

BULLETIN



OCT 70

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— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

44 Stoddard Road

Mt. Roskill

Phone 699-797

P.O. Box 2591, Auckland

OCTOBER 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, I. Read, P. Levet,
E. J. Inwood, M. I. 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 : C. R. Stodart
(GLE 5196)
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 :

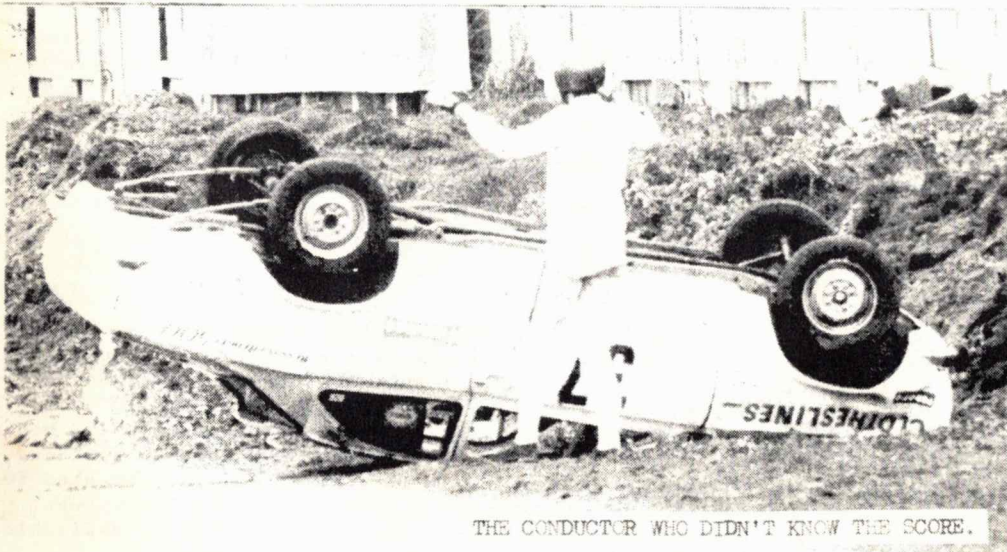
T. Molloy. Phone 654-048

Security Officer :

H. G. Southee. Phone 607-682

Custodian :

W. Ferris. Phone 674-071.



THE CONDUCTOR WHO DIDN'T KNOW THE SCORE.

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.

10TH OCTOBER - SATURDAY - GYMKHANA - Manurewa High School, Browns Road, Manurewa. Gymkhana commences at 11 a.m. and counts for Exide Trophy Points. Entries on the day. Saloons and Production Sports Cars only eligible to compete. Mud grip tyres are not permitted.

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 - 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.

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 588-274 (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 nobby-cars, 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.

24TH OCTOBER - SATURDAY - LABOUR WEEKEND - NIGHT TRIAL - Duration 2 hours.

First car 7.00 p.m. Start Farmers Trading Co. Ltd. Carpark, Papakura. Entry Fee 50 cents per car. Sealed clock required. No maps. Counts for Exide Trophy Points. Plotter - Allan Wilson.

To get to Farmers Carpark, leave motorway at Takanini Exit. Proceed along Gt. South Rd to go left at Roselands Shopping Centre. Stay on this road to pass Telephone Exchange on your right. Go right, into carpark.

25TH OCTOBER - SUNDAY - LABOUR WEEKEND - BEER, BURGERS AND BUBBLY EVENING

This will be something new in the way of a social evening. We will supply all ingredients for the burgers and facilities upstairs for you to prepare your own just the way you like them. A wide variety of ales will be available from various parts of New Zealand and champers will be served later. Dress - casual. Music and entertainment provided. Commencing 7 p.m. All inclusive. Admission - Single \$2.50 - Double \$4.50. Bring your wife along to show her just how good a chef you are.

19TH NOVEMBER - THURSDAY - CLUBNIGHT AND FILM EVENING

6TH DECEMBER - SUNDAY - AUTOCROSS - Further particulars next Bulletin.

13TH DECEMBER - SUNDAY - CLUB CIRCUIT RACE MEETING

17TH DECEMBER - CLUBNIGHT AND FILM EVENING



OPEN & INVITATION

4TH OCTOBER - SUNDAY - AUCKLAND CAR CLUB ROTHMANS GOLD STAR RACE MEETING - PUKEKOHE - First round of 1970/71 Gold Star Championship for single seaters. Also events for Formula C cars, saloons, national touring cars and sports cars. First race commences at 12.30 p.m.

10TH - 11TH OCTOBER - SATURDAY - SUNDAY - PUKEKOHE CAR CLUB SPEED WEEKEND - Hillclimb Saturday at Kerns Rd. Entries on the day till 9.30 a.m. Scrutineering 9.00 a.m. to 10.00 a.m. Standing $\frac{1}{4}$ Mile Spring Sunday at Hullbright Rd, Waiuku. Entries on the day till 12.00 Noon. Scrutineering 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.

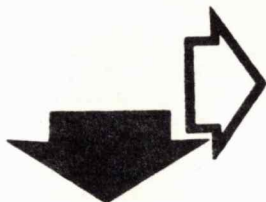
7TH NOVEMBER - SATURDAY - LEVIN MOTOR RACING CIRCUIT LTD. - Gold Star and Formula C Motor Races.

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

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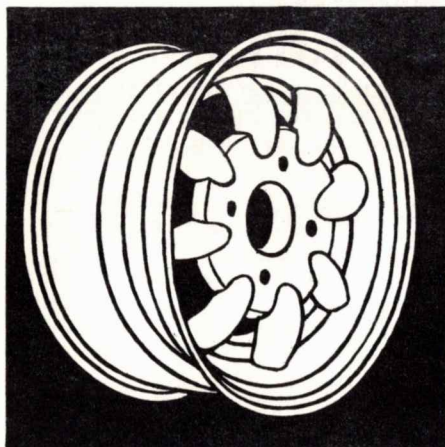
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Alloy Finned Brakes For,

**Mini, Hillman Imp, Cortina,
Anglia, Viva, Sprite.**

Alloy Finned Oil Filter Housings.

For added cooling.

22ND NOVEMBER - AUCKLAND CAR CLUB GOLD STAR HILLCLIMB - Chamberlain Road, Bombay. Entries close 16th November with Miss C.E. Dewar, C/- Alans Office Service, 23 Shortland Street, Auckland. 1. Entry Fee \$2.00. Club miniatures for first in each class; certificates for 2nd and 3rd. Outright trophy for F.T.D. Classes are:-

Saloons
 0 - 1000 c.c.
 1001 - 1300 c.c.
 1301 - 1600 c.c.
 1601 - 2500 c.c.
 2500 and over

Sports
 0 - 1500 c.c.
 1501 and over

Racing
 0 - 1500 c.c.
 1501 and over

NEW MEMBERS

Gwen Sayers (Mrs)	Mt Eden	Morris 1000
Glen Mugridge	Remuera	Morris Cooper
Richard Thumath	Auckland	Ford
Robin Tanner	Birkenhead	Chev Corvette
Warren Cossey	Takanini	Ford Anglia
Roger Lister	Drury	Chevrolet
Bruce Cork	Epsom	Austin Cooper
Barrie Wetini	Panmure	
William Jackson	Panmure	Ford Zephyr
Warwick Offen	Mt Eden	
Colin Witterick	Mt Eden	Austin Mini
Ralph Paulger	Ponsonby	
Warren McMillan	Avondale	Ford Zodiac
Raymond Whiting	Maraetai	V.W.
Peter Maxwell	Ellerslie	Vanguard 6
Ian Johnson	Papatoetoe	Morris Mini
Athol Hart	Sandringham	
Roy Heyward	Papatoetoe	Holden H.D.
Mervyn Watson	Mt Albert	Ford Anglia
Colin Barrie	Henderson	Ford Cortina
Michael Johnson	Milford	Jaguar
Geoff Cossey	Drury	Morris 1000
Chris Ross	Te Atatu	Torana S.L.
Garry Hamlin	Pakuranga	Ford Escort G.T.
Jon Gordon	Pakuranga	Ford Escort 1300E
Michael Cauty	Greenlane	Ford 100E
Carl Davies	Avondale	BMC Mini
Fred Fraser	Pakuranga	Morris 1000
Thomas Barrow	Papatoetoe	Ford Cortina

Feminine Viewpoint

MEN! Don't throw your Bulletin away, your mother wants to read it! Yes, it's true. With the advent of Feminine Viewpoint, the Bulletin has acquired a new group of readers. Some mothers even open the mail for a sneak preview before their sons arrive home!

