

BULLETIN

SEP 70



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— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

44 Stoddard Road

Mt. Roskill

Phone 699-797

P.O. Box 2591, Auckland

SEPTEMBER 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.
I. 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 :

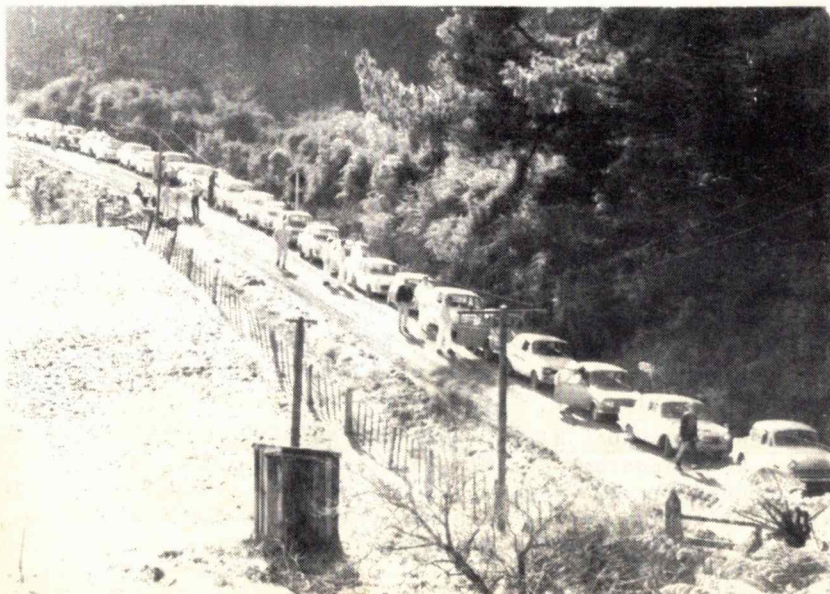
T. Molloy. Phone 654-048

Security Officer :

H. G. Southee. Phone 607-682

Custodian :

W. Ferris. Phone 674-071.



Thirty-two Competitors line up for the
start of the August Hillclimb

COMING EVENTS



CLOSED CLUB

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.

13TH SEPTEMBER - SUNDAY - Darts and Table Tennis - M.L.C. Insurance Company v. Auckland Car Club. Entries for Table Tennis to Don Halliday. Darts entries to Laurie Powell. Tournament commences at 2.00 p.m.

17TH SEPTEMBER - THURSDAY - CLUBNIGHT AND 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.

27TH SEPTEMBER - SUNDAY - EXPERTS TRIAL - Starts 10.00 a.m. at the Clubrooms and finishes approximately 2.00 p.m. at the Clubrooms. Map required - N41 Pt N46 Waitakere 3rd Edition 1st May 1964. Annual cup for first driver and first navigator. Counts for Exide points. This will be an enjoyable event using good roads.

10TH OCTOBER - SATURDAY NIGHT - SOCIAL AND DANCE to be held at the Clubrooms, 44 Stoddard Road, Mt. Roskill. Pre-social hour in the Members' Lounge from 7.00 p.m. Casual dress with funny hats and/or masks. Tickets \$1.50 each. Spot dances and prizes for the best hat.

15TH OCTOBER - THURSDAY - CLUB NIGHT AND FILM EVENING

18TH OCTOBER - SUNDAY - CLUB CIRCUIT RACE MEETING - Entries close Monday, 12th October with Miss C.E. Dewar C/- Alans Office Service 23 Shortland Street, Auckland. 1. Entry Fee \$1.00. Entries may be made by ~~phone 483 497~~ (evenings only). Scrutineering from 10.00 a.m. till 11.00 a.m. You will require your current Membership Card, Competition Licence, MANZ Medical Certificate, Overalls, Crash Helmet. Events for open wheelers, sports cars, saloons and standard production saloons. Late entries may be accepted to fill races at a fee of \$2.00. Observations for deletion of 3 stripes. Marshals are required for various duties. Refreshments will be available including soft drinks, hot pies, tea, coffee, potato chips, etc.

25TH OCTOBER - SUNDAY - LABOUR WEEKEND - BEER, BURGERS & BUBBLY EVENING. Further details in next month's Bulletin.

22ND NOVEMBER - SUNDAY - GOLD STAR HILLCLIMB - Chamberlain Road, Bombay.

13TH DECEMBER - SUNDAY - CLUB CIRCUIT RACE MEETING



OPEN & INVITATION

10TH - 13TH SEPTEMBER - THURSDAY TO SUNDAY - CANTERBURY CAR CLUB SHELL SILVER FERN RALLY

12TH SEPTEMBER - SATURDAY - VW OWNERS CLUB MERCURY TROPHY TRIAL. Starts at Reidrubber N.Z. Ltd, Great South Road, Ellerslie. Reporting time 6.00 p.m. First car due to leave at 7.00 p.m. Entry Fee \$2.00 per car on the day. Maps required N47 Pt46 2nd Edition 1st February 1964. First car due back 12 midnight. Tea and coffee will be served.

13TH SEPTEMBER - SUNDAY - PUKEKOHE CAR CLUB HILLCLIMB - Pollock Road, Te Toro. Entries close 9.30 a.m. on the day. Scrutineering from 9.00 a.m. to 10.00 a.m.

19TH SEPTEMBER - SATURDAY - TAURANGA CAR CLUB RACE MEETING AT BAYPARK. Saloon Car Championship Meeting. Further details from P.O. Box 2197, Tauranga.

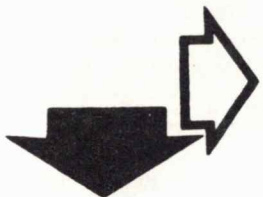
26TH SEPTEMBER - SATURDAY - 4 HOUR ROTHMANS STANDARD PRODUCTION ENDURANCE RACE AT LEVIN.

4TH OCTOBER - SUNDAY - AUCKLAND CAR CLUB ROTHMANS GOLD STAR RACE MEETING - PUKEKOHE - First round of 1970/1971 Gold Star Championship for single seaters. Also events for Formula C cars, saloons, national touring cars and sports cars. Closing date 17th September. Entries to be made to The Race Secretary, Miss C.E. Dewar, C/- Alans Office Service, 23 Shortland Street, Auckland 1. ~~Phone 483 497~~ (Evenings). First race commences at 12.30 p.m.

