

# BULLETIN



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# AUCKLAND CAR CLUB (Inc.)

44 Stoddard Road

Mt. Roskill

Phone 699-797

P.O. Box 2591, Auckland

august 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  
(373-133)

**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

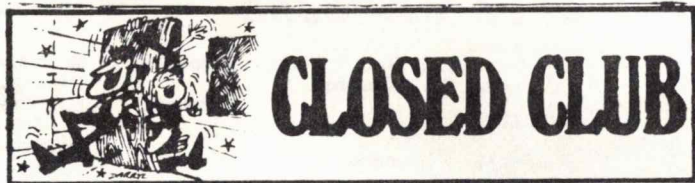
**Security Officer:**  
H. G. Southes. Phone 607-682

**Custodian:**  
W. Ferris. Phone 674-071.



MINI-MAX, MAXI COOPER

# COMING EVENTS



CLUB EVENINGS - Every Thursday night 8.00 p.m. to 11.00 p.m. Table Tennis, Darts, etc.

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 AUGUST - SUNDAY - First hillclimb of season at Chamberlain Road, Bombay. Entries on day until 9.30 a.m. Scrutineering 8.30 a.m. to 9.30 a.m. Observations for speed extensions. Points towards Exide Trophy. Requirements are current Competition Licence, Membership Card, Scrutineering Log Book, Overalls and Crash Helmet. Under 21 year olds must have parents signature on entry form. Forms are available at the Clubrooms.

IMPORTANT : NO PRACTICING ON THE VENUE BEFORE THE DAY.

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

22ND AUGUST - SATURDAY - 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.

13TH SEPTEMBER - SUNDAY - DARTS AND TABLE TENNIS - M.L.C. Insurance Company v. Auckland Car Club. Entries on the day.

27TH SEPTEMBER - SUNDAY - CLOSED CLUB TRIAL - Further details next Bulletin.

4TH OCTOBER - SUNDAY - AUCKLAND CAR CLUB ROTHMANS GOLD STAR MOTOR RACES. Events for Formula C, National Touring Cars and Sports Cars. Further details next Bulletin.

10TH OCTOBER - SATURDAY - SOCIAL AND DANCE - Be prepared for something unusual. Further details also in next month's Bulletin.

18TH OCTOBER - SUNDAY - CLUB CIRCUIT RACE MEETING.



## OPEN & INVITATION

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

30TH AUGUST - SUNDAY - BENSON & HEDGES 500 MEETING at Pukekohe  
Preliminary Race - "The Golden 100" 46 lap event for standard production cars in New Zealand or overseas assembled. Some possible examples of entries expected: Holden Monaro and Torano; Cortina GT, Jaguar, Rover; B.M.W., Ford Escort Twin Cam; Ford Capri; Ford Falcon G.T., and Triumph Vitesse. Start time for race - 10.30 a.m.

Main Event - Benson & Hedges 500. Similar eligibility conditions as in previous years, i.e. standard production cars, New Zealand assembled, 200 cars of the same make and model to be assembled yearly. Start time for race - 1 p.m. Finish 8.30 p.m. Supplementary Regulations now available from the N.Z.I.G.P. Office or P.O. Box 17-037, Greenlane, Auckland. Prize money for Meeting exceeds \$4,000.

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.

13TH SEPTEMBER - SUNDAY - PUKEKOHE CAR CLUB HILLCLIMB - Venue to be notified at a later date.

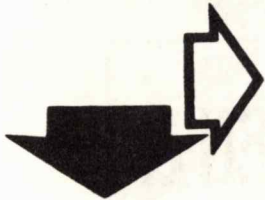
19TH SEPTEMBER - SATURDAY - TAURANGA CAR CLUB RACE MEETING, BAY PARK SALOON CAR CHAMPIONSHIP MEETING. Further details from P.O. Box 2197, Tauranga.

26TH SEPTEMBER - SATURDAY - LEVIN PRODUCTION SALOON CAR RACE MEETING - Levin Motor Racing Club, P.O. Box 57, Levin.

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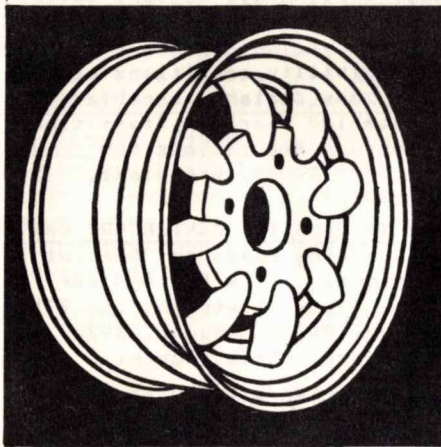
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# NEW MEMBERS

Bruce Dunlop  
 David Trial  
 Paul Clarkson  
 Stuart Currie  
 Stephen Lee  
 Wayne Dobson  
 Ivan Wheaton  
 John Hinchco  
 Sharon Barker  
 Alison McCready  
 Warren Moorfield  
 Peter Roe  
 Malcolm Bone  
 Graham McKeown  
 John Judd  
 Keith Brownie  
 Reini Vanderkley  
 Terry Warbrooke  
 Graeme Reardon  
 Wayne Morine  
 Colin Jackson  
 Trevor Barlow  
 Stephen Carr  
 William Dentice  
 John Courtney  
 Kevin Stewart  
 Thomas McFadzen  
 Michael De Silva  
 Kevin Baker  
 Lesley Nott  
 Bill Hadley  
 Lionel Beecher  
 Kevin Weston  
 Wayne Booth  
 David Parton  
 Robert Brennan  
 Colin Watson  
 Philip Myhre  
 Ian Waterhouse  
 Garry Thorpe  
 Brian Thomas  
 Thomas Lamb  
 William Shaw  
 John Glover  
 David Dawick  
 Kevin O'Brien  
 Merv Neil  
 Chris Kelly  
 Ross Green  
 Trevor Ready

