

# BULLETIN



FEB 71

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— BULLETIN —

# AUCKLAND CAR CLUB (Inc.)

44 Stoddard Road

Mt. Roskill

Phone 699-797

P.O. Box 2591, Auckland

FEBRUARY 1971

## 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.



PAUL FAHEY

# 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.

7TH FEBRUARY - SUNDAY - CLUB CIRCUIT RACE MEETING - PUKEKOHE - Entries closed Friday 29th January but late entries may be accepted to fill races. Late entry fee \$1 (in addition to normal entry fee which is by donation per person at gate). Phone Miss C.E. Dewar 588-274. Scrutineering from 10.00 a.m. to 11.00 a.m. only. Practice commences 12 noon. Competitors require current A.C.C. Club Membership Card, M.A.N.Z. Competition Licence and Medical Certificate, Overalls, Crash helmet. Under 21 year olds must have entry form countersigned by a parent or guardian. Marshals required for various duties. Refreshments will be available including soft drinks, coffee, tea, toasted sandwiches, potato chips, etc.

18TH FEBRUARY - THURSDAY - CLUB NIGHT AND FILM EVENING at the Clubrooms, 44 Stoddard Road, Mount Roskill. Films, Discussions, Supper, New car on display. Members and friends welcome. A Special General Meeting will be held prior to the screening of films at 8.00 p.m. The subject of this meeting is the proposal to increase Club Membership Subscriptions. A formal notice of this meeting is enclosed with your Bulletin.

N.B. Please park clear of driveways and local dairy and no noise when leaving.

20TH FEBRUARY - SATURDAY - "FEBRUARY FRY UP" - A small 2½ hour Trial finishing with a barbeque at Port Waikato. Starts at South Street Motors, Corner Great South Road and South Street, Papakura. First car 2.00 p.m. Sealed clock required. No maps necessary. Entry 50 cents per car. Trophy for winner, Certificates for 2nd and 3rd. Points count for Exide Trophy. Bring your own snarlers, spuds, etc. The Club's barbeque facilities will be in action. A good event for the whole family.



18TH MARCH - THURSDAY - CLUB NIGHT AND FILM EVENING

21ST MARCH - SUNDAY - LEARNERS' TRIAL - Starts at the Clubrooms at 1 p.m. First car away at 1 p.m. Duration 3 hours. Finishes at the Clubrooms. Fee \$1.00 per car. Very simple map reading with full instructions on how not to miss Checks. Map required - Waitakere 3rd Edition 1st May 1964. Sealed clock also required. Points count towards the 1971 Trials Cup. (See March Bulletin regarding this Cup).



# OPEN & INVITATION

7TH FEBRUARY - CANTERBURY CAR CLUB - RUAPUNA PARK RACE MEETING.

7TH FEBRUARY - HAMILTON CAR CLUB - RALLYCROSS - Hopa Hopa Military Camp. Seal and grass course 4-car 4-lap (2 mile) races.

13TH FEBRUARY - SATURDAY - TAUMARUNUI CAR CLUB GOLD STAR HILLCLIMB - Raetihi.

14TH FEBRUARY - SUNDAY - PUKEKOHE CAR CLUB HILLCLIMB - Aitken Heads Farm, Ridge Road, Pokeno. Entries on the day till 9.30 a.m. Entry Fee \$1.00. Scrutineering till 10.00 a.m.

20TH FEBRUARY - SATURDAY - THAMES VALLEY CAR CLUB GOLD STAR HILLCLIMB - Fishers Road.

21ST FEBRUARY - SUNDAY - AUCKLAND UNIVERSITY CAR CLUB OPEN HILLCLIMB - Anderson's Farm, Paremoremo. Entries open at 9.30 a.m. with practice commencing at 11.00 a.m.

7TH MARCH - SUNDAY - INTER CLUB GYMKHANA - Dunkirk Road Domain - off Kings Road, Panmure. Entries from 9.30 a.m. Entry Fee 50 cents - Late Entries 30 cents. Classes - Saloons 0 - 1500 c.c. and over 1500 c.c. Sports Cars 0 - 1500 c.c. and over 1500 c.c. Class results to be determined on the highest number of points gained, on a Championship basis, over the 4 tests. Inter Club Shield - The winning Club will be determined on outright placings only, regardless of class, over the four tests. Cancellation - 12B on the hour the morning of the event. Organised by the M.G. Car Club.

7TH MARCH - SUNDAY - WELLINGTON CAR CLUB GOLD STAR HILLCLIMB - Houghton Bay.

14TH MARCH - SUNDAY - CANTERBURY CAR CLUB - RUAPUNA GOLD STAR RACE MEETING.

14TH MARCH - SUNDAY - NORTHERN SPORTS CAR CLUB NATIONAL OPEN RACE MEETING at Pukekohe. Further details next Bulletin.

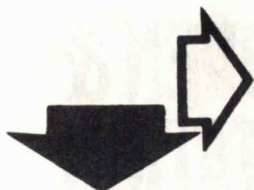
11TH APRIL - SUNDAY - AUCKLAND UNIVERSITY CAR CLUB OPEN HILLCLIMB - Anderson's Farm, Paremoremo. Entries open at 9.30 a.m. with practice commencing at 11.00 a.m.

18TH APRIL - SUNDAY - AUCKLAND CAR CLUB DUNLOP NATIONAL OPEN RACE MEETING - PUKEKOHE - North Island Finals of Saloon Car Championships. Further details next Bulletin.

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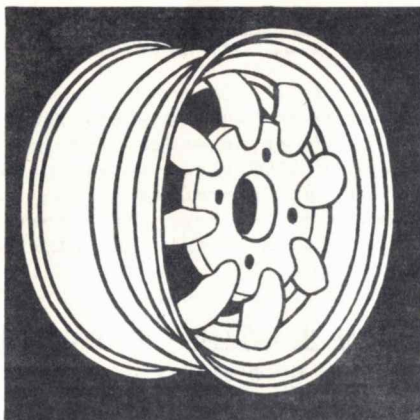
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# OUR MEMBERS AT GRAND PRIX

This year's Grand Prix was held on the 9th of January at Pukekohe. A large number of Auckland Car Club members competed and put up very creditable performances. Here is how they featured -

Our "Two-wheeled member", Geoff Perry had trouble firing up his 250 c.c. Suzuki in the New Zealand 350c.c. Tourist Trophy Race and this unfortunately put him out of the money. In the 500 c.c. race Geoff rode a 500 c.c. Suzuki but fell while moving up through the large field, then after remounting had to retire with mechanical trouble.

The 0 - 1000 c.c. Saloon Race was probably the best race of the day, when members Barry Phillips, Rod Collingwood, Peter Sharp and Wayne McMath made good starts. Although Wayne ran the speed trap at 104 mph his brakes faded and our flying trio raced away. Very close racing and a constantly changing lead had the spectators on their toes as Speed Committee man, Laurie Powell stepped out with the chequered flag to signal a win to Barry, second for Rod and third for Peter.