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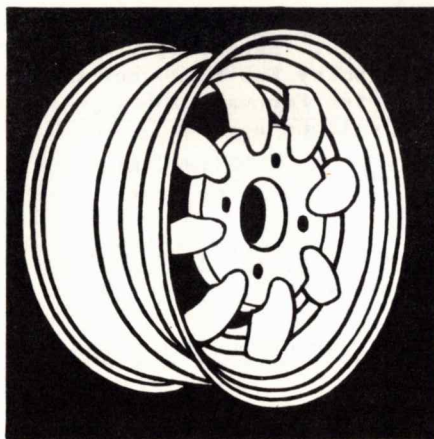
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10TH - 11TH OCTOBER - SATURDAY - SUNDAY - PUKEKOHE CAR CLUB SPEED WEEKEND
Hillclimb Saturday at Kerns Rd. Entries on the day till 9.30 a.m.
Scurtineering 9.00 a.m. to 10.00 a.m. Standing $\frac{1}{4}$ Mile Sprint Sunday at
Hullbright Rd, Waiuku. Entries on the day till 12.00 Noon. Scurtineering
11.00 a.m. to 12.00 noon. There will be F.T.D. trophies on both days.

11TH OCTOBER - SUNDAY - SOUTHLAND CAR CLUB RACE MEETING - Teretonga.

18TH OCTOBER - SUNDAY - HAMILTON CAR CLUB OPEN HILLCLIMB.

18TH OCTOBER - SUNDAY - CANTERBURY CAR CLUB RACE MEETING - RUAPUNA.

25TH OCTOBER - SUNDAY - SOUTH CANTERBURY CAR CLUB RACE MEETING - TIMARU.

31ST OCTOBER - SATURDAY - BAY OF PLENTY MOTOR RACING ASSN GOLD STAR
MOTOR RACES. ALSO FORMULA C.

7TH NOVEMBER - SATURDAY - LEVIN MOTOR RACING CIRCUIT LTD. GOLD STAR AND
FORMULA C MOTOR RACES

15TH NOVEMBER - SUNDAY - NORTHERN SPORTS CAR CLUB DUNLOP GOLD STAR AND
FORMULA C MOTOR RACES.

NEW MEMBERS

Bryan Johnson
Michael Dent
John Johnson
Barry McKay
Mervyn Ellis
Michael Kelly
Raymond Hirst
Peter Philips
Frederick Roach
John Meads
Graeme Shaw
Glenda Gundry
Michael Nisbet
Alfred Kenyon
Alan Fincham
Robert Pearson
Peter Lewis
Peter Gordge
Ivan Erceg

Mt Roskill
Kohimarama
Ellerslie
Meadowbank
Te Atatu South
Papatoetoe
Howick
Auckland
Mangere East
Kohimarama
R.N.Z.A.F. Base
Auckland
Ponsonby
Devonport
Mt Roskill
Mt Roskill
Te Atatu North
Epsom
Papakura

Vauxhall
Viva
Cortina Super
Anglia
Spitfire
Austin
Morris 1100
Anglia
Morris 1300
Anglia
Mini Cooper
Victor
Mini
Ford
Hillman Hunter
Lotus
Anglia 1500
Vauxhall

Feminine Viewpoint

Still smarting from a rap over the knuckles by an irate editor, we hasten to record our apologies for a SERIOUS OMISSION in last month's column! We mentioned the car that let Christine Trautmann down, but we failed to mention the car that carried Rosemary Smith to victory in the Ladies' Class - an Austin Maxi. (Do you need two guesses as to which firm our Editor works for?)

ANOTHER SERIOUS OMISSION : Apparently we didn't give you the most important warning of all:-

Never be temperamental at race meetings - only the cars are allowed to get away with that!

AND YET ANOTHER! Evelyn Hadfield reminds Jacqui to warn first-time triallists how necessary it is, before you even start, to tie everything down firmly - especially susceptible stomachs!

* * * * *

A rather belated THANK YOU for the marvellous response we are getting - letters, articles and so on. Trouble was, there just wasn't room to print our thanks last month. And the men are already complaining that they'll soon be clamouring to fit just a word or two into "Masculine Corner"!

* * * * *

REMEMBER SONYA CLARKE'S LETTER IN LAST MONTH'S BULLETIN? Well, Sonya, John MacDonald claims he is the fastest running bachelor of them all, but says if you really are a Type A glamour girl, as you claim, he certainly will be running as fast as he can - in your direction!

Heard the one about the woman driver?



"I still can't explain it: we were both stationary . . ."



"I drive everywhere in first—saves all that awful gear changing."

RALLY, GIRLS, RALLY:

LATEST OBSERVATIONS FROM JACQUI KNIGHT

On the Whakatane Gold Star it was very amusing around Kawerau, Te Teko, and the Murupara district to see so many children waiting by the side of the road. Some of the cars as they went past flashed their impressive array of lights, while others sounded their air-horns. Obviously the kids had seen the World Cup Rally on their TV's, because they were very excited to see the cars. In Te Teko, a very small township, we stopped for a ten minute break, and the cars were soon surrounded on all sides by Maori kids, their dogs, footballs, and even their ponies.

* * * * *

There's some new ways of knowing you're not lost on rallies!

- (1) Dogs lying in the long grass waiting to chase the cars which are intruding on their 'territory' - these obviously indicate that others have preceded you.
- (2) So do the children standing at letterboxes waving toi-toi, rags and hands as you pass. Don't follow the way they're pointing - kids can't always be trusted - but refer to your C.R.I.'s because they're probably more reliable.
- (3) Skid-marks in the metal on corners obviously indicate that Leadfoot Laurie Evans and Tearing Tim Holt went thataway.
- (4) Use the old cow-cocky trick - if in doubt, ask. If he points to another road then he's plumb grateful that most cars didn't use his road, and wishes you'd get off his road too. If he grunts in reply, or doesn't, you can take it that he's cheesed off that the rest of the rally went past his farm, and disturbed his cows/sheep/apple-orchards as applicable.