Howick  
 Titirangi  
 Avondale  
 Oratia  
 Devonport  
 Kelston  
 Massey  
 Herne Bay  
 Point Chevalier  
 Parnell  
 Te Atatu South  
 Howick  
 Auckland  
 Pakuranga  
 Te Atatu North  
 Manurewa  
 Auckland  
 Panmure  
 Mt Wellington  
 Greenlane  
 Panmure  
 Mt. Albert  
 Grey Lynn  
 New Lynn  
 Titirangi  
 Mt Roskill  
 Grey Lynn  
 Manurewa  
 Manurewa  
 Glen Eden  
 Tauranga  
 Otara  
 Mt Roskill  
 Howick  
 Mt Eden  
 Mt Roskill  
 Papatoetoe  
 Mairangi Bay  
 Papatoetoe  
 Glen Eden  
 Avondale  
 Panmure  
 Pt England  
 Papatoetoe  
 Whangarei  
 Westmere  
 Parnell  
 Papatoetoe  
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 Ford Cortina  
 Zephyr Mk 3  
 Zephyr  
 Cortina  
 Austin A40  
 Holden  
  
 Daimler  
 Austin Mini  
 Hillman  
 Austin Mini  
  
 Simca 1000  
 Escort G.T.  
 Humber 80  
 Morris Mini  
 Humber 80  
 Austin A40  
 Valiant  
 Hillman Imp  
 Hillman Imp  
 Austin Cooper  
 Vauxhall Viva  
 Humber 80  
 Anglia  
 Vauxhall  
 Austin  
 M.G.B.  
 V.W.  
 Cortina G.T.E.  
 Fairmont  
 Valiant 318  
 Valiant  
 Vauxhall Viva

# Feminine Viewpoint

## - - - OF THE CLUB SPRINT DAY

For one woman! A long afternoon high in her ivory tower, helping to time the bent sprint. Feeling on the verge of air-sickness all the time, she was trying to feed one disgruntled fiancé, at the same time as writing down times and talking on the two way radio! Although the results were thoroughly sugared a couple of times we are assured that accuracy was at no time sacrificed for the longed-for "cuppa".

For another : "Completely sidelined while my husband was involved in an Italian love affair! . . . . with a Fiat 850S! . . . . MINE!" (J.C.H.)

Apparently this provides the answer as to why there was NOT ONE woman competitor - their husbands were using their cars! To be sure there were a few nervous wives watching! Meanwhile, we haven't received a single hint on how to keep husbands/boyfriends off the circuit. In fact, some traitor seems to have given the men all the tips on how to keep their wives/girlfriends away!

\* \* \* \* \*

## - - - OF THE RALLY SCENE

Rallying is really to the fore now, both here and overseas. With several exciting events behind us, we still have more to look forward to, so we hope that prospective rally fans will read Jacqui Knight's helpful hints for women who want to try their hand at navigating, trial or rally-driving, etc.

Congratulations to Jacqui (Navigator) and Noel Goodwin (Driver) on an outstanding second in the N.S.C.C. Experts' Trial. Noel was last seen tearing off with two birds for the Gold Star event in Whakatane. Jacqui was again navigating, with Kathy Rae as time-keeper. Ivy Stephenson will assure you that Jacqui and Kathy are brave girls indeed! Ivy and her friends (our only all-woman entry) were nearly swept off the road as Noel swept by! I don't know who led whom a dance, but Noel and the girls finished 14th, despite the fact that they didn't miss a single check.

Did you see the marvellous TV film of the World Cup Rally? No, it won't be like this on your first rally! These are the world's best - and didn't the women hold their own magnificently?! It was a great pity that Claudine Trautmann's Citroen didn't quite last the distance, thus putting an end to the exciting race within a race, which she and Rosemary Smith were having for the Ladies' Prize. We hope everyone noticed that Rosemary Smith and her team (Alice Watson and Ginette Derolland) not only won their class but came 10th overall. (Remember there were 96 entries altogether!) The second all-women team (Jean Denton, Patricia Wright and Elizabeth Crellin) came in 17th out of the 23 finishers. So we want some more feminine support next time we come across the oh-so-smart male who claimed that the women didn't drive fast enough to get into trouble anyway! He surely hadn't seen the film by then, had he? Besides, we thought the main aim of a rally was to GET THERE - - - wherever THERE might happen to be! And, nearly 70 all-male teams DIDN'T get there!



A choice Rally tid-bit from Italy: Colette Perrier was taking her turn at the wheel for Claudine Trautmann, but as they sped out of Monza the law caught up with them. Continental femininity rose to the occasion and Colette persuaded the officer to "kiss and make up"! After paying her fine by planting two kisses on each official cheek, she was rewarded with a police escort through the rest of the traffic. We can't see an all-male crew getting out of the same situation like that - without being escorted elsewhere!

\* \* \* \* \*

- - - OF THE CLUBHOUSE

We're not CARPping or anything but we want to know why we haven't got a dishwasher! How is it that the refreshment facilities downstairs, run by the men, are equipped with the latest glass-washer, while we women are left to slum it upstairs with hand-reddening detergent in a very ordinary sink? Apparently the men's fair hands must remain utterly unchafed for racing - it might spoil their touch on the steering wheel! Downstairs they operate in a relaxed roomy atmosphere, with modern Hi-Fi background music. Upstairs we can hardly swing a tea-towel in our cramped kitchen, cum office, cum projection-room, let alone converse in the midst of ringing telephones, whirring film-reels and clattering cups and saucers. And have you ever tried to fit 8 dozen savouries into a 1 cubic foot, genuinely antique oven?! Feminine ingenuity has coped - so far! No, we don't merely need a dishwasher. What we really need is an entirely new, spacious, fully-equipped, up-to-date kitchen. If the Raffle Press-Gang is reading this, please note!

P.S. Any volunteers for the Ladies' Committee?

