

BULLETIN



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— BULLETIN —

AUCKLAND CAR CLUB (Inc.)

44 Stoddard Road Mt. Roskill Phone 699-797

P.O. Box 2591, Auckland

APRIL 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.



COMING EVENTS



CLOSED CLUB

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.

APRIL 4TH - SUNDAY - CLUB CHAMPIONSHIP HILLCLIMB:

Chamberlain Road, Bombay. Trophies and Club Miniatures for overall F.T.D., F.T.D. Saloons and Class Winners. Certificates for 2nd and 3rd class placings. Saloon classes are as usual, i.e. 0 - 1000 c.c., 1001 - 1300 c.c., 1301 - 1600 c.c., 1601 - 2500 c.c. and 2501 c.c. and over. Sports and Racing Cars are combined, classes being 0 - 1100 c.c. 1101 - 2000 c.c., 2001 c.c. and over. Entries on the day (Fee \$1.00) and scrutineering till 10.00 a.m. Practice commences at 10.15 a.m. Competitors requirements include current A.C.C. Membership Card, Competition Licence, Approved Crash Helmet, Fire Extinguisher and Overalls. NOTE : Membership Subscriptions are due for renewal on 1ST APRIL. Under 21 year olds to have entry forms (available from the Clubrooms) countersigned by a parent or guardian. Final event for EXIDE TROPHY 1970-71 Season.

IMPORTANT : No practising on the venue at any time before or after this date.

APRIL 15TH - THURSDAY - CLUB NIGHT AND FILM EVENING:

Held at the Clubrooms, 44 Stoddard Road, Mt. Roskill, at 8.p.m. Films, Discussions, Supper. New car on display.

APRIL 18TH - SUNDAY - DUNLOP NATIONAL RACE MEETING:

Auckland Car Club Promotion. Pukekohe Circuit. North Island Finals of the Bank of New South Wales and National Touring Car Championships. Full programme of supporting events. Entries close 1st April.

APRIL 25TH - SUNDAY - AUCKLAND CAR CLUB v. HAMILTON CAR CLUB ANNUAL TROPHY GYMKHANA - This year the event will be held on the Hamilton Car Club's ground in Vaile Rd, Newstead. From Hamilton follow SH 26 towards Morrinsville and about 2 miles on from Hillcrest traffic islands turn left into Ruakura Rd (easily overshoot), then right into Vaile Rd. H.C.C. property on right about $\frac{3}{4}$ mile on. Non-trialling types may join the convoy which will leave from outside Reidrubber's factory (near Penrose Motorway junction) at 9.30 a.m. Competitors as well as supporters are invited to pack family and lunch into their cars and roll up for what promises to be an enjoyable day's outing.

MAY 1ST - SATURDAY - TISCO 1971 GOLD STAR TRIAL:

Auckland Car Club Promotion. Starts at the Civic Car Park adjacent to the Town Hall, Auckland. First car leaves 10.00 a.m. and finishes at the Auckland Car Club Clubrooms ten hours later. Distance approximately 240 miles. Maps Required are N33 Kaipara 2nd Edition 1st August 1955 and N28 Maungaturoto 2nd Edition, 1st August 1955. Entry fee is \$10.00 per car. Late Entry Fee \$12.00 per car. Entry Forms and Supplementary Regulations now available from The Trial Secretary, Mrs Val Martin, 53 Carruth Road, Papatoetoe, Phone 83-554 (Papatoetoe).

MAY 9TH - SUNDAY - CLUB CIRCUIT CHAMPIONSHIP RACE MEETING:

Pukekohe Club Circuit. Entries close Friday, April 30th, with Miss C.E. Dewar, C/- Alans Office Service, Shortland Street, Auckland, or by phone 588-274 (evenings). Entry Fee is by donation per person at the gate and late entries (additional \$1.00) will only be accepted to fill races. Events will be held for Saloons, Standard Production Saloons, Sports Cars, Formula C, Formula Vee and Noddy Cars. Trophies will be presented to the winners of the first round of ("A GRADE" where necessary) Scratch Races. Scrutineering from 10.00 a.m. to 11.00 a.m. only. Practice commences 12 noon. Competitors require current Auckland Car Club Membership Card, MANZ Competition Licence and Medical Certificate, overalls and approved crash helmet. Marshals required for various duties. Refreshments will be available including soft drinks, coffee, tea, toasted sandwiches, potato chips, etc.



OPEN & INVITATION

APRIL 3RD - SATURDAY - NORTHERN SPORTS CAR CLUB "RADIO I RALLY":

Duration approximately 6 hours. Round 2 Mercury Trophy Series. (Remember bonus points for A.C.C. entrants towards 1971 A.C.C. Trials Trophy).

