

BULLETIN



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— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

44 Stoddard Road Mt. Roskill Phone 699-797

P.O. Box 2591, Auckland

MARCH 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, Phone 678-739
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.



FRANK GILBERT

COMING EVENTS



CLUBROOM HOURS

Thursday Evenings - 8.00 - 11.00 p.m.
Saturday Evenings - 8.00 - 11.30 p.m.
Sunday Evenings - 4.00 - 10.00 p.m.

Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of the Club Lounge or perhaps a game of table tennis, darts, etc. Films are shown on the third Thursday of each month preceded by a semi-formal Club meeting.

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

MARCH 18TH - THURSDAY - CLUB NIGHT AND FILM EVENING

At the Clubrooms, 44 Stoddard Road, Mount Roskill. Films, Discussions, Supper, new car on display.

MARCH 21ST - SUNDAY - LEARNERS' TRIAL

Starts and finishes at the Clubrooms. First car away at 1 p.m. Duration 3 hours. 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.

MARCH 27TH - SATURDAY - SOCIAL AND DANCE

Happiness Hour from 7 - 8.00 p.m. Dancing from 8.00 p.m. to 12 midnight. Continuous supper, excellent band - The Music Convention. Entertainer. Tickets on sale from Thursday, 4th March. Limited number only. \$1.50 each available from the Clubrooms on Thursday, Saturday, or Sunday evenings or by writing to "March Social", P.O. Box 2591, Auckland.

MARCH 28TH - SUNDAY - GYMKHANA

Western Springs Stadium Outside Ground. 1.00 p.m. start. Entry Fee 50 cents. Counts towards Exide Trophy. Watch 8 O'clock on the Saturday before (27th March) for confirmation and further information.

APRIL 4TH - SUNDAY - HILLCLIMB

Chamberlain Road, Bombay. Club Championship meeting. Saloon classes are as usual. Sports and Racing cars are combined, classes being 0 - 1100c.c., 1101 - 2000 c.c., 2001 c.c. and over. Trophies and Club miniatures for overall F.T.D., F.T.D. Saloons and Class winners. Certificates for 2nd and 3rd class placings. Entries on the day (Fee \$1.00) and scrutineering till 10.00 a.m. Practice commences 10.15 a.m. Competitors requirements include current A.C.C. Membership Card, Competition Licence, Crash Helmet, Fire Extinguisher and Overalls. Under 21 year olds to have entry forms countersigned by a parent or guardian.

APRIL 18TH - SUNDAY - DUNLOP NATIONAL RACE MEETING - AUCKLAND CAR CLUB

Pukekohe Circuit. North Island Finals Bank N.S.W. and National Touring Car Championships. Full programme of supporting events. Entries close 1st April.

APRIL 25TH - SUNDAY - AUCKLAND CAR CLUB V. HAMILTON CAR CLUB GYMKHANA

This is an annual event where a team from Auckland Car Club do their thing against a team from Hamilton Car Club members. The venue will be in Hamilton and competitors as well as supporters are welcome to happen along, however full details next Bulletin.

MAY 9TH - SUNDAY - CLUB CIRCUIT CHAMPIONSHIP RACE MEETING

Annual Trophies to be won. Further details next Bulletin.



OPEN & INVITATION

MARCH 6TH - SATURDAY - AUCKLAND RALLY CLUB "DULUX OPEN CAR RALLY"

Approximately 6 hours. First event 1971 Mercury Trophy Series. Bonus points for A.C.C. entrants towards 1971 Trials Cup.

MARCH 7TH - SUNDAY - INTERCLUB GYMKHANA

Dunkirk Road Domain - Off Kings Road, Panmure. Entries from 9.30 a.m. to 11.00 a.m. Fee 50 cents. (Late entries additional 30 cents). Classes - Saloons 0 - 1500 c.c., 1501 c.c. and over. Sports Cars 0 - 1500 c.c., 1501 c.c. and over. Class results to be determined on the highest number of points gained, on a championship basis, over the four tests. Inter Club Shield - The winning club will be determined on outright placings only, regardless of class, over the four tests. Organised by the M.G. Car Club.

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

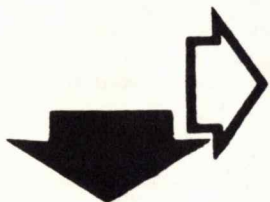
MARCH 7TH - SUNDAY - SOUTHLAND SPORTS CAR CLUB OPEN RACE MEETING - Teretonga.

MARCH 13TH - SATURDAY - WHAKATANE CAR CLUB GRASS TRACK MEETING - Thornton.

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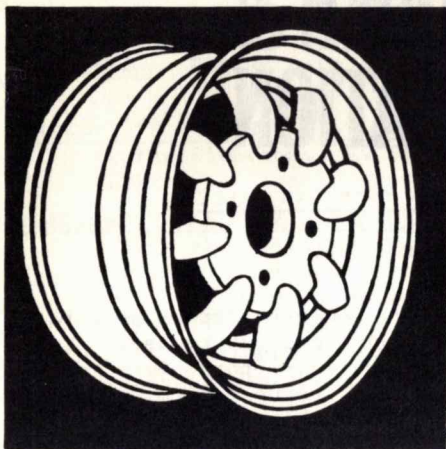
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Alloy Finned Oil Filter Housings.

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MARCH 14TH - SUNDAY - NORTHERN SPORTS CAR CLUB NATIONAL OPEN RACE MEETING
Pukekohe. Including Bank N.S.W. and National Touring Car Championship
Races.

MARCH 14TH - SUNDAY - CANTERBURY CAR CLUB OPEN RACE MEETING - Ruapuna.

MARCH 21ST - SUNDAY - SOUTH CANTERBURY CAR CLUB OPEN RACE MEETING - Timaru.

MARCH 21ST - SUNDAY - PUKEKOHE CAR CLUB - HILLCLIMB

(Sealed) Hulbright Road, Waiuku. Invitation to A.C.C. Members. Entries
on the day till 9.30 a.m. Fee \$1.00. Scrutineering 9.00 a.m. to
10.00 a.m.

APRIL 3RD - SATURDAY - NORTHERN SPORTS CAR CLUB "RADIO I RALLY"
Round 2 Mercury Trophy Series.

APRIL 3RD - SATURDAY - LEVIN M.R.A. - NATIONAL OPEN RACE MEETING
Levin Motor Raceway. Including Bank N.S.W. and National Touring
Championship Races.

APRIL 10TH - SATURDAY - NORTH OTAGO CAR CLUB - GOLD STAR RALLY

APRIL 10TH - SATURDAY - BAY PARK RACEWAY - NATIONAL OPEN F.P.A. RACE MEETING

APRIL 11TH - SUNDAY - AUCKLAND UNIVERSITY CAR CLUB - OPEN HILLCLIMB
Andersons Farm, Paremoremo. Entries on day open 9.00 a.m. Practice
commences 11.00 a.m.

APRIL 17TH - SATURDAY - THAMES VALLEY CAR CLUB - "LEMON AND PAEROA RALLY"
Round 3 Mercury Trophy Series.

APRIL 18TH - SUNDAY - AUCKLAND CAR CLUB - DUNLOP NATIONAL RACE MEETING
Pukekohe Circuit. North Island Finals Bank N.S.W. and National Touring
Car Championships. Supporting races for Formula C and Formula Vee and
Standard Production Saloons. (0 - 1600 c.c., and 1601 c.c. over run
as separate races). Eleven races with the first event commencing at
12.30 p.m. Entries close 1st April with Miss C.E. Dewar, Alans Office
Service, Shortland Street, Auckland. Phone 588-274 (Evenings).

MAY 1ST - SATURDAY - TISCO 1970 TRIAL - AUCKLAND CAR CLUB - GOLD STAR EVENT
The trial will go north of Auckland. Duration approximately 10 hours.
Supplementary Regulations available soon from the Trial Secretary,
Mrs Val Martin, 53 Carruth Road, Papatoetoe. Phone 83-554 Papatoetoe.



The European Rally



Scene



The Tunturiralli or Arctic Rally is one of the Finnish National rallies which is run hundreds of miles inside the Arctic Circle in February. Amongst the items of equipment that must be carried by all competing cars are matches, an axe, a long knife, and competitors must also pass a short course on how to kill reindeer. These animals frequently leap across the stages, and the course is insisted upon so that none will be left injured and in agony at the roadside.

The rally is a special stage event with the stages ploughed to just the right width and if a car dives into a snow bank, its a couple of hours work to dig it out. If this fails, the risk of frostbite and even death from the intense cold is very real. At fairly frequent intervals along the route are piles of logs left by the roadside by the organisers to provide stranded competitors with sufficient fuel to keep a fire going until help arrives.

"Forty degrees below zero, meters of snow around you and the mighty Northern Lights in the sky Arctic darkness all round and the Arctic Circle far to the South long fast racing parts in the wild which is a dwelling place for wolves, bears and reindeer, where even last winter hunters caught about 100 bears and twice as many wolves."

After the last stage drama on the RAC, when the Constructors Championship was lost, Alpine Renault came back with a bang with a 1-2-3 victory in the Monte Carlo Rally, the first qualifying event of the year. They were led by former Ford man Ove Andersson with David Stone and the young Frenchmen Jean-Luc Therier/Marcel Callewaert taking second place. Current European Rally Champion Jean-Claude Andruet/Michele Veron tied for third place with last year's winner, Bjorn Waldegard/Lars Helmer in a Porsche 911S. The Alpine's win brings to an end a run of three consecutive wins by Porsche. The Datsun 240Z, which is gaining ground as a fast rally car, was brought home to fifth place by Rauno Aaltonen/Paul Easter.

TULIPEN

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.



SHOUTS & *murmurs* ~

. . . It is rumoured that Ford has offered a very considerable amount of money to promote a new form of British Saloon Car Championship, embodying circuit racing, hillclimbs and rallies, all to be entered in the same car.