* * * * *

With the end of the rallying season and the beginning of the racing season overlapping last month was a busy one. In the Levin Car Club's Rothman's Gold Star Rally, Paul Adams was the lucky man to have Jacqui Knight and Kathy Rae navigating for him. Result : A brilliant 5th placing - the best this season for the girls. Congratulations!

* * * * *

Judy Hanbury had a lot of fun scooting round near the rear of the field in the Golden 100. Busy being passed, and trying to keep out of everyone's way, she found the time simply flew and can recommend a long distance race for interest and excitement - far more interesting than just watching.

* * * * *

Congratulations to the girls of the Dog-Box Club for stepping right into the fray to help their husbands raise finance for essential safety equipment. The hot savouries, soup and coffee they were selling at the B & H were really tasty and most welcome in the cold weather. But we hope it was a financial as well as a culinary success. Good luck for future ventures!

* * * * *

How many of you were busy timing etc. in the Pits for the long B & H 500? What was it like? Those of us who were simply spectators would love to know.

* * * * *

Were you aware that GIRLS took all the major placings in the recent teen-driving competitions? Of course! But did you read the following amusing editorial which appeared in the Star? (It should also serve to silence some of the more sarcastic comments made about the cartoons we published last month!)

SEX IN THE MOTOR CAR

A gag writer's delight. A crabby wife's instant retort. The news from Wellington must have silenced the chatter in a hundred hotrods this weekend. Girls took the top placings in a quest for the best teenage drivers. They left a field of boys back in the exhaust fumes.

Back there amid the ruins of those cute cartoons built around battered bumpers, indented mudguards and shattered garage walls, the punchlines about wives as motoring morons.

Only the move to have women take over public buses in the last round of drivers' strikes has hit so heavily at the male motoring ego.

That's the heavy-footed, over-confidence that plugs the accelerator at city lights, the reckless daring that crashes the orange to save delay, the judgment that knows better than the road code. And these are not solely the faults of the adult male.

Fathers, mothers, sons and daughters, don't sneer at the moppet with the L-plate who grates gears in the next lane, the oldie whose care is exasperating the long-hair in the rusty jalopy.

Remember, the truly vital component in the potentially crippling or kill-smash in your life could be the virtues which won success for Linda Maher, aged 17.

Prudent, skilled, young and female, she gave a clear signal to thousands of road users - that, in a driving sense, sex in a car has no significance, nor has age.

The real danger is over-confidence which can quickly become dead arrogance.

* * * * *

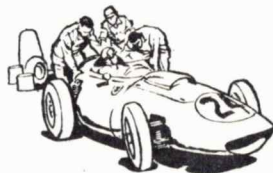
MASCULINE CORNER : "Hothead" (-see last month's Bulletin-) is warned that she is in grave danger of blowing a Head Gasket!

* * * * *

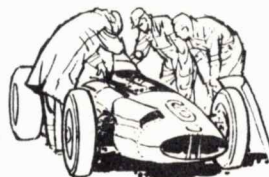
The advent of the racing season has also given rise to the following -

IS IT ALWAYS LIKE THIS?

Midnight, all night,
 The b..... head blows;
 Mid-day, all day,
 There the d... thing goes;
 Why here? Why there?
 Who the h.... knows?
 Gasket goo, last-ditch goo;
 Heads down, nose to nose:
 Start her up! Rev her up!
 Steady as she goes!
 Uphill, downhill,
 Not a bubble shows!

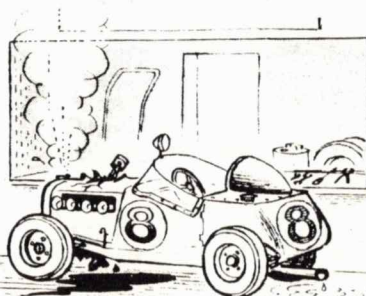
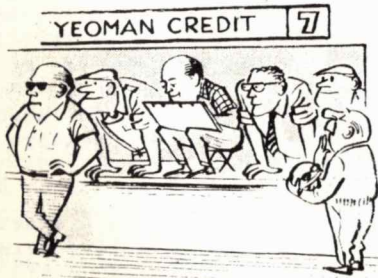


Race day, pace day,
 Will she stand the strain?
 One lap, two laps,
 Our efforts weren't in vain!
 Pass one! Pass two!
 Now she starts to gain!
 Fifth place, fourth place,
 She's pulling like a train!
 But why stop? What's up?
 The d.... head's blown again.



Bonnet up, bottoms up,
 Peer in, nose to nose;
 Heads down, hearts down,
 And sadly home she goes.

J.C.H.



FALLING IN LOVE AGAIN

FROM THE LONDON FINANCIAL TIMES

There have been many loves in my life. I still recall rapturous hours near Milan, speeding along open roads on a golden September evening with my powerful companion, a sleek grey Ferrari. I did meet another Ferrari later, in Surrey, and a third in Reno, Nevada, where there is no speed limit. But the magic was diminished. There is nothing quite like the first Ferrari.

In Las Vegas, I loved a Thunderbird. We drove out together to watch the dawn over the Hoover dam, leaving the bright lights and the noise of The Strip to tear along straight roads that cut the flat desert over which one has such miles of visibility. There is no speed limit in Nevada. The repetition of that fact is intentional. It is one of the things I remember about Nevada.

I had a longer, contented affair with a dignified, silvery, upright Sheerline back in the fifties when they were rather square, establishment vehicles with those huge headlamps. That lasted a few years, and our relationship was comfortable, peaceful, satisfying, with just a hint of pace and excitement here and there. I have had brief flirtations with a Bentley, a Rolls-Royce, and an E-type Jaguar; all pleasing, all good for the morale, but none leaving deep-etched memories. There have been frolics with a Reliant Scimitar and a little convertible Peugeot. They were fun, these two.

IT WAS THEN I MET MY LAST LOVE -

My longest loyalty was for a Jaguar. British Racing Green, and a great performer, that one was. Mind you, I was totally receptive to the successor, a white Jaguar 420 G. New loves that have many of the old love's familiar prowess and idiosyncracies are such satisfying loves.

It was a fortnight ago that I met my last love. He - you call a car "she" but I will not - stood in the dark garage behind Piccadilly. The metallic blue, deep yet bright, was the right mixture of respectable splendour with a dash of adventurousness.

I drove through Hyde Park, He moved easily, effortlessly. Even so, one felt the power, and one dallied with thoughts of how marvellous it would be to get away from it all - just DBS and I together. Oh, may I introduce you? This is the Aston Martin DBS, my latest love.

The nice thing about this DBS is the sheer self-confidence one feels, the knowledge that one has the power to leave everything standing. For that very reason, I was happy to idle slowly through the park, to enjoy the sunshine, to let the car's comfort wash over me. The fit was perfect, like a jacket that is just right under the armpits and across the shoulders. I had freedom, yet a feeling of being securely held.

I liked the effortless response of the car to my lightest touch. I hardly knew I was holding the wheel, yet DBS turned; and did it quickly and neatly. Everything about DBS was positive, yet subtle.

DBS GAVE ME WHATEVER I WANTED -

At speed, the effortless power really came into being. This was a sports car, all right. The acceleration, the speed, and the power were now very evident, yet there was no urging, no puffing and panting. There was no sound of

revving up, no brutal roar and no heavy smell of fumes from the back. Always, I found I had achieved my speed or my corner or my braking without any effort on the part of DBS. I wanted something; and that car gave it to me before I became aware of manipulating levers, wheels or pedals. Other sports cars I had known seemed suddenly self-conscious of their prowess, like ham actors. DBS walked through the role like a star. Yes, that was it. Star quality.

I tell you, that DBS is so powerful that he has no fear of being gentle, soft, even submissive - very responsive. I found myself longing to go out and sit in that driving seat; longing to go out often with my new love; unable to wait until morning or evening or whenever I would get the next opportunity to drive.

Everywhere onlookers were admiring, which pleased me. Crowds collected around her, parked outside an office in Thames Ditton. A young motor-cyclist circled her and offered to be my boy-friend if the car went with the job - he was only about half my age. The Jaguar gets admiration, of course, but there are no crowds, no turned heads. With DBS, I began to think that those who did not crane for a look, or turn to stare, had no soul. We had magnetism, all right, me and that DBS. I could feel it and enjoy it; I was being handed the three wishes, plus youth, beauty, elegance, everything that Mrs Walter Mitty might ever dream about; I felt like the glossy magazine lovelies.

I did trifle with the gadgets, like the horn that changes its notes from high and shrill to deep and throaty; like the electrical window open-close switches that were on the dashboard, just to hand, even for the passenger window, like - well, obviously every gadget is there. If you want to know what the car has, what he does, how he corners and accelerates, you've got Dudley Noble to tell you all about it much more expertly than I do. But Dudley will probably think of it as a she.