* * * * *

The Champion took us through the ghost-towns in the Karangahake Gorge. (You pass them as you fly down to Bay Park - they're very much the 'blink and miss them' sort of place.) I didn't know New Zealand had such ghost towns --- these ones must have been booming after the cry "GOLD" was heard all over the world, but now all that's left are the blocks of deserted houses, ramshackle and overgrown and very much just monuments to bygone days. We hit another ghost-town at Matahina on the Whakatane event, but even the houses had gone here --- only the streets, pavements and gutters were left. It was quite eery, as though someone had once opened a housing estate but no-one had bought land. It must have been quite a settlement once though, when the huge Matahina Dam was being built, but now the prefabricated houses have mostly gone into use on another progressive project.

* * * * *

We used a road on the Whakatane which would have been an education for those with the Silver Fern sparkling in their eyes. It started as tarseal at Te Teko, went south and then over the Matahina Dam, a huge impressive structure, and on to metal into the deep timber forests. We charged past several cars to give them our dust instead, and as it was a Touring Section stop we gave our sixty-odd horses their heads; the metal was deep and encouraged sideways manoeuvres. Then it thinned out and

turned sticky clay, and finally all clay. An alternative of ford or small bridge added a sudden bit of excitement, and then soon we came out into the light and rolling farm country, a good metalled road, and only one more thrill for us --- a one-lane wooden bridge on a corner, onto which we jumped.

We cleared that stage of about 20 miles I reckon by a good 20 minutes, so Noel investigated the rapidly increasing noise in our front passenger's wheel. It hadn't been my weight making the noise after all --- but a wheel bearing had run dry and had been crying out for more grease. Good-guy Maurice Hiestand (one of the few friendly rivals) helped out here, and we certainly owe him our thanks. It annoyed me greatly to have to operate the jack in a real hurry while all the other mere-males just stood around giving great loads of advice; still I suppose my name's not Jack-y for nothing.

LETTERS

These letters have been referred to this column by the Editor as he feels they must have been written by women.

Dear Sir,

I want to put some oil in my engine and I can't find it. Every garage I go into, they laugh so much that they can't help me. I've looked everywhere. Please help me!

Volkswagen Owner

* * * * *

Dear Sir,

My basketball team and I travelled down to Wellington in my car. Is this a record?

Fiat 500 Owner

* * * * *

Dear Sir,

I took my wife out yesterday. We did 120 mph down the straight, 90 mph on the bends and overtook a Jaguar (- at the traffic lights) at 75 mph. It was a nice run out, but we're going to buy a car soon as at 84 years old we find we tire easily now.

Hot Foot

* * * * *



"Don't say it. That's your 'Sorry-I-pranged-the-car-out-shopping' expression."



"She indicated right and then actually turned right."

DON'T HASH UP YOUR FIRST HILLCLIMB!

Thank you, Esme Scruggs, for your excellent recipe for "Hillclimb Hash", published in last month's Bulletin. We do look forward to meeting you one of these days and regret that so far we have been unable to reach you through the address given us. We feel sure that your recipe will be put to good use by many a woman who is getting things cooked up for the weekend.

But girls, haven't you ever felt you would like a drive yourself, instead of a dust - or mud-bath, as the case may be? Your boyfriends, husbands, etc. must get sick of hogging the car all the time. What about letting you have a turn? Or perhaps they're afraid you might do too well, and prove that you really can drive, despite what they may say to the contrary! Can't you picture yourself sitting excitedly at the bottom of the hill, waiting for the green flag to drop, then sailing up the road as fast as you can (- or like - whichever is the faster!)?

If you really do want to go in for speed events, this is the ideal type of competition to start with. With the road to yourself, this is your opportunity to learn, in comparative safety, how to handle the car as you've never handled it before, how to find its limitations (- and yours!), and how to use the whole road (- and nothing but the road!). Once bitten by the hillclimb bug, you'll go back again and again to see how much you can improve your time.

A few words of warning: DON'T dream of entering if you are afraid of looking distinctly unglamorous - a helmet is designed to ruin any hairdo; the more glamorous it is, then all the more surely doomed. Even if you think you are Pat Moss the Second, DON'T tear down to the venue in a cloud of dust and flying metal, or you won't be allowed anywhere near the hill. Keep the wheelies (- controlled, of course!) for the event itself.

DON'T take a casual look at the top corner and pass any tactless comments about how easy it looks - or be prepared to watch the veterans grin with satisfaction when you come into uncomfortably close contact with it first time up.

DON'T be afraid of being outnumbered - the men are full of friendly ever-helpful (?) advice : Stick your boot in it! Plant your foot! Keep your foot flat! Put your foot down - without specifying that sometimes it needs to be put on the brake.

DON'T be tempted to compare times with every young man who rushes enthusiastically up to tell you that his VW, X, Y, or Z is standard too. Just cast an eye over the sturdy tyres and bulging engine compartment!

Yes, the men will probably beat you at one-upmanship, but when it comes to driving you'll surely give them a run for their money!

J.C.H.



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The European Rally Scene

The Alpines were once considered far too light and fragile as a rally car but their successes in major rallies are becoming more frequent. The recent Drivers Championship event, The Geneva Rally, has been added to Alpines growing list of impressive wins, with a 1, 2, 3 victory led by Jean-Claude Andruet/Mlle. Michele Veron. He was followed home by team mate Jean-Pierre Nicolas/Jean Todt and the privately entered similar car of Jean-Luc Maurin/Jean-Pierre Mourrier.

The only other works entry was the Lancia Fulvia HF of Sergio Barbasio/Mario Mannucci which after a trouble-free run finished in fifth spot. Lancia have sent this crew to most Drivers Championship events this year in an endeavour to retain it in the Lancia camp.

The Swiss authorities are not sympathetic towards rallying and as usual, with the start at the ski resort of Crans-sur-Sierre, a long run in section to cross the border into France preceded the competitive part of the rally in the French Alps. Nicolas took the lead in the first couple of stages but after a short rest in Geneva the rally moved south into the Chambery and Grenoble area where Andruet took over the lead, retaining it to the finish.