. . . Congratulations go to Robyn and Micky Mellor on the birth of their son.

. . . Congratulations Sue and Greg Lancaster on the birth of your son.

. . . Club membership fees will be increased to \$8.00 per annum from the beginning of our next financial year. A husband and wife combined membership will also be available at a total fee of \$9.00 per annum.

At the Special General Meeting of members held on Thursday, 18th February, a large attendance unanimously voted in favour of these moves. The increase in Club subscription is the first in five years. It is pleasing to note that members gave their whole-hearted support to this increase which, although regrettable, has been found, after careful future planning, to be absolutely necessary.

. . . We hear that some of the more hot-headed drivers had better cool it a bit in the coming Heatway International Rally if they want to make it to the finish. There will be no less than 1200 miles of Special Stages. We understand there's already a great deal of activity going on behind the scenes as the local talent prepares to take on the professionals, who have been the stars of so many of our film evenings.

. . . At Club Circuit, Bernie Donovan just missed completing even one practice lap. He ricocheted off the stables and towards the finishing line, but couldn't quite make it!

. . . We understand that chivalry is not yet dead. Our current 1000 c.c. Saloon Champion recently galloped onto the scene to rescue one of our damsels in distress. Her car had just jumped off one of those silly jack-things. Fortunately for Barry's back, it was only a little car.

. . . Congratulations go to Social Committee member, Peter Schenker, on his engagement to Diane Smith.

. . . Also married recently, was Noel Goodwin to Jillian Clayton. Congratulations and best wishes to you both.

. . . Club member, John MacDonald (Ford Escort) is at present doing his National Service with the Army at Waiouru. This accounts for his disappearance from hillclimbs, club circuit, etc.

. . . Congratulations to Brian Hill, Secretary, Racing Drivers Club, on becoming a father for the third time on Sunday, 14th February, when Doris produced a daughter.

Shouts & Murmurs contd....

. . . Several members of the Executive Committee together with wives and children are assisting with the making of a film for the Transport Department. Made in technicolour the film is being professionally produced for use by the Transport Department for road safety purposes and will be screened throughout New Zealand in schools, road safety councils, seminars, etc. Sequences were shot recently in Mount Roskill and involved such scenes as Mike Marshall narrowly missing Noeline Ivers (driving the President's 1100) at an intersection and later giving way to Eric Mallard when both cars attempted to turn right at the same intersection. We hope to show this film when completed at a future Club film evening.

. . . We would also like to offer our congratulations to Carol and Ken Flashman on the birth of their son and to Dawn and Graham Brayshaw who are the proud parents of a son.

. . . Club Custodian, Bill Ferris and his wife returned recently from a fortnight's holiday in the South Island looking very fit and well. Was it the South Island Bill or just being away from cleaning up after us for a fortnight? During Bill's absence Alf Jowitt looked after the Clubrooms for us very efficiently. Many thanks Alf.

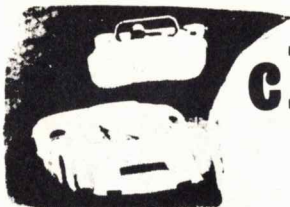
. . . Cliff Morrin, the Club's Chief Handicapper for many years at our race meetings, is seeking the assistance of any members who would like to learn the business of handicapping. No previous experience is necessary. Cliff will give full training to anyone interested in helping with this side of our race meetings. Here is a chance for you to join our team of race officials and take an active and useful part in the sport. Cliff lives at 11 Jellicoe Road, Manurewa, Phone 68-581 Manurewa. Don't be shy. Your assistance will be welcome.

. . . Congratulations to Tony and Margaret Knezovich on the birth of their son on the 20th January.

SOCIAL & DANCE



saturday march 27th
happiness hour 7-8
dancing from 8 'till 12
the music convention
floor show
tickets \$1.50 each



club circuit



7th FEBRUARY

For some reason most Club Circuit meetings take place on a day that seems to have been made for it. Sunday, the 7th February, proved to be no exception. The good weather was to hold for the whole meeting, even though at one stage of the game the clouds hid the sun, but at a Club meet who is interested in whether the sun shines or not; only if the circuit is wet or dry is all that matters.

For a change it seemed as if the saloons were going to be out-numbered by single seaters and sports cars. Before the practice laps had taken place two guys, Graham Kyle and Doc Murray were both out, Doc had broken a Cam and Graham a blown engine.

The practice laps had their share of excitement with Ken Flashman breaking a tie bar and Bernie Donovan took a good hard smack at trying to move the stables. Unfortunately his Anglia did not stand up to the manoeuvre too well and he had to retire.

Before I go any further I would like to thank Alan Boyle for offering to run the Viva on stock tyres as he was entered in Standard Production, an over-sight soon rectified.

The first race was Formula Vees with a large field - it seems as though the VW's are breeding well this year - A surprise to me was to see Geoff Perry get stuck in on four wheels - nice to see you on the track on four wheels instead of two. In the Formula C race it was almost a one man race as Peter Hughes led the way round in his "Gold Leaf" Ford.

And the single seaters numbering four - what happened to the rest? It seems as though a few have faded from the scene for a while. I hope they return soon as there is not so much excitement with a small field.

Sports cars showed next and it was the yellow peril of Peter Bruin who led the way round, with next to nothing in the way of opposition. Unfortunately with the Cooper of Graham Kyle out and the hastily finished Lotus of Ron Williams not going as quick as it no doubt will, it was left to a Spitfire and Sprite to do their best.

A rather small field of Standard Production Saloons, strangely lacking the Monaros that seem to monopolise this event, gave the other guys a chance of a good day's sport.

The remaining races were for Saloons and the racing was fierce and as sharp as ever. The one guy who made my heart bleed was Wayne Painter in his standard Fiat Fastback who had to run against these quick fellows because his wheels were non standard wide wheels which add to performance as do fibre glass doors with metal skins.

The Saloons 1301 c.c. and over produced the Viva of Alan Boyle but the road holding was not as it should be. No doubt a solution will be found to this. Denis Hamill claimed the honours for this race. Alan Lim's Zephyr in a later race just made the pit road before his suspension gave out.

All in all it was a good day's racing. Thanks go to the organisers for a job well done.

BOBLYN

HILLCLIMB

24th JANUARY



It stoned down all night, or so it seemed by the amount of gravel on the road when we got there at the crack of dawn on the Sunday morning. But after the early birds had done their work, it was pleasing to note that the hillclimb got away to an early start.

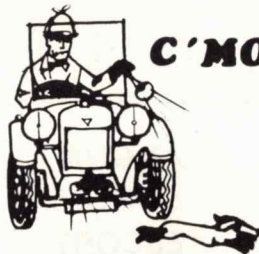
All those who normally get a first, second, or third equal were dead out of luck, thanks to Phil Endean and Barry Gausden and their digital read-out, three decimal place timer, which worked perfectly all day to record every competitor's time to the nearest one-thousandth of a second.

The fine ball-bearing metal (read "gravel" if you are not on the A.R.A. Roads Committee) stayed there most of the day, proving a great equaliser, except for those cars prepared especially for hillclimbs. On the one hand, witness the variation of types of cars within a second of one another in the 0 - 1000 and 1001 - 1300 c.c. classes; and on the other hand, notice how just nothing, repeat nothing, slows Doug Bremner. The full table of times tells the story of the day in itself, apart from Roger Lister that is. For him represents a large amount of pushing and heaving by all his fellow competitors to retrieve him from the same position that Mike Marshall adopted the time before, i.e. After that easy-looking kink just before the top corner, he ended up over the bank, saved only from complete inversion by the old faithful five-strand fence.

Our particular thanks go to all the usual workers, especially Marilyn MacLennan, Mike Allen, Bruce Blacklock, Ron Brown, Peter Chapman, Willie Harvey, Neil Mallard and cohorts, Ray Olenius, Peter Schenker, Barry Webber and several others (- you haven't been forgotten. It's just that I can't read Crombie's scrawl!), all of whom worked despite the heat and awful dust all day without murmur. Without these people a hillclimb just would not run.

All in all a well-run day, with some exciting competition.

BULLETIN CLOSING DATE IS THE 15TH OF EACH MONTH.



C'MON THEN —

GIVE IT A GO!

Well now it's all over apart from the, ouch! sore fingers. Tiny Tim has done it again and the beach "fry-up" trial was a success. This is just the start of the season and look what's to come. Whisper has it there could be a "Khyber Pass", - yes, that's the Rotorua overnight trial, so you had better get some trialling practice before July. In March, to be precise, the 21st, we have a Learners Trial. This event has some new and novel ideas on timekeeping and map-reading. It is designed to be very informative and you will really learn as you drive. The traps of previous trials are used. However, beside the normal instruction is an explanation on what to do and why. In other words, we've done the work for you.

In the timekeeping field a completely new idea has been developed. The hard work has been done for you and all you have to do is tie up the loose ends. We hope to show you that its not that difficult when you know the "short-cuts", you won't have to do three full seasons to have learnt enough to put you in the top five for Mercury Trophy. In three or four trials this season you will have learnt enough to really enjoy your trialling and gain a lot of satisfaction.

Incidentally, the April Club Trial has been plotted by the same two twisted minds and is a follow-up on the March event. Word had it these guys are also plotting this Club's Mercury Trophy event so be in for a good look into the minds of these finks. Just like to point out again, if you are having any trialling problems at all - crew, car or gear, for heavens sake give Peter Meggison (Phone 581-826) a ring - we want to help and it sure beats finding out the hard way.

See you at the Dulux Factory for the A.R.C. Mercury event on the 6th March.

WOMBAT

DUNLOP

NATIONAL RACE MEETING

PUKEKOHE SUNDAY APRIL 18th

CHAMPIONSHIP SALOON FINALS

11 RACES STARTING AT 12.30 p.m.



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LETTERS

P.O. BOX 161, AUCKLAND.