\* \* \* \* \*

To the Editor,  
For "Feminine Viewpoint",  
Auckland Car Club,  
P.O. Box 2591,  
AUCKLAND.

36 Seaforth Terrace,  
AVONDALE.

Dear Sir,

Thank you very much for your courage in giving your encouragement to us girls in your column. I would like to make this plea to all the other "A" girls in the club: to band together and help rout out a very nasty imbecillic inhuman clique that has come to my attention as a result of my recent endeavour.

It appears that there is a close band of most of the eligible bachelors in the club who have formed the "BAN LEAP YEAR SOCIETY". I would not have known of this if I had not overheard one Saturday night that Allan Boyle (congratulations Margaret Cullen) was expelled as President and member of this infamous "BAN LEAP YEAR SOCIETY" as a result of his engagement.

It is up to all of us, both "A" girls and "B" girls to do something about people like Bruce Blacklock, Steve Hamilton, Peter Batten, David Childs, Donn Anderson and Ray Stodart (and other fast running bachelors).

I am etc .....  
SONYA CLARKE

# RALLY, GIRLS, RALLY:

To go car-rallying or car-trialling successfully you should have the following qualities, especially if you're going with your boyfriend/fiance/lover/husband:

1. Alertness: You needn't be the original Whizz-quiz-kid, but you must be on your toes with your eyes wide open the whole time. Otherwise you just won't pick up the traps that plotters lay for you and bet your life there's one at almost every bend in the road. Each trap you don't walk into is a real compliment to your alert mind; sleep before a trial is really essential.
2. Patience: If you can't fathom out what the instructions mean it's no good getting yourself all uptight about it. Try and keep calm, cool and collected, and all the pieces of the puzzle will eventually fall into place. This is especially true if you're navigating and at the start of the map-reading --- your crew must be prepared to help you; you will probably have to stop and nut out the whole problem before even making a start, and as a result your timekeeper will probably be blue in the face as time ticks on, and your driver's feet will be itching madly --- but remember it's no good being on time and off course.
3. Resilience: You sometimes have to bear with your driver when he (or she) abuses you --- it's no good getting upset and refusing to give them the next instruction. Temperament on the battlefield is not on. If you intend going rallying with your boyfriend etc, it's a great test to see if you have the lasting quality of 'give and take' which is so necessary for a successful marriage. It's all very well to hate each other out there, but kiss and make up afterwards. It's only a game, isn't it? (N.B. The kiss and make up bit does not apply to all-girl crews).
4. Glamour: For and against - glamour is a necessary quality if you intend rallying as an all-girl crew - it puts the all-male crews off no end. However, if you get stuck in the mud first, you have to expect to forget your long fingernails and false eyelashes long enough to push a male crew out, before they will help you. If you intend rallying with a boyfriend, chances are he's dead serious about the game, so don't wear Chanel No. 5 - it will put him off course (deliberately or otherwise).

You have also got to expect to return from a TISCO or similar effort looking as though you have walked in mud, puddles, cow manure, and even into and out of filthy fish-and-chip shops, so don't wear the latest fashion. An oldish slack suit is ideal, warm and definitely comfortable. Expect your hair to take a bashing - I recommend a chic but warm hat to cover your newly-washed locks. If it's a night trial, and your boyfriend hasn't got the car set up very comfortably, take a cushion as a back-rest, and very warm gloves because chances are the window will be down and your arm extended out of it, with a torch for spotting. Let's face it - rallying is a winter affair.

If you enter efforts like the Castrol, be prepared to be found at the Top of the Bruce about midnight. Make thermoses of hot soup because even medicinal alcohol isn't allowed, and also cold snacks like sausages and onions on sticks, and boiled lollies too are also very welcome along the route.

If you can rally with your boyfriend and still love him afterwards, well it's about time he proposed. Try showing him this article.

JACQUI KNIGHT

Dear Feminine Viewpoint,

In your July issue you asked for recipes to be sent urgently. Well here's a well known one used by all long suffering Car Club femmes.

Ingredients: HILLCLIMB HASH Ā LA BOMBAY

One husband, fiance, lover or just good friend, with speed ambitions particularly in hillclimbing.

One family saloon car preferably hot but alternatively fairly warm and well prepared previously.

Children. (This applies only if husband is used) Preferably two or more. At least one which has to be nursed all day and one or more others just old enough to toddle around pit area near road, to ensure constant worry for mother.

Vittals. Copious supplies of both hot and cold foods of infinite variety. Whatever is taken will probably not please him. If he is having a bad day nothing will be eaten anyway and the lunch break will be used for work on the car by all hands, yours included to hold bits and pieces. Tea and/or coffee. If only one available the other will be demanded. If both are provided he will request a cold soft drink from the refreshment tent. Supply of small change from you required for this because his overalls don't hold money (Ah - hem!)

Camera. To be used every time he appears around top corner. Results must be super-professional standard despite other jobs and worries regarding food preparation and child care.

Cleaning Rags. Endless supply of spotless high grade muslin for cleaning and polishing vehicle between runs (your job) and hand cleaning after repairs, adjustments, etc. Tea towels will be used by him if proper cleaning rags not within his immediate reach.

To Prepare:

On morning of event be early with all preparation. Be cheerful and encouraging no matter how you are feeling yourself.

Peel car of all unnecessary accoutrements such as passenger seats, bumpers, hub caps, heater, radio and anything else which would make the vehicle comfortable for passengers.

Ensure that he has everything required for the day. Remember that You will be blamed for anything forgotten - from carburettor jets to competition licence.

To Serve:

Serve the prepared ingredients either hot and dusty or cold and wet. There are no other alternatives at Bombay.

Dessert:

Optional but usually consists of monologue from him all the way home on either (a) why and how he did so well or (b) why and how he didn't do so well.

Hillclimb Hash ā la Bombay can be served about four or five times a year. To ensure a successful Hash remember to KEEP SMILING.