The 1001 - 4200 c.c. Saloons saw Auckland Car Club members in the first five places. This was a resounding victory for Jim Palmer (yes, he is a member) in his Porsche 911S from Jimmy Richards (Escort T.C.), Rodger Anderson (BMW 2002), Don Halliday (Escort T.C.) and Roy Harrington in his immaculate Escort T.C. Other members in this event were Reg Cook (Cooper S) 7th and Alan Boyle in his new Vauxhall Viva G.T., 8th.

0 - 5500 c.c. Saloons saw Paul Fahey take the record for this class in his repainted Escort F.V.A. with a time of 1-10.0 which was .7 faster than the old record. Jim Palmer was second with Jack Nazer third. Fifth down to ninth places were filled by Jimmy Richards, Rodger Anderson, Don Halliday, Reg Cook and David Levin.

More Auckland Car Club members to the fore in the race for Formula C cars which was led home by the Team Cambridge cars of David Oxtan and Jim Murdoch. Third was Jim Stone followed by Bob Allen and Barney Fellow. Peter Hughes took the lead from the start but with one lap to go the engine bearings ran.

Air New Zealand, who sponsored the Grand Prix also backed the unlimited capacity saloon event. Although Norm Beechey isn't a member, he visited the Clubrooms one evening prior to the meeting. Whilst with us he thought that 1-9.0 would be about the fastest a saloon would go round Pukekohe. To prove him wrong Paul Fahey knocked 2.1 off the old record to set a new time of 1-8.6 before damaging the suspension of his Boss 'Stang. Beechey won the event but his fastest time was 1-9.4.

The Air New Zealand 18th International Grand Prix, which was its full title, saw three of our men, Frank Radisich (McLaren M10A), Ken Smith (Lotus 69) and David Oxtan (March Cosworth), the last named driving the Amon car. David drove well with a few excursions onto the rough.

The meeting was watched by approximately 30,000 people in sunny weather. The only real complaint from drivers was the effect of a helicopter hovering above the circuit which created a strong down-draught on to the cars.

Once again, congratulations to our members who did so well.

I.C. MORE

# The European Rally Scene

The 1970 R.A.C. Rally of Great Britain will be remembered as the best supported and most closely fought rally for some years. It will probably also be remembered for the rally of transmission failures. The final round in the Constructors Championship also promised to produce a big battle between Porsche and Alpine, the German team leading the French by 3 points.

Works teams were fully represented, the entries being 3 Porsche 911S' and a VW Porsche 914/6, 2 Escort T.C.'s and an Escort RS, 4 Datsun 240-Z's, 4 Opel Kadetts, 3 Lancia Fulvias, 4 Alpine Renaults, 4 Saab 96s, a Fiat 124 Spyder, 3 Skodas and 3 Wartburgs. From East Africa came Edgar Herrmann/Hans Schuller in one of the Works Datsuns and Shekhar Mehta/Alex Hobbs from Uganda were entered in a Datsun 1600SSS. Chris Rothwell also from East Africa was intending to spectate but was persuaded in the eleventh hour to co-drive an Escort.

A long run out section of about 100 miles took crews from the London start up the Eastern side of England for the first small group of stages in the Midlands and it was here that Aaltonen's Datsun broke a drive shaft but was fortunately able to get a replacement fitted. Pressing on northwards for the next group of stages in the Yorkshire Moors, Mehta had to retire his Datsun with a holed piston. At the end of one of the long straights, Ove Andersson spun his Alpine into a firebreak and stopped a few yards off the track, facing approaching cars. The Datsun of Fall was next along and after cresting a brow bored straight down on to the frail front of the Alpine. The Alpine's front was wrecked, but the Datsun with minor dents was able to continue.

On the longer stages, passing posed a problem; Mikkola nudged Bertorelli's Alfa and pushed it off the road and Stig Blomqvist's Saab had to lean on Hermann's Datsun to get past. Both the Fall and Bloxham Datsuns retired on adjacent stages with broken diffs. The Saab's diff of Orrenius had also failed and Rothwell's first R.A.C. came to an end when the Escort broke its timing chain.

Then came the Border stages before the breakfast halt near Glasgow. Clark's Escort and Henriksson's Opel had new gearboxes fitted as a preventive measure, the others were starting to get noisy. The Lancias and Alpines were eating shock absorbers but Munari rolled his Lancia after getting out of phase with the bumps on a long straight. Lindberg's Saab was also put out with a seized gearbox.

A loop around some well known Scottish stages and the snow began to fall, making some stages very slippery. Blackcraig was so treacherous that 98 cars collected a maximum penalty. It was here that Waldegard's Porsche, who had held a slender lead, retired when the final drive broke up. Trana's Saab also retired when the flywheel came loose causing the engine to seize and he left the road. A few stages further on Mikkola's Escort ground to a halt with a broken drive shaft and the second Porsche of Ake Andersson also retired with a broken final drive.

The Blomqvist Saab had taken the lead after Waldegard retired but lost it soon after when he wrong slotted on a stage. Next to go were Clark and Makinen, both Escorts breaking drive shafts.



Coming back out of Scotland and heading for the Lake District, the Fiat of Paganelli came to a stop against a tree with its front suspension wrecked. 97 cars arrived at Blackpool for the overnight halt and after 2½ days of hard rallying, the entry had been cut by more than half. Leading at this point were the Lancias of Kallstrom and Lampinen closely followed by the Alpine of Therier and Eriksson's Opel. About ten minutes separated the leading eight cars, so the struggle was to continue in Wales and the West Country.

In North Wales, Blomqvist slid into a stone wall and bent the bodywork of the Saab which caused the gear linkages to jam. He struggled on but two stages later the final drive broke up and the Saab team was out.

With torrential rain coming down in the Welsh Mountains, Lampinen stripped the cogs in his gearbox and Kallstrom lost his sump plug. They struggled on to the next control at Machynlleth and mechanics transferred the bearings from Lampinen's car to Kallstrom's. With his lead reduced to 20 seconds and a lot of road time to make up, Kallstrom held nothing back but rounding a corner at the next control, a stationary truck blocked the road. With fading hot brakes Kallstrom took to the bank, wrecking the suspension and drive on the left side. Mechanics worked hard again to replace the shattered parts.

