

BULLETIN



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AUCKLAND CAR CLUB (Inc.)

44 Stoddard Road

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Phone 699-797

P.O. Box 2591, Auckland

november 1970

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Phone 84-164 Papakura.
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I. Ivers. Phone 7738, Glen Eden.
28 Archibald Road, Glen Eden.

Secretary and Treasurer :

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Phone 373-484

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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.



COMING EVENTS



CLOSED CLUB

19TH NOVEMBER - THURSDAY - CLUB NIGHT AND FILM EVENING at the Clubrooms
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, DRIVEWAYS OR NEAR THE
LOCAL DAIRY AND NO NOISE WHEN LEAVING. WE APPRECIATE YOUR CO-OPERATION.

28TH NOVEMBER - SATURDAY AFTERNOON - CHILDREN'S CHRISTMAS PARTY at the Club-
rooms from 2.00 p.m. to 4.00 p.m. Balloons, sweets and food provided.

19TH DECEMBER - SATURDAY NIGHT - CHRISTMAS SOCIAL AND DANCE - Last and
biggest social of the year. 4 Fours Band from Hastings. Lou Clauson and
Brendon Dugan as entertainers. Limited number of tickets will be available.
Tickets will be available from the Clubrooms or any Social Committee members
at a cost of \$2.00 per single early in December.

6TH DECEMBER - SUNDAY - AUTOCROSS - Further particulars in your next Bulletin

13TH DECEMBER - SUNDAY - CLUB CIRCUIT RACE MEETING - Entries close Monday,
7th December, with Miss C.E. Dewar C/- Alans Office Service, 23 Shortland
Street, Auckland. 1. Entry fee \$1. 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 Club Membership Card, Competition Licence, MANZ
Medical Certificate, Overalls, and Crash Helmet. Events for Formula C,
Formula V, Noddy Cars, Sports Cars, Saloons and Standard Production Saloons.
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.



OPEN & INVITATION

1ST NOVEMBER - SUNDAY - B.O.P.M.R. ASSN. - Saloon Championship Meeting
Baypark Raceway.

14TH NOVEMBER - SATURDAY - WAIRARAPA CAR CLUB GOLD STAR HILLCLIMB, Admiral Road, Gladstone.

15TH NOVEMBER - SUNDAY - NORTHERN SPORTS CAR CLUB GOLD STAR CHAMPIONSHIP DUNLOP RACE MEETING - Pukekohe.

22ND NOVEMBER - SUNDAY - 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. Essentials for competitors include current Club Membership Card, Competition Licence, M.A.N.Z. Scrutineering Log Book, Overalls and Crash Helmet. Under 21 year olds must also have the entry form (available from the Clubrooms) counter-signed by a parent or guardian. Scrutineering on the day at the venue till 10.00 a.m. Outright trophy for F.T.D. with Club miniatures for first in each class, certificates for second and third. Classes are -

<u>Saloons</u>	<u>Sports</u>	<u>Racing</u>
0 - 1000 c.c.	0 - 1500 c.c.	0 - 1500 c.c.
1001 - 1300 c.c.	1501 and over	1501 and over
1301 - 1600 c.c.		
1601 - 2500 c.c.		
2500 and over		

22ND NOVEMBER - CANTERBURY CAR CLUB - Ruapuna Race Meeting

28TH NOVEMBER - LEVIN MOTOR RACING CIRCUIT LTD - Gold Star and Saloon Championship Race Meeting.

29TH NOVEMBER - PUKEKOHE CAR CLUB GOLD STAR HILLCLIMB, Pollock Road, Pukekohe.

29TH NOVEMBER - SOUTH CANTERBURY CAR CLUB - Timaru Race Meeting

5TH DECEMBER - HAWKES BAY CAR CLUB GOLD STAR HILLCLIMB

12TH DECEMBER - TE AWAMUTU CAR CLUB ROTHMANS NATIONAL OPEN HILLCLIMB - Pekanui Hill, Ngutunui, Te Awamutu. \$150 Prize money. F.T.D. Cups for Saloons and Sports/Racing cars.

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		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/Shafts	\$11		

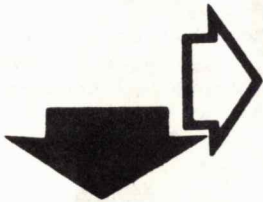
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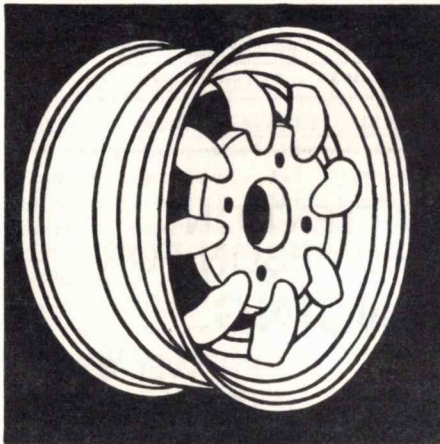
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The European Rally Scene

A new rally to the international calendar is the recent Rallye Del Sherry run in Spain. It was first devised last year as a national event and achieved its international status this year. It is sponsored by a consortium of sherry makers and shippers based at Jerez, the centre of Spain's largest vine growing area and coincided with the Sherry Fiesta. Considerable publicity by the sponsors had brought forth nine entries from Britain and Ireland and a couple from Sweden, but there was little information from the organising club. It had been expected that the special stages would be divided equally between tarmac and loose roads and it was this feature which attracted the Swedish and some of the British Crews. But the stages turned out to be all tarmac, which caught more than one crew with the wrong tyres.

Abingdon had entered two Mini Clubmen for Paddy Hopkirk and Brian Culcheth, but following a decision by the Leyland Lords the fully prepared cars were withdrawn. Hopkirk subsequently went with the B.B.C. Wheelbase team to appear in the film commenting on the rally and Leylands absence while co-driver Tony Nash got a ride with Chris Sclater in the ex works Escort T.C.

After a drawn out and multi-lingual documentation and scrutineering, the start got under way at Jarama with a 5 lap stage round the circuit. The Porsche 911's took an immediate lead, the front runner and eventual winner being the local favourite Alberto Ruiz-Gimenez/R. Castaneda.

The first half with fourteen stages took in the hills around Jarama before heading south through Toledo and Seville to Jerez for a ten hour halt. The second leg contained a further ten stages and used the mountains close to the south coast, passing within sighting distance of Gibraltar. Delays were the order of the day, some stages waiting for marshals to get into position and others cancelled as the result of non-arrival of police to close the roads.

J. Gargello/R. Guerrero finished second in a Porsche 911R closely followed by Swedes Jerry Larsson/Sture Brostrom in their Porsche 911S who were handicapped with chunky tyres. A notable finisher in tenth place was Alex Soler-Roig/M. Marin in a Cooper S.

While Hannu Mikkola was away in the Peruvian Rally of the Incas, Timo Makinen won Finland's Kesoil Rally and clinched his country's Rally Championship with 62 points. Runner-up was Mikkola with 59 and third was Jorma Lusenius with 54. Ford hopes of winning the Rally of the Incas were not dashed by the early retirement of Mikkola for the event was won by Peruvian Henry Bradley in an Escort T.C. Mikkola's Escort had a suspected burnt piston.

The International Norwegian Rally was won by Bert Gustavsson in an Escort T.C. entered by Ford Stockholm. In second place was another Swedish crew Rune Ahlin and Ake Gustavsson in an Opel Kadett whilst third went to the Norwegians Per Stromberg and Tore Knudsen in a Volvo 142S. Tom Trana finished ninth in a works Saab, having spent some time off the road in the early stages. Per Eklund in another works Saab was leading until one of the late stages when he rolled and retired.

The Datsuns have won again in South Africa. The Total South African Rally attracted a handful of European entries including Tony Fall/Henry Liddon in an Escort T.C., Pat Moss-Carlsson/Liz Anderson in a Renault R16TS and David Stone who co-drove local man C. Gericke, in a Toyota. Fall was up with the leaders for most of the time, but retired on the last stage with two wheels in the ditch. Winners were Ewold Van Bergen and his wife in a Datsun and the 2 litre Toyota of J. Hetteema/D. Macfarlane came in second.