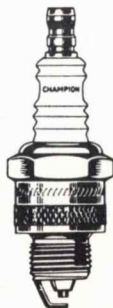
The A.C. de Marseilles has decided to abandon their attempts to fit the French Alpine Rally into a suitable date this year. As mentioned last month, the revived Tour de France is also run in September and with pressure from the Minister of the Interior routing was made difficult. A December date had been considered but the problems for works teams would have been enormous. With its tight straight-line road sections, service crews have a tough time under normal circumstances. With snow and ice tyres in the winter, and ice note crews to think about such an event would tax teams to the full.

The cancellation of the Alpine renders the RAC Rally the only remaining qualifier in the Constructors Championship. Only two manufacturers have a chance of winning it, Porsche and Alpine. Porsche lead with 27 points from three outright wins in the Monte Carlo, Swedish and Austrian Alpine Rallies and Alpine have 24 points from two wins, the San Remo and Acropolis Rallies, together with a third and fifth placing. Trailing further behind in the points table is Saab with 15 points and Ford with 10 points. The Championship has been with Ford for the last two years and before that with B.M.C. and Saab so that this is one of the few remaining championships that Porsche have not taken. A win to Alpine in their first full year of rallying would certainly be a feather in their caps.



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!



AUTOMART



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ALLOY ROCKER COVER - suit Cortina, Anglia - \$10

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GAUGES - Smiths Temp. - \$5

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LOWERING KIT - 2" - suit Zephyr etc. - \$6

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HILLCLIMB BOMBAY

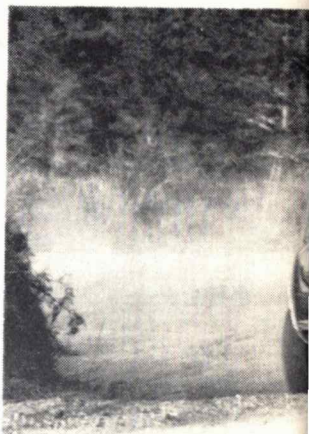


Bob Firth - Rattie Snake Imp - 40.6



Everythi

PHOTOS BY



John Cromt



Ralph Jones - VW-Zephyr - 39.1

including the sink

ME LINDSAY Ph 603-264

AUGUST 16



Top Cornering



Graham Morley - Anglia 1760 c.c.- 39.8

SHOUTS &

murmurs

Club member Phil Edean left for England aboard the Australis on Thursday, 6th August. Phil recently designed and built an electronic digital read-out timer for our speed events. This will replace our stopwatches and will give times to a one thousandth of a second. Provision has been incorporated for future development of this timer to include timing to a one ten thousandth of a second and a computerized memory bank. Worth several hundred dollars it is a compact unit. (It would fit comfortably into your youngest child's schoolbag). We gratefully acknowledge the time and effort put into this timing unit by Phil who has virtually donated it to the Club.

On the same ship leaving for England was well known South Island saloon driver, Garry Sprague.

Another Club member headed overseas on Tuesday, 16th August, was Kevin Masterton. His ultimate destination is England and we wish him bon-voyage.

Apparently several of our well known racing drivers have entered next month's Silver Fern Rally. We hear that Mike Marshall in particular has been burning a lot of midnight oil enthusiastically preparing Fred Roach's Anglia for the event. Mike has been required by his firm to go down to Christchurch (- of all places!) several times in the last couple of months.

Jon Stuart-Masters is driving a Triumph 2000 in this year's event. Last year Jon won his class in an Austin 1800 and will surely be trying hard again this year.

Other members who are competing include Nigel Roskilly, Ralph Emson with Wayne Jones as co-driver and Noel Goodwin with Roy Hanbury as co-driver.

Lynton Ryan, just back from Australia, is starting his own panel beating business in Auckland. His handiwork can be admired on some of the outstanding Group 5 saloons, such as the Coke Mini and the Cossack Escort.

Congratulations go to Margarete and Mike Marshall on the birth of their son. Mike claims he now has a co-driver for the 1985 Silver Fern.

We also would like to congratulate Paul Rowbottom and Josephine Whitu on their engagement.

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PERFORMANCE DEVELOPMENTS SPEED EQUIPMENT**



RALLY ROUNDUP



Well, the Champion has been held and personally I enjoyed it right up to the finish at "Champion House". For the benefit of T.V. fans I regret to announce that at this "Champion House" bull, rather than wool, became the order of the day. The organisers had realised an error they had made in the spelling of a sign relating to the speed schedule and to give them their due, had tried to be fair to everyone by making subsequent checks in this section directional only. However, they were to be over-ruled by one competitor who shall remain nameless, but is becoming known as the "Professional Protester" and times were reinstated. The irony of this situation is that he personally gained nothing from his protest, remaining in the same placing but other positions altered as a result, some up, some down.

With regard to our own fortunes in the event, we made a couple of blues in the map reading but they were such that when the error was explained afterwards it was quite simple to see where we had gone wrong and everything else fell into place. Generally a well plotted, straightforward and enjoyable event. I am sure that by now the organisers will have thanked the ladies of Ngatea for an excellent evening meal but I would like to add my personal thanks. It was grouse!

Hear a new pop song has been recorded in Paeroa by G.W. "Tim" Holt to be released on the CHAMPION label. Understand it is to the tune of "Tie me Kangaroo Down Sport" but the title has been changed to "Chain me on to me Clock, Jock". Backing is by the Pontiac Le Mans led by Jim Carney and the unusual sounds which may be heard in the background are not a recording fault, but Arthur and Alan beating the lead vocalist over the head with bits of broken speedo cable. Though I don't want to knock anyone getting on the pop scene I hope for Tim's sake this record is a oncer.

Latest news on the confectionery market is a new chocolate, "Lauries Bars", the advertising slogan is to be, "THEY REALLY GET YOU GOING", "THEY REALLY GET YOU GOING".

Sunday, September 27th, is the date of the annual Experts Trial with trophies for the winning driver and best navigator (not necessarily the navigator of the winning car). Don't let the title of the event deter you from entering. The term "Expert" is purely academic and you yourself are the best judge, prior to the event, of your qualifications. The trial has, I hear, been plotted by the "Gruppenfuehrer" (pardon my German spelling) with the help of "der elfs from der Black Forest" and

will take in the scenic beauties of the Waitakere area so could be quite an enjoyable outing. Take a picnic lunch, you can always go for a stroll down one of the many fine bush walks if you reckon he has got too twisted a mind.