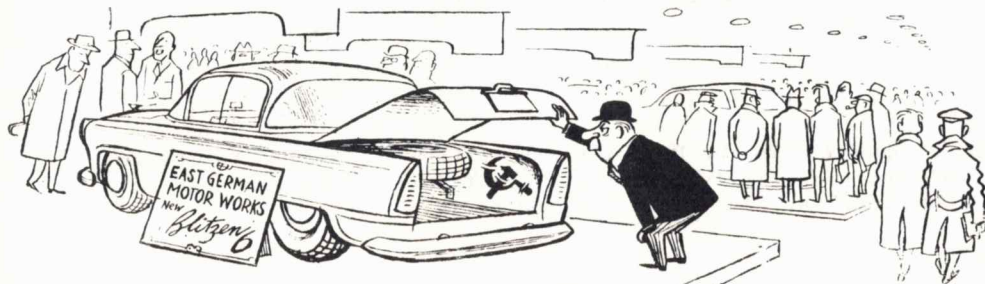
During this period the Nicolas Alpine burnt out but Therier was fighting hard for the lead. His Alpine was healthy despite a few minor electrical problems. Then on to the Epynt military ranges where local knowledge played its part for Beynon's Escort TC, when he got equal fastest with Aaltonen.

From Wales down to the West Country and the Opel of Gunnar Blomqvist stopped with a broken drive shaft. On the final run back to London, the last stage at Camberley was a sea of mud and floods and Therier's Alpine snapped a drive shaft after glancing off a rock. He had been very close to Kallstrom at the time, and his retirement not only lost him certain second place but also the Constructors Championship for Alpine.

Another R.A.C. Rally is over and with hard competition between the Works teams, the result was in doubt right up to the end but Kallstrom emerged the winner for the second year running.

1st H. Kallstrom/G. Haggbom (Lancia Fulvia 1.6), 2nd O. Eriksson/H. Johansson (Opel Kadett 1.9), 3rd L. Nasenius/B. Cederberg (Opel Kadett 1.9), 4th J. Henriksson/L.E. Carlstrom (Opel Kadett 1.9), 5th A. Cowan/H. Cardno (Alpine Renault 1.6), 6th G. Larrousse/M. Wood (Porsche 911S 2.2), 7th R. Aaltonen/P. Easter (Datsun 240-Z 2.4).

#### TULIPEN





# GIVE IT A GO!



If you have trouble finding something to fill in those weekends which monotonously crop up between March and September, perhaps we can help. During these months our Trials Committee will bring to you a full and varied sporting calendar. No doubt your girlfriend has been impressed by the racing boys out on the circuits during the current season, and you think you can't impress her with your stock Vee-Dub. Well the Kraut may not be the ideal racing machine but it does make a mighty fine trials car. What's more the Missus can make a good navigator, and that's better than leaning on the pit counter.

By now you will have heard of the new "Trials Trophy" for 1971 which will be run on a similar basis to the current "Exide Trophy". (See Rally Roundup - December Bulletin). It should look pretty good sitting on your mantle-piece, and you can win it if you try.

We hope to develop our Club events around the local invitation events to form a balanced season with our Club trials acting as instruction runs. The basis of all events is route-finding - it is a simple and logical deduction of instructions - which are not designed to confuse the competitors. In other words it's just plain old common sense. However, we do throw in the odd "Special Section", ask previous TISCO and Mercury Trophy competitors. These special sections are mighty.

While on the subject of Mercury Trophy, what the heck is it? Well, you might ask, because the Auckland Car Club has never won this trophy - must be the only one we haven't. We are not going to tell you about it, how about we win it and then we'll all know. That's all very well, but you need a crew. We know that and we want to help. If you want a navigator, timekeeper or driver give us a ring, we can jack something up, either temporary or permanent.

Peter Meggison      Bus.    575-172  
                                 Home    581-826

Bob Williams        Bus.    547-129  
                                 Home    576-937

Competition begins on 6th March with the Dulux 6 Hour, organised by the Auckland Rally Club, and this is always a good event. Reckon you won't be ready by then? Rubbish!

Tiny Tim (Holt) has plotted a real cracker of a Beach Trial which will make a good shake-down run for your new crew. (See Coming Events).

See you in the Sand Dunes at Port Waikato.

WOMBAT

Articles appearing in the Bulletin are written by members but by no means do they necessarily represent the official views and opinions of the Auckland Car Club committee and officials.



# LETTERS TO THE EDITOR

The Editor,  
Auckland Car Club Bulletin,  
AUCKLAND.

Dear Sir,

In your December issue I noticed a reference to the Halliday brothers and their successful "home-grown" Escort T.C. Certainly, congratulations and all credit to these boys, but why not mention other home-built cars, too?

In particular I am thinking of the Glen Eden Motor Bodies' McLaren-type sports car, driven by Gary Pedersen. This is not only a beautiful-looking car, but is going faster and faster at every appearance. Gary and the boys must have spent countless hours preparing the engine and building the body, in order to achieve such professional results. The great shame is, that it is forced to race mostly in the South Island, as there are so few events for it up here.

There are others, too, such as the Sharp brothers, who have persevered with building their own fuel-injected Mini. A mighty technical achievement!

In fact there seems to be no end to the tenacity and ingenuity of our local mechanics, motor engineers and car builders. They strive to equal overseas professional standards, against what overseas professionals would surely consider insurmountable odds. Do try to give them all credit.

Yours sincerely,  
GEM-fan.

The Editor,  
Auckland Car Club Bulletin.

Dear Sir,

As a spectator who wants to see standard production racing remain true to its name, I would like to commend the Baypark promoters for putting a stop to the use of racing tyres on standard cars. But despite this the spirit of standard production racing is still in danger of being destroyed if the scrutineers continue to pass such things as a car which has been blatantly lowered! Are they asleep - or dead scared? If they are afraid of annoying any of the drivers, they shouldn't accept the responsibility of the job.

And what about Spinner Black's standard production "record" at Pukekohe, made on racing tyres! Who is responsible for accepting that so readily, and even setting the seal of officialdom on it by printing it in the list of records in the Grand Prix programme? Are promoters and administrators going to allow the drivers to make a laughing stock of standard production racing?

Yours faithfully,  
DOUBTING THOMAS



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# RALLY ROUNDUP



. . . This being summer (whacko) and our "off" season there is no local trialling news but we have an interesting season coming up.

. . . The first event is this month's "February Fry Up", particulars of which will be found elsewhere in this Bulletin (Coming Events) and I am advised that we can look forward to a full season of Club trials of the usual variety, some for the purists and some novelty and family type events.

. . . Trials instruction evenings covering map reading, interpretation of instructions, etc. will also be held at the Clubrooms at dates to be advised.

. . . Rumour has it that this year's TISCO will be going North and plotting is well under way.

. . . Just so you guys (and gals) can get yourselves organised for the Mercury Trophy series the calendar of events for 1971 is as follows:-

6th March	T.A.R.C.	"Dulux"
10th April	N.S.C.C.	"Radio I"
17th April	Thames Valley	"Lemon & Paeroa"
22nd May	A.U.C.C.	"Daylight"
28th August	A.C.C.	"Spring Invitation"
18th September	V.W.O.C.	
9th October	Te Awamutu	

It will be noticed that there are two new clubs in the series now, Thames Valley and Te Awamutu and it is hoped that the events run by these Clubs will be supported. No date has been received from Pukekohe Car Club for their event but no doubt their "Monsoon" will be held around its usual July date, the only question being whether or not it will be included in the Mercury Cup series.