Yours sincerely,  
ESME SCRUGGS

# monsoon rally 12th july

The start of the Pukekohe Car Club's Monsoon Trial turned out with a good entry of 55 from Roseland in Papakura.

The rain teemed down as the cars left at the usual two minute intervals. We were 43rd away so we had a fair bit of time on our hands. Since we had time the Auckland Crews decided to invade the premises of a local dairy, much to their delight and ours (John).

After the refreshments we headed back to the start. A few minutes later John Crombie with ace navigator Peter Chapman blasted off the line followed closely by Peter Batten in the Cooper 'S'. We were the next Auckland Car Club car to leave so we went through the A.S.R.'s again and left quite satisfied that it was based on the straight ahead rule.

The first instruction was "Keep Armature Winders on Left" which was quite cosy as it was on a shop verandah. We were then heading towards Clevedon at 35.3 m.p.h. in a 55 m.p.h. speed limit.

We then followed "Wairoa Gorge East Rd" which was loose metal and the speed dropped to 26 m.p.h. With these speeds we had difficulty in staying on time. Normally we would stop for a few minutes and listen to the radio. A short time later we were heading towards Orere Point, quite a twisty bit of road. A mile on and we ran into what looked to be a straight ahead rule. Cars had been up and over the track so we thought we had better check it out. We succeeded in getting the front of the car over the ridge but the rear slid around and we were unable to conquer it. We decided not to leave it without looking at it so we sent our navigator around the loop. There was no check but it was worth while to make sure.

We pressed on for a few miles and our very efficient timekeeper cried "One minute behind", so we doubled our speed for the next mile and the cry came "Two minutes behind". By this time Ray was getting a bit frustrated, then when the next mile came up and the cry was "Three minutes behind", that was it. I was asked to check my readings. On checking through I realised we were three minutes ahead, not behind. So once more we stopped, this time to admire the scenery and pay our respects to nature. Proceeding from here we had to pass "Deery Rd No Exit" then after 9.88 miles we had to bear right. This led us up a farm road in which we had an A60 Countryman for a companion. After carefully following directional arrows we picked up an unmanned check. There was a very well placed speed trap by using checks spaced  $\frac{4}{10}$  of a mile. A few minutes drive and we reached the Control situated at Hauraki Hot Springs where there was a well earned rest for lunch. During the lunch break we conferred with John Crombie, Peter Batten and Peter Chapman as to how they found the first section. John replied that he was arriving at all the checks ahead of time and that was with a crook "Halda".

We left the Control on the second half of the trial. Left out of the driveway and at fairly slow speed we proceeded in the direction of Waitakaruru, went right at the traffic island and took the second road on the left. After a few more speed changes we had an instruction to turn right. This led to a speed at 10 m.p.h. for 2 miles, which we followed, and as we coasted around the corner a check came into sight.

After a few more instructions we went left at "Waerenga" which took us on for about another ten miles to find another check at the end of this road. We then proceeded over two cattle stops and out on to Highway 1. The number of cars that went left instead of right was incredible. Turning right on to Highway 1 who should we sight but Bob and Lyn White in their Mini Van. They were 50 yards behind a check. We picked up this check and then proceeded through to a straight ahead and picked up "V 6" an unmanned check. We followed the trial sign only to find at the finish that this sign did not have P.C.C. on top of it and therefore should have been ignored. Only four cars ignored the sign and got the check. After completing a few more instructions we were looking for a bear right. We over-shot this, but were lucky enough to realise it in time and about-turned. Proceeding down this road we found a "womaned" check. By this time it was literally pouring down and the driver was soaking wet. It was unanimously decided that the timekeeper would get out at the next check. We turned left to avoid "Simm Rd" and then were heading towards Helvetia. Our next instruction was a turn left. As we were behind time I increased our speed and we took this rise at around 40. Reaching the top of the rise we saw Tony Vazey's Zodiac and a few familiar faces and we soon discovered why. There was a very steep down sloping mud covered hill. What made it worse was a one-way wooden bridge at the base. The old A99 went sideways most of the way down. We straightened out just before the bridge and managed to cross it. On the other side of the bridge was a Check. Proceeding off the clay we made our way to the finish at the Pukekohe Gun Club Clubrooms.

There were refreshments available and all in all it was a very good day's trialling. Our thanks go to the Pukekohe Car Club for making the event possible. I would also like to thank Ray Stodart, M. Boyle, Peter Batten, J. Harding, D. Blomfield, R. Goodman and John Crombie for entering under the Auckland Car Club colours. I was a little disappointed that a few other competitors who use our Clubrooms did not enter under the Auckland Car Club.

## MERCURY TROPHY POINTS

The following are progress results for the Mercury Trophy Interclub Trials Competition.

	ACC	ARC	AUCC	NSCC	VWOC	PCC
Dulux Rally (ARC)	2	10	5	7	3	-
6 Hour Trial (NSCC)	3	7	5	10	-	-
Daylight Rally (AUCC)	3	10	5	7	-	-
Total	8	27	15	24	3	-
Placing	4th	1st	3rd	2nd	5th	6th



# NO EFFORT WAS SPARED

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



# The European Rally Scene

During the month of June there were two major rallies, the Scottish Rally based from Glasgow and the Geneva Rally in Switzerland, both of which count towards the drivers championship. The Scottish Rally has increased its popularity over the last few years and can now boast a full field of 150 cars. Its popularity among competitors stems not only from a first class forest event but also the social atmosphere of the Rally. From a Glasgow start there is only one night on the road and then the rally moves its headquarters to Grantown-on-Spey. This is a small quiet place in the north of Scotland which normally caters for international tourists trying their luck at trout and salmon fishing for which the river Spey is noted.

During the evenings after a day's rallying, parties and socials are given, the main one being the Hotel Association function for competitors. At the end of the week prize giving is held in conjunction with a cocktail reception.