The Editor,
Auckland Car Club Bulletin.

Dear Sir,

A TRIBUTE TO J.F. JOHNSTON

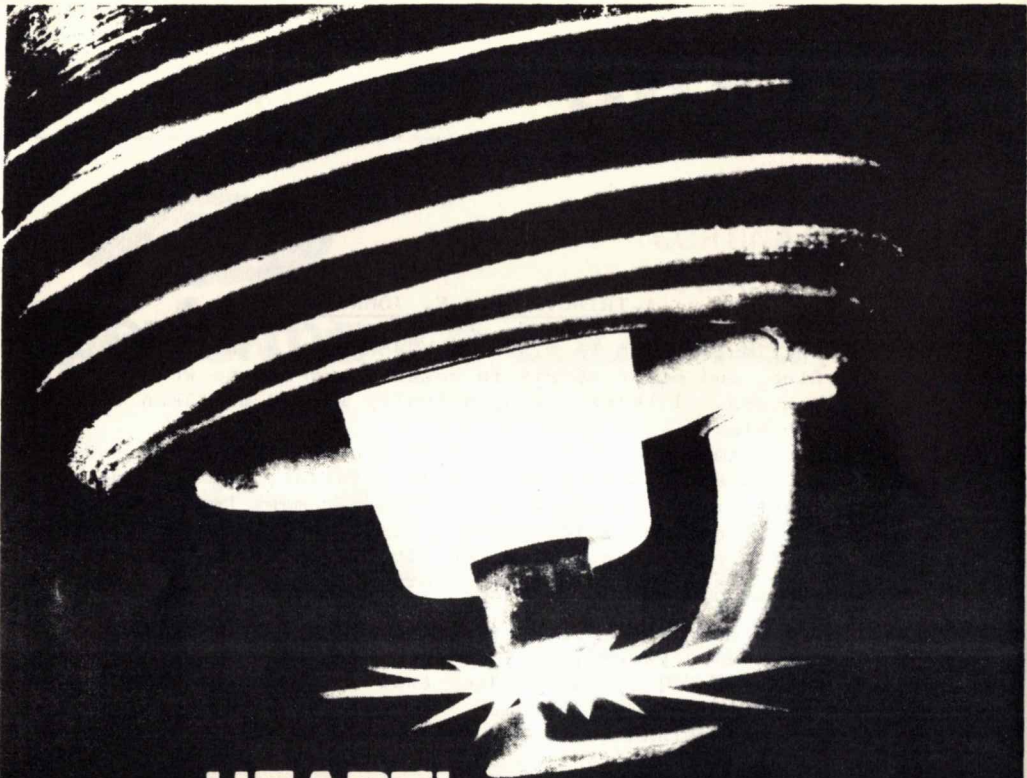
The connection between the late Jack Johnston of Motor Spec., the Auckland Car Club, and motor sports in general may not be well known to some of our newer members. I think the opportunity should be taken to pay a belated tribute to him.

In the early 1930's when I founded this Club, then known for tactical reasons as the N.Z. Motor Racing Drivers Association, Jack became Honorary Secretary not long after the founding, during our most important formative period when we were getting into action. His guiding hand and business acumen played a big part in building the Club along sound lines that led it to the mighty organisation it is today. His little M.G. Coupe was also a regular competitor in the trials and hillclimbs that were offered as an alternative to the more vigorous Muriwai and Mangere race meetings.

When, some twenty years later, I conceived the brain-child of the N.Z. International Grand Prix, it was to Jack that I first submitted the embryonic plan - all others came after Jack. He quickly grasped the possibilities and a few days later we had a further conference in his office, when the plan was presented with more detail to a couple of leading members of the motor trade, who decided that the motor trade should support the plan, rather than be on the outside looking on. Jack suggested that the Presidency of the new Club, still to be formed, should be offered to Mr Phillip Seabrook, (another pioneer race driver, who had succeeded me as Chairman of the N.Z.M.R.D.A. many years before), with Jack a Vice-President. Jack persuaded me to organise the G.P. for the first year, since no one else seemed to have any idea of how to sell my brain-child to the public - in a moment of weak-minded enthusiasm I accepted. Jack took charge during the early days of the promotion, while the President was abroad. Jack's confidence in the scheme gradually silenced the critics, many of whom joined the band-wagon once they saw the scheme was going to succeed. Jack and his firm were actually responsible for bringing out the 16 cylinder B.R.M., after I had initially contacted Sir Alfred Owen. Those who attended the first G.P. at Ardmore will never forget the incredible sound of that engine, the ear-shattering shriek that echoed around the circuit. It was worth going just for that alone.

Jack's interest in motor sports was completely altruistic, he gave time and talents without thought of reward - quickly withdrawing when those whose only object was financial gain joined in. Although increasing business commitments prevented more active participation, his interest in motor sports never waned - it was through Jack that I heard of the Maserati's subsequently sold to and imported by Fred Zambucka. Such true sportsmen and loyal friends as Jack are rare and I am sad at his passing. He was a man difficult to replace, who played a big, if unobtrusive part in the development of motor sports in New Zealand.

Yours faithfully,
DICK MESSENGER



HEART! This is the heartbeat of your engine — the key to top performance: easy starting; better fuel economy; greater reliability. This is the ignition spark. Without a bright, healthy spark, your car can't give its best. Worn or dirty plugs are inefficient, needing up to twice the voltage to fire. Tests show that more than 60% of all cars need plug service and a tune-up. Does yours?

If you've done more than 10,000 miles on one set of plugs, it's time to fit



THE HEART OF A TUNE-UP

My Dad Goes in for Car Trials....

My dad is in the Car Club and he goes in for car trials. We got lots of cups on our mantelpiece that dad has won and mum says they are a bloody nuisance gathering dust. I never seen any blood or dust on them. Dad usually takes the same two jokers with him from the Car Club when he goes on trials even though he reckons they are a bit stupid and sometimes make him go up wrong roads. When they come back home after a trial they sit in the dining room and drink beer and fight about what happened on the trial and mum goes mad at dad and says what the hell do you think you are doing bringing these layabouts into the house with muddy boots on and eating us out of house and home and there must be two other houses around that never get any work done on them either. Dad makes me cut the lawn and hedge 'cause he reckons he hasn't got time to do this as well as go in for car trials.

The last trial dad went in for his two cobbers couldn't go so he took mum and me. Mum didn't want to go but dad said he was desperate and didn't have time to get another crew jacked up and anything was better than nothing, even us. I thought it was beaut to be going on a car trial and told all the jokers at school about it. I always read dad's magazines like Motorman about the trials they have but dad goes mad at me because sometimes I drop a bit of jam or something on the pages. I suppose this is why he locks his Playboy magazines away in his tool chest in the garage. I asked him once and he said it saved mum having to dust them and to keep my big trap shut or he'd give me a punch up the throat.

Anyway one Saturday night dad and mum and I went in the car to the Clubrooms where the trial started. It was dark but dad had made little lights inside the car so you could see the maps and everything. Mum still didn't want to go and said what a scruffy looking lot of people and why were some of them wearing gumboots and don't think she was going to push or get wet or anything. Dad told her to shut up and get in the car 'cause we were supposed to be starting now.

Mum read the paper to dad that the man at the start gave us and I looked for the roads and signs that dad told me to. After we had gone about five miles mum said stop I want to go to the lav and dad said why the hell didn't you go before we left and mum said she couldn't because the Ladies at the Clubhouse was full of jokers in gumboots using it 'cause they didn't want to go outside to the Mens. Dad said well you'll have to wait until we get out of town and I'll find a place.

Every now and then we got to cars parked on the side of the road with boards on them saying Check. Dad got out and ran along to them with our clock in a box. Mum kept moaning about using her kitchen clock. Dad would have big arguments with the blokes in these cars and then run back and drive like mad until we found another one. When we were about thirty miles out of town mum said if you don't stop here and now I'll burst so dad stopped beside a big hedge and said bloody hurry up and mum got out. When she got back in the car she was wild 'cause she said she had fallen down a bank in the dark and landed in blackberries. Dad said shut up we're late and we took off like a rocket. We got on some real twisty roads and it was good fun in the back of the car. Mum said stop I'm going to be sick and dad said I'm not bloody stopping for anything now and mum said well let me out I've had enough

of you and your rotten car trials and everything else and they shouted like mad at each other. Then dad stopped the car and said well get out then, here's a dollar, there should be a bus through here sometime or other. Mum got out and I could still hear her yelling at dad after we got around the next corner.

Dad let me sit in the front and read the instructions to him and he went mad when I couldn't say some of the names. He kept shouting at me saying I was so stupid I must take after mum and he kept asking God what he had done to deserve such a night out. Anyway I was enjoying it and it didn't seem long before I had finished up all the potato chips we had brought. Dad said with all the time we had lost through mum we would be pretty late so he got the back off the clock box and turned the clock back and then put the back on the box again. Dad's real clever 'cause nobody could of told that it was a trick box.

When we got back to the finish at the clubhouse a lot of other cars were there already and everyone was sitting around drinking beer and stuff. Dad had three or four bottles and said we would wait until the results came out. He told all his cobbers about how we had done on the trial and when he said about mum they all laughed and cheered and gave him more beer. He got me some lemonade and some more potato chips and let me have a sip of his beer.

Then the bloke stood up and said results were out and that dad had won the trial. Boy, you should of seen old dad get excited then. He got more beer for everyone and got some whisky for himself. The bloke who said dad had won came over and talked to me and said he bet I was proud of dad and I said yes especially because he was so clever with his clock box. The man was very interested about it and asked me lots of questions and I told all about how dad had fixed it.