Convenors of the Mercury Cup for this year are Mr Nicholson of V.W.O.C. and Peter Chapman of A.C.C.

Get those A.C.C. entries in for these events and qualify for those Bonus points for the new Trials Trophy. You can't win if you're not in!

HANS SPOTT



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THE HEART OF A TUNE-UP



# CLUB CIRCUIT

# 13th DECEMBER 1970

## RACE 1 - STANDARD PRODUCTION

### SALOONS - 0 - 1300 C.C.

1st Jack Nazer Ford Escort  
2nd John McDonald Ford Escort  
3rd Peter Smurthwaite Simca

## RACE 2 - STANDARD PRODUCTION

### SALOONS - 1301 C.C. & OVER

1st Jim Richards Holden Monaro  
2nd Bruce McLean Ford Falcon  
3rd Bill Minty Holden Monaro

## RACE 3 - SALOONS - 0-1000 C.C.

1st Neville Bailey M/Cooper S  
2nd David Levin M/Cooper S  
3rd Ted Dutch Hillman Imp

## RACE 4 - SALOONS - 1001 - 1600 C.C.

1st Reg Cook A/Cooper S  
2nd Burnie Donovan Ford Anglia  
3rd Peter Batten M/Cooper S

## RACE 5 - UNLIMITED CAPACITY SALOONS

1st Red Dawson Ford Mustang  
2nd Denis Hamill Ford Anglia  
3rd Lionel Rogers Ford Escort

## RACE 6 - SPORTS CARS

1st Dennis Marwood Lotus 23B  
2nd Peter Bruin Targa Fiat  
3rd Peter Lewis Lotus Super 7

## RACE 7 - FORMULA C

1st Peter Hughes Lotus 41  
2nd Bob Allen Begg FM 3  
3rd Jim Stone Cuda

## RACE 8 - FORMULA VEE

1st Stewart Currie F.V.  
2nd Des Burrows F.V.  
3rd F. Engelberts F.V.

## RACE 9 - SINGLE SEATERS

1st Arthur Hopkins Cooper Norton  
2nd Brian Walsh J.A.P.  
3rd Ken Flashman Cooper Vincent

## RACE 10 - STANDARD PRODUCTION

### SALOONS - 0 - 1300 C.C.

1st Jack Nazer Ford Escort  
2nd John McDonald Ford Escort  
3rd Peter Smurthwaite Simca

## RACE 11 - STANDARD PRODUCTION

### SALOONS - 1300 C.C. & OVER

1st Jim Richards Holden Monaro  
2nd Bruce McLean Ford Falcon  
3rd Cliff Everson Holden Monaro

## RACE 12 - SALOONS - 0 - 1000 C.C.

1st Neville Bailey M/Cooper S  
2nd David Levin M/Cooper S  
3rd Wal Wymer A/Cooper

## RACE 12A - SALOONS - 1001 - 1600 C.C.

1st Burnie Donovan Ford Anglia  
2nd Peter Batten M/Cooper  
3rd Steve Millen Hillman Cob

## RACE 14 - SALOONS - UNLIMITED C.C.

1st Denis Hamill Ford Anglia  
2nd Jim Richards Holden Monaro  
3rd Bill Minty Holden Monaro

## RACE 15 - SPORTS CARS & SINGLE SEATERS

1st Dennis Marwood Lotus 23B  
2nd Peter Hughes Lotus 41  
3rd Bob Allen Begg FM 3

## RACE 16 - SINGLE SEATERS

1st Stewart Currie F.V.  
2nd Des Burrows F.V.  
3rd John Hyde Valour Fee

## HANDICAPS

## RACE 17 - STANDARD PRODUCTION

### SALOONS - 0 - 1300 C.C.

1st Pauline Sanderson M/Cooper  
2nd Tim Carew Mitsubishi  
3rd John Moore Ford Escort

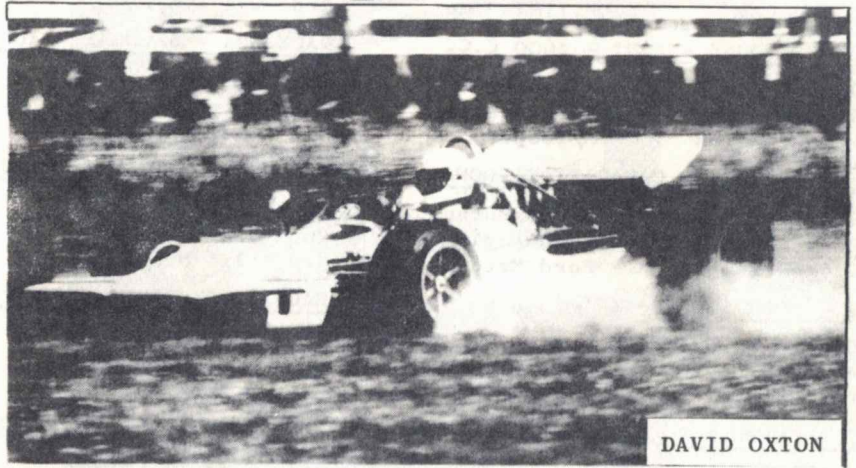
## RACE 18 - STANDARD PRODUCTION

### SALOONS - 1301 C.C. & OVER

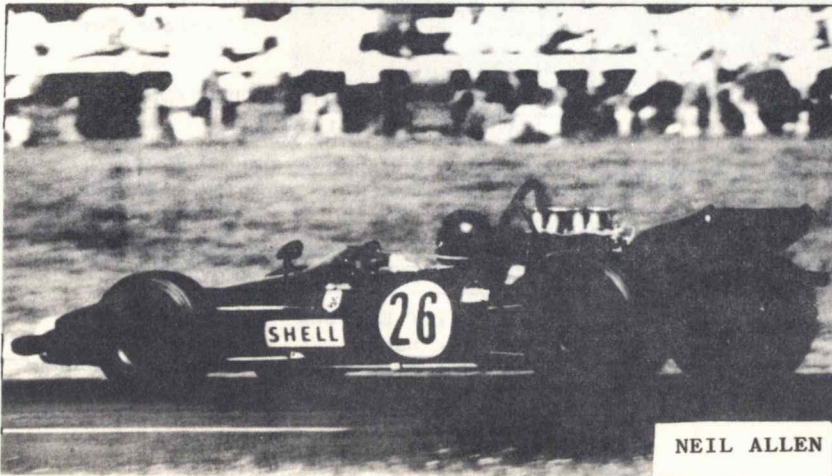
1st Cliff Everson Holden Monaro  
2nd Jos Mahon Fiat 125  
3rd Jim Richards Holden Monaro