APRIL 3RD - SATURDAY - WHAKATANE CAR CLUB - A.N.Z. BANK GOLD STAR HILLCLIMB:
Mokorua Gorge Road (Sealed)

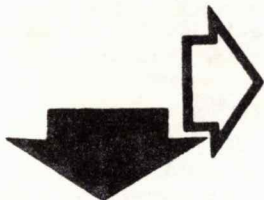
APRIL 3RD - SATURDAY - LEVIN MOTOR RACING CIRCUIT LTD - ROTHMANS NATIONAL
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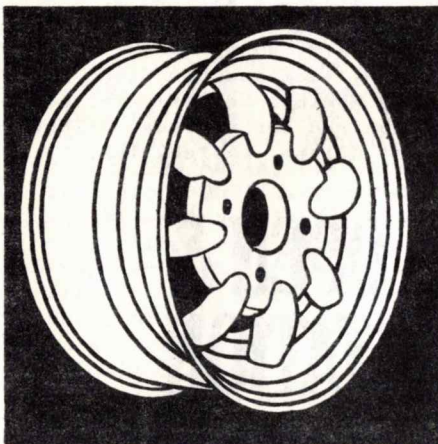
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APRIL 11TH - SUNDAY - BAY OF PLENTY MOTOR RACING ASSN (INC) - ROTHMANS INTERNATIONAL RACE MEETING : Bay Park Raceways

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 of New South Wales and National Finals Touring Car Championships. Supporting races for Formula C, Formula Vee and Standard Production Saloons. (Separate races for 0 - 1600 c.c. and 1601 c.c. and over). Eleven races with the first event commencing at 12.30 p.m. Entries close April 1st with Miss C.E. Dewar, C/- Alans Office Service, 23 Shortland Street, Auckland. Phone 588-274 (Evenings).

MAY 1ST - SATURDAY - AUCKLAND CAR CLUB - TISCO 1971 TRIAL:

Supplementary Regulations now available from the Trial Secretary, Mrs Val Martin, 53 Carruth Road, Papatoetoe. Phone 83-554 Papatoetoe. Entries close April 16th. Entry Fee \$10.00 per car. Late Entry Fee \$12.00 per car. First car leaves 10.00 a.m. and finishes at the Auckland Car Club Clubrooms ten hours later. Approximately 240 miles. Maps required are N33 Kaipara 2nd Edition 1st August 1955 and N28 Maungaturoto 2nd Edition 1st August 1955. The trial starts from the Civic Centre Car Park adjacent to the Auckland Town Hall with the first car leaving at 10.00 a.m. Cash and trade prizes in excess of \$1,000.

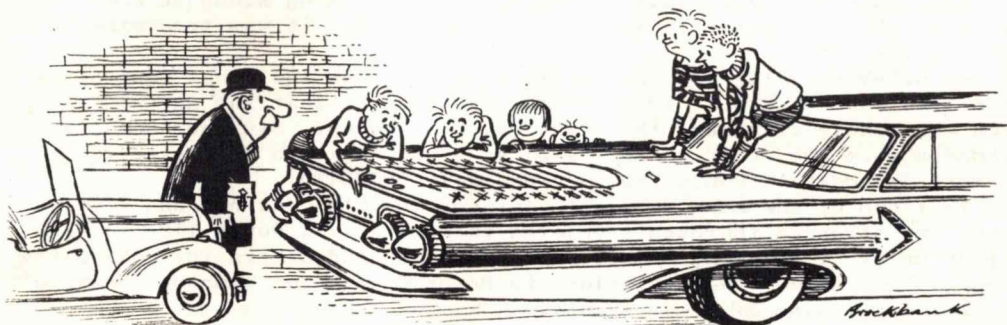
MAY 5TH - MAY 9TH - WELLINGTON CAR CLUB "HEATWAY INTERNATIONAL RALLY"

Event starts in Queen Street, Auckland at 10.00 a.m. on the 5th May with the first car due in Wellington some 2,000 miles (including 1200 miles of special stages - not including circuits) later, on Sunday, 9th May. Entries close 14th April.

MAY 16TH - SUNDAY - SOUTH CANTERBURY CAR CLUB - NATIONAL RACE MEETING - TIMARU
Including Bank of New South Wales Saloon Championship Race.

MAY 22ND - SATURDAY - UNIVERSITY CAR CLUB "DAYLIGHT RALLY"
Round 4 Mercury Trophy Series.

MAY 23RD - SUNDAY - CANTERBURY CAR CLUB - NATIONAL RACE MEETING - RUAPUNA:
Including Bank of New South Wales Saloon Championship Race.