For me, this was a new way of life, and one to which I would like very much to become accustomed. I can foresee snags, of course. First, my wardrobe seemed hopelessly out of date and inadequate. I began to think of expensive trouser suits and mink coats as well as of worn leather or suede with heavy shoes. One's wardrobe would have to contain nothing between utterly throwaway casuals and the ultra chic.

Then there was my figure. That would have to go; quite a lot of it. I drove with DBS to the doctor's, got some pills, and started a fierce diet of things like Steak Tartare, poached salmon, a little caviare, and some lightly-roas grouse - plenty of protein and all that.

NOW I NEED A NEW HOUSE AND HUSBAND -

After that, there was this house that lay behind my parked beauty. It had seemed rather nice before, with all those flowers blocking an entrance that was wide enough in winter-time. Yes, the house would have to be changed. For a time, I thought my husband would have to go too. An old Lagonda fan from way back, his current dream of the perfect mate is a new Jensen. But we converted him. He's now strictly bigamous in his intentions. He wants a DBS as well; as well as a Jensen, not me. So I said he could stay but he would have to diet and learn to shave on his day off. He argued about that. "That's a man's car" he insisted. "Little he knows," I thought silently and secretly. But I accepted that a shave wasn't essential. Comfort and power do go with being unshaven occasionally.

I did meet a heathen. After I'd driven him he said "Very nice." No more. Then, later, he elected to be taken home in the Jaguar instead. I cannot think



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why we are still friendly. Mind you it may have had something to do with the fact that it was raining and I had been trying to see if the DBS skids when accelerated hard on wet roads. He had felt this to be a little unnecessary.

I gave a few thoughts to her creator and thanked the powers that be that there was still someone about who wanted to make such things of power and beauty. For a time, I was tempted to mar the sweep of the bonnet by fitting wing mirrors, so that I could go at speed with all my eyes in the back of my head for blue-clad followers. But I eventually decided you could not touch that perfection of line. No wing mirrors.

THE END OF THE AFFAIR -

Then came the time to part. I woke at 5 a.m. that morning for our last ride together. I made a long sentimental journey in my DBS and came home again sad at the parting to come. I let the fuel run low, switched over to the reserve supply, and swept into the garage forecourt. My best proprietorial voice requested the man to fill her up.

I handed him two fivers. He looked at them with scorn. "What, no tenner?" You ought to carry tenners with this machine." He accepted the fivers gave me the change almost as though I should not have wanted it (nearly £4, it was) and said: "You won't want the stamps." I said I was afraid I did, my daughter collects them: my voice was small, subdued. He handed me the green sheets, in silent contempt, almost in disbelief.

I idled through Hyde Park, back to Piccadilly, lingeringly, mournfully. I felt like Cinderella with a white Jaguar for a pumpkin. Midday was midnight and the glory was gone.

Later, somebody telephoned to say he had seen DBS sweeping around Kingsway with another woman at the wheel. So he was not only a dream love, but a faithless one.

Yes, I have known many loves. The trouble is that none have ever been really mine.

FOR THAT PERSONAL ATTENTION SEE A.C.C. MEMBER TED THOMPSON FOR DYNAMIC BALANCING

FARRAND RD.
BOX 53 KUMEU.

PH. WEI. 8500
(AK. Exchange)

Prices {	4 cylinder	\$18	} For complete job, comprising crank, flywheel, clutch, rods and pistons.
	6 cylinder	\$19	
	V6 & V8	\$30	} Rods are balanced end for end. This means all big ends or all little ends are same weight. This is essential.
	Car Type D/Shfts	\$11	

Less 10% to Club Members. Prices of other types on application.

Driveshafts made to customers' requirements. Flywheels lightened \$4-\$6. All workmanship guaranteed.



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!



2404

AUTOMART



Toyota 800 Sports : 14,000 miles - 1966 model.

Contact Bob White - Phone 674-037

.....

Mini 940 c.c. - Very quick Club car. Tidy condition. Lauri Spear Pistons, genuine 648 cam, 45 m/m Weber Carb, good tyres 2" widened rims, 4.1 Diff, Full harness seat belt, new Koni shocks on front. Chamberlain Road in 40.3 before Weber was fitted. Club Circuit in 43.4. \$1,100 or offer.

Contact Barry Moon - Phone POP 85-757

.....

Mini 970 c.c., 731 cam, twin 1½" Stromberg Carbs, wide wheels. \$725.

Contact Bob Hulme - Phone 588-109 (Bus)

CLOSING DATE FOR BULLETIN COPY IS NOW THE 15TH OF EACH MONTH.

ROTHMANS MOTOR RACES OCTOBER 4TH PUKEKOHE

SPORTS

SALOONS

SINGLE SEATERS

THE 1970 SHELL SILVER FERN RALLY

From the Forests of the R.A.C. in Britain, the icy slopes of the Monte Carlo Rally, the charge up Pikes Peak hillclimb in U.S.A., the tranquil lake setting of Finland or the race against the clock in the Coupe de Alps this year Silver Fern in the South Island had parts of them all. Over a distance of just on 2,000 miles in four days the Rally consisted of fifty-one touring sections covering 1,467 miles and 41 special night and day stages over closed roads covering 463 miles, surely a great test of stamina and durability on cars, crew, support teams and officials.

It was to the North Island that we had to look for major laurels. The first car in was the Holden Torano GTR of Ralph Emson and Wayne Jones watched by about 4,000 people that turned out to welcome the 41 finishers into the last Control. The Holden was to finish fourth overall, the winner being P. Adams and D. Fenwick in the BMW followed by Neil Johns and McLean in the Triumph 2.5 P.L., Robbie Francevic/Derek Ethrington third in an Anglia. After a fantastic drive the Toyota Corola of Peter De Lore/Fraser finished fifth and Ron Rutherford in an Escort was sixth.

Mike Marshall in the Fred Roach Anglia won the Special Stages prize taking ten stages after missing many through mechanical troubles.

The Team Prize went to the Auckland Car Club - Nigel Roskilly/B. Millett (Zodiac - which finished seventh overall), M. Marshall/F. Roach (Anglia) and John Stuart-Masters/Alan Gough (Hamilton)(Triumph 2000).

The Rally proper started on Wednesday, September 9th, when 70 competing cars underwent a rigorous scrutineering. The number of entries were almost the same between the North and South Islands, competitors coming from as far away as Whangarei and Invercargill. Quality and standard of the entries was good, many of the cars being prepared for this one big event. There were Twin Cam Lotus and Escorts, Anglias, a gaggle of Japanese cars, including the Toyota 1900 SL of Mike Barrossi (Wellington) reputed to have cost \$6,000, Datsun 1600, Corollas, Bellets, a new Avenger from Wellington, a couple of BMW's, the Holden GTR, a Daimler SP250, a V8 Holden, Chrysler UTe's, a few Coopers S, a pacer, Rover 2000, MG. Triumphs and a few others.

Paper work was completed about 11 p.m. at Croydon Motors which was to be headquarters throughout the duration of the Rally. Errol Inwood's planning was to be put into practice at the 10.30 start on Thursday morning.

Silver Fern day dawned slightly overcast as the cars made their way to the starting point which was a Mille Miglia type starting ramp outside the Post Office in Cathedral Square. Notable personalities greeted the competitors as they came up the ramp, including the Mayor, President of the Canterbury Car Club, Shell representatives and several others. What a fantastic scene it was as Car No. 1 set the pace as he shot down the ramp, zoomed around the Square up to the James Cook memorial and back down Columbo Street. Even the traffic officers were smiling. At one minute intervals the cars made their way to the port hills for the start of Special Stage 1. Have you ever dreamed of finding the right piece of road closed to the public with sealed surface, gentle camber fast stretches, switch back corners, up hill and down dale and being allowed the freedom of road - well this was it - you should have been in the Silver Fern. The hot machinery showed they meant business right from the beginning and times were very fast on this eight mile stretch. The Escort of Crosbie with racing tyres was going very very quickly as it raced against the clock but 100 yards from the finish the engine dropped a cylinder and they withdrew after this section.

Mike Marshall caused a surprise by equalling his time. Local publicity had ensured that interest was remaining high throughout the event and T.V. cameras were set up along this stage. At one tight corner No. 67, an Anglia Van from Greymouth approached fast, cornered raggedly and went sailing over the edge and into space dropping 50 feet fortunately without overturning or damaging occupants or car. Two hours later it was back in the running.

Stage 2 was the Southern Summit road a distance of 7.6 miles which was mostly down the other side from the way they had come. It was here that the Cortina driven by Leo Leonard's co-driver came to grief, overturning and sidelining the car. Johns, Adams and Francevic were by this time moving to the front.