Speaking of Germans, recently met a visitor to our shores who reckoned his name was, Herr Pantherdown. Once more, not altogether sure of the spelling but the pronunciation is O.K.

Spent quite a lively Saturday night recently on a trial organised by one of those "other" clubs. First section we weren't sure whether it was fair dinkum or a gimmick trial, even had a speed change using a sign better seen by a top dressing pilot, or low flying seagull, than a normal driver but the remaining two sections were definitely on and most enjoyable. The fourth and final section at Whenuapai which was confined to two rooms with occasional route finding to a third small room was the best of the lot. Heard a rumour that we got a second in the trial but can personally guarantee a last in the final section, even had to bludge a ride home as my driver chickened out early in the "special stages".

On that happy note (though somewhat sorrowful next day) will say cheerio until next month.

HANS SPOTT

LETTER TO THE EDITOR

The Editor,
Auckland Car Club Bulletin.

Dear Sir,

We are astonished and horrified that you would print the findings of an obviously disreputable and unreliable automotive magazine. Be it a leading one or not the results of its poll are utter nonsense! Obviously when carrying out the poll, they asked very few women who are either members of, or in any way associated with a car club. Good heavens, if we didn't know basic terms such as radiator hose, brake drums, universal joints, con-rods, cam-followers, rings, rockers-and-rollers and slippery diffs. we'd never be able to hold a conversation here at all.

The Goggle-eyed Bear who wrote your report had better not be casting his eyes over our King Pins too closely, or he might get a firm kick in the Big End when he isn't looking!

Yours indignantly
Hot-Head.

(This appears to be a response to "Women Want Universals Banned"
August Bulletin - Ed.)

INTER-CLUB WARFARE

▶ A.C.C. v P.C.C. ◀

DATE : 9th August 1970
TIME : 2.00 p.m.
LOCATION : Auckland Car Club Clubrooms
OCCASION : Auckland Car Club v. Pukekohe Car Club Duel
WEAPONS : Darts and Table Tennis Bats

This was the long talked about challenge between these two clubs after many verbal challenges had been exchanged between Tom Walker (President Pukekohe Car Club) and Barry Webber (President Auckland Car Club) until we were finally drawn into combat to see who was the better team.

On this occasion we had the use of three dart boards instead of two against the Auckland Rally Club and two table tennis tables. Laurie Powell soon had the darts team organised and in progress, while Ray Stodart and Murray Firth organised the table tennis.

After the first few games Auckland Car Club took the overall lead in both spheres, a position that was not to change but it was not an easy victory for the Auckland Car Club as stiff opposition was encountered.

The final results in the table tennis were

Singles

A.C.C. 13 : Pukekohe 3

Doubles

A.C.C. 7 : Pukekohe 1

In the Darts the singles gave Auckland Car Club a substantial win but the doubles were really close, the results being

Singles

A.C.C. 14 : Pukekohe 4

Doubles

A.C.C. 5 : Pukekohe 4

On a more personal level it was good to see a larger number of supporters to cheer the opposition on and the return match if it takes place should be just as well supported.

To the Auckland Car Club team, don't rest on your laurels as we cannot keep winning and the M.L.C. team have a good few players.

Thanks go to the Ladies Committee who provided a welcome meal of curry and rice and to all those who attended the event, especially our most welcome visitors who made it a really happy social event.

BOBLYN

Exide

Exide Points To Hillclimb 16.9.70

K. Flashman	29	D. Haydon	4
P. Batten	18	E. Burrows	4
D.W. Phillips	10	T. Carroll	4
R. McDonald	10	M. Soames	4
G. Morley	10	L. Rogers	4
M.D. Harold	9	P. Hayes	4
D. Silcock	9	R. Pulman	4
G. W. Holt	9	R. Jones	4
G. Jones	9	B. Walsh	4
J. Lawton	9	J. B. Pickard	3
R. Emson	8	P. Levett	3
B. Moon	8	R. Homewood	3
A. Wilson	7	S. Hooper	3
A. Denney	7	B. Cliff	3
D. Shankland	6	P. Hong	3
R. Williams	5	P. Adams	3
N. Goodwin	5	M. Neil	3
P. Chapman	5	J. Mahon	3
P. Lever	5	S. Currie	3
J. R. Richards	5	S. Millen	3
D. Hamill	5	M. E. Ashforth	2
J. Arkley	5	T. Harnett	2
K. Brown	5	D. Anderson	2
P. Maloney	5	G. Harvey	2
P. Sharp	5	M. Walker	2
R. Brocklehurst	5	D. Bellamy	2
J. Nazer	5	R. Findlay	2
A. Hopkins	5	L. Richardson	2
J. Boyd	5	B. Allen	2
W. Wymer	5	R. Campbell	2
C. Hyde	5	T. Radisich	2
R. Johnson	5	R. Firth	2
J. Crombie	5	R. Hanbury	1
M. Fetch	5	D. Hinton	1
D. Bremner	5	C. Pringle	1
J. Mannion	4	F. Layton	1
A. Woolf	4	E. J. Patrick	1
M. Firth	4	M. MacDonald	1
G. McGregor	4	E. Swinbourne	1
R. Cook	4	G. Hutton	1
W. Brooks	4	R. Robinson	1
D. Williams	4	P. Wong	1
		P. Gudge	1

Sunday, July 26th saw us arrive for an early start at the Farmers Car Park in Papakura where two others were already waiting to go. As we prepared ourselves for the ordeal ahead others arrived variously equipped to do their thing.

At 2.04 p.m. with a noisy farewell from Conrod a very novice crew pulled away to turn right - turn left - bear left around islands. Notice Red Hill signs, shades of the TISCO, and exactly on 5 miles we found the speedo check which I had forgotten to look for whilst driving, teaching my wife the finer points of navigation, educating a rank novice in the rudiments of elementary timekeeping and asking him to keep his hands on Larry Reed's and not on his partner who was along for the ride.

A tricky little bear left (which we had to reverse for) and which took some of the earlier competitors into a dead-end open air amphitheatre featuring a most unusual daylight performance.

On past many carefully erected "NO ROAD" signs which were more reassuring than my timekeeper saying "Faster you're two minutes late - No hang on a minute you're three minutes early - Aw I don't know!" Carefully proceeding ahead at all Clevedon 8M signs we noted our additional instructions taped to a check board. We went left at crossroads but not CROSSROADS "Dear! Capitals mean signs not physical topography". Besides I'm told they weren't crossroads anyway.

