 Brian Pankhurst
 Brent Simpson
 Murray Soames
 Julian Wall
 Andrew Sinovich
 Richard Hyssett
 Martin Boyle
 Donald Hill
 Peter Bates
 Grant Campbell
 Gabriel Tetro
 Graeme Schade
 Graham Daw
 Robert Halliday
 Patrick Carroll
 John Simons
 Gary Reed
 Jim Murdoch

Epsom
 Mt Albert
 Avondale
 Mt Roskill
 Glen Eden
 Herne Bay

Wellington
 St Heliers
 Papatoetoe
 Three Kings
 Panmure
 Epsom
 Henderson
 Henderson
 Otahuhu
 Auckland
 Mt Roskill
 Mt Albert
 Takapuna
 New Lynn
 Glenfield
 Sandringham
 Birkenhead
 Papatoetoe
 Titirangi
 Northcote

Austin A40
 Hillman Imp
 Mini & Zephyr
 Triumph Vitesse
 Austin A40
 Ford Zephyr
 Plymouth S/Wagon
 Mini G.T.
 Mini
 Ford V8
 Lotus Cortina
 Morris Mini De Luxe
 Vauxhall Velox
 Ford Van
 Austin Mini
 Fiat 1500

Honda
 Lotus Super 7
 M.G. 1100
 Austin Cooper
 Escort T.C.
 Vauxhall Velox
 Triumph 2000
 Healey 3000
 Viva



. . . . At Spa Porsche scored a technical knockout over Ferrari in the 1970 World Sports Car Championship. The 1000 kms race, the sixth in the series, was won by Jo Siffert and Brian Redman in the J.W. Automotive Gulf-sponsored Porsche 917 almost a lap ahead of Jackie Ickx and John Surtees in the works Ferrari 512S. Thus Porsche move their total to 51 points against Ferrari's 31, leaving the Italians with only a theoretical chance of winning the championship. It was Redman's third consecutive victory in this event.

. . . . Big news at Zolder is the return to F2 of Guards Formula 5000 Champion Peter Gethin, who has been offered a ride in the Ecurie Ecosse Brabham BT30.

. . . . Form Ireland it has been announced that Glaxo Laboratories (Ireland) Ltd will back a racing Mini to be driven in Irish events by Alec Poole which will be advertising their Complian product. The British Saloon Car Champion has built the Complian Mini to an exciting specification for it utilises a 1293 cc fuel injected engine, 12 in. wheels, and a special sub-frameless rear suspension system.

. . . . The 707, March's exciting new Can-Am car, made a very brief debut at Silverstone for a few shake-down laps to see that everything went round. The car appeared late in the afternoon with Chris Amon at the wheel but after the radiator came loose the car was returned to Bicester. However a quick look at the car shows that it has all the ingredients of giving the McLaren a good run in the Can-Am series.

. . . . Mitsubishi, the Japanese firm whose car finished a good third behind the bigger-engined machines of the Stewarts Jackie and Max in the recent Japanese GP, may possibly be seen in European Formula 2 before the year is out. The cars are said to be developing 230 bhp with reliability and would make an interesting change from the Cosworth FVA-dominated fields seen in F2 at present.

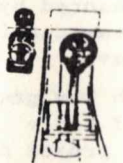
. . . . Tom Wheatcroft has just purchased a Lotus 63 four wheel drive car for his projected racing car museum which will be opened in August 1971.

. . . . Lotus components, never slow to keep us informed of their latest developments, tell us that the Lotus Type 70 driven by Mario Andretti at Sebring on Boxing Day has passed into the hands of Ron Grable who contested the Tasman Series in a specially modified McLaren M10.

. . . . The 1970 season in Formula 2 seems more than ever to belong to Jochen Rindt. He started dishing out another beating, this time to Derek Bell, who was the only driver who looked to be anywhere near to challenging the green and yellow Lotus 69.

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The Weese And Chine

On Saturday, 28th May, the doors of the Club were opened to sample products of Seppelts Wines supplied by Messrs Hutchinson and Seppelt Limited. A large selection was presented ranging from dry reds to sparkling whites.

The ladies of the Club complimented the occasion, not only by their dresses, but by supplying an extremely delicious array of dips and other savouries, especially the Walnut Roll which was sampled with caution as the memory of a very hot one was still in the back of our minds. My compliments again to them for the very hard work they must have put into the ensemble.