The next stages were ten laps around Ruapuna race track clockwise - lunch break then ten laps anti-clockwise. On the rally stages into the circuit the cars were being worked on frantically - some had tyre changes, some adjusting brakes and one changed a shock absorber. A Lotus seized on the track, two cars had their heads lifted after their run. Williams in the V6 Cortina was checking the running gear.

From here the Rally wound its way up through Springfield to Lake Lyndon Road, in the Porter's Pass area with special stages on the way - to attack the forestry sections of Ashley, Eyrewell and Balmoral forests. Nielson was cornering the Cooper S nicely when a pig strolled out and the Mini fell over, rolling several times. It took several hours of solid effort to get this car running again but worst of all they didn't find any ham. Time was running short and one or two special stages were wiped as some of the cars parked against the trees - unfortunate for the early runners who hammered their cars through these sections. It was during these stages that some of the highest speeds were being recorded, some of the cars recording 120 mph as they went past slower cars. This would be as fast as many of the cars go in the world renowned marathons.

Tea at Rangiora where provisional results were given as 1st Mike Marshall, 2nd Neil Johns, 3rd Paul Adams, 4th Robbie Francevic, 5th G. Anders, SP 250, and over to Hamner Springs for breakfast. Casualties were coming in: a Zephyr and a Chrysler Valiant had left the road and the Rally was running about half an hour late but this was later picked up. The driver in the Hemi Pacer struck trouble and lost a lot of time. Adams lost his windscreen and before the Rally was over so did another dozen competitors. By this time the Team cars of Roskilly and Stuart-Masters were coming through the field.

Friday it rained quite hard and the special stage of 9.0 miles round the Jubilee Track to say the least was tortuous. This was a one lane track outside Akaroa very much like some European Hillclimbs only rougher. Steep overhanging rock on one side and a sheer 500 ft drop on the other. I was riding with Ross Seini in an Imp and with three of us in it, and the turns so steep it was down to low gear in places. Half way down the hill there was a caution sign that was appropriate - the road simply went under a waterfall and worst of all fog had set in reducing visibility to a few hundred feet. It was on this section that two quick Anglias from Auckland were to pass other cars on their downward journey to the control and it was here that two co-drivers needed time off for relief.

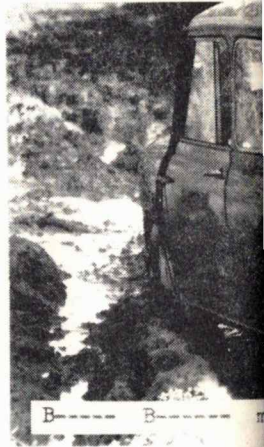
Friday 5 p.m. and an overnight stay for a well earned rest after 30 hours solid, the cars being impounded and guarded - no work could be done here.

When the cars clocked out of the Christchurch Control they had nearly three hours on a Rally Section to Timaru so they took advantage of the time and raced for the nearest garage for much needed servicing. At Timaru Raceway it was again ten laps in each direction. Reliability was starting to show. The Special Stage at Taieri Beach outside of Dunedin proved interesting - six

SPRING INVITATION TRIAL



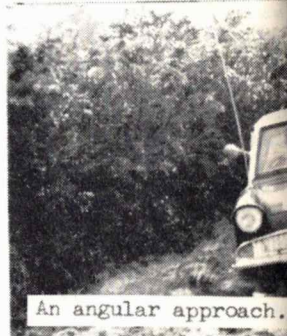
Nothing quite like it for cooling the blood.



B----- B-----



Hans Spotti-pants directing operations.

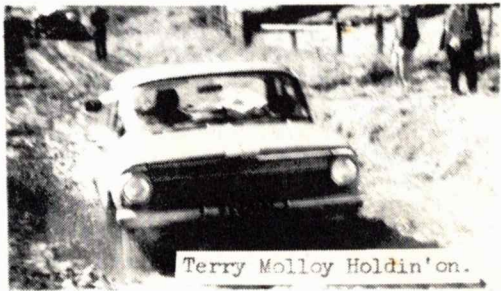


An angular approach.

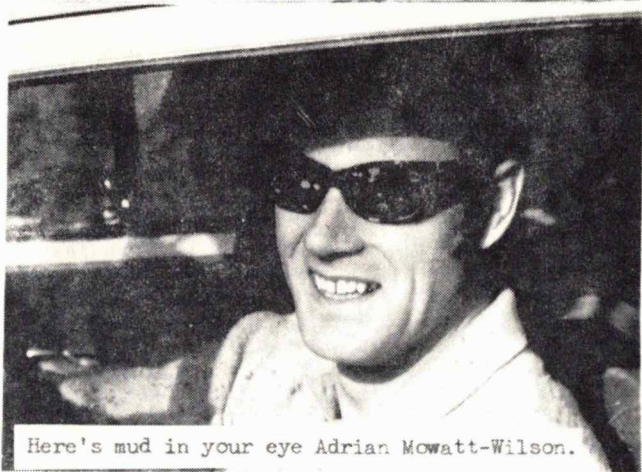
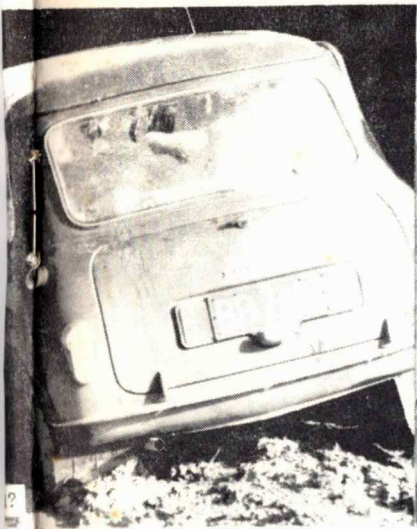
Photos: GRA



Mud hunter strikes it rich.



Terry Molloy Holdin'on.



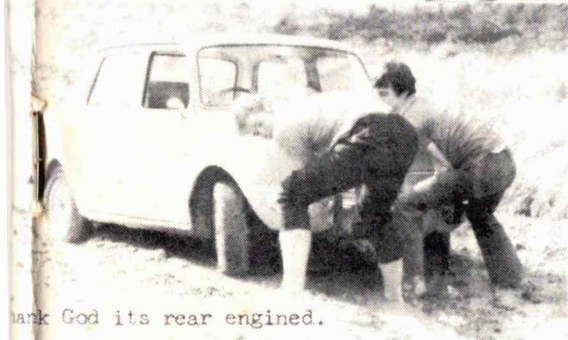
Here's mud in your eye Adrian Mowatt-Wilson.



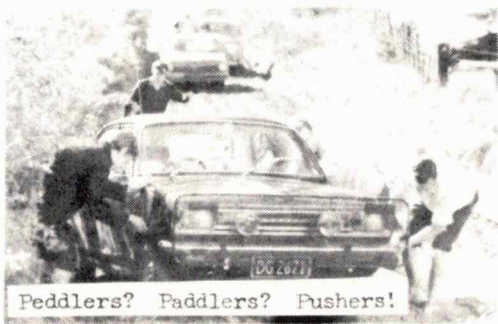
ME LINDSAY



Trials Chairman Willard Martin et uxor working at documentation.



Thank God its rear engined.



Peddlers? Paddlers? Pushers!

cars left the road, three in each direction including the badly damaged Datsun 1600 of Ron McPhail which dropped 100 feet. The SP 250 took a wrong turning, backed off and was promptly rammed from behind by the fast moving Avenger of Pinkerton and McKinney which had come up to 3rd overall. A Viva of McAlray which had been running well had an oil gallery failure and the engine was removed in 6 minutes at Dunedin - but to no avail. At Stage 22 the provisional results were Johns, Adams, Pinkerton, Emson and De Lore (Corola).

At Stage 32 a Vitesse was written off and a couple of stages had been cancelled as delays in removing broken vehicles takes time. The Rally was now running in flat country with long fast straights and sweeping curves as the cars refuelled in Waimate and on to a breakfast stop at Kurow there was a beautiful clear sky but brother was it cold with snow low on the mountain range. The Francevic Anglia came into the pits for a "one side face lift" after the car shot up a bank and landed on a overhanging cliff soon after passing Neil Johns. Panelbeaters were at work on several vehicles here.

Possibly the most attractive stage of the four days was the race against the clock on the Hydro Road around the beautiful lakes between Aviemore and Benmore Stations 8 miles by the water's edge, starting off on tar-seal and crossing to gravel. Speeds of 100 mph were not uncommon and three jet boats were standing by in case someone was interested in an involuntary early morning splash - but no customers today.