We arrived at Section 2 with my timekeeper now sitting in the front and Larry Reed in the glove box. I hurriedly worked out the carefully plotted map reading noting the one U turn permitted in Jeff Rd and the unnamed section of Redoubt Rd. Two good traps and it all made good sense. A good 10 minutes later after showing the now recovering time-keeper where we were supposed to go we roared off. Flat out was the order of the day. Funny, there's that red VW again, always stopped but always turning up some where else and pointing in another direction. Must be a VW Owners trial on out this way. U turn at Wallop, past Apirana round the block to Elfminisabremonaro. The only problem is that it is facing the opposite direction. Might be a manned check in there so back up and try again much to the amusement of a parked couple. All the way round the block again and on to the control.

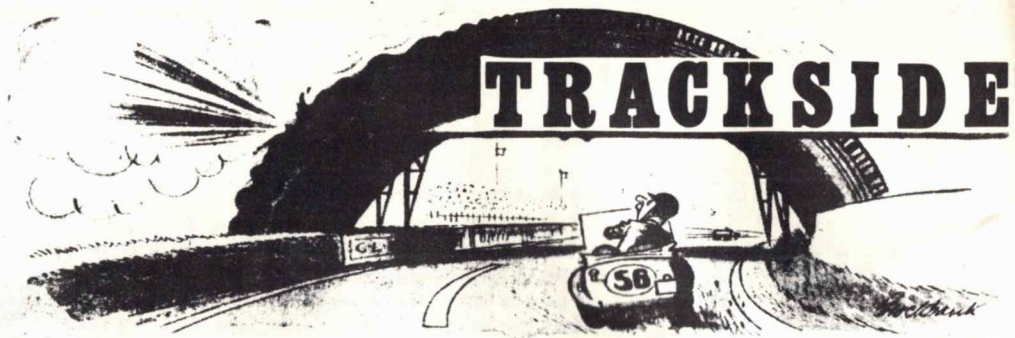
Where the devil did we put those infernal 3rd Section instructions - car upside down - pockets turned out - Oh yes here we are above the sunvisor Timekeeper functioning again, "Really Kevin you're not doing too badly, its just a combination of practice, practice, practice and stainless steel g-t's that makes a timekeeper." I'm sure they're born and not made. Turn left at Traffic Lights in Mt Albert Rd, take first right - "No must be a mistake, this just goes around the Mormon Church". "Ha Ha, No Exit Rds don't exist you goat".

Onwards to the Clubrooms with the timekeeper yelling "Three out of the four times I've done this calculation I reckon you're late and the average of those three calculations is 6 minutes 07 seconds." Token gesture at compulsory stops, curse Sunday drivers and into the Clubrooms, what must have been at least 10 minutes late - to find that we were about 2 minutes early.

Our thanks to Des Bell for what was felt by all competitors to be a thoroughly enjoyable trial with just enough sting for a Sunday afternoon to make it really interesting. In fact it could well have been a section from a Gold Star trial that had been accurately plotted.

RESULTS TRIAL 26th JULY

Entrant	Car No.	Rock 1	Crunch 2	Wooloomooloo 3	Rattle 4	GTX 5	Crunch 6	Wooloomooloo 7	Control 8	Wallop 9	Apirana 10	Elfmini sabremonaro 11	Control 12	Control 13	Total Points Lost	Place
VanderKly	1	0	180	0	180	180	180	180	49.9	0	0	180	126.0	19.8	1275.70	16th
Priest	2	180	180	180	180	0	0	0	8.6	0	180	180	27.0	2.8	1118.40	11th
Wilson	3	0	0	0	180	0	0	0	0	0	0	0	63.2	10.4	253.60	4th
Bellamy	4	0	0	0	180	180	180	180	103.0	180	0	0	3.0	6.0	1012.00	9th
Chapman	5	0	0	0	0	0	0	0	84.0	0	180	0	30.0	6.1	300.10	6th
Pearce	6	0	0	0	180	180	180	180	82.9	0	180	180	61.1	2.8	1226.80	13th
McDonald	7	0	180	180	180	0	0	0	43.8	0	180	180	29.1	0	972.60	8th
Morley	8	0	0	0	180	0	0	0	102.4	0	180	0	27.0	12.8	322.20	7th
Shankland	9	0	0	0	0	0	0	0	0	0	180	0	76.9	0	256.90	5th
Flashman	10	0	0	0	0	0	0	0	13.1	0	0	0	25.3	7.2	45.60	1st
walker	11	0	0	0	180	180	180	180	180.0	180	180	180	180.0	31.3	1651.30	21st
Gulland	12	0	180	0	180	180	180	180	6.4	0	180	180	61.3	9.1	1336.80	19th
Jones/Emson	13	0	0	0	180	180	180	0	0	0	0	0	25.7	7.3	213.00	3rd
Withers	14	0	180	180	180	180	180	0	0.4	180	0	0	27.0	13.5	1120.90	12th
Crombie	15	0	0	0	0	0	180	180	180.0	180	0	180	180.0	180.0	1260.00	14th
Batten	16	180	180	180	180	180	0	0	87.4	0	180	0	137.4	5.7	1310.50	18th
Ilutton	17	180	180	0	180	0	0	0	180.0	0	180	180	91.0	58.3	1049.30	10th
Kirker	18	180	180	180	180	0	0	180	180.0	180	180	180	180.0	180.0	1800.00	22nd
Barry	19	180	180	180	180	0	0	0	180.0	0	180	0	180.0	13.4	1273.40	15th
Lambert	20	180	180	0	180	0	0	180	180.0	180	180	180	45.0	47.8	1352.80	20th
Hadfield	21	180	0	0	180	180	180	180	18.6	180	180	0	5.5	13.3	1297.40	17th
Holt	22	0	0	0	0	0	0	0	103.4	0	0	0	33.6	15.5	152.50	2nd
Burgess	23	180	180	180	180	180	180	180	153.4	180	180	180	180.0	5.1	2138.50	23rd



. . . Australian driver Glyn Scott was killed on Sunday, 26th July, in a collision with another competitor at Lakeside. Scott was a regular Tasman championship competitor, having driven the FVA-powered Bowin regularly for the last year.