He went away for a while and then stood up again and told everyone that results were changed and that dad was scrubbed. Was dad ever wild. When he found out that I'd told the bloke about the clock he came over and grabbed me by the neck but his cobbers made him let me go. He was pretty sloshed by this time anyway, just like on Saturday nights and pay nights and his cobbers all said he couldn't drive like that so I went and rang up home. Mum was there because she had got a lift to a bus stop near town and she was wild because it was well after midnight and why weren't we home yet and where was my rotten father. I told her about what happened and she moaned about having to come and get the car. Anyway she came in a taxi and drove me home in the car. When I asked her why we didn't take dad as well she clipped me over my ear hole.

I hope dad takes us again next time.

NOTICE !!

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VIVA LA COKE

"Alan Boyle, oh, he races a Mini doesn't he?" This is the sort of comment that made Alan start thinking about moving into some other sort of car. Rumours started about a change of class so the seeds were sown. The problem was what sort of car to choose. The majority of cars running were either B.M.C. or Ford. Alan felt that to break away from this tradition, such as Rodger Anderson had done with the BMW, was the right thing.

About this time a magazine article appeared all about a Viva G.T. in England which was being driven by Gerry Marshall and prepared by Shaw and Kilburn. An extensive costing programme was undertaken before Alan approached his sponsors, Coca-Cola, with idea of building a replica Viva. A letter was sent to Blydensteins in England, who had supplied most equipment for the Shaw and Kilburn car. They agreed to supply parts, so long as the local Vauxhall agents were happy about it. So a visit was made to Tappenden Motors.

With approval given and costing completed the decision to go ahead was taken. The first step was to tender successfully for a car. Luck was in and a slightly damaged rental, which was due for replacement, was acquired. Lynton Ryan had just opened for business as a panelbeater so the body was taken to his shop and the project was under way.

The car has been built to Group 2 Regulations and everything on it is homologated. Next thing to arrive was a new engine and gearbox. The engine was stripped down, balanced, rods polished, flywheel lightened slightly, and specially imported pistons were fitted. Fuel injection was chosen because an extra 30 odd horsepower could be extracted over the use of Webers. Blydensteins supplied the pistons as well as a cylinder head, camshaft, oil pump, modified distributor and manifolds. A surprisingly large amount of parts are standard Vauxhall. The front disc brakes are normally found on 3-3 Victors as is the heavy duty clutch plate, pressure plate and the gearbox, of which the internals have been replaced by a Jack Knight straight cut full synchro gear kit.

As time wore on, and the car came closer to reality, the mechanics worked longer hours on the machine. Eric Boyle, Alan's brother, is a thorough mechanic. Everything must be 100% - 99% is just not good enough. Helping him was Alan Brook. In fact, the guy who first showed Alan Boyle the article on racing Vivas, Peter Williams of Tappenden Motors, was always on call, arranging parts, delivering parts and generally making sure that the team got what they wanted.

The main problem with this sort of project is that no one has done it before in New Zealand, so it becomes a matter of trial and error. Guthrie Bowron supplied the paint which Alan applied to the car and Jim Wooton did the upholstery work. Alan admits that Kiwi ingenuity saved the day on several occasions such as National Radiators helping out by making a radiator to the G.T. specs.

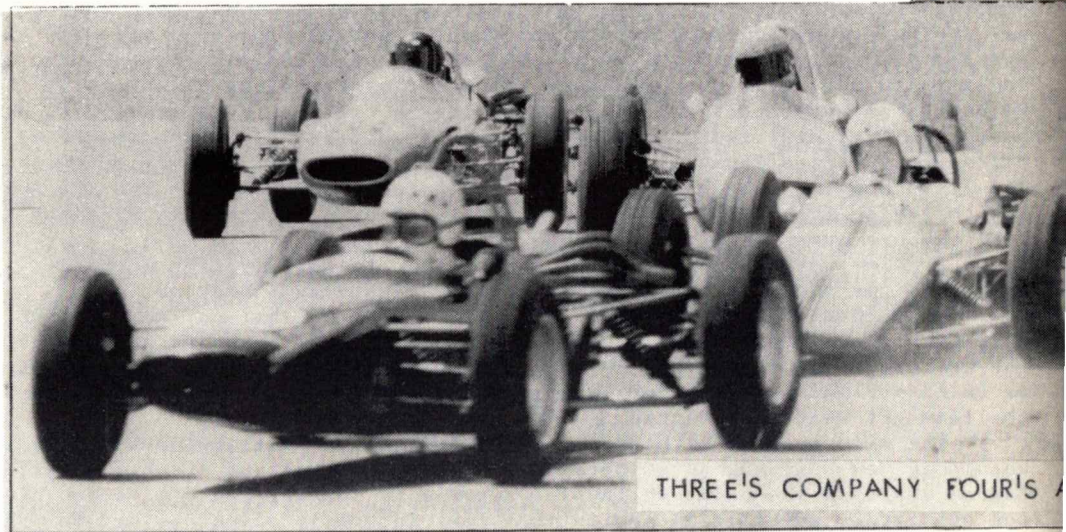
As Grand Prix time approached the pace moved faster as the finishing touches were put to the car. Once the Tech-Del wheels were shod with Goodyear rubber and fitted to the car it was off to Harry Booth at Auto Alignment for initial setting up.

continued on page 20



ALAN BOYLE

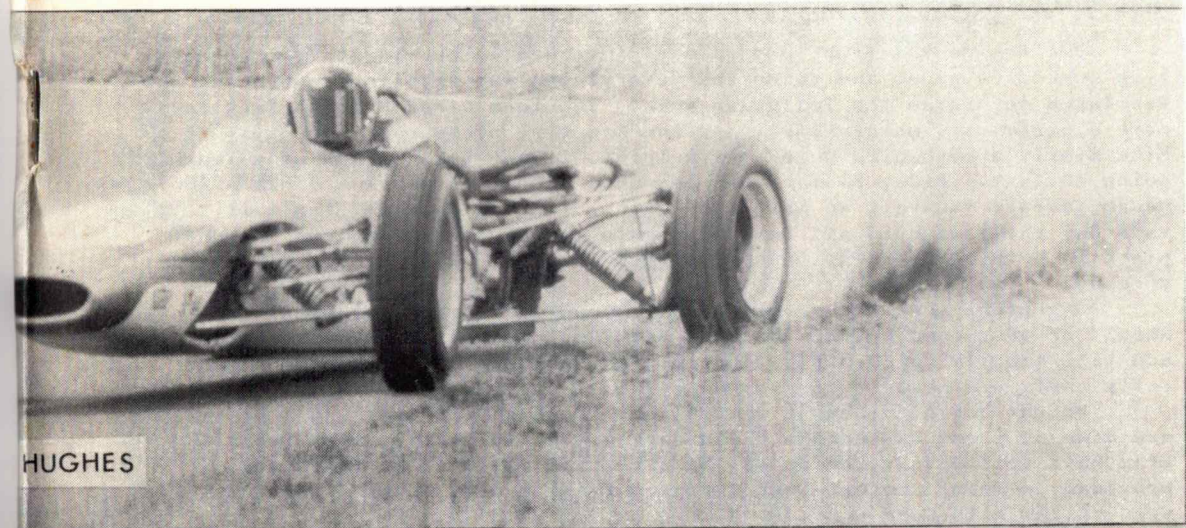
7TH FEBRUARY



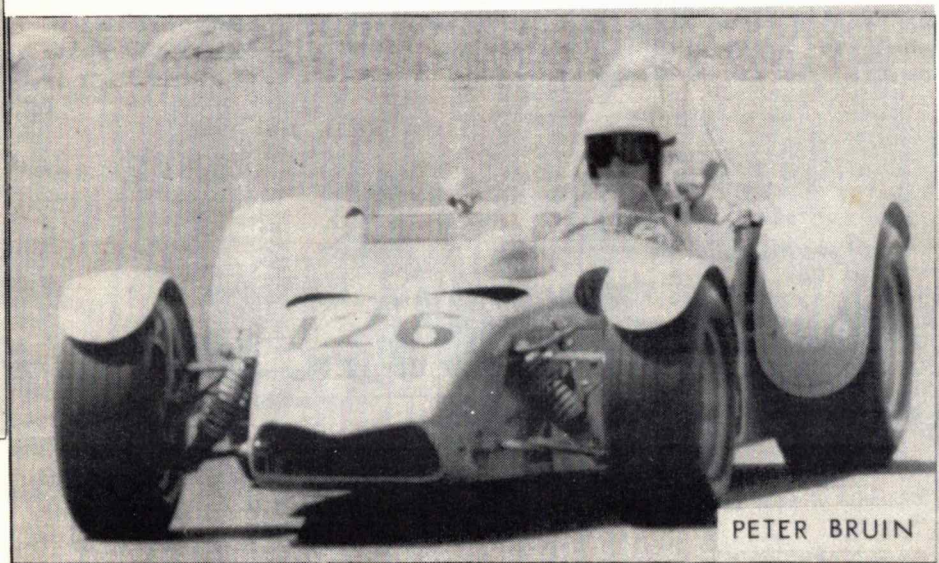
THREE'S COMPANY FOUR'S A

PHOTOS BY ROY VAUGHAN

LUB CIRCUIT



HUGHES



ROWD

PETER BRUIN

The car was fired up for the first time just before Grand Prix and did not run with a full exhaust system on until 3.00 a.m. the morning before the big event. With no chance whatsoever for practice there were many questions still to be answered. It was not known whether the brakes would work or whether the car would handle the high speed corners. Therefore it was decided to run to a limit of 6000 rpm in the first race.