NORM BEECHEY



DAVID OXTON



NEIL ALLEN

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INTER

PUKEKOHE



W ZEALAND

ATIONAL GRAND PRIX



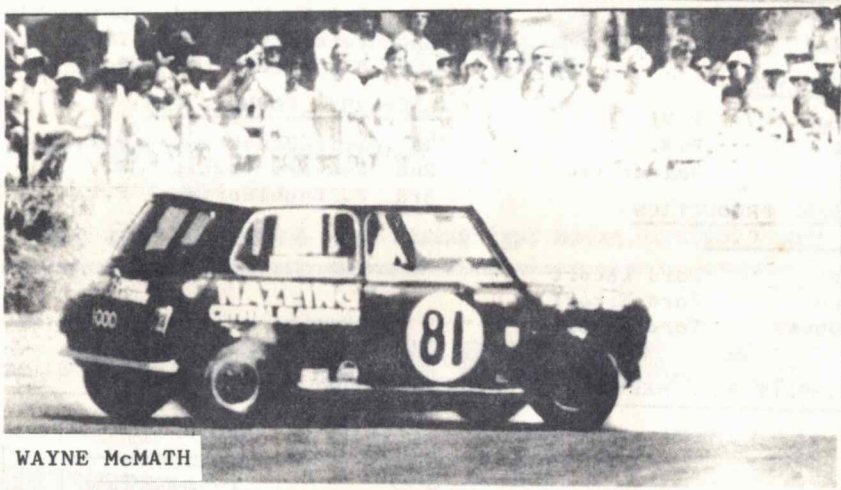
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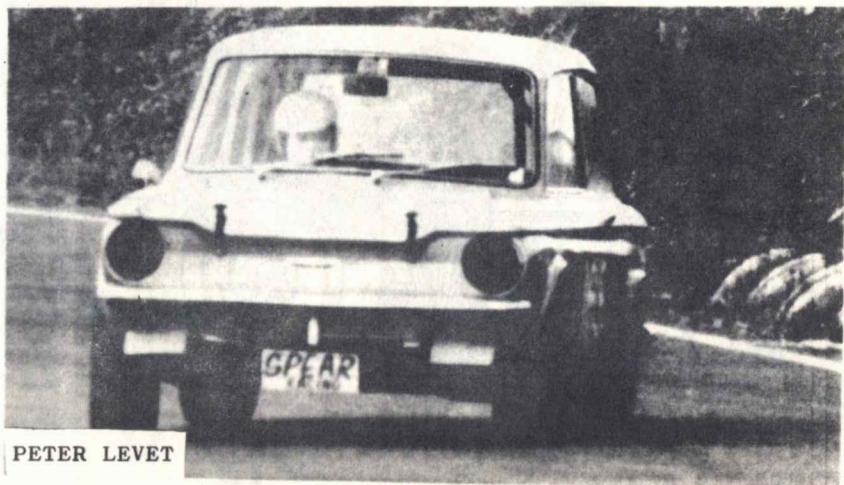
DHN

WTON



WAYNE McMATH

JANUARY 1971



PETER LEVET

RACE 19 - SALOONS - 0 - 1000 C.C.

1st Ted Dutch Hillman Imp  
2nd B. Trott A/Cooper  
3rd Ron Campbell M/Cooper

RACE 20 - SALOONS - 1001 - 1600 C.C.

1st Ian Gill Ford Prefect  
2nd Jonathan Wakeman Ford Anglia  
3rd Steve Millen Hillman Cob

RACE 21 - SALOONS - UNLIMITED CAPACITY

1st Cliff Everson Holden Monaro  
2nd Jim Richards Holden Monaro  
3rd Bill Minty Holden Monaro

RACE 22 - SPORTS & RACING CARS

1st Jim Stone Cuda  
2nd Alan Crocker Lotus  
3rd Peter Bruin Targa Fiat

RACE 23 - FORMULA VEE

1st Lance Butler F.V.  
2nd Eric Brook F.V.  
3rd John Hyde Valour Vee

RACE 24 - STANDARD PRODUCTION

SALOONS - 0 - 1300 C.C.

1st John Moore Ford Escort  
2nd John Hallen Ford Escort  
3rd Charles Conway Ford Escort

RACE 25 - STANDARD PRODUCTION

SALOONS - 1301 C.C. & OVER

1st Cliff Everson Holden Monaro  
2nd Bill Minty Holden Monaro  
3rd Jim Richards Holden Monaro

RACE 26 - SALOONS - 0 - 1000 C.C.

1st John Miller A/Cooper  
2nd Ron Campbell M/Cooper  
3rd David Levin M/Cooper

RACE 27 - SALOONS - 1001 C.C. & OVER

1st Denis Hamill Ford Anglia  
2nd Steve Millen Hillman Cob  
3rd Red Dawson Ford Mustang

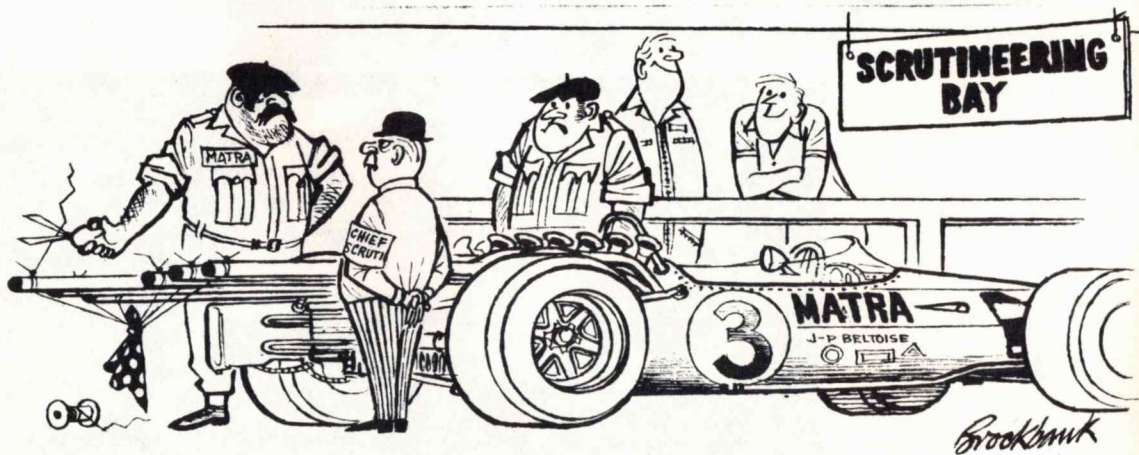
RACE 28 - SPORTS & RACING CARS

1st Dennis Marwood Lotus 23B  
2nd Peter Bruin Targa Fiat  
3rd Bob Allen Begg FM 3

RACE 29 - FORMULA VEE

1st Eric Brook F.V.  
2nd Stewart Currie F.V.  
3rd F. Engelberts F.V.