. . . The rumoured Brazilian Formula 3 series is definitely on. A representative from Brazil was busy recruiting entrants at Thruxton and it seems that a lot of interest was being shown although Gold Leaf Team Lotus will not be going. There will be a series of three races in January (10, 17 and 24), all at the magnificent Interlagos circuit in San Paolo and although by then the 1-litre F3 will have expired the Brazilians have decided to continue with this class for the series. Financial arrangements are generous. In addition to free transportation for the cars and three personnel for each there will be £70 (\$140) per race start money and a £10,000 (\$20,000) prize fund payable in U.S. dollars.

. . . Bill Stone who has scored victories in his last two races with his special March 708FF may have to leave the country in the near future as his work permit is about to expire. After scoring considerable success in New Zealand with a Brabham twin-cam, Stone arrived in Britain in 1968. He raced regularly with the Brabham in F3 and twin-cam guise and last year transferred his affections to an ex-Chequered Flag McLaren M4A.

Stone worked at Arch Motors building chassis until he joined March Engineering as one of the company's very first employees. He is now foreman of the Production Shop where he prepares his specially modified March FF in his spare time. In spite of falling foul of the Commonwealth Immigration Act, Bill is fighting back. The March directors are endeavouring to persuade the powers that be to let Stone take up permanent residence.

. . . Pedro Rodriguez will join the Can-Am trail at the end of this month at Mid-Ohio with a works-backed Ferrari. Details of the car are still being kept very secret but it seems more than likely that it is a development of the 512S, an example of which is said to be under construction for Scuderia Filipinetti.

. . . Strong rumours that Andretti might drive for Ferrari in Grands Prix next year were ended when the Italo-American affirmed his preference for USAC and the Indy 500. His statement confirmed that he had received an attractive offer from Maranello (and other European racing teams), but would continue his association with Andy Granatelli throughout 1971. He hoped to drive in some F1 events in Europe and North America "assuming there is no conflict with the USAC schedule".

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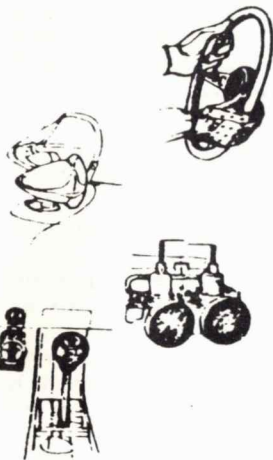
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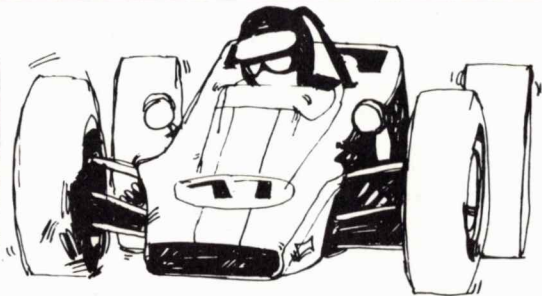
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HASH a' la BOMBAY

Chamberlain Road, Bombay, the peace and quiet of the country side, normally the only sound that is heard is the twitter of birds (the feathered type) and the usual farm noises. Today, all that was shattered by the thirty-two entrants of the August Hillclimb each car tuned to the best performance possible, especially as this event carried valuable Exide Trophy points.

On the first run Doug Bremner soon got down to business with a quick time of 39.1 seconds to prove he was still the fastest saloon at the climb, but the most impressive run was that by Brian Walsh who it seemed had been giving dancing lessons to his J.A.P. to 'turn' in a time of 47.9 seconds on his second trip.

Not only did John (Oaktree) Crombie win his class, he also put up the slowest recorded time of 102.9 seconds, that, through trying to give Lynton Ryan some business. His fastest time was 40.3 seconds.

Peter Batten had his 1293 Cooper moving faster this time to turn in a 40.2 compared with 43.8 on the Championship climb so it seems that hard work on your car does pay dividends. This meant he beat Crombie on a side wager by only point one of a beer.

In the 1301 to 1600 class Pat Hayes (Cortina) had to be content with second place again but with a faster climb than in March, in fact 41.6 as against 42.4. Unfortunately, John Lawton (Cortina) proved .2 seconds faster to take victory.

Giving his Anglia its first outing in his hands, Graeme Morley (the phantom yodeller) proved the faster man in his class, in fact the only one in his class.

Doug Bremner needs no comment as he not only won his class but also put up the fastest time of the day with a very well driven time of 36.6 which is the fastest official time put up by a saloon car, so that is an improvement of .9 seconds faster than his previous record. Congratulations Doug.

The Mini Minus of Merv MacDonald took a third spot with 39.6 seconds, an improvement of 1.3 seconds on last March. Even though it has a heavier body, but with 122 c.c.'s more, Ken Flashman took first place with 37.3. Unfortunately Murray Firth had one of those days not only did he have a stuck throttle which sent him off the road but he also suffered mechanical problems causing him to withdraw without any times to his credit.

Apart from a few technical failures at the start the event took place with no serious mishaps.

One of the major problems with a meeting like this is the problem of getting the equipment to the venue. On this occasion we had the use of an 1800 Morris Utility supplied to us by Dominion Motors Limited and this certainly proved to be a good worker as before we had to divide the gear into separate wagons. It was great to have a vehicle that could carry it all in one load, and may I take this chance to thank Dominion Motors Limited for their support.

As usual, may I thank all those concerned in the organising and running of this event for you all did a grand job!

P.S. Glen Jones was moving very fast but not as fast as the spectators when he hit the bank.