Throughout the Rally spectators had gathered for hours to watch vehicles being refuelled by Jerry can or tyres switched for suspected ice conditions. Children in dressing gowns up at 4 a.m. and even one storekeeper opened for business at 3 a.m. You wouldn't believe the trade he had as six and eight headlights approached the brow of a hill only to lock wheels on a quick stop for supplies. In the still of the night cars could be heard for miles most alternators working to capacity to keep the massive train of long range driving lights going.

The drive through the McKenzie country past Lake Tekapo was superb, gradients being easy and time could be taken for short halts and the sun was blazing. Throughout the Rally support crews had been racing to a pre-arranged meeting point to be there if needed or to make some adjustment. Sometimes average speeds were higher than the competing cars. The Land-cruiser that was supporting Toyotas changed back to bald rear tyres, the only way to four wheel drift corners so the driver reckoned.

Fairlea for the lunch break and the cars although battle weary looked surprisingly good for the run back to Christchurch. Just before this section there had been a cattle stop followed by a sudden dip in which you had a choice - you either went down the dip at 9 mph or else flew over the top at 70 mph. Lin Nielson attempted the latter and left a souvenir - his sump - but some did make it.

The reception at the finish line was nothing short of breathtaking at Shirley Lodge Hotel as the cars mounted the dias for the last time. As Miss Rose of Tralee lowered the finishing flag the scene was like the climax of a Taga Florio Race in Sicily with people milling everywhere as seen by a few Auckland Car Club types who had flown to Christchurch to see the finish.

The cars were still under strict security in case of protest or the necessity to strip and check components. The cocktail evening at the Lodge arranged by Shell attracted hundreds for it was here that the all important results were to be released (as shown at the end of this article). Popular acclamation greeted the winner, Paul Adams, with another Whangarei car of Neil Johns second. It was a great boost for Northland.

Now what future is there for rallying in the light of this event. To quote Shell Management "Being such a success the Silver Fern will be on again next year". Now is the time to plan and prepare for the Canterbury Car Club made a great job of the 1970 Silver Fern.

<u>Overall Placings:</u>		<u>Special Stage Time</u>	
1st	P.G. Adams/D. Fenwick	BMW 2002 TI	6 hrs 45.17
2nd	N.D. Johns/R.L. McLean	Triumph 2.5 PI	6 hrs 50.22
3rd	R. Francevic/D. Etherington	Ford Anglia 1800	6 hrs 55.17
4th	R. Emson/W. Jones	Holden Torano GTR	7 hrs 03.07
5th	P. Delore/R. Frazer	Toyota Corola	7 hrs 08.56
6th	R. Rutherford/P. Northover	Ford Escort	7 hrs 10.02
7th	N. Roskilly/B. Millett	Zodiac	

Class Wins:

<u>Class 1</u>	<u>Class 2</u>	<u>Class 3</u>
P. De Lore/R. Frazer	P. Adams/D. Fenwick	N. Johns/R. McLean
G. East/J. Ahradsen	R. Francevic/D. Etherington	R. Emson/W. Jones
C. Turner/N. Hemmingsen	R. Rutherford/P. Northover	N. Roskilly/B. Millett

Postscript from Rally:

For future rallies John Gladhill of Wellington who has had experience in English rallies suggests the Continental method of releasing about ten special stage details giving grid references and opening and closing times for road closure of that stage and allowing competitors to take any stage they like.

Graham East suggests with an 1100 crankshaft fitted revs should be held down because

"The harmonic effect on the third plane is a critical factor at a torsional inertia of 6500 rpm which necessitated a top speed of only 90 mph"

- What I would like to know is in which race is he running.

The healing over of the Aranui places a greater G force than cornering at 90 mph plus some drivers reckon.

When the Vitesse crashed two competitors were flagged down to return to the start only to find cars coming towards them on hard opposite lock. I wonder what a 200 mile "head on" looks like.

The Simca 1000 was a treat to watch in the special stages particularly towards the end of the special stages. It was originally on two, then three, and finally on four cylinders. What would it have done with another pot?

One competitor believes an Auckland is a lunatic. He thought it impossible to pass on a one lane road.

Vince Anderson.

THE 15TH OF EACH MONTH IS CLOSING DATE FOR BULLETIN COPY

SHOUTS &

murmurs

Apparently PETER GILL thinks Feminine Viewpoint worthy of wider publicity - already two of our articles have appeared in his motoring page in the Western Leader!

Congratulations go to Ivan Read and Laonie Fail who were married on the 19th September.

Congratulations go to Graeme Lindsay, one of our Bulletin photographers, and Julie on their recent engagement.

Also engaged is Noel Goodwin and Jillian Clayton. Congratulations to you both.

Ian Derbidge, one of our Club Circuit announcers, is leaving for the United States and England later this month. Ian is planning to be away approximately two years and we wish him every success in his overseas ventures.

Congratulations to the Auckland Car Club Team - Mike Marshall, Nigel Roskilly and Jon Stuart-Masters in winning the Team's Prize in the recent Shell Silver Fern Rally. Mike Marshall also received the Special Stages award for winning the most special stages during the Rally.

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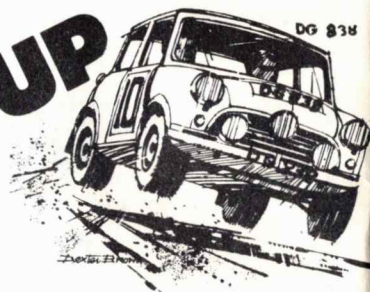


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RALLY ROUNDUP



VWOC Mercury Trophy held recently had some interesting points and, unfortunately some rather glaring and somewhat elementary errors. Placing of some unmanned checks and "organiser's signs" left a lot to be desired, some of the signs being at ground level and hard to sight, whilst some of the unmanned checks were all but obscured by gorse, fern or whatever else grows on the roadside. It may be O.K. to have your own colour scheme for check boards etc. for closed club events but surely for an invitation inter-club event the boards should conform to regulations, i.e. white lettering on a black board.

Speaking of check boards suppose that by now most people will have heard about the guy who wanted to protest at Levin on the grounds that their check and control signs did not conform to the required minimum dimensions. Understand he received the perfect squelch, they would accept his protest but unfortunately would have to disqualify him as his car was unregistered. Appears that on the trip down he broke a windscreen and failed to transfer that little yellow sticker to the new screen. Further to control signs, for any events run under the new orange book, competitors will have a valid protest on dimensions of the signs, unless clubs invest a lot of money in hardboard sheets 6' 6" long. All other signs are a minimum 18" x 12" but for some unknown reason Control signs are 78" x 12". Would appear to be a misprint but I hope MANZ are out with an amendment pretty quickly.

A pity it rained so much on the day of Auckland's "Spring Invitation". A couple of very interesting roads which became pretty muddy but were still passable, though in one case most competitors took a look at the road, chickened out, and went round the block to the check, the position of which they knew through having passed it in the opposite direction earlier. Being one of the few crews which traversed the road in question, it was rather disheartening to be up to our knees in mud, pushing another competitor out, so we could proceed, and to see at least five cars poke their noses over the brow of the hill, U turn and shoot through. Not one offer of assistance or even an enquiry as to whether we needed any help. Having finally got the Z car out, and a Minor, our driver simply drove straight through and we carried on, traversing the route as per instructions. A.C.C. photographer was on the scene and imagine there could be some quite interesting photos in this Bulletin, subject to the Editor's approval and availability of space. The event as a whole was generally well received and I think enjoyed by most competitors.

My apologies to Ding Dong Des for not making any reference last month to his Despicable Daylight Demon but last minute scribbling to make the deadline caused me to overlook it. Congratulations Des, it was a beaut.

Congratulations to Auckland Car Club members on their highly creditable performance in the Silver Fern. Looking through the provisional placings I think we can lay claim to a few of the good ones. Haven't sighted the mighty Zodiac at time of writing but hear that it finished the event relatively unmarked and was breaking the ton on some of the special stages. Most readers will know the car to which I refer and my personal congratulations to Nigel on a mighty performance.

HANS SPOTT

FILM EVENINGS

The last two film evenings have been particularly interesting, informative and entertaining.

In August Don Rowlands and George Wilson of Champion Spark Plug N.Z. Limited, together with Ray Stone answered many varied questions not only about spark plugs, but also about performance development in general. To all three, our sincere thanks.

Last month Mike Marshall and Nigel Roskilly told of their experiences in the Shell Silver Fern Rally. What experiences! Everyone was most interested to hear about the tremendous amount of preparation they had done; their good impressions of how the event was organised and of the overwhelming public support for it; some hair-raising detail of the types of road they encountered and how they survived the frequently dramatic situations in which they found themselves - "yumping" along forest roads, for instance! Congratulations to both on their successes.