The French Alpine Rally is having problems this year. Some years ago it was moved from its July date to September in order to avoid the tourist traffic at the request of the Government. Routing problems have again risen and it seems that the authorities are fearful of the consequence should the accidents which took place last year between competing cars and those of tourists be repeated this year. The rally's tight stages are held on open public roads. It is not easy to change a date on the international calendar due to the proximity of other events, notably the Tour de France.

It is interesting to follow the careers of some of the top rally drivers in Europe. About five years ago Vic Elford was driving the works Ford Cortinas and at the beginning of 1966 joined the Porsche team. Among other events he won the Monte Carlo Rally in 1967 and then graduated to Group 6 Sports Car Racing for Porsche where he has had considerable success, and has now also taken to Formula 1 racing. The only rally he has competed in in the last couple of years is the Monte Carlo, this year at the wheel of a Toyota Corona with his old co-driver David Stone.

Another driver who seems to be following the same course as Elford is French driver Gerard Larrousse. Not so long ago he drove for Alpine-Renault but it wasn't until last year when they started to have much success in rallying. Last year he moved to Porsche for the rally team but this year his only rally was the Monte Carlo where he finished second. He has also graduated to a full size Porsche this year, competing in most of the long distance events although he has been to Le Mans before in the Alpine.

Leo Kinnunen of Finland is another Porsche man to have followed suit from rallying to racing and this year has been paired with Pedro Rodriguez with considerable success. Bjorn Waldegard made his international racing debut at the Targa Florio this year with Richard Attwood in John Wyer's Gulf Porsche team and finished fifth. Before his tragic death last year, Citroen man Lucien Bianchi had driven in Wyer's Ford GT 40's.

The two classics, Le Mans 24 Hour and the Targa Florio seem to be the greatest attraction for rally men wanting to try racing. The Le Mans race of course has a long history and the greatest publicity and people who make their once a year trip to the Continent always pick this race to enter. It is perhaps jumping in the deep end although people like Alpine who up until last year had a racing and rally programme used the same drivers. The Targa

Florio is more to a rally man's liking, being a road race of eleven laps over a circuit of some 45 miles. Lancia have entered a team of 1.6 Fulvia HF's in the past and this year finished ninth overall in the hands of Sandro Munari and Amilcare Ballestreri.

These men who have taken to racing always come back to another classic, the Monte Carlo Rally, its like a once a year pilgrimage to the most publicised rally of the year, and also draws out some of the older and past champions of European rallying.

TULIPEN

## PUKEKOHE SPRINT

Sunday the 19th July was the day that members had looked forward to as a day on which the weeks of work put into their cars finally was put to the test, in preparation for the coming season of both Club and National events.

Mother Nature seemed to shine by presenting us with a day that was warm and dry save for a few spots of wet which created no real hazard to the entrants.

With a rather healthy field of members totalling 83 entries, all males, it was disappointing that some of the fair sex had not decided to participate instead of providing a very attractive backcloth. I am sure many of them are not just pretty faces.

The range of entrants varied from the smallest Bob Barry's Standard Fiat 500D to Jim Richards Escort Twin Cam, and a generous smattering of single seaters and sports cars all added colour to the turn out.

During the day many problems came to light ranging from loose mufflers, experienced by myself and Kerry Brown, to the broken throttle linkages of Noel Goodwin. But Noel drove with great verve and vigour to win his class in the Brimar Imp.

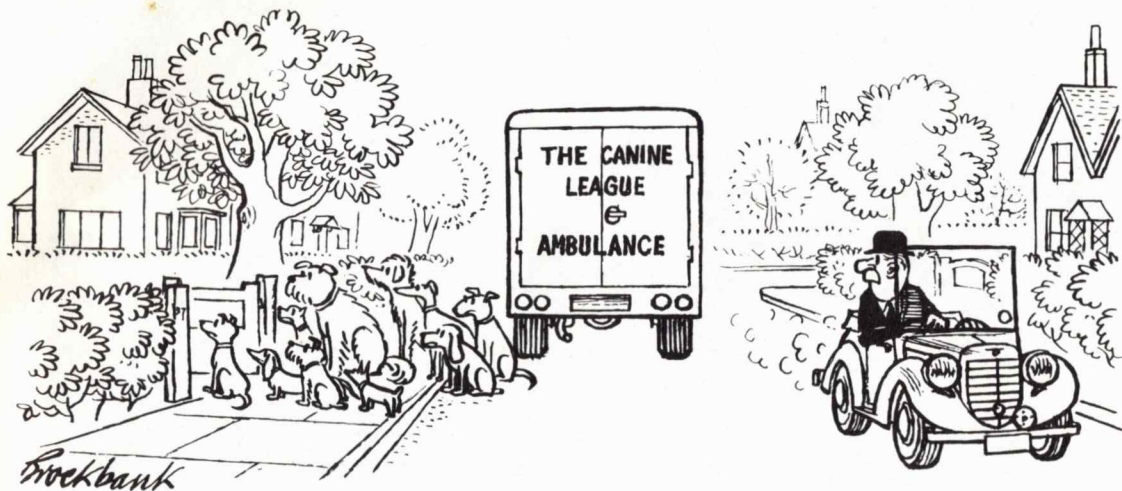
During the day many problems came to light ranging from loose mufflers, experienced by myself, and Kerry Brown, broken throttle linkages. Noel Goodwin drove with great verve and vigour to win his class in the Brimar Imp.

The rather sporty cars had problems like overheating and starting or not starting as the case may be, and at least one clutch failed, that person not being known to me and I understand he also had fuel problems. Amidst all this, John (Oak Tree) Crombie was lording about in a rather sneaky 3 litre Capri, the owner only letting John drive while he occupied the passenger seat.

It was good to see that Les (Doc) Murray has made his Anglia go slightly faster, although the beast of the day was a vintage Coupe creating its own cloud of blue and really humming around the circuit.