NEXT CLUB CIRCUIT RACE MEETING - PUKEKOHE - SUNDAY - 7TH FEBRUARY 1971





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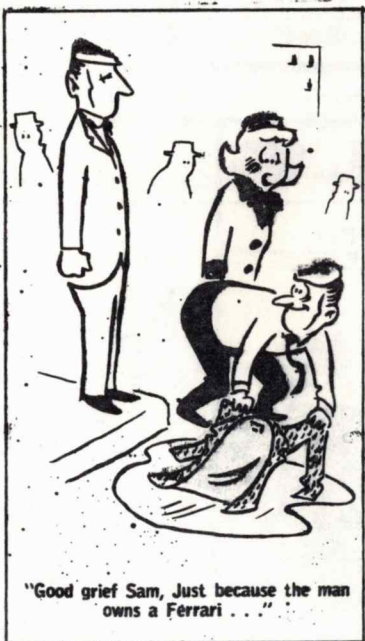
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# Feminine Viewpoint

FEBRUARY 1971 : We move into the New Year and, we hope, from strength to strength! We suppose it didn't escape your notice that towards the last year our pages were relegated to the back of the Bulletin. Don't be slighted! It gave us the chance to bargain for more space, so the more to our gain. With more room available, we hope to hear from more of you as the year progresses.

So much has happened since the last Bulletin was printed, that it is quite possible we have overlooked something of interest or importance, so, it's up to you - we can include your account of it in next month's issue.

\* \* \* \* \*

For MARY CARNEY the old year went out on the same theme it has been playing all year. At the Baypark December meeting Mary was once again using Barry Phillip's old engine in her car. With two practice sessions successfully completed, it looked as though things had taken a turn for the better and on race day Mary moved onto the grid full of hope. But the race was hardly one lap old when the engine blew again; a cam-follower - again another disappointment for Mary (who is just about conditioned to that now!), and also for all her female supporters who think that the boys are notching up far too many Championship points quite unchallenged.

Mary's greatest Christmas wish was that her Arden head really would be on the Christmas plane from Britain, as promised. As was patently clear at the Grand Prix meeting, this was not the case. Once again it had broken up. Once again, Mary had Barry's old engine BUT this time it did not break down, not even in 12 laps. Mary showed that she certainly has gotten how to drive, by holding off a serious challenge from Peter Hill. He had worked his way up from the back of the grid and was trying to start at the spot. Congratulations, Mary! How did you enjoy being able to finish your first race of the New Year?

\* \* \* \* \*

JUDY HANBURY'S most vivid impressions of Baypark in December were of heat, dust and fences. Heat, from which there was no shelter or escape; dust, which penetrated every corner of the car and clung, dry, to the back of the throat; and those fences! Fences upon fences, seemingly never ending, solid, just laying in wait for you, with an increasing number of black streaks heading off at odd angles into them. Not exactly designed to make you feel over-exuberant! Nevertheless, she still seemed to enjoy it herself immensely - until a blow-out on the way home sent even more sober thoughts about those fences racing through her head!

\* \* \* \* \*

This month we are introducing a series of articles about WOMEN IN THE SCENES, women who contribute a tremendous amount to motor sport whose names are barely known to the participants of that very sport. For one moment do we want to imply that men don't contribute a great deal to the sport, indeed more than women. But they are out front, making a noise, and being given the credit due to them. However, credit is also due to many women who work quietly in the background, and it is their important contribution that we hope to acknowledge.

At the December CLUB CIRCUIT meeting there were two women competitors - Evelyn Hadfield and Pauline Sanderson. Apparently Boblyn's words of encouragement in the December Bulletin were not lost. Did you enjoy yourselves, girls? You certainly attracted a lot of attention and not only for your driving! Congratulations, Pauline, on winning your handicap race!

\* \* \* \* \*

GRAND PRIX GROUCH : How on earth is it possible to serve cups of tea and coffee whenever needed, if all your equipment has been swept off in the tow car, which is not in the car park you'd expect it to be in, but has been directed to the inside of the track, about half-a-mile down the line beyond all the motor cycles? So here you are in the paddock on the OUTSIDE, all the thermoses, food, etc. are on the INSIDE, and the track is being used for a race! What's the point of issuing car-park stickers if they don't mean anything.

P.S. Do Messrs Frost and Mallard read Feminine Viewpoint?

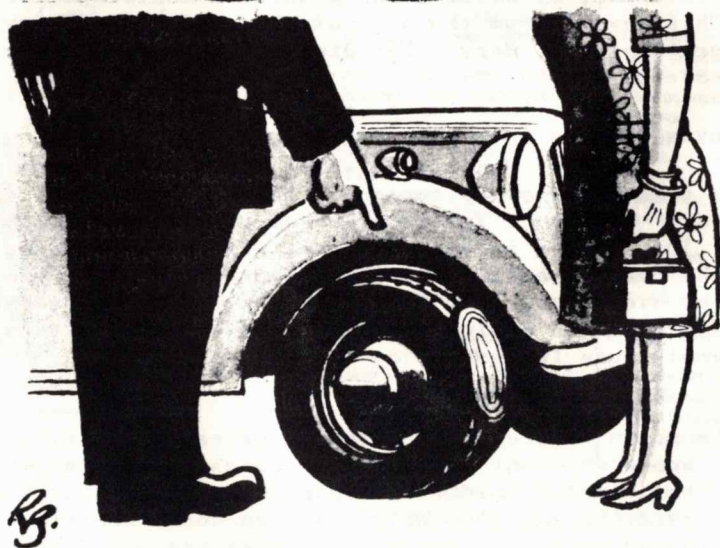
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FOOTNOTE : Did you read your December Bulletin thoroughly? A "mary" Christmas and a "harpy" New Year indeed! The Bulletin Editor must have been trembling with trepidation at his own temerity, even as he wrote his Christmas greetings to Feminine Viewpoint. However, to show we wouldn't dream of HARPING on such a thing during the traditional season of goodwill to all MEN may we take this opportunity of wishing all those in Masculine Corner a \$UCCE\$\$FUL year in motorsport.

\* \* \* \* \*

And speaking of tyres:-

"But constable, I have got bags of tread over at least three-quarters of the tyre's circumference or whatever it is".







## WOMEN BEHIND THE SCENES



~ Betty Dewar ~

Any-one who has entered any Auckland Car Club speed event in the past seven or eight years must know Betty Dewar, if not by name, then by sight. She is the petite, fair-haired secretary who handles your entry with the assistance, at larger meetings, of Terry Molloy and Bruce Blacklock. Rain, hail or shine; hillclimb, sprint or race meeting, Betty is there, punctual and efficient. In fact she was one of the first women in New Zealand to become a Car Club Race Secretary.