RESULTS OF AUCKLAND CAR CLUB HILLCLIMB - 16TH AUGUST 1970

SALOONS 0 - 1000 C.C.		1ST RUN	2ND RUN	3RD RUN	4TH RUN	5TH RUN	6TH RUN
A 1	R. ROBINSON	998	48.0	47.1	46.3	46.6	48.5
A 2	B. MOON	940	43.3	41.4	40.9	41.8	46.6
A 16	R. JOHNSON	947	45.8	44.8	43.2	44.8	41.8
A 21	J. CROMBIE	998	43.1	102.9	42.4	41.8	41.4
A 27	R. CAMPBELL	998	49.8	45.2	48.8	43.7	44.9
SALOONS 1001 - 1300:							
B 6	J. McDONALD	1298	45.6	45.3	44.8	44.4	43.9
B 7	R. WHITING	1200	49.0	47.7	46.5	46.0	45.7
B 10	L. ROGERS	1298	46.8	45.6	45.4	44.8	44.7
B 12	P. BATTEN	1293	43.0	42.7	41.2	41.1	40.4
B 17	C. CRAWFORD	1298	46.7	45.5	45.0	45.1	44.4
B 23	A. DENNEY	1100	45.3	44.6	43.0	42.8	41.5
B 25	T. RADISICH	1275	44.7	43.3	42.9	42.9	46.8
B 28	P. WONG	1298	45.2	44.6	44.7	43.3	43.5
SALOONS 1301 - 1600:							
C 3	J. LAWTON	1498	44.4	44.5	42.5	43.0	41.4
C 18	P. HAYES	1498	43.9	43.1	42.8	42.2	41.7
C 19	C. HYDE	1375	47.0	45.3	44.1	44.4	44.6
C 24	S. MILLEN	1498	44.9	44.5	43.9	42.8	43.6
C 29	P. GORDGE	1500	48.3	46.8	46.3	46.1	44.9
D 11	R. PULMAN	1598	45.6	44.0	42.3	41.6	43.1
D 26	M. SOAMES	1558	46.8	47.1	44.6	43.8	44.1
SALOONS 1601 - 2500:							
D 9	G. MORLEY	1760	42.3	41.5	41.7	40.8	39.9
SALOONS 2501 & OVER:							
E 14	R. JONES	2895	40.4	41.0	39.7	46.3	39.8
E 15	G. JONES	5400	40.0	40.3	41.0	-	40.1
E 20	D. BREMNER	2700	39.1	37.6	37.5	37.1	37.3
E 22	I. CARROLL	2648	44.3	42.9	42.4	41.8	41.3
SPORTS:							
E 8	M. PETCII	3000	43.6	41.2	43.4	40.2	40.3
RACING:							
R 4	M. MacDONALD	960	43.3	41.4	41.2	40.3	40.2
R 5	B. WALSH	981	39.5	47.9	41.1	39.0	39.4
R 24	M. FIRTH	600	-	-	-	-	-
R 37	D. SAMPSON	650	-	-	-	-	-
R 83	K. FLASHMAN	998	62.0	38.5	-	37.7	17.3
R 111	P. FIRTH	950	44.0	61.5	40.6	41.5	48.0

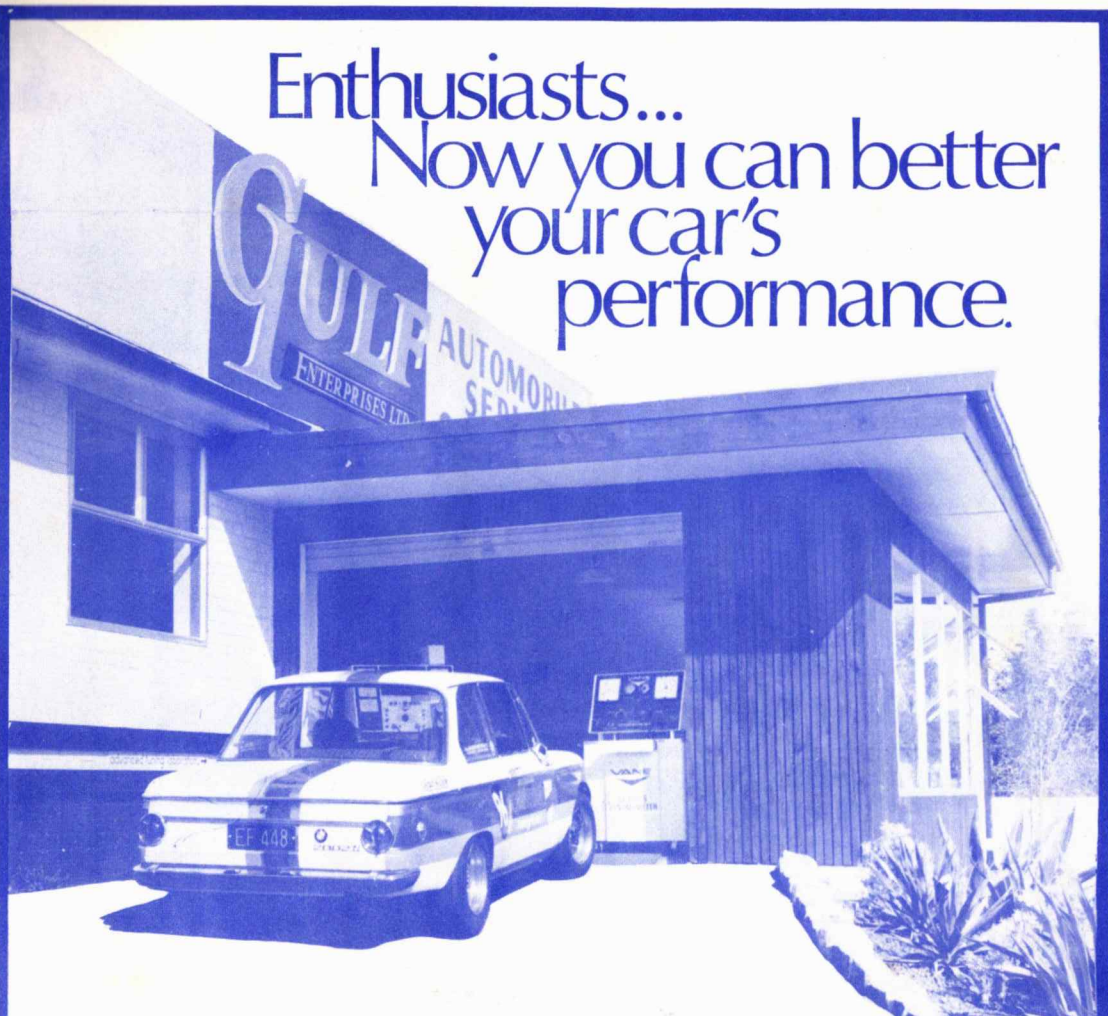


102.9? Use the car next time John



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