FEBRUARY FRY-UP

The date, 20th February, the time, 2.00 p.m., the venue, "The February Fry-up". Documentation took place at South Street Motors. After reading your C.R.I.'s you were assured to finish the trial if you read your instructions right, according to the plotter anyway. If by some means you strayed away from the course there were sealed "panic" envelopes that you could open at the risk of losing 50 points. (How's it feel to lose 50 points Mr Mallard?)

From the start we did a loop and proceeded on to the motorway. We then followed Walters Rd signs to follow a straight ahead into No Mans lands where we located a check. Turning right at Tee we came across a set of crossroads with checks on all corners. After sorting this mess out we proceeded along the main road to go straight ahead into a mixture of blackberry bushes, overgrown weeds and tee-tree. In there we found a well named check "Sex is Good" but for an innocent chap like me, the next check was more appropriate "Booze is Better". See what you chaps that didn't go are missing out on. From there we proceeded onto some well known trialling ground picking up a few more checks before finally reaching the control.

After leaving the control we pressed on. It was in this section we found some new roads that had never been used before. It was in this section, too, that the bomb dropped. After carrying a faultless card, a hole suddenly appeared at the next check. Pressing on regardless, and after a few lefts and rights, we found a well hidden check behind a school, and after going around another loop we proceeded into the next control.

At this point I was beginning to wonder if the plotter was highly intoxicated because the instructions were to drive carefully and to enjoy the scenery which is about the wildest and loveliest that we have seen for some time. Talk about wild, yeh, sure, but loveliest, I don't know so much about that. Clay roads ascending and descending, with cliffs dropping on both sides. Thank God for seat belts! Anyhow, after plodding along we came across seven checks together. We were told later that it was to admire the beautiful scenery.

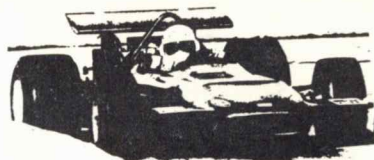
On we went again, and managed to at last reach the Final Control at Sunset Beach, Port Waikato. Well, anyone who thought that the day had finished were sadly mistaken, the night was only young. Sausages and liquid refreshments were the order of the day. As night began to fall everybody became more friendly (I wonder why - especially "WOMBAT").

This one of the most enjoyable outings the Club has had and I am sure everybody who attended thoroughly enjoyed themselves. I would like to take this opportunity of thanking Messrs Holt, Meggison and others for making the event possible. Also, congratulations to Peter Chapman on winning the trial.

Let's see more of these events.

ANIMAL LOVER

Trackside



. . . As well as announcing their continued involvement with March the STP Corporation has also confirmed that they will be continuing to run bonus schemes for various classes of European racing in 1971. In fact this year the scheme will cover more categories of racing than ever before. Bonuses can be won in Formula 5000, Formula Atlantic, Formula Ford, 2-litre Sports-cars, InterSerie Stock Cars, Midgets and Stadium Saloons.

. . . Jean-Pierre Beltoise's position at Matra appears to be in jeopardy at present and if he does lose his racing licence there will obviously be a great rush by drivers hoping to fill his seat. The other capable Frenchmen, Henri Pescarolo and Francois Cevert, are both now tied up with British independents and it could be that Johnny Servoz-Gavin may make a comeback. This, however, seems unlikely and the names which must be near the top of the list are Tim Schenken and Jack Oliver. Oliver almost drove a Matra sports car last season but in the end Brabham was asked instead. Meanwhile Oliver was heard to say at the Show that he very nearly had his plans tied up and they included a Formula 1 and Can-Am drive for the same team. Could it be March?

. . . After a brief sortie into European F2 racing at the end of last season Californian Mike Goth has decided not to return for more in 1971. Goth, who made a name for himself during the 1970 Tasman series where he had a special "Stars and Stripes" helmet worn only for races in which he started from the front row of the grid, purchased from ex-John Coombs Brabham BT30 last September. He raced at Imola, where he scored two championship points, and at the last Hockenheim before returning to the States and had planned another season in F2 this coming year.

. . . Will there be a Brabham Can-Am car this year? Tauranac has been interested in building a Group 7 car for a long time. The project is now going ahead with the design well under way and the car will be ready in time for the season which begins in June.

. . . Joining the impressive Continental line-up who will be handling the quasi-works Steimetz Opels in Europe this year is former Mini racer John Rhodes. He will drive a 2.6 Commodore GS in the long distance rounds of the European Touring Car Challenge.

. . . Latest effort to bring moderately-priced GP 1 racing to British circuits is the Castrol-backed Mexico Challenge series for the latest Ford saloon. The 12 race series for intrepid Escort Mexico drivers will be run with a world championship (9-6-4-3-2-1) points scoring system with a prize fund of £100 per race, the winner receiving £36 second man £24, third man £16 and the remaining three places attracting £12, £8, and £4 respectively. The prize to the overall winner of the series will be one of the potent Escort RS 1600s.