Betty is always well organised, despite a busy life, and likes everybody else to make a similar effort. Woe betide the up-and-coming young hopeful who starts behaving like a prima donna, because HE is a competitor, without whom the show cannot go on. Betty knows that she is one of the numerous people behind the scenes without whom the show really couldn't go on. So without any nonsense, everyone gets on with the business in hand - motorsport. And those of us who have been thoroughly mutton-headed about filling in our first entry-form remember her very vividly - and don't make the same silly error next time!

How and when did Betty's interest in motorsport start? And what has kept it so strong that she has been giving up her free time to organisation and secretarial work for so long?

Betty has always been interested in cars, especially after the first time she ever sat in a sports car (- a McMillan Motors Morgan), at the tender age of nine. Since then she hasn't looked back (- "I'm too busy looking forward to see what I might hit!") She got her licence as soon as she was allowed and broke her father in gently to the idea of competitive driving by starting as navigator and co-driver for Ivy Stephenson in trials and rallies - a few at first, then the full season, then tackling the occasional hillclimb. She would have liked to compete more, but didn't always have a competitive car. The fact that she and Ivy had been school friends and were both interested in cars cemented this interest, so when Ivy started competing in sports car races, Betty was naturally her keenest supporter and pit manager. When you consider that this support extended to helping to dismantle and re-assemble the engine in the small hours of the morning etc., you can see that Betty's interest in motorsport has always been very keen.

When she was tentatively approached to assist as Secretary for one of the meetings, she thought it would be interesting to see another side of the sport, but didn't really realise what she was letting herself in for. Obviously, once the men saw how capable she was, they didn't let her change her mind and have been keeping her busy ever since!

Not only this, but for some time Betty did most of the typing and setting out of the Bulletin while the position of Editor was vacant and she has also assisted the Club in innumerable other small ways.

However, the men have shown their appreciation of her assistance by awarding her the Horace Robinson cup three years ago.

This cup is awarded to the best Club member of the year, i.e. the person who has contributed most to the benefit of the Club during that year.

Betty claims that there are many other women who are working behind the scenes in various ways to promote motorsport, who don't even get half as much credit as she does. We feel that even if some of their efforts are recognised, surely this is a start!

J.C.H.

# Galaxy of Grand Prix Talent

\*\*

As seen in the paddock from a feminine viewpoint.

\*\*

- NIEL ALLEN : Modest, good-looking, rich, successful Australian.
- CHRIS AMON : Quiet, thoughtful, very professional, with the air of a World Champion in the making. Penetrating eyes perpetually hidden behind square-rimmed sunglasses, sad to say. Hair longer than ever. Is he issuing a challenge to Jackie "The Hair"?
- JOHN CANNON : Boyish-looking, long haired, current North American Formula A Champion. If he doesn't fit your image of a typical American, it's probably because he was born in England and lives in Canada. Outwardly quiet and calm.
- FRANK GARDNER : Tall, lanky Aussie. More American looking than the Americans, especially with his short hair. Takes bad luck with amazing outward casualness.
- GRAEME LAWRENCE : Fair haired, freckle faced, good looking Mr Nice Guy of New Zealand single seater racing. Quiet, efficient.
- GRAHAM McRAE : By far the most talkative of all the drivers. Not bad looking either. Obviously enjoys his motor racing (- he even smiles on race mornings - ) and has an air about him that he is going places - fast.
- FRANK MATICH : Older and taller than Niel Allen, but like him a rich, successful Aussie, with an efficient team behind him.
- EVAN NOYES : Quiet, conservative. Must be the strong, silent type. Reputedly a millionaire, but doesn't tell you about it. By no means the typical American.
- DAVID OXTON : Quiet-mannered, popular local-boy-made-good. A future star just now shooting into orbit.

N.B. The above list is alphabetical. We leave the order of preference to you.





# New Members

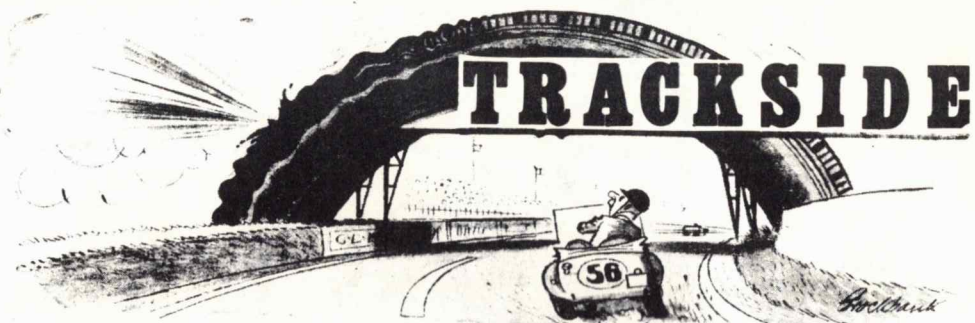
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Alan Ryan	Mt Albert	Vauxhall Victor
Colin Houghton	Milford	Hillman Imp
Jim Stone	Tuakau	Cuda F.C.
Peter Birchall	Blockhouse Bay	Austin A30
David Stone	Tuakau	-
Barrie Trott	Turua	Mini
John Hyde	Hamilton	-
Ron Vadala	Takapuna	Ford Prefect
Ian Stapley	Sandringham	Jaguar
Warren Williams	Howick	Hillman
Robert Smith	Pakuranga	Ford Anglia
Evan Walker	Howick	Triumph Herald
Ralph Norris	Blockhouse Bay	Vauxhall Viva
Michael Weeks	Green Bay	Toyota Corolla
David Elder	Mt Wellington	Hillman Hunter
Robert Wymer	Manurewa	Ford Anglia
Michael Manuel	Remuera	Vanguard
Malcolm Harsant	Papatoetoe	M.G.B.
John Haglund	Glendowie	M.G. Midget
Alan Type	Grey Lynn	Citroen
Grant Nixon	Mt Roskill	Ford Escort
John Hallen	Glen Innes	Ford Escort
Garry Begbie	New Lynn	Triumph Herald
Graham Holley	Pukekohe	Fiat 125

---

DON'T FORGET, CLOSING DATE FOR THE BULLETIN IS THE 15TH OF THE MONTH.

---



. . . Organisers of the German Grand Prix, the AvD, are still waiting to be told officially that the 1971 event on August 1st will be held at the Nurburgring. A decision is still forthcoming from the C.S.I.'s Safety Sub-Committee.

. . . South American plans for Siffert include the Colombian F2 races at the new Bogota circuit on 7th and 14th February. As the recently-appointed Chevron Cars dealer for Switzerland, he has naturally chosen the Bolton marque and will be taking not one but two of the latest B18s to Bogota.