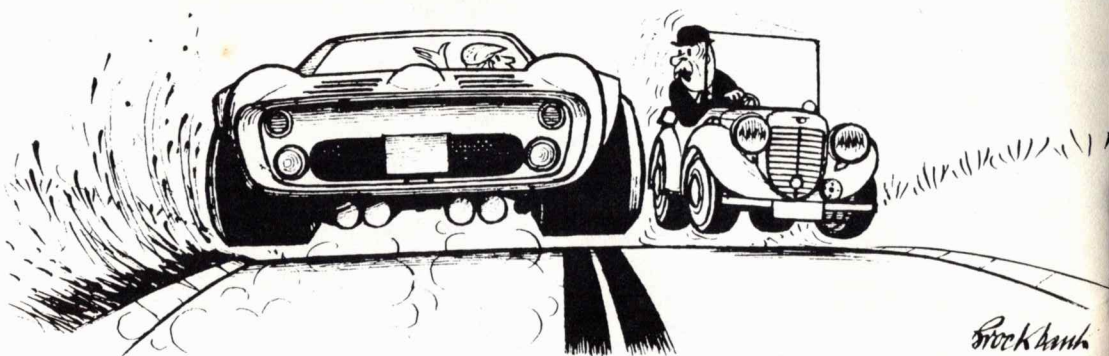
The engine was tight and slightly overheated but in its second race Alan pushed it along and found that everything was settling down. The car was taken to Wigram the following week. The team hired Ruapuna Park for more experiments, mainly for injection and tyre pressures. A couple of Mike Eyerly's mechanics were very helpful, if not taken aback at a Vauxhall going so fast. Mike, in fact was heard to make the remark - "That's the goddam fastest Vauxhall we have ever seen - it is a Vauxhall isn't it?" On race day the Viva held off Dave Silcock's 3.8 Jaguar and gained third place in both races in spite of the fact that the limited slip diff wasn't working!

One problem which has arisen is a bending accelerator pedal but this should be over come before the next meeting. The car is very versatile and will happily do 30 m.p.h. in top gear, perhaps the making of a good rally car?

Weight has also been a battle as using standard parts, all of which are made of iron, has been a disadvantage. While, Alan, Allan Brook and Eric have toiled away the hours, Margaret Cullen, Alan's fiancé, has provided food and comfort when things got difficult. (And I thought things went better with Coke - Ed.)

Castrol provide the lubricants while Atlantic provide fuel. The starter is always used, in fact compression isn't much higher than standard, and ERG batteries provide the spark through a set of Champions.

A lot of fine tuning remains to be done, but with Eric Boyle and Allan Brook keeping watch the car will soon be showing a clean pair of Dunlops (when they arrive) to the opposition. Alan Boyle has a car that both he and his crew can be proud of.



Hillclimb Results Jan. 24th

SALOONS 0 - 1000 C.C.		CAR		1ST RUN	2ND RUN	3RD RUN	4TH RUN	5TH RUN	
A 1	John Mannion	Morris Mini		51.386	50.422	49.218	49.329	49.315	
A 3	Kevin Skeen	A40 Farina		53.343	49.554	48.768	48.674	48.573	
A 5	Ken Gillanders	Morris Cooper		47.630	47.901	46.258	45.663	45.480	
A 18	Frank Gilbert	Hillman Imp		46.672	44.345	44.323	44.297	43.733	
A 23	John Crombie	Morris Cooper		45.563	43.116	44.668	43.386	41.593	
A165	Peter Levett	Hillman Rallye Imp		46.055	43.793	58.252	42.125	41.319	
A181	Dave Levin	Morris Cooper		45.939	48.157	42.817	41.842	-	
SALOONS 1001 - 1300 C.C.									
B 16	Tim Carew	Mitsubishi Colt		49.176	48.149	47.534	48.132	54.037	
B 4	Arthur Denney	Austin Mini		46.752	45.063	53.478	44.437	44.358	
B 6	Peter Dalgity	Ford Escort		45.358	44.637	43.661	42.446	42.224	
B 8	Peter Batten	Morris Cooper S		44.361	42.851	42.482	41.801	41.328	
B 11	Stewart Coutts	Ford Anglia		49.197	47.513	46.893	46.860	46.359	
SALOONS 1301 - 1600 C.C.									
C 7	Peter Blackman	Ford Cortina		49.104	47.067	46.713	47.003	45.038	
C 9	David Morris	Anglia		-	47.446	45.368	45.406	43.625	
C 10	Ian Gill	Ford Prefect		51.204	47.247	51.572	46.379	45.858	
C 19	Pat Hayes	Ford Cortina		45.414	45.386	44.180	44.020	43.707	
C 22	Allan Turner	Austin Countryman		48.704	46.685	45.207	46.320	43.816	
C 24	Victor McWatt	Ford Cortina		50.427	46.270	44.310	45.692	47.024	
C 25	Steve Millen	Humber 80		46.676	45.629	45.907	46.401	-	
C 29	Lou Reidt	Hillman Minx		48.295	152.086	44.918	44.408	43.947	
C115	Rod Millen	Hillman Cob		47.338	45.134	51.705	44.037	-	
C116	Peter Gordge	Anglia		47.439	46.216	45.962	45.562	45.290	
SALOONS 1601 - 2500 C.C.									
D 20	Steve Unkovich	Commer Cob		45.865	43.146	44.920	-	-	
D 28	John Peck	Hillman Minx		49.765	49.024	56.170	45.078	44.224	
SALOONS 2501 C.C. & OVER									
E 14	Doug Bremner	VW		40.379	39.410	38.809	40.503	-	
E 15	Glen Jones	Chev Coupe		44.775	44.138	-	42.220	43.430	
E 21	Nigel Roskilly	Ford Zodiac		46.348	N.T.	45.015	47.359	-	
E172	Roger Lister	Chevrolet		42.748	-	-	-	-	

SPORTS 0 - 1500 C.C.	CAR	1ST RUN	2ND RUN	3RD RUN	4TH RUN	5TH RUN	
F 17 Bryan Layton	Austin Sprite	48.780	50.791	47.850	-	-	1st
RACING 0 - 1500 C.C.							
H 2 Arthur Hopkins	Cooper Norton	41.627	40.477	42.475	39.258	38.194	1st
H 27 Dennis Sampson	Mini Max	52.627	-	59.736	-	-	2nd
H 83 Ken Flashman	Cooper Vincent	40.863	40.151	39.651	42.341	44.238	2nd
H111 Bob Firth	Rattlesnake Imp	47.196	42.490	42.699	-	-	3rd

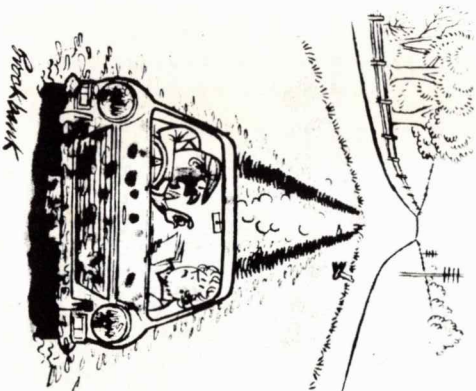
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Carburetors ('Stromberg')	Panel Instruments
Carburetors ('Weber')	Rampipes
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Gaskets Sets	Steering wheels (sports)
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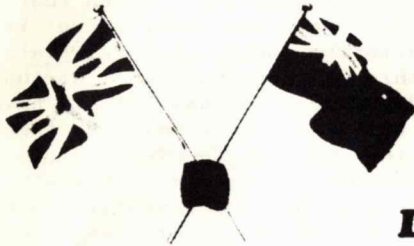
PERFORMANCE DEVELOPMENTS SPEED EQUIPMENT

EXIDE TROPHY POINTS

including club circuit 7.2.71

K. Flashman	59	R. McLean	6	A. Turner	3
P. Batten	46	K. Skeen	6	R. Lister	3
J. Crombie	34	R. Williams	5	R. Homewood	3
G. Holt	32	P. Adams	5	N. Simpson	3
G. Morley	23	N. Findlay	5	S. Cooper	3
A. Hopkins	20	J. Arkley	5	J. Edmondson	3
D. Bremner	20	K. Brown	5	J. Stone	3
D. Hamill	19	P. Maloney	5	A. Crocker	3
W. Jones	15	P. Brocklehurst	5	B. Cliff	3
J. Richards	15	R. Brocklehurst	5	B. Yates	3
R. Cook	14	J. Boyd	5	M. Neil	3
B. Allen	14	N. Bailey	5	T. Nichol	3
P. Levet	13	P. Lever	5	M. Ashforth	2
G. Jones	13	W. Wymer	5	T. Hartnett	2
P. Chapman	13	I. Dawson	5	A. Lim	2
B. Walsh	12	C. Hyde	5	D. Anderson	2
B. Moon	11	R. Pulman	5	G. Harvey	2
S. Currie	11	M. Petch	5	M. Walker	2
R. Williams	11	D. Marwood	5	D. Bellamy	2
A. Denney	10	P. Gordge	5	R. Findlay	2
J. Nazer	10	M. Hole	5	F. Gilbert	2
P. Sharp	10	G. Dyer	5	L. Richardson	2
D. Phillips	10	N. Pointon	5	S. Coutts	2
D. Levin	10	E. Dutch	5	R. Campbell	2
P. Hong	10	I. Berry	5	T. Radisich	2
D. Burrows	10	S. Unkovich	5	N. Roskilly	2
D. Haydon	10	D. Morris	5	L. Reid	2
R. McDonald	10	N. Goodwin	5	D. Sampson	2
P. Hughes	10	J. McDonald	4	S. Pearce	2
G. Wilson	10	J. Peck	4	C. Cooper	2
M. Harold	9	A. Woolf	4	R. Stodart	2
D. Silcock	9	A. Boyle	4	D. Dawick	2
P. Hayes	9	W. McMath	4	D. Hinton	2
J. Lawton	9	M. Firth	4	S. Hooper	2
B. Cork	9	G. McGregor	4	D. Teagle	2
R. Emson	8	W. Brookes	4	G. Pringle	1
R. Firth	8	B. McLean	4	M. MacDonald	1
P. Bruin	8	D. Williams	4	M. Swinbourne	1
R. Hanbury	8	R. McCallum	4	G. Hutton	1
D. Gulland	8	S. Millen	4	R. Robinson	1
A. Wilson	7	E. Brook	4	P. Wong	1
G. Crawford	7	B. Donovan	4	R. Bluck	1
G. Lancaster	7	I. Carroll	4	E. Lees	1
L. Rodgers	7	M. Soames	4	G. Mugridge	1
J. Mahon	7	R. Jones	4	G. Tetro	1
W. Martin	7	B. Blacklock	4	K. Gillanders	1
W. Minty	7	P. Smurthwaite	3	T. Carew	1
R. Johnson	6	B. Patrick	3	R. Millen	1
J. Mannion	6	B. Pickard	3	R. Downs	1
D. Shankland	6	E. Englebarts	3	J. Oudney	1
B. Layton	6	I. Ross	3	T. Benson	1