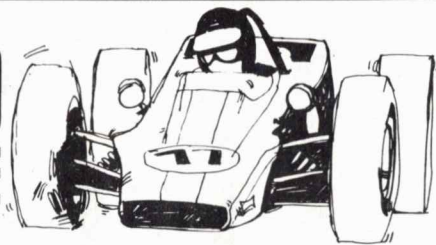
Once again may I thank all those involved with the organising and particularly Ron Brown, Clerk of the Course, the Timekeepers, marshals, etc., for a good interesting day.





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Papakura.

Mr B.K. Thomson,  
3021 Great North Rd,  
New Lynn.

Mrs R. Allen,  
Flat 4,  
Garden Terrace,  
Pukekohe.

Mr K.P. Howell,  
46 Halesowen Avenue,  
Mt. Eden.

Mr L. Briggs,  
Flat 1,  
103A Landscape Road,  
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Mr L.A. Dring,  
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Mr J. Gluyas,  
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Mr M.B. Mellor,  
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Mr R.A. Bennetts,  
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If your name is included in the above list please notify the Membership Secretary, Ben Hamilton - Phone 48-520, of your present address.



# RALLY ROUNDUP



Well, since the Castrol things have been fairly quiet, only "Pete's Post Office Puzzle" and the Pukekohe Monsoon coming to mind. By the time this is read the Champion will have been held and this year's Gold Star Championship decided.

The "Monsoon" was held in rather adverse weather, showery and quite cold, rather unfortunate as the lunch break was at the Hauraki Hot Springs and had it been a nice day could have been rather an interesting lunch break as there was quite an assortment of "talent" spread among competing cars. Speeds in the morning were rather slow but in the afternoon things picked up a bit and speeds were more realistic, still not really fast but sufficiently so that if you mucked around it was pretty hard to pick up time. A bit of a rude check towards the finish, only picked up by four of the fifty-six cars entered. An arrow erected immediately after an unmanned check, but of course it didn't have P.C.C. on it, so was not an "official sign" as displayed at the start. From a plotter's point of view it could probably be argued that it was quite legal but from the competitor's side, not really on. If it's necessary to go to these lengths to sort out a winner in what was, after all, only an inter-club event, what happens in the big ones?

Pete's Post Office Puzzle was very well attended, 67 entrants and the two guys collecting entry fees, etc., were flat out trying to cope with such a flood of bodies. I might add that they were ably assisted by Mrs Martin who was dispatching competitors.

For the benefit of those who might only turn out on a "funsy" such as this it might be timely to suggest that they ensure before leaving home that they have the relevant documents handy and easily accessible in their car. All you need are current Civil Driver's Licence and current Club Membership Card and this will save the guys doing documentation a lot of sweat and tears. Here endeth this month's lesson.

Understand the "Spring Invitation", our Mercury Trophy event, is plotted and being checked out. Hear it is of the usual high standard normally expected of Auckland Car Club open trials and hope that all competitors will enjoy it. Have had my ear to the ground trying to get a few clues but all I've managed to pick up has been the chug-chug of a "Veedub" so will have to get out to Papakura early on the 22nd August and find out the hard way. Hoping to see all those of you who are doing checks on that date,

HANS SPOTT

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# murmurs

All last season's Hillclimb Trophies and Certificates will be presented next Club night, 20th August, together with Club Circuit Championship trophies in respect of the meeting held on the 10th May.

.....

Our congratulations go to the following members on their engagements -

Alan Boyle to Margaret Cullen  
Rodger Anderson to Lola Martin  
Murray McKinnon to Marama Stone  
Paul Mitchell to Meredith May  
George Wilkin to Lesley Nott

Our best wishes and congratulations also go to Tony Knezovich and Margaret who were married in Brisbane, Australia recently.

The following are progress results for the Mercurty

If you are an unfinancial member you will not be reading this month's Bulletin unless you have borrowed your mate's one. Unfinancial members will not be receiving any further bulletins.

Would the member who paid his subscription into Lester & McKinstry's office in cash on Thursday, 16th July 1970 and given Receipt No. 90, please contact the Secretary's office, Phone 373-484.

## AUGUST FILM EVENING:

Andrews Pit Stop and Champion Spark Plug performance discussion with Ray Stone.

## Also International Rally Films

"Lap of the Gods" - Acropolis Rally  
"Flying Finns" - Repeat of the popular Rally of a Thousand Lakes by Castrol Oil.



# AUTOMART



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CANON FP CAMERA : Speeds to 1000th sec, f1.8, plus f4 135mm Hanimex lens, plus f5.5 300mm Hanimex lens, plus filters etc, plus carry bag. Ideal motor racing photo set-up. This gear has just been fully overhauled and is in first class order. To any budding motor racing photographer, here is a golden opportunity - \$150.00 the lot!!!

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PORSCHE 1600 ENGINE 9:1 Compression Isky Cam balanced and lightened Flywheel Completely overhauled - \$600. 2 Solex twin choke 40 M/W Carbs - Cost \$40 will sell for \$230. 2 New 15" wide oval tyres on widened VW rims. Pair cost \$98 will sell for \$68. Ford A2 Camshaft - Imported cost \$86 will sell for \$60.

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## WANTED

1 x 4 Cylinder Scintila Vertex Magneto  
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# **BENSON & HEDGES 500**

As entries were still coming into the Grand Prix Office last month we sent our super spy I.C. More to find out who was driving what. Here is what I.C. More saw on the 500 mile event. Last year's under 1000 class winners, Wayne Jones and George Wilson return with their Simca 1000. Club Screwed-n-ear Peter Lever and John Manion share the Dominion Motors Morris Mini 1000. A new version of an old face is the Cortina G.T.E. These are expected to top the 100 mph mark with drivers like Jim Richards/Peter Maloney Reg Cooke/Richard Brocklehurst, Jim Kennedy/Ron Rutherford and Ian Ross/George Dixon. Alan Woolfe stands firm with Triumph again sharing his 2000 with Bill Beasley. Roy Harrington swaps rear engine for front as he swings to a Fiat 125 with Don Dawson. Amongst the other Fiat 125 entries are Ralph Emson/Doug Bremner and Peter Macks/Garry Pedersen.