TULIPEN



Social Scene

The Club held the first of its October Social evenings at the Clubrooms on Saturday, the 10th. An extremely successful evening was enjoyed by about 200 guests. Our congratulations to all sub-committee members who worked so hard at making this function such a success.

Special interest on the night lay on the guest singer, a thirteen year old nephew of John Rowles, Ronnie Birking. Ron sang six ballads so successfully that he was called back to sing a further bracket of numbers. I'm sure I can speak for all those who heard this lad in saying that a terrific future lies ahead for him.

The three piece band "The String Busters" played a variety of music, suiting everybody in attendance. Possibly one of the highlights of the evening would have been a lesson in the "jig" performed by one of our members who is confined to a wheel chair.

Prizes were awarded for the funniest hats and in the Male Section this prize went to Murray Cox wearing one of Merle's ex wedding party hats of white organza flowers interspersed with four different makes of spark plugs and a side-draught Amal carburettor giving the overall effect of millinery perfection having fallen head first into a motor.

The best female hat which undoubtedly stole the show took the form of a complete crayfish shell with a lettuce tail, and antennae flashing alternate lights. This kinky crustacean was becomingly worn by Danny Polak.

El Presidentē appeared to enjoy presenting the prizes, especially to Danny.

The Social Committee thanks all who came along to this function and hopes to see you and more at our three B's evening, Beer, Bubbly and Burgers on Sunday, October 25th.

ROTHMANS MOTOR RACES

Sunday dawned fine but cloudy and with a fair amount of traffic on the Southern Motorway, most of which as headed for Pukekohe, flowing freely, we made our way for another day's motor sport.

On arrival the activity in the paddock area was watched with interest. The Shell tanker was busy, as were the Dunlop boys. Everything was finally set for the first race which started right on time. The first race was for National Touring Cars 1001 c.c. to 4200 c.c. Jim Richards had pole position; alongside him was Rodger Anderson and a surprised Don Haliday found himself in third place.

From flag fall Haliday tried to go past Richards on the inside but by the time the field arrived at Castrol, Richards had the lead from Haliday, Anderson, Reg Cooke (Cooper S), Dave Silcock (Jaguar); Mike Soames spun at Castrol bending his Lotus Cortina but he rejoined the race. Anderson caught Haliday on Lap 2 but Max Pennington (Escort T.C.) and Cook had closed on Haliday. Grant Bloore retired at this stage with two cylinders of water. The lead never changed although Anderson tried hard on the final sprint to the line but to no avail. The result was Richards, Anderson, Haliday, Pennington and Cook.

Race two was 0 - 1000 c.c. National Touring Cars over eight laps. Barry Phillips was driving Mary Carney's Mini. As the cars moved off on their warm up lap Neville Bailey was still making adjustments to the engine. Rod Collingwood took the lead and never lost it. Barry Phillips was close behind but the car lept out of gear causing him to lose ground. Bailey moved from the rear of the field to eighth by the end of Lap 1. One of the more noticeable drivers was Brian Patrick (Hillman Imp) who was driving better than ever before to finish in third behind Collingwood and Phillips in their Minis.

Formula C arrived at Pukekohe for the first time. A rather small field but they proved their potential by lapping only two seconds slower than the big saloons. David Oxton (Elfin 600) took the lead and cleared out from Peter Hughes (Lotus) and Peter Mahoney (Brabham). This form of racing should be good by the end of the season when a few more cars are available.

Standard production racing is attracting more and more entrants. 'Spinner' Black and Robbie Francevic, both driving Falcon G.T. H.O.'s should have had a good dice but Black lost a fan belt and retired with severe overheating. Jim Richards shadowed the Falcons in his Capri G.T. 3000. Suffering from very poor brakes he found it necessary to "throw" the car sideways by the Stewards' Stand to get round Champion Curve, but back in the field a great dice was going on between the Holden G.T.R.'s of Ralph Emson and Ian Carroll and Paul Adams' Silver Fern Rally winning B.M.W. This resulted in a win for Francevic followed by Richards and Alan Woolf (Triumph 2.5 P.I.).

Next to line up for battle were the sports cars with a larger entry than normal, very pleasing to note, headed by Graeme Harvey in his Elfin 400 and Garry Pedersen in the GEM M.T.B.

From flag fall these two were right at it. Leaving the rest of the field to fight for the minor places, the V8 cars were very impressive, even it it was a little hard to distinguish between them now that the Elfin has been painted almost the same colour as the GEM.

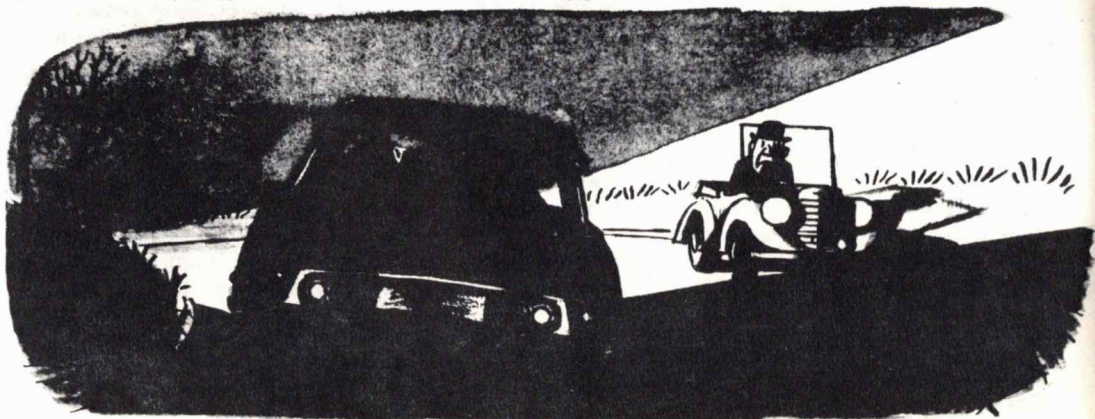
Harvey retired with overheating and Pedersen ran out a very clear winner, followed home by Gary Deakin (Lotus Heron) and Neville Findlay (Lotus Super 7).

The Saloon Feature Race was the one the spectators had come for. Paul Fahey was out to get the lap record before going to Australia with the F.V.A. Escort. Unfortunately he had a spin on oil at Tappenden Hairpin and his chance with the traffic didn't permit him to fulfil his hopes of the lap record. It is interesting to note that Paul actually broke the record in practice but of course it was unofficial. Although he tried Paul was unable to haul in Jack Nazer and Richards. The order as they crossed the line was Jack Nazer, Jim Richards, Paul Fahey. Johnny Riley had bad luck and had to retire after one lap without clutch or brakes and Rod Coppins didn't start after running the bearings in the Camaro.

The first qualifying round of the Single Seater Gold Star Championship was next on the programme. This race was disappointing as only three Formula A cars were entered and with only a couple of outdated 1600 National Formula cars and the new Formula C to fill the field the race proved rather dull. The race was led by Geoff Marden (Begg FM2) right through to the finish although a lap scoring error put Dexter Dunlop into first. The error was sorted out but not unfortunately until the Minister of Internal Affairs had presented the trophy to Dunlop. Quite frankly, if the promoters are going to have to put up such large prizemoney for the Gold Star races, it would be better to withdraw from the single seater series and spend the money on saloons and sports cars which the spectators really come to see anyway; that is, unless the single seater fields improve and some sportsmanship becomes evident. The results of the race were Mardon, Dunlop (McRae Ford) and Doyle.

The handicap race for small saloons saw Mary Carney driving her own car into first from Mike Lines and David Waugh. The large Saloon Handicap Race resulted in another win for Jim Richards in the Radio Hauraki - Carney Racing Escort from Greg Lancaster in his Anglia and Alan Wolf in the Triumph 2.5 P.I. Spinner Black retired once again dropping a fan belt. Rodger Anderson finished fifth after dropping his exhaust system on the start finish line.

So finished another day at the home of racing. The Club is indebted to Rothmans N.Z. Limited for their continued support and to all officials who filled their duties so well. The crowd of approximately 10,000 must have enjoyed themselves.



Film Evening

Two very interesting, yes, dramatic films were shown last club night, Thursday, 15th October.