As a social occasion the evening was a great success, with everyone joining in with the spirit of the occasion, the proceedings enhanced by the music supplied by Jack Inwood and equipment. The whole event was carried off with a great air of informality that these evenings must have.

Mr Steve Carswell was our guest performer and again, with his great wit and guitar, entertained us to perfection without the aid of audio equipment. He soon had the place jumping and one of his items proved his circle of friends must contain a large number of newly-weds as he seemed very conversant with their problems.

From a personal point of view and I hope other members, he would be made very welcome whenever he is in town to join us.

To sum up the evening, everything was well done, but I must pour a small amount of water on the fire by saying that the load of cleaning up by our caretaker, Bill, would have been somewhat lighter had there been a few more helpers the following morning!

BOBLYN

S T O P P R E S S

SILVER FERN OPEN FORUM MEETING - 26TH AUGUST

Mr Warwick Sykes of the Organising Committee of the Shell Silver Fern Rally will be in Auckland on the 26th August and will be at the Auckland Car Club Clubrooms, 44 Stoddard Road, Mount Roskill, at 8 p.m. to answer questions regarding the Shell Silver Fern Rally. He will also take late entries on the night. All competitors or interested parties should attend this meeting as they may learn something which could help them during the Rally.

Competition Licences 1970-71

The new licencing year begins on 1st August 1970 and the various licences required for the 1970-71 year are set out below. If you have any licence enquiries please contact the Club's Competition Licence Secretary, Terry Molloy (Phone 654-048).

Status of Event	Type of Event	Licence Required	Fee (including Year Book)	Issued By
Closed Club	Trials			
" "	Rallies			
" "	Straight Sprints	None	-	-
" "	Gymkhanas			
	Invitation Trials			
Closed Club	Race Meetings			
" "	Hillclimbs			
" "	Autocross	Restricted	\$3.00	Auckland Car Club
" "	Rallycross			
" "	Sprints			
" "	Dual Sprints			
	Invitation Race Meetings			
National Open Events	All Events	National	\$5.00	MANZ
International	All Events	F.I.A.	\$6.00	MANZ

Speed and racing stickers will be discontinued.

Qualification for an F.I.A. Licence requires six satisfactory performances on sealed circuits at National Open Events.

Three stripes for drivers undergoing observation will be retained. The driving ability, conduct, etc. of all drivers will be observed at all events.

MANZ Stewards will be empowered to endorse any competitor's licence should they feel it necessary for any reason and particularly in the case of misconduct. Two endorsements in any one year will require a special report from the Steward to MANZ.

the loneliness of a check point

Unfortunately this is one of the jobs that have to be filled to ensure that the event can take place otherwise it would be impossible to keep the event under control.

As you know from previous articles I am a new-comer to the world of motor sport, and not wishing to bend the 'bin' any more than necessary the other half of our family thought that it would be nice and relaxing just to sit in the 'bin' and sign cards for a few hours as the other guys and gals did their best to find their way around, bearing in mind that this was a brain teaser, from the warped minds of the organisers on the Trials Committee, who through time and previous trials have developed a knack of getting a person and his crew lost in the most baffling ways conceivable.

So there we were, Mr, Mrs and Miss, with a good supply of food, coffee and extra nappies to boot, and the 'bin' sailed forth; we tried to come fifth but failed, to the cross on the map that was to be our possie for this event.

At about 2.45 one of the organisers in a beautiful M.G. G.T. arrived and presented us with our badge of officialdom and with the 'bin' wearing its 'Check' decoration we sat still and waited for the onslaught which was to come.

Just as an interesting part in my book arrived, the peace and tranquility of the pastoral scene was shattered by the first car around the course, duly timed and signed, they sped off before I could pick up my book. No 2 arrived and with a few encouraging words they disappeared in a shower of muddy water after completing the necessary checking in.

It was quite a long wait until the next competitors hurtled down the hill and round the corner where we sat like a lion in wait.

My sympathy goes out to those few who did not find us and the ones that had slight mishaps on the way round. Also to the car load who got lost after they passed us, I can only say "What was really in that thermos Boys".

To the 31 cars that found us go our congratulations and thanks to the organisers for the work they put into the trial.

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