Feminine Viewpoint



LOOKING WITH THE LADY LAP - SCORERS

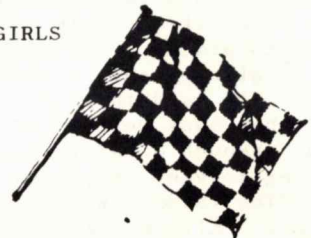
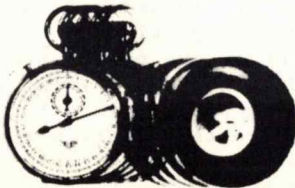
The National Flag is dropped and with the scream of high-powered engines and smell of burning rubber, the race is now underway. The time-keepers have started their watches, and the lap-scorers prepare themselves for the cars to come over Rothmans. It seems to be only a few short moments before the first bunch of saloons appears like a swarm of bees, driving at high speeds down the straight, past the pits and main stand.

The lap-scorers must take down on paper the number of every competitor, in order, as they go past, without dropping their eyes. When all the cars come past at once, you just hope that the necessary information will be sufficiently understandable to transfer to the lap chart. Should one of the team be so unfortunate as to miss getting down a couple of the car numbers, then the moment the opportunity arises, fellow members will frantically compare notes.

As in many races there is more often than not a driver perhaps one or two laps behind the leaders, the lap-scoring must be recorded very carefully. If not, terrible complications could arise. It must always be shown just what lap position each particular competitor holds, for one may be on lap three, whilst the first three cars are on lap six, with the remaining twelve on lap five.

As the race nears its end, the official flag marshal must be informed of the first four competitors and the remaining number of laps. Even though we may feel like pausing to cheer on our fellow (- female -) sex, we must remain impartial and continue to record the other competitors carefully as they drive past the chequered flag.

VIVA GIRLS





CONFESSIONS of a CONVERT

The first time I tried to drive a car, I was petrified. I looked forward to my second lesson with dread. In fact, I positively hated that car. (- Yes, a Car Club member who hated cars! It's true. The awful secret is out.) Little monster of a car, with its spluttering engine, pedals, dials and levers for this, that and the other. Press this, turn that. Don't do that! No, don't! The horror heaves, shakes and judders when you do. It may have plenty of horses, but it's the very devil to get them all to move the thing forward smoothly. Mindless little buzzin'-boxin! Give me the four-legged variety of horse any day. When you kick it, it goes. Sometimes it won't stop, sometimes it will kick you, sometimes it will be temperamental. But at least you can read its mind and apply a little psychology. This man-made machine has no mind to read, and yet it still seems to have a mind of its own sometimes. Suddenly you can find yourself crunched into a wall or wrapped round a tree, when you don't want to be there at all. Pig-headed little beast! Why didn't it go where I pointed it?

When I look back on the involved explanations of why it didn't! All those incredible descriptions of speeds, angles and centrifugal forces. No wonder I hated it! I couldn't understand what on earth was going on. All I knew was that I was meant to be master of this mad machine, it was to be my tool, my means of getting from place to place. Yet it continued to be the superior partner in the enterprise, it had complete power over me. I clung helplessly to its steering wheel, tried hard to press the right pedals, at the right times in order to encourage it along. And what was I usually rewarded with? The most alarming variety of crunchings, whirrings and coughings from both engine and gear-box. I would treat it more gently, but the reaction would be all the worse. I tried hard to grasp all the theory of how the power was transferred to the wheels. I really did want to understand which moving parts had to fit into which when I changed gears and why the clutch was so important. It was all just too much.

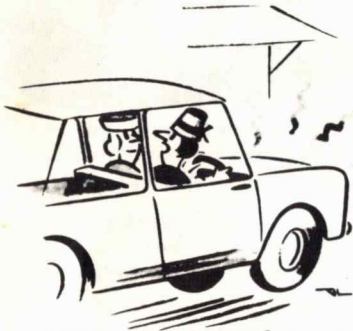
I really think it was the clutch I hated most of all. As far as I could follow, that particularly evil little pedal was at the root of most of my problems. I quite liked the brake, but was a bit inclined to use it over-eagerly, when it was really the accelerator I should have been firmer with. At first I thought the handbrake was quite harmless, but as time went on I was introduced to situations where it becomes very significant. For years I simply avoided hills like the plague!

And what kept me going through all these trials and tribulations, nursing such a deep hatred for that car, yet continuing to associate with it? Dire necessity, purely and simply. I needed that car in order to get from place to place. So along with my hatred I developed a growing determination not to give in and to come out the ultimate victor in the power struggle.

It's hard to credit that now I just love driving, and driving fast too. What then made me change? Yes, there was a turning-point. It all came about through a bad failing of mine. I have the greatest difficulty ever getting anywhere on time. Morning after morning I gritted my teeth and set off. The later I was, the harder I gritted them and the faster I made that car go. Until one morning I actually arrived early! It was shattering to realise that I had been hurtling along without even having to. And, what's

more, no firmly-set jaw, perfectly relaxed in fact. The light dawned. Speeding for its own sake! I have actually enjoyed the drive. I can still savour that moment of victory and since then just haven't looked back.

(P.S. The writer of this article prefers to remain anonymous in case the car in question should try to seek its revenge)



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



"Would you mind? I'm always better without an audience."

It was great to see PAULINE SANDERSON out at Club Circuit again, but timekeeping this time. Timekeeping, that is, when she wasn't canoodling with Cookie in the corner! Judging from their commentary, our two announcers apparently have an excellent view from their tower, and not only of the motor racing! Don't worry, Pauline, they were simply envious.

* * * * *

Speaking of Club Circuit, where were all the brave girls? Not a single one competing! They were busy manning the sandwich machine and the coffee urn - even the oil cans! - to keep their brave men going.

* * * * *

Or have all the birds flown to Australia where we believe they still have races for women only at Oran Park.



* * * * *

STOP PRESS : Ex-President Mallard emancipates Club Women!



At the Special General Meeting on February 18th, Eric Mallard spoke about the advantages of joint husband-and-wife membership. He pointed out that many women do a great deal of invaluable work for the Club, without even being members. He hopes that they will take advantage of the joint membership (only \$1 extra), to become full members, enabling them to participate in all Club activities, excepting National events only.



* * * * *

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

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Contact Richard King - Phone 68-292 Otahuhu.

.....
MINI DE JOUX BODY, 1300 Motor and gearbox - Immaculate - Alloy wheels - 5,000 miles - as new.

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.....
Everything You need for a Mini 848 c.c. to 1370 c.c.

970 c.c. Cooper S engines - 999 c.c. Block and pistons - 2 x 3 Speed s/c, c/r synchro gearboxes - 1 x 4 speed s/c, c/r synchro gearboxes - 3 Different limited slip diffs and all kinds of diff ratios - 999 c.c. Works Extractor - 1293 c.c. Works Extractor - Various Webers and super "demon-tweak" inlet manifolds - Twin 1½" SU Carbs - 648 sprint and super sprint cams.

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One Janspeed and One Arden 0 - 1000 c.c. head - Also one fully worked 1275 c.c. head - Plus ultra light BMC steel flywheel - anti roll bars - Koni adjustable shocks (used) - Tacho, gauges, etc. Full width Mini dash etc. - 850 c.c. Block, pistons, rods, etc. EVERYTHING YOU COULD EVER NEED. PLUS:

Wheel spacers, long wheel studs, CR 65 racing tyres, "tear-drop" mirrors, 10" Mag. and 10" steel wheels. One new 1100 c.c. engine and one new standard 1275 c.c. engine.

Prices open to negotiation. Phone Reg Cook, Manurewa 68-802 (8.30 a.m. to 7.30 p.m.) Box 17 Manurewa, or phone John Abbott, 872-350, Auckland.

RESULTS -- CLUB CIRCUIT -- 7.2.71

RACE 1 - FORMULA VEE

1st	I. Berry	Formula Vee
2nd	E. Brook	Formula Vee
3rd	B. Yates	Formula Vee

RACE 2 - FORMULA C

1st	P. Hughes	Lotus 41C
2nd	B. Allen	Begg FM3
3rd	A. Crocker	Lotus

RACE 3 - SINGLE SEATERS

1st	A. Hopkins	Cooper Norton
2nd	B. Walsh	JAP
3rd	K. Flashman	Cooper Vincent

RACE 4 - SPORTS CARS

1st	R. Williams	Lotus XI
2nd	D. Haydon	Triumph Spitfire
3rd	J. Edmondson	Aust. Healey

RACE 5 - STANDARD PRODUCTION

1st	R. Brocklehurst	Holden Torano
2nd	J. Mahon	Fiat 125
3rd	N. Simpson	Fiat 125

RACE 6 - SALOONS 0 - 1000 C.C.

1st	P. Sharp	Cooper S
2nd	R. Hanbury	Morris Cooper
3rd	D. Levin	Morris Cooper

RACE 7 - SALOONS 1001 - 1300 C.C.