The films were varied. Fortunately we quickly dispensed with an ancient film on spray-painting and saw instead the newly-arrived one about the incredible f-w-d Range Rover. Its versatility is indeed most impressive. If you fancy one you will be able to buy one soon for about \$NZ6,000. We sincerely thank Brook Leyland for bringing this interesting film along.

The main film of the evening was that of the London-Sydney Rally. Certainly artistically filmed in subtle colour, it was somehow not quite good enough to satisfy car club enthusiasts who want more than fleeting glimpses of the tricky sections of road and more factual detail in the commentary. Perhaps if we had not been spoiled by seeing "The Rally of the Thousand Lakes" the previous month, we would have appreciated it more.

Although many of us were seeing "The Thousand Lakes" for the second or third time, it was a pleasure to become re-acquainted with the stars of the film, Timo Machinnen and Hanna Mikkola. This outstanding film is surely a classic of its kind. What a sensation to take the now famous "yumps" with Mahinnen and stiffen at his "little bit left-foot braking" and "put the car little bit sideways"! Or to view Mikkola's extra-smooth technique as if from the passenger seat. His cool, calm collectedness is in dramatic contrast to the attitudes of the car as seen from the outside! Not to mention the antics of the other cars, especially the "revolving Volvo" and the ignominious tumble of the Russian entry.

Both these documentaries surely prove that fact is much more exciting than fiction in motor racing films.

Exide

TO 1ST OCTOBER, 1970

K. Flashman	29	D. Haydon	4
P. Batten	18	D. Burrows	4
D. Phillips	10	I. 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. Levet	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. 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. Petch	5	D. Hinton	1
D. Bremner	5	C. Pringle	1
J. Mannion	4	B. Layton	1
A. Woolf	4	B. Patrick	1
M. Firth	4	M. MacDonald	1
G. McGregor	4	E. Swinburne	1
R. Cook	4	G. Hutton	1
W. Brooks	4	R. Robinson	1
D. Williams	4	P. Wong	1
		P. Gordge	1

The European Rally Scene

About two years ago a bomb was dropped at Abingdon, more specifically in a rather nondescript building in the corner of the MG factory which was known as the Competitions Department of BMC. It was shortly before this that Sir George Harriman and the then Sir Donald Stokes had been persuaded by the British Government to merge and form a company that was large enough to withstand American financial pressure, and therefore remain wholly British.

The British Leyland Motor Corporation was born and the man who sold buses to Cuba against strong political pressure from America, the man who had come up through the ranks of Triumph and Leyland, now Lord Stokes, came out on top as the boss of the BLMC empire. Rationalisation was the new keyword in BLMC and certain marques would eventually disappear, after all there's not much difference between Austin and Morris, Riley and Wolseley, MG and Austin-Healey.

Then came the bombshell, the Competitions Department was cutting down its activity and only one driver was retained because his contract still had two years to run. The rest of the drivers' contracts were not to be renewed. Since that time only selective events have been entered without very much success. There used to be a time when it was a big thrill to see the big Healeys being literally hurled through the forests, or the all conquering Mini on full lock, scrabbling for more traction on the loose surface stages. One could hear the clattering of sump shields, or see the top of pine trees lit up at night as cars yumped a brow, long before they reached the spectators vantage point.

In recent months, the Comps. Department has turned its attention and skill to other cars in BL. The Triumph 2.5 P.I. finished second and fourth in the World Cup Rally and won the Scottish International outright, the Maxi looked as though it had a promising career finishing tenth and the Ladies Price in the World Cup, a Mini Clubman 1293S finished second in the Scottish and the mighty Rover V8 which was miles faster than anything else at the Nurburgring Marathon, but even this was not enough. The axe has finally fallen on the Comp. Department and it is to be closed for good. The Special Tuning Department will continue to operate for private customers, but without the continual testing and development by the Comps. Department how long can Special Tuning hope to survive? Competition parts which are still available will obviously not be extended, but will BL continue to undertake homologations? Effective recognition by the F.I.A. demands well stocked shelves. The best engineering test bed they possessed has now closed. It is the end of an era.

Hannu Mikkola has won the Thousand Lakes for the third year in succession in a Gp 2 Escort TC. His co-driver was his World Cup partner, Gunnar Palm, the first non-Finn to accompany him on an event in his native Finland. Second place went to Timo Makinen/Henry Liddon in another Escort and third to the Fulvia of Simo Lampinen/John Davenport. Both these co-drivers were also seeing the Finnish countryside at close quarters and experiencing the biggest yumps in the world for the first time. This was due to the National Finnish Championship no longer requiring all Finnish crews.

The recent Marathon De La Route was run on the full 17.68 mile Nurburgring circuit and the 86 hour event provided a 1-2-3 victory for the works Porsche 914-61's. The first hours were British Leylands with the 4.3 Rover V8 leading easily for 16 hours and the 1.3 mini Clubman in second place, but retired after 8½ hours with a broken head gasket. The Rover held a six lap lead when it was withdrawn with an out-of-balance propshaft.

TULIPEN

SPRING INVITATION TRIAL

Saturday, 22nd August, a very wet day, naturally it was my turn to supply a car for the Mercury Trophy. Having soldered up a hole in the radiator I collected the Navigator and motored out to Seabrook Fowlds, Papakura, to the start.

Amongst the shambles of cars and a shower of rain, we headed off south, through Papakura to go left at Drury Hall sign on Section 1A. After a few instructions we hit the first mud section. Seeing our team mate's Viva and a Z car stuck good and proper we went the long way round, not quite as muddy as some at a blue Cortina check. A few more instructions then into Section 1B which took us past Chamberlain Road, to a bear left at the Thames turn off. This led us to an unmanned check called WET BRAKES, appropriately named, as the river leading to it covered the wheels or was it the bonnet of the 1100. Having successfully rowed to this check without sinking we completed Section 1 at control manned by Mr 'P'-for-the-President himself.

Next, Map Reading. Compared to what came in a later map section this was a good warm up. We went from Bombay back up the hill being cautioned by A.C.C. caution signs for on-coming booters. Which reminds me was it really John Crombie in a trouser suit driving a funny coloured Mini? We stumbled around Kerns Road to a lady check in a red Mini, who asked hopefully if we were the last car. She just signed as I told her we were half way out of 53 cars. We finished map reading at a control in Pukekohe where there was a 45 minute break for chomps.

After a tum full of goodies we settled into Section 4 nearly goofing Right at Tuakau 7m. Fortunately if one read his Regs., he would have realised that the word etc. had been omitted for this instruction. Unfortunately this is where one of our team had to retire. Before the end of the section we had a nice play in oozy mud, to pick up that ridiculous unmanned check called Woo and a few Loo's and oo's.

Section 5 was the second map reading section where we had an extra 3 minutes to plot this course. When poor Navigator-come-Timekeeper saw the instructions and speed schedule, he wasted 3 minutes while I tried to revive him. Still we plotted and took off going wrong 100 yards down the road by heading up a mud road we should have left alone. Having unstuck ourselves and a Mk II Zephyr we darted around missing unmanned checks like it was our first trial. Having done U turns as requested and passed this and that, we finally ended up at a control just across the Motorway at Drury.

Times and mileages constituted Section 6. From the control we buzzed around until coming out at a control in Ross Road, Otara.

Section 7 toured us back to the Clubrooms and the final control.

To summarise, we found the trial very interesting, nice and muddy and generally very good. Personally I would like to see the unmanned checks a bit more illuminated and I thought perhaps the trial for Mercury Trophy a wee bit technical for the not so learned.

Thanks to the organisers of the trial and thanks to the stew cooks.