"Ride the White Horses" may have had nothing to do with horse-riding, but it certainly had plenty to do with horse-power. What power those speed boats put out! And this film of the unique round Britain power-boat race was certainly of interest to motor racing fans. Timo Makinen and Roger Clark can obviously hold their own on water as well as on land.

"In the Lap of the Gods" was the film of the 1966 Acropolis Rally, a harsh test of both cars and drivers. The thick, choking white dust meant that they were virtually driving blind most of the time, but this didn't seem to deter them in the slightest. Other hazards - dawdling donkeys, bulging buses and grazing goats - were all negotiated with a quick swish of the tail and a throaty roar. For exciting filming this could even rival the "Rally of the Thousand Lakes". Commentary was informative and amusing, not to mention the wry comments of some of the drivers. Finally, when you thought all of them would have been utterly exhausted, they took off en masse for a mighty strop round an airfield. From their antics they seemed to thoroughly enjoy themselves, as did an enthusiastic and appreciative audience.

A new Avenger car was supplied by Griffiths Motors Limited, Takapuna, and brought down by Bert Anderson, ex Executive Committee member. Bert is managing the Premier Speed Centre, 142 Albert Street, Auckland, and welcomes all members to view their range of products. It was very nice to see Bert and Maria Anderson attending at the Clubrooms again.

Presentation of the Spring Invitation and Experts Trials trophies were also made.

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Motor Racing Can Be Humorous!

Club member, Ross Wilson, at present living in Sydney, has sent the following article from an Oran Park race programme. We think it all happens the same way on this side of the Tasman too.

*Have you ever considered what it needs to take up racing? Obviously you have to be bonkers because the way to racing fame is not an easy one. In fact, everything you could think of exists to discourage young men from becoming racing drivers.

In order to get a licence to race you have to join a car club. This means seeking out the secretary, paying out some money and leaving your warm room and the telly and attending meetings. He gives you some application forms which you fill out and send, with more money, to a body called CAMS. The other form you take to your local doctor who looks at it and usually says, "What's this?" Do you have to prove you are medically fit to bend yourself or something equally hilarious? He subjects you to a thorough examination and you put your hand in your pocket again. You scrounge through your old photographs until you find one that vaguely resembles you and you send the whole lot off to CAMS. This (if CAMS see fit) gets you a provisional licence.

Now you need a car. This may be your road-going M.G. or a second hand racing car. By simply adding large amounts of money you can bring it up to the stage where it will probably qualify for the last row of the grid.

By the time you have borrowed a trailer, bought racing overalls and helmet (more money) you have lost friends, incurred the wrath of your parents and had a final row with your girl. After your first race you have also incurred the wrath of the clerk of the course, the stewards and most of the other drivers and you need a new engine and another set of tyres. You'll also be lucky if there isn't some panel beating to be done. And you may have raced but you're not a racing driver yet. So - you add more money and on you go!

By the time you have raced a few times the only friends you have are the other drivers, as broke as you are, who want to borrow something. And I haven't even mentioned the trouble you can have with scrutineers, the grid marshals, pit marshals, the promoters and the motoring writers (specially the motoring writers). Motor racing is really a bit like banging your head against a wall - and paying for the privilege. The difference is it's not nice when you stop.

I often wonder why people race. It can't be for the money because it costs a lot more than you'll ever make: it can't be for the glory because there aren't many winners: But there must be something - so come on in, the water's fine.*



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

DISJOINTED JOTTINGS ON THE *EXPERTS* OR yinks and yumps with yukes ———

The day started off badly - I woke up! Then the absolute last straw, the clincher, and the first of many disasters that day - I had to get out of bed!!! What an ungodly hour of the day to start a car trial - the crack of dawn, at the Car Club at 10.00 a.m. - on a Sunday too! What sort of a nut organised this one? Finally got all my crew sorted out, into the car and off - and only ten minutes late too.

Considering the ridiculous hour of the morning, there were a surprising number of smiling faces around - though I noticed that some of the smiles looked as if they had been glued on - they sure were not natural, who could be at that time of the morning?

Paperwork all completed, and we are off - INTO THE CITY!!! What sort of a nut plotted this trial? Yes, the instructions took us over to Remuera and beyond to Orakei Road, then down to the waterfront. Then turn left and straight into the heart of the mighty metropolis. Speedo check at the Wharf Police Station, but who wants to see a copper at this time of the morning, and who needs a speedo any way? Then followed innumerable "ahead at traffic lights - turn left at traffic lights - ahead at traffic lights - ahead at traffic lights - Check - note the name of this street", (what street - we were on the third floor of the Victoria Street parking building when this instruction came up).

Then came more "ahead at traffic lights, left at traffic lights" etc - to pass the abode of the great white Lord and Master of us all, across Wakefield Street (with a very good trap involving St Paul St and St Pauls St), and - "good Lord - look" - a check right in the middle of the city. Ralph Emson was in control here, (is there any part of the Club scene that this bloke doesn't take part in?). Additional instructions were issued and these put us back on to the same route that those other people were using. Those who didn't visit Ralph continued merrily on their way without realising that they had dropped a clanger - very nicely done.

Then the instruction "proceed ahead at traffic lights" repeated four times took us right down Queen Street. Proceed ahead at cross roads, turn left, and noted that the make of ice cream sold was Frosty Jack (Check), and finally out of the city via Great North Road to the Northern Motorway and to the control at Henderson. Altogether a most unusual and a most interesting section that was exceptionally well plotted, (even if the plotter was a nut), and one which caught quite a lot of people by surprise.

More instructions for Section 2 - map reading, given out by the great white Lord and Master, and Club President - (surely he couldn't have gotten up at this ungodly hour - no - he looks as if he was up all night - thank God - I thought for a minute he had gone over to their side!)

The map reading consisted of fifteen very accurately placed grid references, together with direction of approach to, and exits from each of them. Quite a bit of working out here, but not as difficult as at first glance - though I understand that several competitors did get a bit tangled up. The route took us right up to the entrance to Muriwai Beach and we were right in the middle of the Toheroa season. We got mixed up in some very heavy traffic, including several gents who had flashing lights fitted on top of

their cars. It seems that two drivers of the Toheroa hunters' cars managed to have a head on collision at high speed on a blooming great beach nearly 100 yards wide - dangerous sport this Toheroa hunting - should be banned!!! This section finished at grid reference O14697, (no I don't know the name of the place - Mallard's Landing I think)!

Forty minutes later, after a well deserved bite to eat, and we were away again, this time into a Tulip Section. The tulips (49 of them) were beautifully drawn - graphically speaking - but always not quite accurate - physically speaking - and one had to be very careful indeed. Several nice little traps here, including a crossroads that wasn't quite! Those crews who did, didn't know, while those who didn't found a Paine Bros Holden station sedan complete with check sign and more additional instructions. On route once again, and finally back to the Lynmall Shopping Centre to control.

Section 4 was a touring section back to the Car Club Clubrooms where we found the smiling nut who was responsible for it all. He was surrounded by a pack of other nuts who were all congratulating him on a most enjoyable trial, so we added our piece too! We sure didn't turn out to be the expert who won it, but we had a lot of fun trying and that is exactly why we entered.

I would like to offer my thanks to those who were responsible, and also to those stalwarts who gave up their time to sit at the side of the road to enable nuts like us to enjoy ourselves.

MOSPOENT

P.S. The time schedule for Section 3 looked to be pretty tough too - glad we didn't have a timekeeper with us, and didn't have to do any.

MOSPOENT

SHOUTS & murmurs

. . . Quite a few members have asked for the meaning of the words "et uxor" which appeared in the caption of Trials Chairman Willard Martin's photo on the centre page of the October Bulletin. Strangely, all enquires came from male members. Strangely? Perhaps we should have known that the ladies, no doubt prompted by FEMININE VIEWPOINT, would know what "and wife" looks like in Latin - (or any other language).

. . . An official guest of the Club at our Rothmans Motor Race Meeting at Pukekohe on 4th October was the Hon. David Seath, Minister of Internal Affairs. He took a close interest in the racing and congratulated the Club on its running of the meeting.

. . . Congratulations to Pat Hayes and Irene De Bower who are to be married on 7th November.

. . . Wedding congratulations also go to Graeme Lindsay and Julie Irvine who are to be married on 4th November.