1st	N. Pointon	Morris Cooper S
2nd	P. Hong	Ford Escort
3rd	P. Batten	Morris Cooper S

RACE 8 - SALOONS 1301 C.C. & OVER

1st	D. Hamill	Ford Anglia
2nd	A. Boyle	Vauxhall Viva
3rd	G. Lancaster	Ford Anglia

RACE 9 - FORMULA VEE

1st	S. Currie	Formula Vee
2nd	I. Berry	Ike Vee
3rd	D. Burrows	Formula Vee

RACE 10 - FORMULA C

1st	P. Hughes	Lotus 21B
2nd	D. Teagle	Merlyn MK XIA
3rd	B. Allen	Begg FM 3

RACE 11 - SINGLE SEATERS

1st	A. Hopkins	Cooper Norton
2nd	S. Hooper	MER 1275
3rd	B. Walsh	JAP

RACE 12 - SPORTS CARS

1st	P. Bruin	Targa Fiat
2nd	R. Williams	Lotus XI
3rd	D. Haydon	Triumph Spitfire

RACE 13 - STANDARD PRODUCTION

1st	R. Brocklehurst	Holden Torano
2nd	T. Benson	Ford Capri
3rd	J. Mahon	Fiat 125

RACE 14 - 0 - 1000 C.C.

1st	P. Sharp	Cooper S
2nd	D. Baggarley	M/Cooper S
3rd	R. Hanbury	Morris Cooper

RACE 15 - SALOONS 1001 - 1300 C.C.

1st	P. Hong	Ford Escort
2nd	P. Batten	M/Cooper S
3rd	K. Green	Aust. Cooper

RACE 16 - SALOONS 1301 C.C. & OVER

1st	D. Hamill	Ford Anglia
2nd	A. Boyle	Vauxhall Viva
3rd	A. Lim	Ford Zephyr

RACE 17 - FORMULA VEE HANDICAP

1st	P. Broun	Viken
2nd	E. Engelbertz	Formula Vee
3rd	S. Currie	Formula Vee

RACE 18 - FORMULA C HANDICAP

1st	B. Allen	Begg FM 3
2nd	B. Scobie	Formula C
3rd	P. Mahoney	Brabham

RACE 19 - SPORTS & SINGLE SEATERS

HANDICAP

1st	D. Haydon	Triumph Spitfire
2nd	S. Hooper	MER
3rd	B. Walsh	JAP

RACE 20 - STANDARD PRODUCTION

HANDICAP

1st	R. Brocklehurst	Holden Torano
2nd	J. Mahon	Fiat 125
3rd	T. Benson	Ford Capri

RACE 21 - SALOONS 0 - 1000 HANDICAP

1st	A. Robinson	Aust. Cooper
2nd	N. Pointon	M/Cooper S
3rd	P. Sharp	Cooper S

RACE 22 - 1001 - 1300 C.C. SALOONS

HANDICAP

1st	P. Gordge	Ford Anglia
2nd	K. Green	Aust. Cooper
3rd	C. Cooper	Ford Anglia

RACE 23 - SINGLE SEATERS HANDICAP

1st	D. Burrows	Formula Vee
2nd	G. Perry	MacBailey
3rd	S. Currie	Formula Vee

RACE 24 - SPORTS CARS HANDICAP

1st	B. Scobie	Formula C
2nd	D. Teagle	Merlyn MK XIA
3rd	R. Williams	Lotus XI

RACE 24A - SALOONS 1301 C.C. & OVER

HANDICAP

1st	S. Millen	Hillman Cob
2nd	G. Lancaster	Ford Anglia
3rd	D. Hamill	Ford Anglia

RACE 25 - SPORTS CARS HANDICAP

1st	B. Walsh	JAP
2nd	S. Hooper	MER
3rd	A. Hopkins	Cooper Norton

RACE 26 - STANDARD PRODUCTION

HANDICAP

1st	T. Benson	Ford Capri
2nd	E. Pankhurst	Aust. Cooper
3rd	R. Brocklehurst	Holden Toran

RACE 27 - SALOONS 0 - 1000 C.C.

HANDICAP

1st	A. Robinson	Aust. Cooper
2nd	D. Davie	M/Cooper S
3rd	W. Wymer	Hillman Imp

RACE 28 - SALOONS 1001 & OVER

HANDICAP

1st	K. Green	Aust. Cooper
2nd	P. Hong	Ford Escort
3rd	P. Batten	M/Cooper S

EXTRACT FROM MANZ NEWSLETTER

GOLD STAR RALLIES & TRIALS:

As a result of reference from the 23rd Annual Council Meeting the Executive Committee has now decided that the total number of meetings to be taken for computation of results for the 1971 season shall be a competitor's six best performances.

COMPETITION NUMBERS:

Race drivers' attention is drawn to N.C.R. 137 regarding competition numbers. Many cars do not comply with this regulation and consideration is being taken to enforce the regulation.

REGROOVING OF TYRES:

Club members and scrutineers are reminded that the regrooving of any type of tyre used for racing is not an approved practice, and any cars presented for scrutineering with tyres that have been regrooved should be automatically rejected.

We have the opinion of major tyre companies operating in New Zealand that not only is it an offence to regroove tyres but it is undesirable and possibly dangerous, owing to the twofold danger of damaging the cord body by the grooving tool and the likelihood of tread stripping or separation.

It is permissible, of course, to groove tyres in order to improve the water drainage and wet traction properties provided the grooves are not extended beyond the depth of the cast in pattern. The practice referred to in paragraph 1 of this item is the regrooving of tyres which have worn down beyond the tread pattern.



New Members

Kevin Stone
Storn Petterson
Michael Angland
Lynne Burrows
Kenneth Sample
Dennis Johnston
Bryan Warwick
Robert Kemp
John Edmondson
Carole Parkes
Bruce Martin
Jim Smyth
Kevin Hinds
Neville Pointon
Rodney Downs
David Morris
Russell Speedy
Wayne Galley
Brian Yates
Bryan Scobie

Onewhero
Howick
Mt Albert
New Lynn
Albany
Avondale
Mt Eden
Glen Eden
Blockhouse Bay
Papatoetoe
Grey Lynn
Papatoetoe
Clevedon
Papatoetoe
Avondale
Pukekohe
Mount Roskill
Balmoral
Birkenhead
Hamilton

Cuda F.C.
Morris 1000
Ford Mustang 2+2
Morris 1000
Ford Anglia
Ford Zephyr
Morris Mini
Holden
Hillman Hunter
Vauxhall Viva
Austin Mini
Volkswagen
Triumph TR 2
Morris Cooper S
Ford Anglia
Ford Anglia
Ford Cortina G.T.
Ford Zodiac
Formula Vee
Ford Zephyr

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

Automart contd....

MACLEAY DUFF SCOTCH WHISKY 998 C.C. MINI COOPER - Just been fully reconditioned. Fully race prepared - 648 Cam - Side draught Weber - Straight cut gears - Close ratio - Cooper S wheels widened with C.R. 81 Tyres - Brand new tilt boom trailer - Power assisted brakes with 1100 discs on front - Immaculate condition throughout (will trade) - Price \$2,300

Phone 63-524 Otahuhu or write 14 Wayne Drive Mangere East.
Vern Newlove



**WE DID GIVE IT
A GO!**

In April last year, two of some of the harder-working club supporters, Peter Meggison and Bob Williams, talked the writer and his Group 5 racing cohort into entering a Mercury Trophy event. Now Mercury Trophy events spell inter-club trialling rather than personal rivalry. As two bum novices we were overjoyed to get a third for the Auckland Car Club. And so it went through the season. Other Auckland Car Club competitors stopped and told us the way and we learned so much about trialling that we face this year's Exide Trophy events as semi-experts!

It is hard to convey the feeling of accomplishment, enjoyment and satisfaction we got and shared with others, and others shared with us, by competing as a team, even though we were only novices. You don't need a special car, or computers, or dictionaries, you only need the desire to enjoy your driving and to take up the challenge thrown out by the plotters. Quite simply, all you need is to be able to understand English "as she is spoke"!

This year there is to be a Trialling Trophy, mostly for closed club events BUT if you are the first (or other placed) Auckland Car Club car in a Mercury Trophy event, you will gain double points towards this.

So, come on, give it a go!

- J. CORNWALL-BUNGFORD

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

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

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

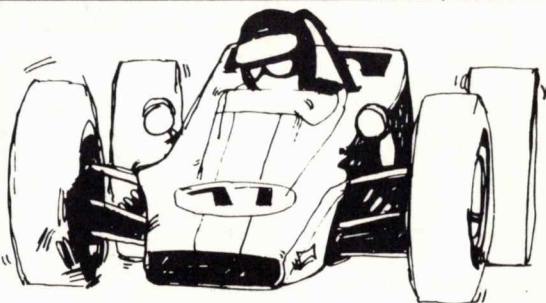
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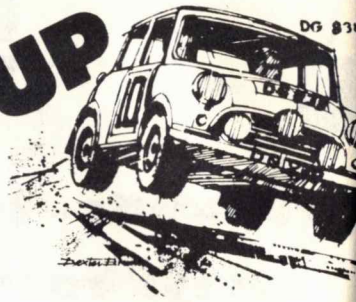
This means the Andrews Superford Racing service offers you the advice of an expert, plus the best range of Ford performance equipment in the country. And these aren't hollow claims either, you should see what's going on at Andrews at the moment; 1600 cc GT engines are going into Escorts, V6's are being dropped into Cortinas, plus a host of other wild ideas that show what happens when a big motor dealer gets serious about the exciting world of 'total performance' motoring.

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RALLY ROUNDUP



Still a bit early in the year for any comment on local events though no doubt by next month's column we will have some comments on Tiny Tim's "February Fry-up" and the Dulux.