The 2000 version of the Vauxhall Victor makes its debut in the hands of Don Davie and Graham Harvey, while Mark Petch and Rod Collingwood try pedalling a 3.3 version.

In the top class Merv Neil and Tim Bailey try their hands at the wheel of a Valiant 318 V8. Simon Taylor and John Manby have entered a similar Valiant V.I.P. Opposing them will be Robbie Francevic/Steve Borich and Bruce Anderson/Pat Smith in Falcon 600's.

The Golden 100 has cars ranging in capacity from 354 c.c. of Owen Thomas' Honda N360 to the Falcon G.T.'s of Robbie Francevic and Jim Kennedy. Judy Hanbury will be battling for the women in her familiar Fiat 850S but may find the Cooper S's of Tony Lawrence, Ron Sheehan and Trevor Parker a little hard to beat in the 0 - 1300 class. Glamour cars of this event will be the 3 litre Capri of Bryan Innes and B.M.W. 2002TI of Paul Adams. Once again Alan Woolfe drives a Triumph, this time a 2-5 P.I. Although I.C. More was unable to obtain any more information he believes that no less than four Monaros were in the offering so that we could see a repeat of the Falcon- Holden battle such as the one witnessed at Bathurst last year.

Also, his extra sensitive ears heard that at least one Holden Torana G.T.R. may show its paces. Unusual omissions from the 500 mile race are the Datsuns, Toyotas, Hillman and Austins but race day will see what else the promoters have enticed to appear at New Zealand's premier saloon meeting.

# Exide

THE WORLD'S BEST BATTERY

EXIDE POINTS TO 19TH JULY 1970

INCLUDING CLUB CIRCUIT TROPHY DAY, GIMMICK TRIAL AND SPRINT

K. Flashman	14	D. Haydon	4
P. Batten	13	B. Burrows	4
D. Phillips	10	P. Levett	3
M. Harold	9	J. Pickard	3
D. Silcock	9	R. Homewood	3
G. Jones	6	S. Hooper	3
R. Williams	5	B. Cliff	3
N. Goodwin	5	P. Hong	3
P. Lever	5	C. Hyde	3
J. Richards	5	P. Adams	3
D. Hamill	5	M. Neil	3
J. Arkley	5	J. Mahon	3
K. Brown	5	S. Currie	3
P. Maloney	5	M. Ashworth	2
P. Sharp	5	R. Johnson	2
P. Brocklehurst	5	T. Hartnett	2
J. Nazer	5	D. Anderson	2
A. Hopkins	5	G. Harvey	2
J. Boyd	5	I. Carroll	2
W. Wymer	5	M. Walker	2
R. Cook	4	R. Findlay	2
J. Mannion	4	L. Richardson	2
A. Woolf	4	B. Allen	2
M. Firth	4	G. Morley	1
G. McGregor	4	R. Hanbury	1
R. McDonald	4	M. Soames	1
B. Moon	4	D. Hinton	1
A. Denney	4	G. Pringle	1
J. Lawton	4	B. Layton	1
W. Brooks	4	B. Patrick	1
D. Williams	4	M. MacDonald	1
		E. Swinburne	1

# Auckland Car Club Speed & Race Calendar 1970/71

## NATIONAL DATES:

3rd - 4th October 1970  
17th - 18th April 1971

Rothmans Gold Star  
Dunlop Saloons

\* \* \* \*

## CLUB CIRCUIT:

18th October 1970 )  
13th December 1970 )  
7th February 1971 )  
9th May 1971 )

All Closed Club

\* \* \* \*

## HILLCLIMBS:

16th August 1970  
22nd November 1970  
24th January 1971  
4th April 1971

Gold Star

Other Speed Events as advised per Bulletin.

\* \* \* \*

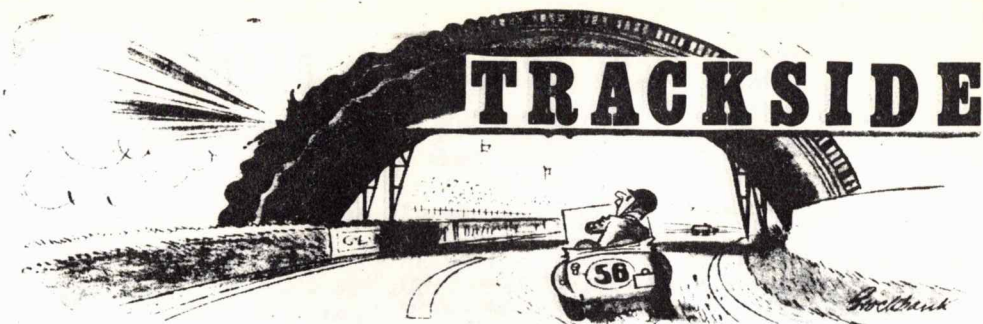
# WOMEN WANT UNIVERSALS BANNED

If you whisper sweet things in a woman's ear, better make sure it's not in the parlance of the automobile mechanic - at least if you want to be understood. A poll reported by a leading automotive magazine shows that many women drivers are pretty hazy about the workings of an automobile. Check these samples; over 91 per cent of the women interviewed believe radiator hose to be a brand of nylons; 62 per cent didn't know what was meant by the ignition system; almost 80 per cent thought brake drums were musical instruments, and 65 per cent said universal joints were an international disgrace. Oh, well as long as her King Pins are in good shape and the chassis well-balanced, what more can we expect?

GOGGIE BEAR

## MAJOR UPSETT





. . . Jo Siffert put the smiles back on to the faces of a couple of dozen anxious BMW personnel at Rouen by scoring a very impressive slipstreaming Formula 2 victory. It was BMW's second F2 win in two weeks, and all the more impressive because the race attracted possibly the best F2 entry of the season.