. . . The Avondale Kindergarten are going to hold a Motor Show early in 1971 as a major fund raising project and would appreciate it greatly if any members owning racing cars or hot rods, etc., and who would be willing for their cars to be displayed, to contact Robyn Spear, Secretary, Phone 888-811.

. . . Rumour has it that Reg Cook is cooking up something really super. How super? Super-charged? Or maybe turbo-charged??

. . . Who was it who tried to turn the tables on Laurie Powell at scrutineering, by rushing into the Paddock Office demanding "What's the red flag for?" - "Hmph!" was the immediate retort, "So that's the only one you know, is it?" A long, thorough interrogation followed. Just goes to show that you simply have to know ALL the signals, or else!

. . . Roy Hanbury may have beaten Mary Carney off the line in the handicap but when he dismantled the clutch after the Rothmans Meeting, he was left with a handful of asbestos dust and a plate full of rivets!

. . . Imagine a fire extinguisher hurtling around inside your Buzzin-boxin! To hell with the fire extinguisher, 2nd. for Railway. Why won't it go? What the devil's wrong with it now? D...! The fire extinguisher was underneath it. Result : One curly gear lever! (The imagination boggles at the thought of the extinguisher knob being depressed).

. . . Club member Lyndsay Currell is now in Sydney having lots of fun and hoping to see lots of motor racing. He has promised to keep us posted.

. . . A warning SHOUT to Feminine Viewpoint not to get smug about the successes of girls in The Teenage Driving Competitions. Not very many years ago Club members Barry Moon and Ian Carroll were 1st and 2nd respectively, in the Auckland finals. (FOOTNOTE : We note that last month's issue advertised Barry Moon's car for sale in Automart, which coincided with publication of results of this year's Teenage Final won by MISS Pam Larsen. Surely you aren't discouraged, Barry? - Ed. Fem. View Point)

. . . Stormin Norm Beechey will be making an appearance at the Grand Prix meeting. He will be driving his 350 Trans-Aus Monaro G.T.S. in two races and this will be the only meeting he will be seen at in New Zealand this season.

. . . Also hear that Dennis Marwood has a car coming from the United States at the end of November - a Camaro we think.

. . . The 1971 Shell Silver Fern Rally will be promoted by the Manawatu Car Club.

HERE'S MUD IN YOUR EYE

The Auckland Car Club answered the invitation of Manurewa High School to put on a Gymkhana for their Open Day by making the event one that carried Exide Points. The day was somewhat depressing due to frequent showers and overcast conditions, all of which make up an ideal surface for this type of event, where car control is of the utmost importance.

Some very interesting courses came to light from the warped minds of Messrs J. Crombie and Lynton Ryan. A field of approximately thirty cars, ranging from a standard Vanguard to a Torano G.T.R. were present. As the ground was very slippery it was not a case of power but more one of clutch control.

continued page 32



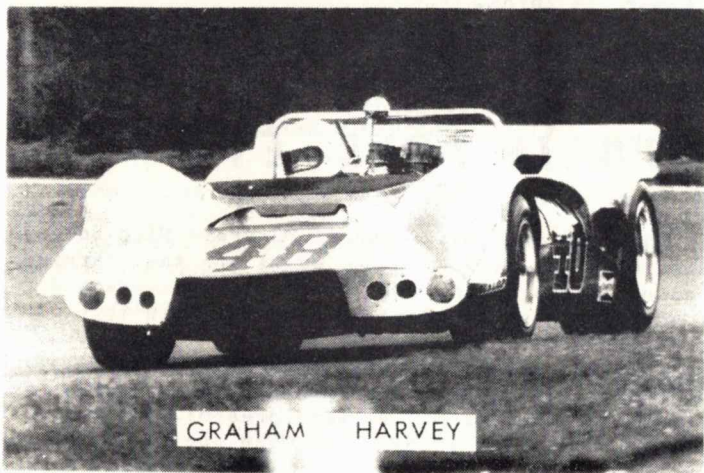
JIM RICHARDS



Rothmans

PUKEKOH

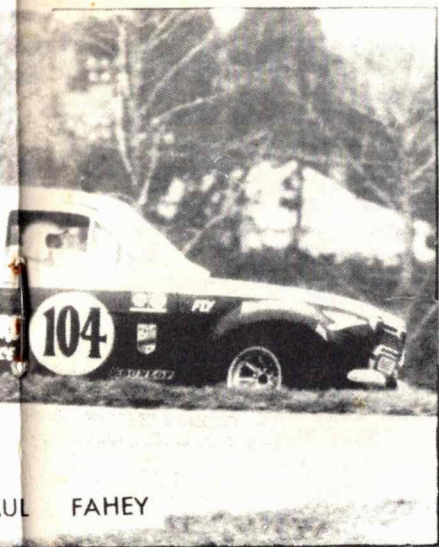
Photos : FRANK GILBERT



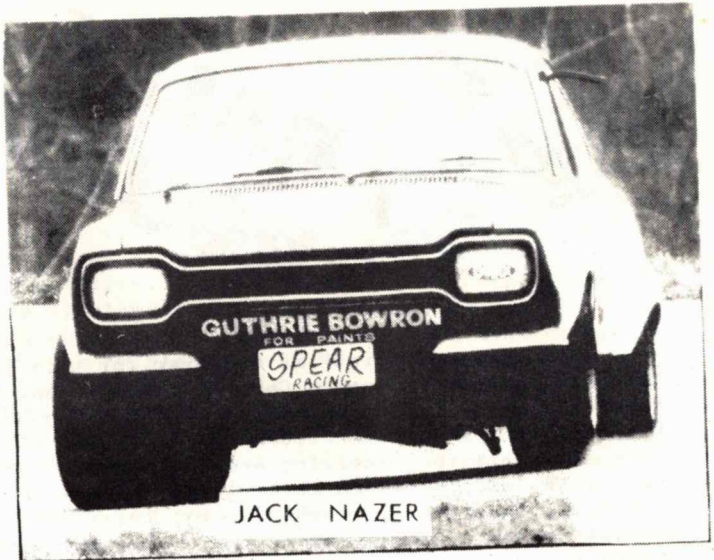
GRAHAM HARVEY



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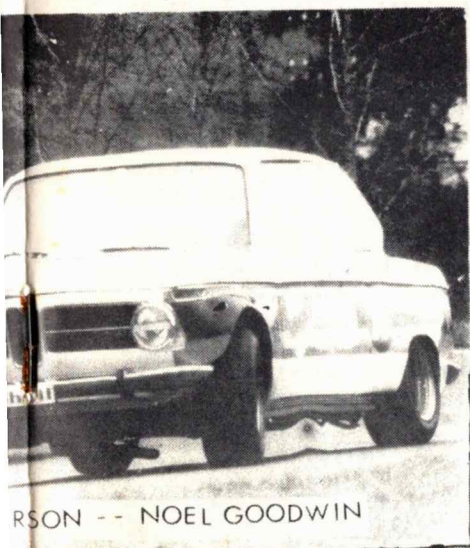


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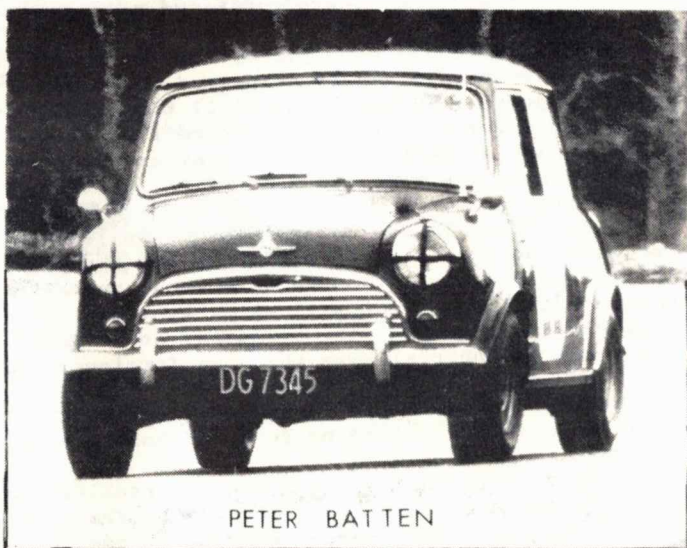