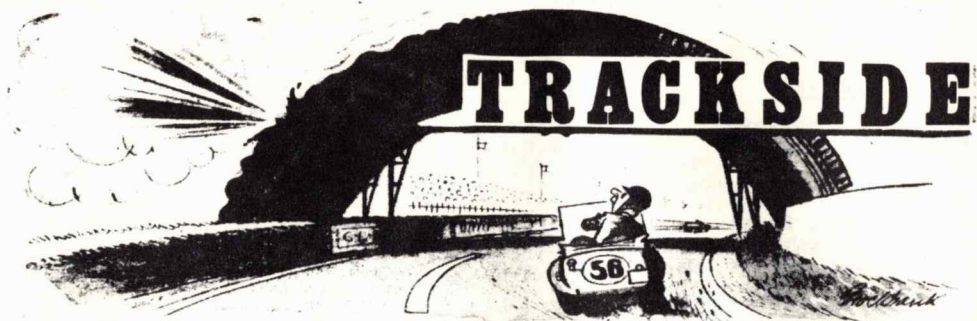
MUD FOOT

SPRING INVITATION TRIAL 22ND AUGUST, 1970

FINAL RESULTS

<u>CAR NO.</u>	<u>DRIVER</u>	<u>CLUB</u>	<u>POINTS LOST</u>	<u>PLACING</u>
1	T. Molloy	A.C.C.	3534.7	29
2	J.W. Robb	N.S.C.C.	4114.4	35
3	P. Roe	A.C.C.		Retired
4	P.C. March	A.R.T.C.	1102.5	6
5	M.J. Scott	N.S.C.C.	2079.9	15
6	A. Whittome	A.C.C.	3443.3	25
7	D.J. Udy	A.U.C.C.	4880.7	37
8	I. MacDonald	A.C.C.	4321.0	36
9	G. Crawford	A.C.C.	5500.8	43
10	E.B. Stronach	M.G.C.C.	4052.0	34
11	R.K. Clendon	N.S.C.C.	847.2	1
12	P. Batten	A.C.C.	2434.5	17
13	R.A. McMillan	A.U.C.C.	2812.3	22
15	P.R. Curin	N.S.C.C.	3470.8	26
16	R. Hobdell	N.S.C.C.	1281.5	9
17	D.A. Hay	A.U.C.C.	2619.5	20
18	K.J. Green	A.C.C.	3905.3	32
19	S. Udy	N.S.C.C.	1348.8	10
20	M.V. Boyle	A.C.C.		Retired
21	B.L. Kidd	A.U.C.C.	3810.0	31
22	A.R. Moore	A.R.T.C.	1528.3	12
23	M.S. McNeil	A.C.C.	2081.1	16
24	J. Grant	M.G.C.C.	3634.7	30
25	W.A. Anderson	N.S.C.C.	3489.8	28
26	J. Parsons	N.S.C.C.	1133.3	7
27	B.J. North	A.R.T.C.	998.1	4
28	A. Grout	A.U.C.C.	964.2	3
29	G. Morley	A.C.C.	3951.2	33
30	B. McDonald	A.C.C.	3307.5	24
31	W. Mandeno	A.U.C.C.		Retired
32	J. Turkington	A.R.T.C.	1199.8	8
33	R.G. Jones	A.U.C.C.	2584.1	19
34	D.B. Nicholl	A.C.C.	3481.0	27
35	D. Parton	A.U.C.C.	2535.3	18
36	D.R. Blomfield	A.C.C.		Retired
37	M.R. Milligan	A.C.C.		Retired
38	M. Layton	A.C.C.	2736.9	21
39	M.O. Chandler	N.S.C.C.	1894.2	13
40	J.H. Crombie	A.C.C.	1950.6	14
41	A. Newald	N.S.C.C.	5006.0	38
42	K.F. Short	A.U.C.C.	1094.9	5
43	K.F. McKay	A.C.C.	5690.0	44
44	S.R. Pearce	A.C.C.	5234.7	39
45	C. Johnson	A.C.C.		Retired
46	D. Gulland	A.C.C.	2986.7	23
47	S.G. Windsor	A.C.C.		Retired
48	M.J. Hiestand	A.R.T.C.	1415.2	11
49	C.R. Stodart	A.C.C.	5421.0	42

Results contd - Page 30



. . . Despite denials right up until 24 hours before the announcement, a new Formula 1 car was introduced by Ken Tyrrell in London last month. On hand at Ford's Regent Street showrooms were Jackie Stewart and Ford's Director of Competitions Stuart Turner, surprised that the secret had been kept so long.

The Tyrrell bears a marked resemblance to last year's Matra MS80, the car which took Stewart to World Championship, and is of course powered by a Ford DFV engine in which Tyrrell affirmed his faith for the 1971 season.

. . . After its first somewhat chequered outing at Warwick Farm the Holden Formula A/5000 engine has gone into production with Repco. Selling for a very reasonable A\$5,000 this engine is good for 450 bhp at 7000 rpm.

. . . An extensive programme of car building provisionally announced by Lola Cars includes five Formula 1 cars, all of which will be run privately; customers' names have not been mentioned. The Formula 1 machines, which will be labelled T230, will be an entirely new design not based on the E5000/A model.

. . . Rare Bird spotted in Finland. It's one of only three racing Mercedes 600SEs built before the factory decided not to continue with the project. It belongs to one Urpo Laktien, who says it'll do 0-100 (kms!) in $4\frac{1}{2}$ seconds still with automatic transmission.

. . . The plum Can-Am drive in Jim Hall's revolutionary "vacuum cleaner" Chaparral 2J is not going to Jackie Stewart for the remainder of the series but to Vic Elford.

. . . No one can now doubt that BMW's radial-valve F2 engine has the edge on the Cosworth FVA at the moment, for Jacky Ickx scored the German firm's third F2 victory in five consecutive races at the Salzburgring.

. . . A potential Sports Car Championship challenger for the 1971 season has been built by Lambretta-Trojan Ltd. of Croydon, Surrey, the company which makes McLaren Can-Am customer cars. A McLaren M8C, similar to the current Can-Am model, has been built to accept the Toyota 5-litre V8 engine and tests are due to commence with Ecurie Evergreen. Chris Craft will do the driving and if the car proves competitive the car will debut at the Kyalami 9-Hours November.

. . . An announcement is expected from Brian Redman that he will emigrate to South Africa, relinquishing all his European contracts. Redman, a 33 year old Lancastrian, has had considerable success in Sports Car Championship racing, last year being his best season partnering Jo Siffert in a Porsche

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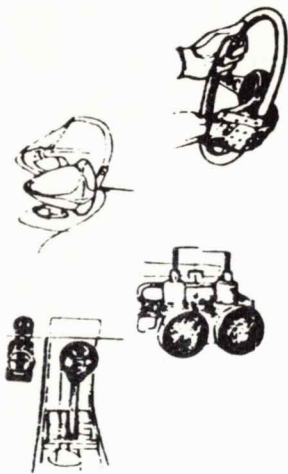
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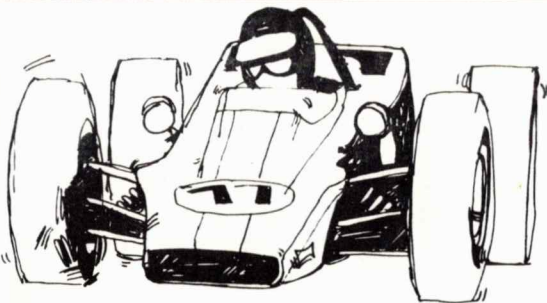


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MANZ 23RD ANNUAL GENERAL COUNCIL MEETING

19TH - 20TH SEPTEMBER, 1970

The MANZ 23rd Annual General Council Meeting was held in Napier on the weekend of the 19th September, 1970.

Our Club was represented by Les Rankin as official delegate supported by Barry Webber and Willard Martin as observers.

The Conference was well attended by most Clubs throughout New Zealand and was opened by The Hon. D. MacIntyre, Minister of Lands and Forests. The Mayor of Napier, Mr P. Tait, also spoke to delegates and visitors.

Ron Frost was re-elected President defeating Brian Hepburn of Christchurch for this position. Jack Brewer of Christchurch and Brian Hepburn, also of Christchurch, were elected Vice Presidents. Brian Hepburn had previously been a Vice President. The Executive Committee of three now consists of Keith Douglas of Invercargill, Eric Mallard of Auckland and Ivan Daikee of Christchurch. There were originally sixteen candidates standing for the Executive Committee. Congratulations go to Eric Mallard of our Club who was re-elected. Eric's broad knowledge of motor sport and his undoubted capability as an administrator was endorsed in his re-election by the Clubs represented.

A large Agenda incorporated numerous Remits and it took two full days for these to be considered and fully discussed.

Congratulations to the Hawkes Bay Car Club for their wonderful organisation of facilities and programme arranged for delegates and wives.

SPRING INVITATION TRIAL RESULTS contd/...