. . . New Zealand F3 driver Alan McCully may have to give up racing after the British Grand Prix Meeting. McCully, who has a sheep farm, is having considerable trouble getting his money out of New Zealand and this fact could cause the shortening of his season. However, he hopes to be back next season.

. . . A brand new Chaparral Can-Am car is expected to provide the star turn at Watkins Glen's "double header" World Manufacturers' Championship Can-Am meeting this weekend. And sitting in the Chaparral - if all goes according to plan - will be none other than World Champion Jackie Stewart, who has come to an agreement with Chaparral constructor Jim Hall to drive the radical "ground effect" Gp7 Chevrolet-powered Firestone-shod car during the remaining races of the Can-Am series.

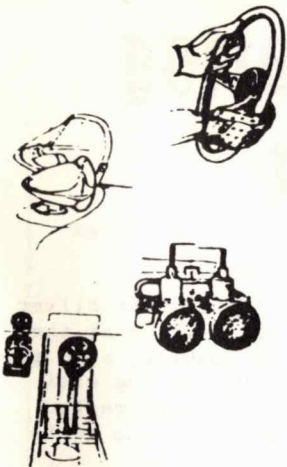
. . . Jacky Ickx's Ferrari flat-12 made a stupendous start, in spite of worries about this particular engine's durability, and the Belgian led the first 14 laps of the French Grand Prix from Jean-Pierre Beltoise in the Matra-Simca V12 until the red car's fruity-sounding engine broke.

. . . Vic Elford took Alistair Cowin's McLaren M12 to victory at Hockenheim in the Groups 5, 6 and 7 Interserie championship round, beating Gijs Van Lennep's Team AAW Porsche 917 and the Lola T70 Mk, 3B of Jo Bonnier, which was sporting a 7-litre engine for the occasion.

. . . Jo Siffert was in constant trouble with brake locking before he shot off course and wrecked the second works March during the French Grand Prix.

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# **SILVER FERN RALLY**

## **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.

It is with regret that we record the death of Club member, Maitland Findlay who died on the 26th July, 1970.



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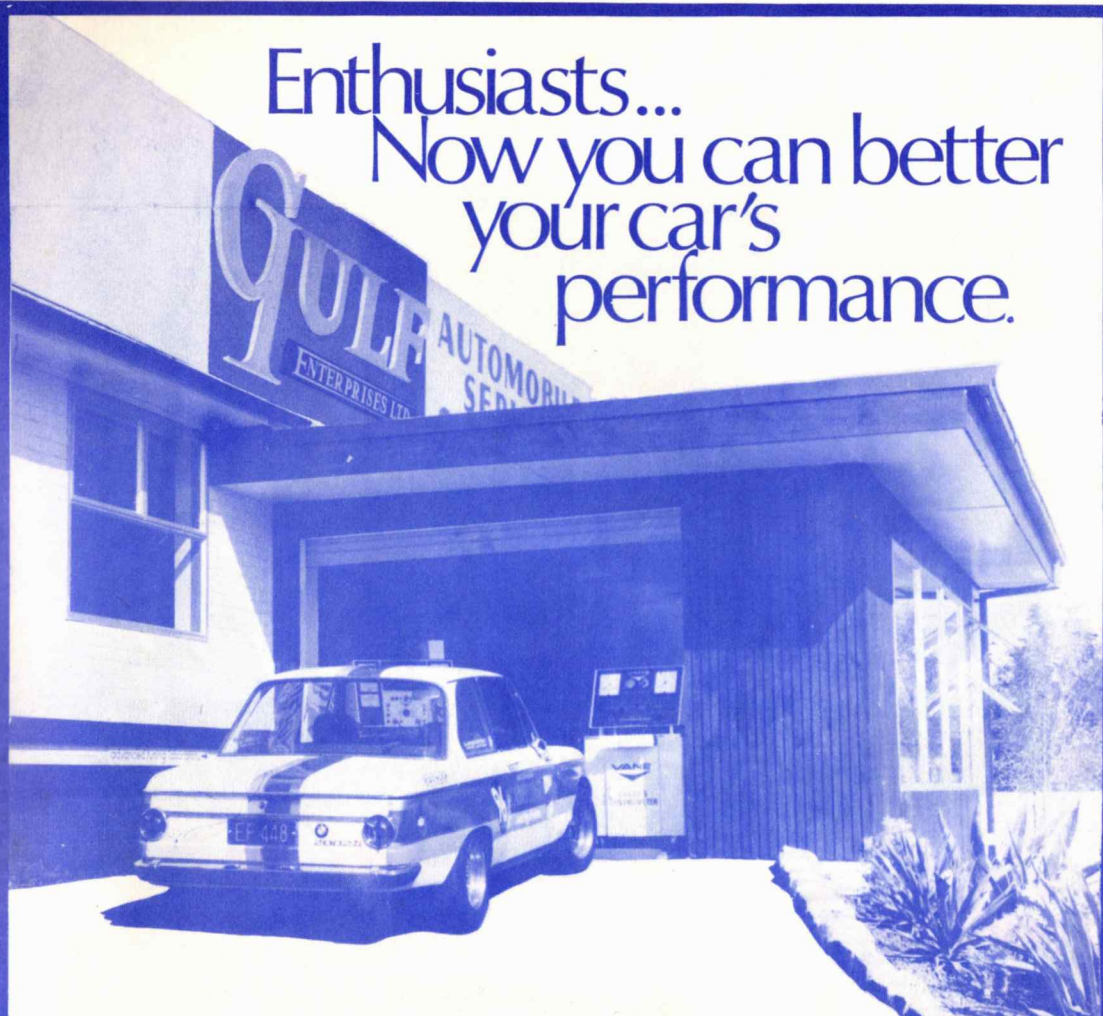


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