JACK NAZER

E — 4TH OCTOBER 1970



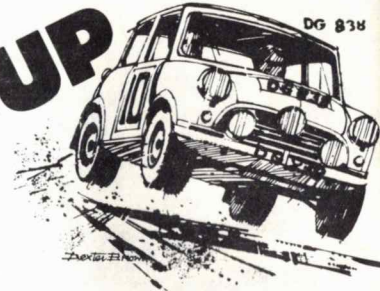
ERSON -- NOEL GOODWIN



PETER BATTEN



RALLY ROUNDUP



The "Experts Trial" is now over for this year and our current Expert is "Mr Exide", Ken Flashman. Congratulations Ken, only remains to see what sort of event you will turn on next year, it being understood that the winner plots the next year's event. Personally I enjoyed the event, despite getting a bit twisted in all that sculling around town, including a rather dubious cross-roads, one side of which is virtually a pedestrian lane. The map reading was relatively straight forward, a novel twist being the direction of approach and departure quoted for reference points which in many cases made the shortest route to carry out the conditions imposed anything but the shortest route to the actual reference point. A few squabbles from some of the competitors about some of the "Tulips" and approximately half the field being suckered in on Drawing Number 11. This drawing was very craftily turned upside down and the following drawing showed a sloping T which was almost visible and most certainly known to most competitors. The drawing in question, No. 11, when turned around showed a bear right at a form of crossroads whereas the intersection encountered was a slightly acute right. Proceeding ahead until such an intersection occurred one encountered a check who told you to delete drawing 11 and proceed.

Have spoken to a couple of "Silver Fern" competitors and they were agreeably surprised at the volume of press space the event received in South Island papers. The sponsors, Shell Oil, must have been quite happy with the publicity value received. One competitor stated that it was almost like the films we see of Monte Carlo and similar European rallies in that there were people lining the roads in some of the Special Stages at ungodly hours like 2 and 3 in the morning.

Hear that Thames Valley Car Club's Lemon and Paeroa Rally, scheduled for April next year is already well under way with plotting and promises to be of the typical high standard this event normally reaches. My informant whispers that the event will at no time be further than approximately 30 miles from Paeroa (shades of the Champion) so it would appear the "natives" have a few roads up their sleeves which we foreigners may not know about at this stage.

VW being the last of the Mercury Cup series, the points appear to show a tie between Northern Sports and Auckland Rally Club so it would appear that the draw is in favour of the holders and Northern will retain possession for another year.

Further to the VW event, we all realise that when Herr Volks built his first "Wagon" he got things all back to front but it seems that some of his "Elfs from the Black Forest" must have come out here to assist the plotters and in the excitement of their trip forgotten that the seasons were transposed in

the Southern Hemisphere. Who else could organise a trial for a September date and call it an "Autumn Night Trial".

Have heard from what the papers refer to as "a usually reliable source", that a certain familiar, sometimes stuck, oft times overtaken, white Morris Minor has finally "bit the dust". Father and son crew of said Minor are reputed to be fronting up next season in a Datsun 1600.

Very pleasing to see so many out for the Experts Trial, thirty-one, I believe, and in fact turn out for most club trials this season has been very pleasing, but like the old question, "Where do flies go in winter?" So, might I ask, "Where does the Auckland Car Club go when a Mercury Cup Trial is on?" Most unusual fact which turned up this season was that on our Spring Invitation we had twenty-four Auckland Car Club entrants, and this after taking out plotters, checking crew, marshals, etc., yet for other events we were sometimes lucky to have three or four entrants.

Reading "Roundabout" (University Club magazine) report on the Spring Invitation, which incidentally was quite favourably written, I notice that the author made mention of being confused by the interpretation of "etc" regarding a sign. Might I suggest to the author, that with at least one less cylinder to worry about than any other competitor, he has that little more time on his hands and should remember his own reply to me in answer to a similar question on another occasion, "Read your A.S.R.'s".

Seems that with reference to "Hans Spotti-pants" in our Bulletin and comments about running in company with a Spott-y Anglia in Roundabout the anonymity of your correspondent is in jeopardy.

Have heard a little whisper that plans are afoot to hold an evening beach barbecue somewhere in the Port Waikato area early in the New Year. A relatively simple trial is apparently being plotted to get people to the venue and Pop Star, "Tiny Tim" (our one, not the Yankee one) is accepting bookings for secluded spots on the sandhills, out of range of the firelight for afterwards. This is primarily intended as a family affair so when it's on bring along Mum and the kids, etc.

Cheerio until next month,

HANS SPOTT

NEW MEMBERS

John Chatterton
John Wigg
Anthony Kemp
Keith Wilson
Anthony Anderson
Ken Bardsley
Colin Mugridge
James Derig
Ronald Butler

Pakuranga
Auckland
Onehunga
Hillsborough
Henderson
Mangere
Onehunga
Orakei
Papatotetoe

Hillman
Ford Popular
Ford Prefect
Ford Cortina G.T.
International
Ford Anglia
Ford Cortina
Hillman
Porsche

Colin Webster
Sidney Sodo
Alfredo Sodo
Allen Sleeman
David Hall
Noel Joblin
Roy Cater
Jeffrey Jones
Colin Thompson
Kevin Billing
Sam McBride
Peter Bennett
Garry Pellow
Frank Smith
Terry Gladstone
Ross McKendrick
Ken Kessell
Hans Veltman
Andre Jenkins
Grahame Toms
Russell Bawden
Ron Burgess
Richard Bluck
Richard Ryan
Garry Gill
Bill Clark
Barry McConnachie
Nick Carter
John Stanley
Murray Barrett
Ian Harris
David Allan
Frank Laurijssen
Kevin Yates
Peter Garvey
William Minty
Harry Maessen
Ray Jones
Noel Collier
Ken Gillanders
Alan Leach
Graeme Walker
James Rasmussen
John Moore

Mairangi Bay
Mt Albert
Mt Albert
Huapai
Auckland
Kelston
Henderson
Papatotoe
Mt Roskill
Papatotoe
Parnell
Beachhaven
Tuakau
Avondale
Hillsborough
New Lynn
Mt Eden
Avondale
Manurewa
Remuera
Epsom
Henderson
Glen Eden
Remuera
Epsom
Mt Roskill
Blockhouse Bay
Mt Roskill
Hobsonville
St Heliers
Mt Roskill
Massey
Glen Eden
Meadowbank
Otahuhu
Glen Eden
Otahuhu
Onehunga
Pukekohe
Auckland
Glen Eden
Blockhouse Bay
Howick

Datsun
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Fiat 1500
Austin Freeway
Morris 1100
Vauxhall Velox
Morris Mini
Ford Zephyr
Holden
Fiat 1500
Vauxhall Velox
Holden
Ford Zephyr
Austin A40
Triumph Herald
Chrysler Valiant
Ford Anglia
Austin Mini
Ford Capri 3000 G.T.
Ford Anglia
Ford Anglia
Ford Escort
Chrysler Valiant
Ford Zephyr
Vauxhall Cresta
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Morris Cooper S
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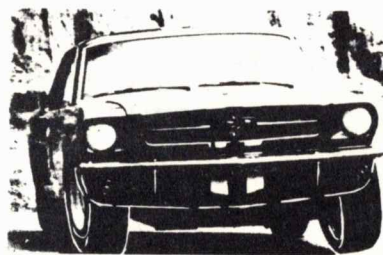
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AGENTS FOR

PERFORMANCE DEVELOPMENTS SPEED EQUIPMENT

Letters

12th October, 1970.

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

Dear Sir,

I am writing to put forward my thoughts on a typical example of incompetence or the lack of thought that the gentlemen who appear to govern our chosen sport displayed when they compiled the driver ratings which have just recently been published. In my opinion, if they have put their best into it, they wouldn't know the difference between excreta and clay.

For a start how can one rate in the same class as Graham McRae (current New Zealand Gold Star Champion) or Graham Lawrence (Current Tasman Champion), David Silcock who drives a very beautiful Jaguar occasionally. Or how can the 0 - 1000 c.c. saloon king Barry Phillips not be rated as high as Rodger Anderson who was regularly blown off by New Zealand modified Escorts and lastly everyone has noticed the stirling efforts of Don Halliday who along with several others is not even rated. These ratings should be divided into five classes and following is how I would grade drivers on performance and ability.