<u>CAR NO.</u>	<u>DRIVER</u>	<u>CLUB</u>	<u>POINTS LOST</u>	<u>PLACING</u>
50	A. McWatt	A.C.C.		Retired
51	S. Priest	A.C.C.	5319.7	41
52	R.J. Rolfe	A.R.T.C.	872.4	2
53	G.T. Leo	A.U.C.C.	5303.2	40

MERCURY TROPHY TEAM RESULTS:

1st	A.R.T.C.	2973.0
2nd	N.S.C.C.	3262.0
3rd	A.U.C.C.	4594.4
4th	A.C.C.	6466.2

LIGHT CAR TEAMS RESULTS:

A.U.C.C.	Car No's.	28	A. Grout
		35	D. Parton
		42	K. Short

LIGHT CAR TROPHY RESULTS:

1st Car	No. 11	R. Clendon	847.2
2nd Car	No. 28	A. Grout	964.2
3rd Car	No. 42	K. Short	1094.9

FIRST NAVIGATOR:

Car No. 11 D.M. Carden

1970 STAR RATING OF DRIVERS RACING ON THE PUKEKOHE CIRCUIT

The consortium of Car Clubs (N.Z. International Grand Prix, Auckland Car Club and Northern Sports Car Club) promoting motor racing at Pukekohe announce the following driver ratings:-

3 Star

R. Anderson
R. Coppins
I.W. Dawson
P.B. Fahey
B. Faloon
G. Lawrence
R. Levis
G.P. McRae
D. Marwood
J. Palmer
F. Radisich
J. Richards
D. Silcock
K. Smith

2 Star

G. Baker
J. Boyd
A. Boyle
G. Harvey
J. Nazer
G. Mardon
D. Oxton
B. Phillips
J. Riley
G. Thomson

1 Star

N. Bailey
S. Black
M. Carney
M. Cockburn
R. Cook
R. Harrington
P. Harris
P. Hughes
P. Levett
B. Pellow
P. Sharp
R. Skinner
G. Watson
J. Weston

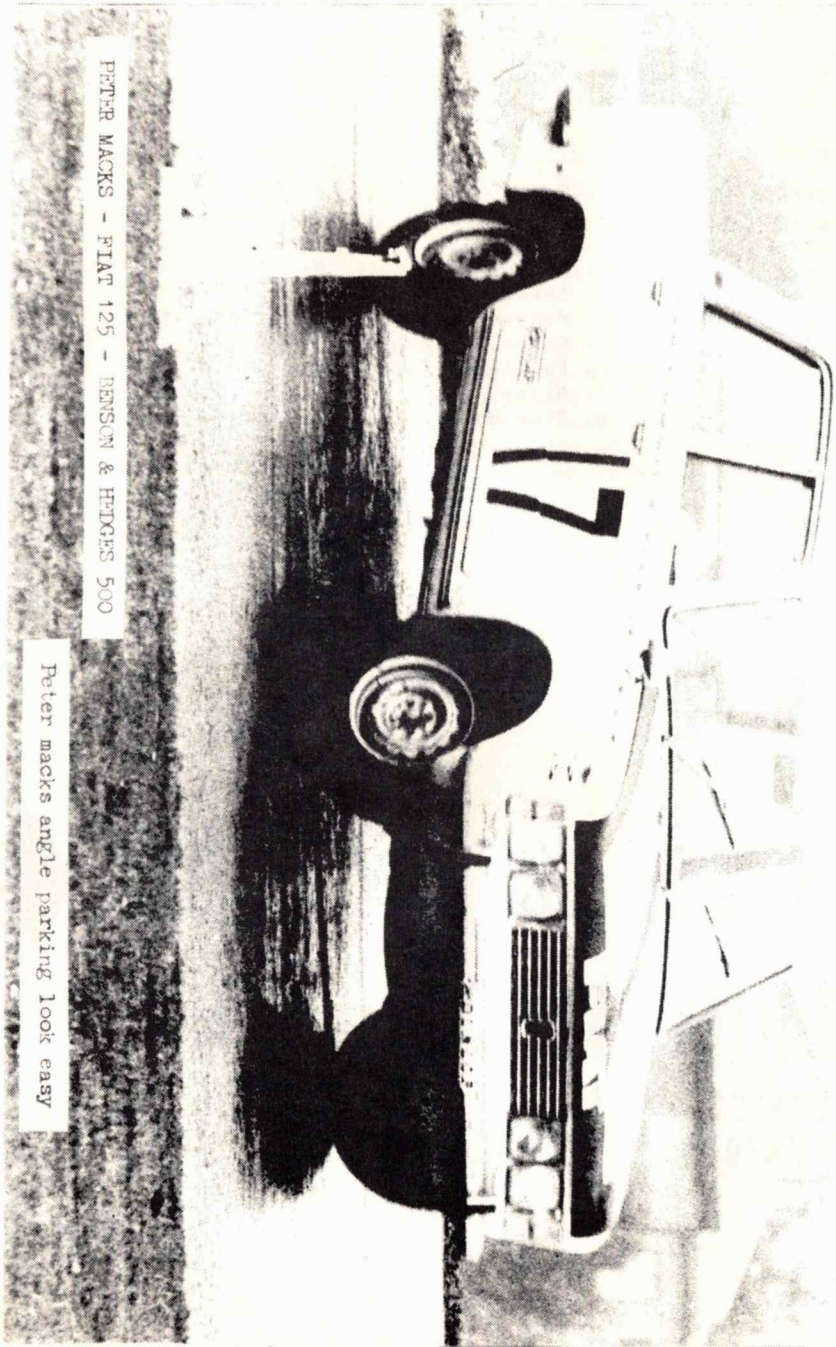
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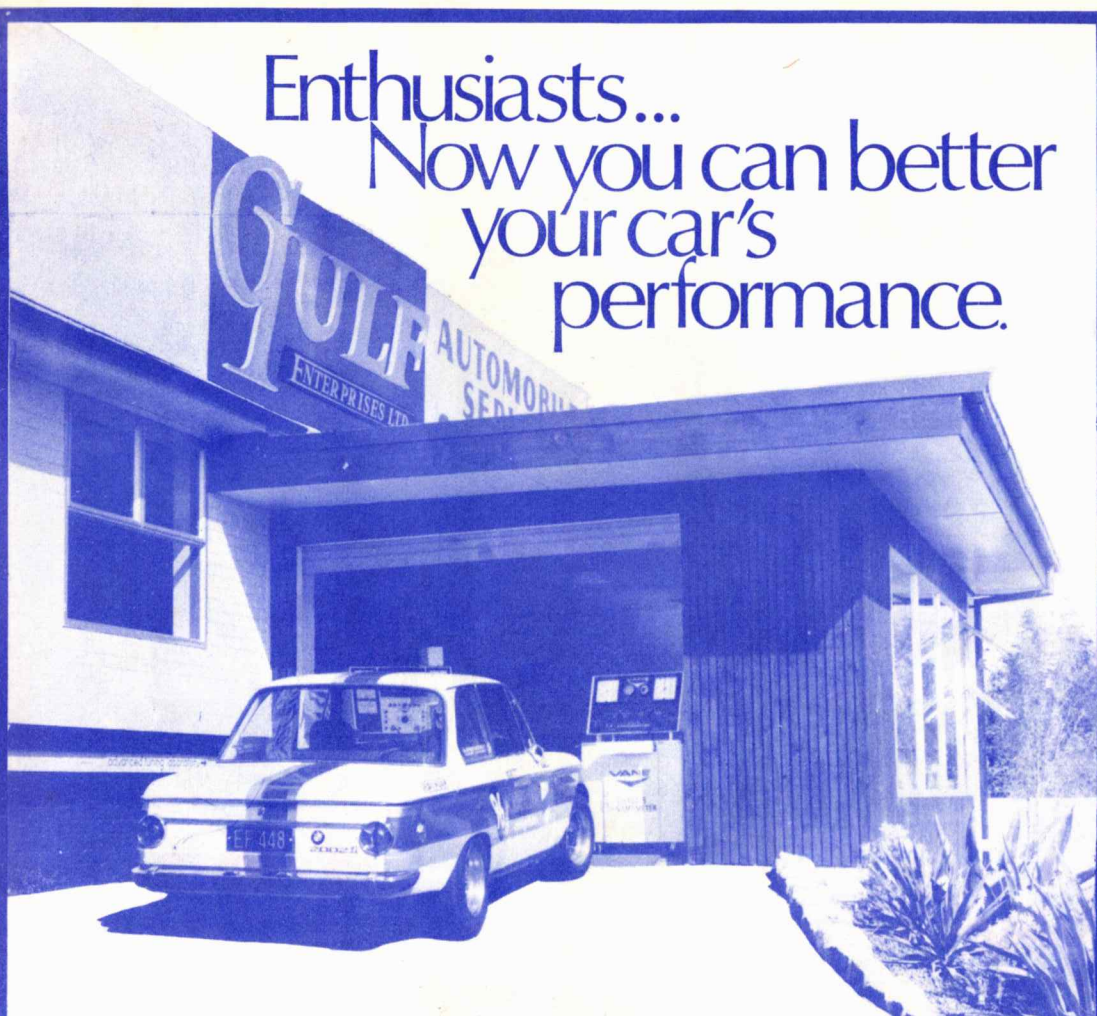
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