A little bit of early news regarding the forthcoming "Heatway International" run from the 5th to 9th of May. The total course is approximately 2,000 miles with 1,200 miles of this under European Rally conditions. Most of the rally stages will be held at night with day breaks on the 6th, and 7th in Rotorua and on the 8th in Napier, the event finishing in Wellington on the 9th. Special stages on all types of road surface, you name it, they've found it, will vary between 10 and 50 miles with an average distance of 20 miles. Rumour has it that several overseas drivers will be entered, among them possibly Andrew Cowan (Triumph 2.5 PI), Ove Anderson (Renault) and a large contingent from Australia led by Barry Ferguson, winner of the last Southern Cross Rally in a Torana XU. Heard a whisper that the famous (infamous?) Galignite Jack Murray of the old time "Redex Round Australia" days is also a possible starter. On the local scene Paul Adams, winner of last year's Silver Fern should be seen in a new BMW with the latest Group 2 mods., Neil Johns is expected to be there in a Triumph, similar to that of Cowan, and our boy, Mike Marshall, has a fully rally prepared Escort Twin Cam on the drawing board and will be doing his utmost to give some of the big boys a run for their money. As this event starts midway through the week following the TISCO it is quite likely that some of the South Island entrants for the "Heatway" will be seen on the TISCO, as a warm up and remaining in Auckland for the couple of days between the two events.

Having mentioned the TISCO I feel this is a good opportunity to pass on a little information I have managed to pick up. The event will start in Auckland at approximately 10.00 a.m. on 1st May and the route will run North through Kaipara, Wellsford, Warkworth, Orewa and surrounding districts, finishing at the Auckland Car Club Clubrooms approximately ten hours later. It is hoped that there will be at least one special forest section. Plotter Alan Wilson, the "Wicked Wanderer", has set up an event which will keep trialists on the ball from start to finish and this event promises to be a good shakedown for cars entered in the "Heatway" the following week. The event has been generously sponsored by our good friends, TISCO N.Z. LIMITED and good prizemoney will be paid. A.S.R.'s should be available shortly.

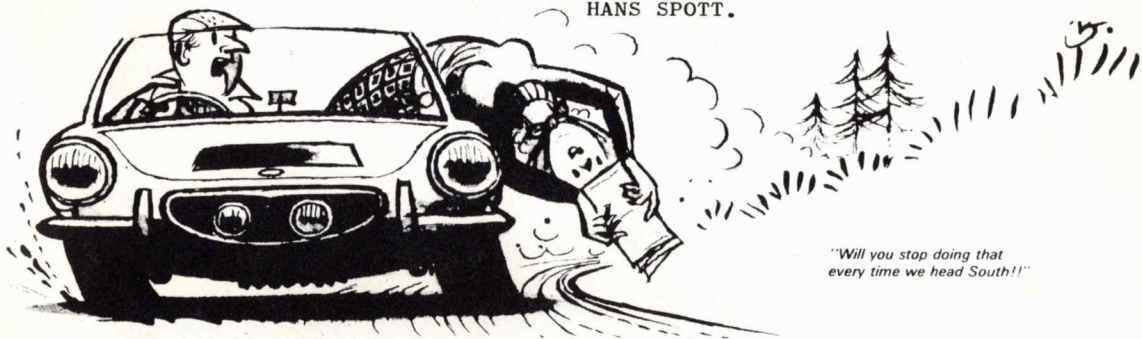
This will be the first Gold Star Trial of the season so now is the time to start preparing cars and crew by competing in all Club and local inter-club (Mercury Trophy) trials.

The new Trials Trophy, run in conjunction with Exide Trophy in relation to closed club trials and with double points for Mercury Trophy Trials will be scored over a Club membership year, i.e. 1st April to 31st March (1971-72). \$50 has been generously allocated by the Club Executive for this trophy and points are awarded to the driver, 10, 9, 8, etc. down to 1 in club trials and 20, 18, 16, etc. down to 2 for relative placings of Auckland Car Club members in Mercury trophy events.

Not altogether a Trialling topic but relative to the trials of day to day motoring in our evergrowing Metropolis, I recently saw a practically brand new Valiant Utility with a much modified tailgate. Couldn't help but smile at the owner's cynical sense of humour, pending repairs he had taped on the remains of the tailgate a neatly printed sign - "Are you too close also?"

Until next month, Sayonara

HANS SPOTT.



"Will you stop doing that every time we head South!"

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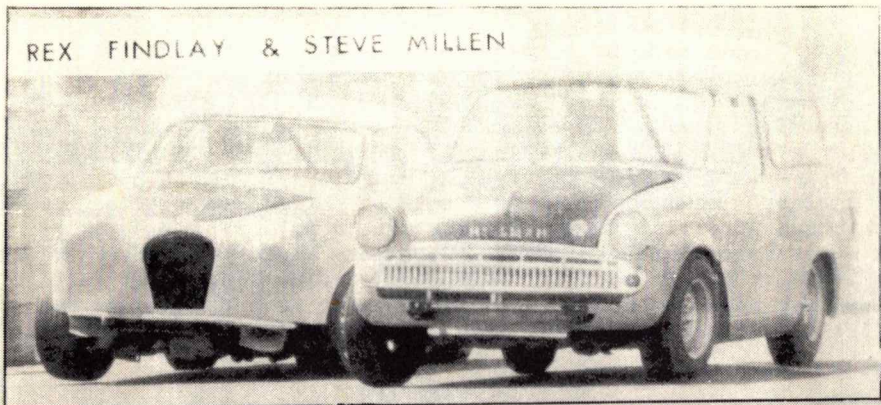
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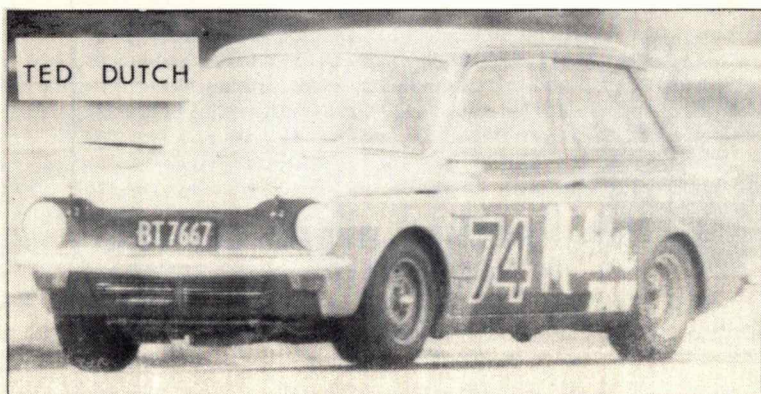
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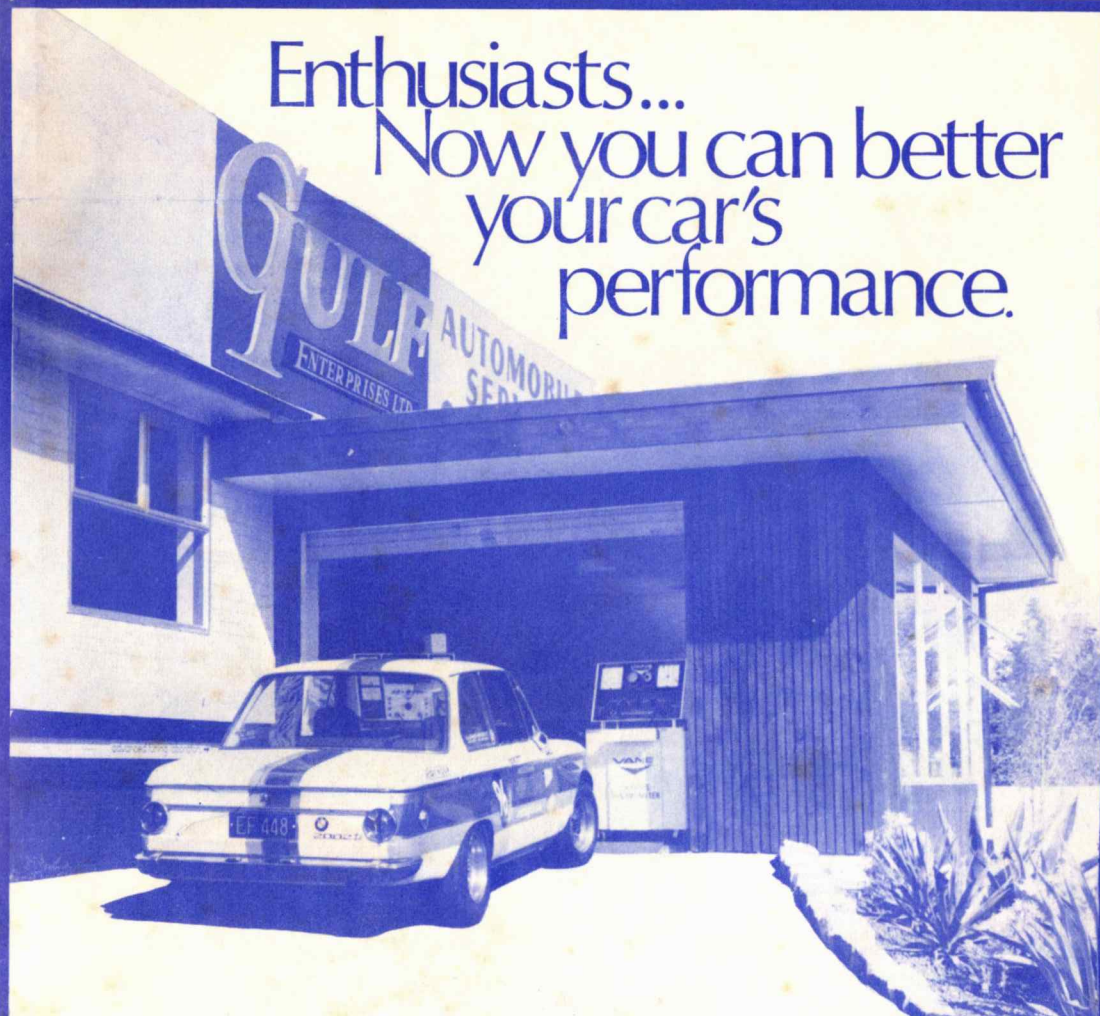
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