These ratings are not persuaded by my personal feelings toward any of the drivers whose names are mentioned.

<u>1 Star</u>	<u>2 Star</u>	<u>3 Star</u>	<u>4 Star</u>	<u>5 Star</u>
N. Bailey	M. Carney	R. Anderson	G. Baker	B. Faloon
S. Black	M. Cockburn	J. Boyd	R. Coppins	G. Lawrence
D. Halliday	R. Collingwood	A. Boyle	I. Dawson	G. McRae
P. Harris	P. Hughes	R. Cook	P. Fahey	
R. Skinner	P. Levet	R. Harrington	R. Francevic	
	P. Moloney	G. Harvey	R. Levis	
	M. Pennington	G. Mardon	D. Marwood	
	P. Sharp	J. Nazer	D. Oxton	
	D. Silcock	B. Pellow	J. Palmer	
	G. Thomson	B. Phillips	J. Richards	
		F. Radisich	K. Smith	
		C. Roberts	G. Sprague	
		J. Riley		
		G. Watson		
		J. Weston		

Should any of the gentlemen representing this Consortium take exception to this letter I will be quite happy to reveal myself and challenge them to debate on this or any other matter relating to motor racing in New Zealand.

THE MAN WITH THE BROWN ARM

Feminine Viewpoint

- OF THE ROTHMANS MEETING

CONGRATULATIONS to Mary Carney on her runaway victory in the 0 - 1000 c.c. handicap race. It certainly brought an enthusiastic response from all her female fans, though the Mini-men must be a bit despondent about trying to head her off when she really gets going. It was such bad luck for both Mary and Barry Phillips that Barry's engine blew before the scratch race. Mary's special Arden-prepared head, which had quite a few teething troubles last season, has been in England all winter being fixed, and still isn't back. In the meantime Mary had borrowed Barry's old engine, so when his new one blew, what could she do but step aside graciously and let Barry take over. But it was good-bye to a certain placing for Mary, and valuable Championship points. Let's hope that head gets sorted soon!

* * * * *

AND FOR LYN, who recorded her impressions in verse, it was a :

SURVEY ON SPEED

Did you go to Puke on October the fourth?
Didn't you think it was a good dollar's worth?
I don't know about you, but I had a good view,
I was up with the 'nobs' in the members' pew,
With a hubby who had to keep answering the phone,
And a baby who's depressingly accident prone.
My thoughts were divided tween track and the gents,
Every time I looked up, that was where she went!
Did you see Jimmy Richards doing his wheely?
I think he's great, don't you really?
I personally cheered for that great girl, Mary,
The only one there, she sure is a deary.
Congratulations, Geoff Mardon, for making the scene,
The trophy's yours at last it seems!
Also, my friend, did you take note
Of the beautiful girls on the sports cars afloat?
To be Miss Pukekohe, they were dressed to kill,
If the crowd had its way, they'd be standing there still.
The Ladies Committee were dishing out tea
To the guys in the Pits with the shaky knees.
They all deserve trophies, those busy girls,
Plus the folks in the bus who work like h..l.
Well if you enjoyed that Sunday's trend,
Then come down again and bring a friend.

* * * * *

BUT what was the day like for others?

"Tremendous! His car broke down last week, so we watched all the events for once. There was some really exciting racing."



F/V - OF THE GYMKHANA

FROM "LYNDON" : At the kind invitation of Manurewa High School, the boys - and one girl - of the Car Club took their machines along to stage a Gymkhana on the athletics field which, I am afraid, is now useful for little more than a mud pack or planting potatoes!

With collars turned up and hats turned down, they set up their little poles and proceeded to skid their cars in and around and over them. The craziest car was a little orange Fiat, whose antics you could have put to music. I liked the idea of the relay races which not only gave the cars some exercise but the drivers too!

Jacqui Knight put in some good female competition and there were many willing hands when she overshot the finishing line and had to do a hasty reverse (- she was pushed back before she could even get her hand to the gear lever).

I also had a look round the rest of the fair and the sideshows and stalls were very good. There was certainly something for everyone, and the three children thoroughly enjoyed themselves. There were marching girls and pipers and dancing (- put on by the girls), plus a variety of things to eat and drink.

I sympathise with the organisers in that it was such a rotten day weatherwise, but at least they sold a lot of hot tea and snacks. The children had just started commenting that they wished they'd brought Eskimo suits with them, when a sudden downpour made the boys decide, wisely, to call it a day.

* * * * *

AND FROM JACQUI :

The Gymkhana the other day was tremendous fun (thank you John Crombie, Lynton Ryan, Ian Carroll, Kerry Pearce and company) but why was there only one female entrant??? Surely there must be some other women who can uphold the side of the fairer sex at these events - they're tremendous fun, absolutely safe - unless you call muddying your car dangerous - and you learn all sorts of things about driving that you don't learn on the road.

The first test entailed driving a crooked course into a garage, reversing back into another garage, set devilishly close, pulling forward again into No. 1 and then reversing back to the Start/Finish. First time I went the wrong side of a pole, and also took two pulls to back into the garage. Second time I did it right but used too much accelerator and couldn't get any traction.

Second test was a slalom and the drizzle had made the grass even glassier. Champion man, George Wilson, advised me on tyre pressures, and the deflation helped! I did turn up a quick time on this one, but only when I borrowed a real live mustang. Only trouble was I couldn't get the horse to stop and Bob White informed me I would be disqualified as I had four-wheel drive.

Third test was a two-leaved clover-leaf, and here the organisers decided to run cars off against each other. A duel - against Peter Batten! He beat me hollow. Lead-foot Rob Williams in his VW set up the next course - a long and fast slalom where cars went straight down and wiggle-woggled back. Quick - 40 mph for some. My rival (another male-driven Anglia) beat me by two or three poles going down but spun out and we both went right across the finish line, so both had to back up. Several good guys pushed me back before I had even remembered where reverse gear was.



Bird's Eye View of the B. & H.



(- In Response to our Request in last Month's Bulletin)

Sunday morning, August 30th, Benson & Hedges day. Suddenly awakened by fellow pit crew banging on our front door. We have slept in - result of previous late night working on car.

Rush around madly making sure we have everything needed. Food in the chilli-bin - jackets for the evening. Fifteen minutes later we arrive at meeting place. Here all the men check equipment, girlfriend and I sit and chat. Chatting alternated by Sunday morning yawns! Finally everyone is settled in various modes of transport and we head for Pukekohe. The sight of the traffic queued along the motorway convinces me we'll be in time to see the winning car get the checkered flag. Pessimist again! After what is but a short time, interposed by warning looks from numerous traffic patrol men, we are at the race track. Watch the 100 mile race; then over in the pit area cautiously viewing the class opposition.

Must have something to eat before the race begins. Husband has spent previous week telling me exactly what provisions to take. I buy everything (and a bit more as it's a long day) but do you think he'll eat now he's out there? "Sorry love, I'm not very hungry". Men!!!

Ten minutes to start - checking the lap sheets, winding stop watches, making sure there is a good supply of pens and pencils.

And they're away! Watch that first corner Jack!

Several minutes tick away and our car is first (class grouping of course) It had done one lap. And so the minutes pass - 4th, 5th, 6th lap, marking down every time - minutes, seconds and tenths of seconds. Time really does pass quickly when there's a job to be done - and more so with nine other class cars to spot.

One hour later and I've decided to put forth a recommendation to the Grand Prix Association. Sponge rubber seating in all the pits. That board sure does get hard.

Two hours later and at the calculated lap our car comes in for fuel and change of driver. Go to it, Ken! 60 - 70 - 80 laps. The rain makes things a bit uncomfortable - drips fall on the lap sheet - smudges some of the figures. Wet shoes. Damp hair. 100 laps. Time passes quickly. Soon another fuel stop and change of driver. The sky is getting darker now; soon the headlights are on and the cars continue to flash past. Still in the (class) lead. Feeling happy. Another shower. The lap times become slower again. Several cars are out of the race; several doubtful finishers. The track dries and the lap times quicken. Good time Jack! Out with the board again. Dark now and harder to spot individual cars. 120 laps. Pass around the biscuit tin; pencil in one hand.