. . . John Miles, whose abrupt departure from Gold Leaf Team Lotus after the Italian Grand Prix left him without a Formula 1 drive, hopes to be back on the Grand Prix circuits after all next year. Following some preliminary runs in a Yardley BRM at Silverstone, John has been taken on to the BRM strength.

. . . There is still no sign that the Zandvoort town council will change its mind about closing down the seaside racing circuit, replacing it with a holiday centre. A reversal of the decision is now most unlikely.

. . . Prize money for the Trans-Am series run by the Sports Car Club of America has been substantially increased for 1971. Manufacturers' championship races will pay a minimum of \$24,000, a 20 per cent increase over 1970.

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# SHOUTS & murmurs ~

. . . Paul Fahey did a real "Wall of Death" act during practice for the Grand Prix. Suddenly his Big Bad Boss Mustang would only steer straight ahead or to the right - just as Paul was approaching a left-hander! He shot across the grass, hit the fence and swept along it with the left-hand wheels in the air - and didn't turn over! Cause : An oil cap had come off, flown across the engine and lodged in the steering. Damage : Only a little to the car, but there was one very bent camera, which a spectator jumped on as he leaped desperately to safety.

. . . Congratulations to David Oxtan on winning a place in Granatelli's STP Team for the rest of the Tasman Series, during which he will drive either the 2½ litre Formula I car or the Formula A - whichever Chris Amon doesn't want. An outstanding opportunity for David who showed his potential by bringing his practice times in both cars to within a couple of tenths of a second of Amon's times in the same cars! Tremendous, when you consider that David had never driven a Formula I car before the Grand Prix meeting.

. . . Paul Fahey not only knows how to turn it on when it comes to breaking Pukekohe records - on his victory lap he turned on all the smiles and certainly wasn't leaving Miss Coca-Cola Beach Resort Semi-Finalist in any danger of falling out of the car!

. . . We hear that Mike Marshall is building up an even bigger and better car for the coming Rally Season. We thought that the Fred Roach Anglia (which is now for sale) was quite fast enough!

. . . Auckland Car Club members certainly believe in sticking together - one by one they disappeared through the Baypark fences. Ralph Emson even went off twice through the same hole! Even so they showed the overseas competitors a thing or two!

. . . In attendance in the Members' Lounge at the Clubrooms on Wednesday 6th January it was pleasing to meet Norman Beechey and his charming wife, Margaret. Speaking to the gathering Stormin' Norman proved to be a very friendly person and a good ambassador for Australia. Among the shy guys present was Evan Noyes from Indiannapolis, U.S.A. (Brabham BT29) who had to be cajoled into using the microphone to speak to members. Even more shy than Evan Noyes was our own Papakura peddler, Barry Phillips, who seems to regard microphones as coiled snakes. Then there was Jim Boyd.

. . . Recently in Auckland Hospital with a spot of heart bother was a past President of the Club, Ian Chalmers. We wish Ian a full and speedy recovery.

. . . More film stars in the Club? The President and Graeme Lawrence were seen chatting at the Grand Prix Cocktail Party when suddenly Lights! Action! Camera! and the Air New Zealand cameras went into action.

. . . The barbeque held after the Closed Club Circuit Meeting at Pukekohe on 13th December was a sizzler. An excellent way to round off the last race meeting of the year. The variety of food, utensils and methods of cooking would stagger Graham Kerr.



. . . Congratulations to Club member, Geoff Jowitt, at present residing in Fiji, on the birth of a son.

. . . During one of his tours of inspection at the Grand Prix Meeting Eric Mallard was seen mounted on a Honda 4 cylinder 750 c.c. motorcycle. The brute force of this machine intimidated Eric who quickly - sorry cautiously - returned it to the pool and selected a 50 c.c. machine in its place. Is Eric HELL'S oldest ANGEL?

. . . Congratulations to Barbara and Murray Firth on the birth of their second son on the 17th January.

. . . At Grand Prix practice, Club member, Greg Lancaster was about the fastest man in the wet - and the fastest up the bank, too!

. . . The new "Katipo" Formula A car to be driven by Robbie Francevic, made a brief appearance in the paddock late on the Friday before Grand Prix, but has not yet made its debut. Those who saw it, hope it will go as effectively as it looks.

. . . Brian Hill and RADIO HAURAKI tender their very special thanks to Club members John Crombie, Peter Levet, Steve Hamilton and Dave O'Connell who were engaged in lap charting and reporting at the Grand Prix meeting at Pukekohe on the 9th January.

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W. Jones	15	J. Arkley	5	E. Engleberts	3
R. Cook	14	K. Brown	5	I. Ross	3
D. Hamill	14	P. Maloney	5	T. Dutch	3
P. Chapman	13	P. Sharp	5	R. Homewood	3
B. Moon	11	P. Brocklehurst	5	S. Cooper	3
R. Williams	11	J. Boyd	5	J. Stone	3
J. Nazer	10	N. Bailey	5	B. Cliff	3
D.W. Phillips	10	W. Wymer	5	M. Neil	3
A. Hopkins	10	R. Firth	5	J. Mahon	3
D. Burrows	10	I. Dawson	5	S. Millen	3
R. McDonald	10	C. Hyde	5	T. Nichol	3
G. Wilson	10	P. Hughes	5	M. Ashforth	2
B. Allen	10	R. Pulman	5	T. Harnett	2
M. Harold	9	M. Petch	5	D. Anderson	2
D. Silcock	9	D. Marwood	5	G. Harvey	2
S. Currie	9	P. Gordge	5	M. Walker	2
G. Jones	9	M. Hole	5	D. Bellamy	2
J. Lawton	9	G. Dyer	5	R. Findlay	2
B. Cork	9	P. Hayes	5	L. Richardson	2
P. Levet	8	N. Goodwin	5	R. Campbell	2
B. Walsh	8	J. McDonald	4	T. Radisich	2
R. Emson	8	A. Woolf	4	P. Hickey	2
P. Bruin	8	W. McMath	4	S. Pearce	2
D. Gulland	8	M. Firth	4	R. Stodart	2
A. Wilson	7	G. McGregor	4	D. Hinton	2
G. Crawford	7	W. Brookes	4	G. Pringle	1
L. Rogers	7	B. McLean	4	B. Layton	1
A. Denney	7	D. Williams	4	M. MacDonald	1
W. Martin	7	D. Levin	4	M. Swinbourne	1
W. Minty	7	R. McCallum	4	G. Hutton	1
R. Johnson	6	R. Hanbury	4	R. Robinson	1
J. Mannion	6	B. Donovan	4	P. Wong	1
D. Shankland	6	I. Carroll	4	R. Bluck	1
P. Hong	6	N. Soames	4	E. Lees	1
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