Last fuel stop, last driver change. We have less class opposition now. 140 - 150 - 160 laps. Have long ceased to worry about the board I'm sitting on. Completely numb in that area!

200 laps! Only minutes to go. Keep her going, Ken!

The checkered flag is out and the winner is home. Then our car crosses the finishing line - we've done it again. Third time class winner. Everyone is pleased but alas! the work hasn't finished. Now the scrutineers have to be satisfied.

So until next year,

MRS L.M.D.

That in**FERN**al Rally!!

This day was just like any other, we were late getting up and only just had time for breakfast, that was when I first heard of the Silver Fern Rally. The name was casually dropped at the breakfast table and I had all day to ponder the implications of it. That night I was told that Fred Roach wanted to put his car in the Rally, and then the real truth, would I mind awfully if Mike drove it for him. Thinking along the lines of the few trials I have been in, I said why not, it should be lots of fun for you both. Little did I know how true that would be. Preparation started way ahead of my thoughts and after about a week, when I realised I had only seen my husband for about one hour every day and the little green Anglia was stripped down to a body shell, I thought Grief, this really is a serious business! Then I thought again, my baby was due in August, when was this rally on? September, said Mike, plenty of time. I had my doubts, but Mike talked so hard that I was prepared to jump up and down stairs and skip frantically if baby didn't arrive at the appointed time.

Mike was getting more and more worked up about how he was going to do this to the car and that to the car that as all wives of drivers know, pretty soon it was going in one ear and out of the other without much sticking to the inside. Then came the old, old story, I have to go out tonight dear to fix up the thingamejig and pull down the watsit. Yes, yes say I, as I put another piece of fast cooking (makes for quick teas) steak into the pan.

After two months of seeing him in dirty old working gear, I sent him out to buy some new clothes. I only washed them once before he went, as we never went anywhere for him to wear them.

August dawned and the baby arrived. Hey, says Mike, my tyre studs haven't arrived yet. He took it all in his stride, just like having breakfast he says, a nice change. With me in hospital he was overjoyed, didn't have to worry what time he came home and even worked right through one night just to prove he could stay awake on the Rally.

When I arrived home again I still had lots of competition for attention. Mike's sentiments were torn between his job which took him to Christchurch where he could talk rallies to Errol Inwood, his British Racing Green mistress which beckoned him up to Roy Hanbury's garage every night and every weekend, and myself who could do nothing much - not having a car (and I hope you read this Mike Marshall) but sit home waiting for him with his meals and two crying and very trying kiddies. Now honestly, which would you choose? My problem was that I didn't have much choice. By the week before the rally I was feeling very depressed, the only time I spoke to my husband was to grunt when he literally fell into bed at two in the morning and to say goodbye when he left for work. No matter how I told myself I loved motor cars I had a special hatred for one green Anglia with big fat feet. And Fred Roach wasn't very high up on my list either. I wouldn't even sit in the car and then he asked me if I could possibly upholster his rally seats for him, I nearly choked. Swallowing down the choke, I got down on hands and knees and started measuring though God knows my heart wasn't in it. I didn't finish until 2 a.m. the next morning. I won't state how I felt by then, I'll let your imagination take over. Mike couldn't sleep that night. I think he was braking and steering his car around forests and imaginary corners so it was two very tired and red-eyed people who rose at dawn the next day, the day of departure

I asked for some idea of what he wished to take with him in the way of clothes, and sure enough it had to be the gear that I hadn't ironed, so away we go again, flat stick to pack his case.

Ten o'clock and the car was there to pick him up, but sure as ever Mike was nowhere to be found. At eleven they were finally away, four supposedly grown men and all their belongings for a week, squashed into a Hillman Imp. That made me grin for the first time in days. Then away they went with Mum and babies frantically waving goodbye, shouting "be careful". Then I went back inside and sat down with a cup of coffee and for what I thought was a well-earned rest.

My rest lasted until Thursday when I went down to the Club to help make the sandwiches. I took the radio with me, thought I'd better listen to what was happening. Everyone was asking "How is Mike doing?", and me, not very interested, saying "Oh, I guess he's alright". Then 9 o'clock came and the broadcast started to come over and as I listened I started to get interested and as I listened the comment came over that Mike Marshall of the Auckland Car Club was winning!

Suddenly a great cloud lifted, I felt quite jubilant, That's my old man I thought. From downstairs at the Club a great cheer went up, and then another and suddenly I thought, everyone was right and I was wrong. They said it would be worth all of the neglect and filthy motor car parts all over the house and dirty working clothes that had to be washed and they were right. After that broadcast I was all ears, sitting home with the T.V. and radio going all day just in case they mentioned something. Just shows how nice people are, too. Every time a broadcast came on, at least six people would ring me up and say are you listening, because it's on now.

Monday finally came and the long awaited phone call to "Please pick me up from the Airport". Our reunion was something all on it's own as when we arrived home the telephone rang and he even ate his tea on the telephone table. He was on until 11.30 p.m. that night. Well everything is finally back to normal and all that is left of the Silver Fern Rally are all the bills that are still rolling in and waiting to be paid. Do I still think it was worth it? Well from my point of view it most certainly was. It was a great eye opener and I shall never see a Rally advertised again without asking "Are you going in that one?"

Recently at breakfast Mike told me that Club Circuit was on soon. That night he told me that Fred wanted to put his car in Oh, well, I'll have a great big house one day, but not just yet.

MARGARETTE MARSHALL

OVERSEAS RALLY TID-BIT

THE SHERRY RALLY, SPAIN:

"It wasn't long after the start that the two Spanish ladies' crews dropped out, one after having only grazed her pristine and unprepared MGC against the Armco at Jarama. This meant that Tish Ozanne and Pat Wright had the Ladies Cup in the bag, and they finished to take that award with little trouble. At one point, they turned up a side road in order to commune with nature and three or four cars immediately wrong-slotted and followed them up. The English girls remained composed but there were red-faced, tail-between-the-legs Spaniards turning round after having been led up the garden path by two foreigners, and women at that!"

- Motoring News : 17.9.70



. . . Despite a statement issued, Mario Andretti has agreed to drive works Ferraris in the 1971 season. At the time of the British G.P. it was strongly rumoured that Andretti had been approached, and the Italian-born American issued a statement stressing that his first obligations would be to his USAC sponsor, Andy Granatelli.

. . . David Piper crashed heavily in his Porsche 917 while on location at Le Mans for Steve McQueen's forthcoming epic. His car went out of control during filming and was totally destroyed as it crashed over a barrier. Piper, the 39 year old veteran of many long distance successes was removed to the local Pasteur Clinic with multiple fractures to his right leg and ankle. He is the second driver to be injured during the filming. Derek Bell suffered burns to his face when a Ferrari 512S caught fire.

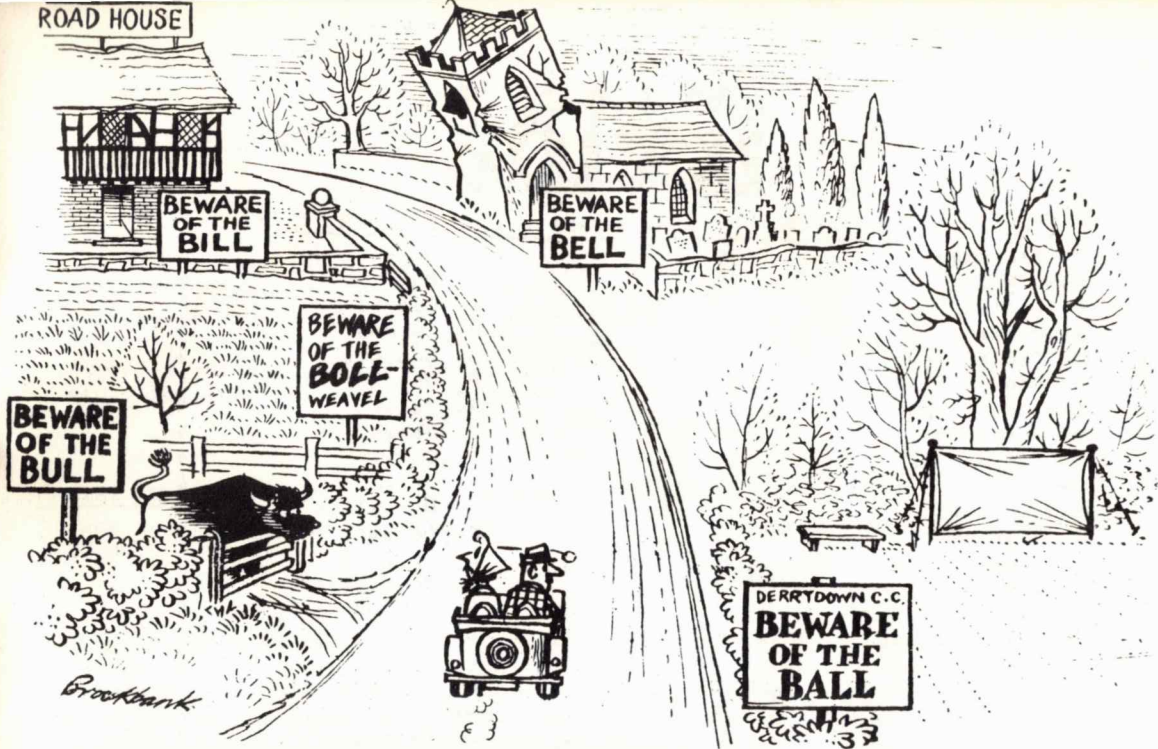
. . . Malcolm Guthrie and Frank Gardner are to team up for an attack on the Tasman series this season. Guthrie is to drive Gardner's present long-wheelbase Lola T190, while Gardner is to build a new Lola T190. They are looking for a sponsor - "Sure, we'd like to use someone else's money" said Gardner.

. . . Graham McRae officially protested David Prophet's engine at Oulton Park but later withdrew it and forfeited a fiver. McRae said that Prophet's engine was fantastically fast at both Hockenheim and Oulton Park and wanted it checked, but Prophet said that his Bartz was legal. "Now we have the engine going well we've had some time to sort the chassis", said the Midlander.

. . . Alec Poole's turbo-charged Mini Cooper S is said to develop 180 bhp a fair match for last season's Goodliffe BVRT hill-climb Mini with supercharging? The car is backed by Complan and has enormous 13 inch diameter road wheels.

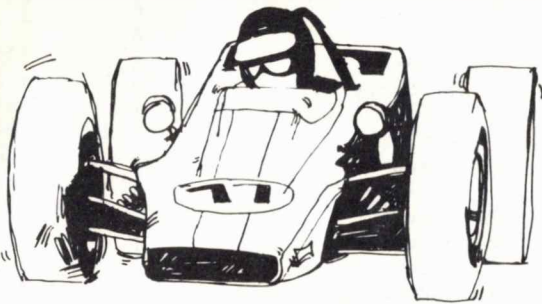
. . . Fred Saunders plans to do the Tasman Series (plus the Australian Grand Prix in November) thanks to British Leyland in Australia offering some support for a Rover-engined car. Fred is likely to sell his Crossle 15F and purchase a McLaren M10B chassis instead.

. . . Clay Regazzoni says it was a horrifying experience at Monza to be engulfed by the Italian race fans. His Ferrari was regarded as a fair source of souvenirs by the crowds who flooded on to the track and among the parts which went missing were the inlet trumpets for the fuel injection. The wings and bodywork were badly damaged, as was the leg of a gentleman who got himself trapped against a hot exhaust pipe ...



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Exide

TROPHY POINTS TO GYMKHANA : 11TH OCTOBER, 1970

K. Flashman	39	D. Haydon	4
G.W. Holt	23	D. Burrows	4
P. Batten	18	I. Carroll	4
W. Jones	15	M. Soames	4
J. Crombie	13	L. Rodgers	4
B. Moon	11	P. Hayes	4
D.W. Phillips	10	R. Pulman	4
R. McDonald	10	R. Jones	4
G. Wilson	10	B. Cork	4
G. Morley	10	B. Walsh	4
M.D. Harold	9	B. Blacklock	4
D. Silcock	9	P. Levet	3
G. Jones	9	B. Pickard	3
J. Lawton	9	R. Homewood	3
R. Emson	8	S. Cooper	3
D. Gulland	8	B. Clift	3
A. Wilson	7	P. Hong	3
G. Crawford	7	P. Adams	3
A. Denney	7	M. Neil	3
W. Martin	7	J. Mahon	3
P. Chapman	6	S. Currie	3
D. Shankland	6	S. Millen	3
R. McLean	6	T. Nicholl	3
P. Lever	5	M.E. Ashforth	2
J. Richards	5	T. Hartnett	2
D. Hamill	5	D. Anderson	2
J. Arkley	5	G. Harvey	2
K. Brown	5	M. Walker	2
P. Maloney	5	D. Bellamy	2
P. Sharp	5	R. Findlay	2
P. Brocklehurst	5	L. Richardson	2
J. Nazer	5	B. Allen	2
A. Hopkins	5	R. Campbell	2
J. Boyd	5	T. Radisich	2
W. Wymer	5	S. Pearce	2
C. Hyde	5	R. Firth	2
R. Johnson	5	R. Stodart	2
M. Petch	5	R. Hanbury	1
D. Bremner	5	D. Hinton	1
G. Dyer	5	G. Pringle	1
R. Williams	5	B. Layton	1
N. Goodwin	5	B.J. Patrick	1
J. Mannion	4	M. MacDonald	1
A. Woolf	4	M. Swinbourne	1
M. Firth	4	G. Hutton	1
G. McGregor	4	R. Robinson	1
R. Cook	4	P. Wong	1
W. Brooks	4	R. Bluck	1
D. Williams	4	P. Gondge	1

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6 ARTHUR PLACE, PAPA KURA.

We were given more or less a free hand as to where we could mark out the courses so we were not limited for space. Most of the courses were tricky mainly due to the lack of traction which became evident in the Relay Race at the end.

From the competitors' point of view it was good value but from the spectators' not quite so interesting until the last three events which involved cars racing against each other as well as the clock. Perhaps we could see something like this at future inter-club gymkhanas. It was a case of all "mudding" together. The 'Dancing' Fiats were spectacular but even more spectacular were the Minis who had to come to a stop by engaging reverse.

My thanks to the guys who turned out to give more competition to the regulars, and to the lads who helped Messrs Crombie and Ryan in laying out the courses and assisting in timekeeping.

Jacqui Knight put up a better time on a horse on one section than the guys in cars but was disqualified for failing to halt the horse with its front and rear hooves astride the line. As you can see it was essentially a fun day, and fun we had!!

BOBLYN

<u>Car No.</u>	<u>Driver</u>	<u>Car</u>	<u>C.C.</u>	<u>Aggregate Time</u>	<u>Place</u>
1	Kevin Steen	Mini	850	249.0	17th
2	Bob Williams	VW	1200	235.2	12th
3	Peter Batten	Cooper S	1275	238.2	13th
4	Jacqui Knight	Anglia	998	274.2	23rd
5	Bob McLean	Austin	1300	224.0	5th
6	George Wilson	Fiat	850	195.6	1st
8	Peter Gordge	Anglia	1498	234.6	11th
9	Ross Senne	Hillman Imp	998	267.0	21st
10	Noel Goodwin	Fiat	903	245.0	16th
11	Peter Meggison	Escort	1298	258.4	20th
12	Bruce McDonald	Super Minx	1594	281.1	24th
13	Bob Hulme	Humber	1500	281.2	25th
14	Bob White	Mini	848	253.5	18th
15	John MacDonald	Escort	1298	240.4	14th
16	Barry Moon	Mini	940	232.4	8th
17	Glynn Muir	Cortina	1500	244.2	15th
18	Bruce Cork	Cooper	1275	228.8	7th
19	Peter Maxwell	Vanguard	1998	272.0	22nd
20	Wayne Jones	Simca	1118	205.9	2nd
21	Tim Holt	VW	1300	227.0	6th
28	Merv Watson	Anglia	998	257.2	19th
29	Spencer Pearce	Morris	1100	233.2	9th
30	John Crombie	Cooper	998	214.0	3rd
31	John Moore	Escort	1300	287.1	26th
32	Rick Bluck	Ford	1000	233.9	10th
33	Graham Crawford	Fiat 850	903	217.5	4th

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