. . . Works drivers taking part in the World Championship for Manufacturers' events should not be troubled so much by slower competitors getting in their way. One of the CSI's recent decisions in Paris was to bar cars which couldn't achieve 130 per cent of the average of the best three practice times.



SHOUTS & *murmurs* ~

. . . Ivy Stephenson was the only woman competitor at the latest race meeting at Pukekohe, but she kept the feminine flag flying in no uncertain terms. Heat 1 : 6th overall, and 3rd in class. Heat 2 : 4th overall, and 2nd in class. So in the final results Ivy was an excellent 2nd in the 0 - 3000 cc class driving her 1498 cc Lotus. Now she has 17 points towards the N.Z.R.D.C. Sports Car Championship. Good luck for the rest of the series, Ivy!

. . . Jim Boyd has finally parted with the Lola T70, which is now owned by Grant Bloore.

. . . Speaking of sports cars, Jamie Aislabie's new one looks like something out of "Easy Rider"!

. . . We hope to see as many members as possible at the annual Auckland v. Hamilton Car Club Gymkhana on the 25th April at Hamilton. See Coming Events for further details. Remember we not only need competitors, but also plenty of spectators to give moral support.

. . . Yet another film star in the Club! Jim Boyd has been making a road safety film for the N.Z.B.C. which should be shown on "On Camera" fairly soon.

. . . Ex-Club Captain, Ken Galbraith, has now opened a service station at Glenfield.

. . . Congratulations go to Ron Frost, President of MANZ and Manager of the N.Z.I.G.P. on his recent marriage to Susanne Ward.

. . . Congratulations and best wishes go to Social Committee member, Murray McKinnon and Marama who were married on the 13th March.

. . . Wedding congratulations also go to club member, Bryan Marshall and Nora Dunn on their recent marriage.

. . . Congratulations go to Warwick Offen, Social Committee member, and Marie Stenhouse on their recent engagement.

. . . The TISCO Prizegiving Ball will be held at the Peter Pan this year on Saturday, 19th June. Watch your next month's Bulletin for further details of this popular event.

. . . The Annual General Meeting this year will be held at the Clubrooms on Tuesday, 20th April. All members welcome.

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.



C'mon then — it's Rally Fun



It was very encouraging to see such a good turn out of Club members at the Dulux Rally, even El Presidente was there to cheer our "good guys" off, for what turned out to be a very interesting trial. Tim Holt pulled off a good 11th place and our crew managed to scrape in at 15th to be the first two cars home from this Club. We are all going to have to try much harder to improve our placings.

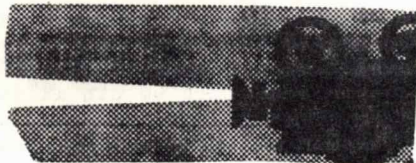
We hope you learnt something from the "Learners' Trial" and if you are still unsure about anything in that event do not hesitate to contact any of the officials for an explanation. If you had time to look at the scenery you would have noticed one of Auckland's best views - try it at night some time - it's much better.

The next Mercury Trophy event will be the "Radio I Rally" run by the Northern Sports Car Club on 3rd April so better get your entry in now. Our participation in this series is really increasing and all crews are finding events very enjoyable.

WOMBAT

Film Evening

18th March



Two attractive colourful films were provided by Duckhams Oils for the March film evening. The topic was Rallies and with the Heatway International Rally rapidly approaching our prospective entrants were all eyes and ears, as they watched the progress of the teams towards Mexico and Sydney respectively. The rapidly dwindling fields must have made them think seriously, though.

The main disappointment was that we didn't see enough of the "real action". Plenty of bustling in and around the check-points and plenty of attractive scenery, with music to match. However, to a car club member the only real music is that of the car, which we would have liked to hear more of - the scream of high revs and the squealing of tyres - though we did have one very badly missed gear change for amusement! All in all, a colourful panorama of each event and thus good "light entertainment".

Our thanks to Mike Stewart, Ray King and Graham Virtie of Duckhams and the best of luck to them in their New Zealand enterprise. It is great to see the interest that they are already taking in motorsport. We hope club members will give them every support.





Dulux Rally

6th March

Over sixty cars started in this event, the first major trial of the season, and I was pleased to see that ten of them were from the Auckland Car Club - a very pleasing turnout.

Right from the start the trial kept all members of the crew thinking as the plotters had some tricky A.S.R.'s to remember. The route led us out through Howick to Whitford and then to Ardmore with plenty of checks and plenty of "traps". We soon found out how important the A.S.R.'s were but luckily we didn't miss any checks. From Ardmore the route went down through Papakura to Drury and to the Control on Highway 32. While negotiating this portion of the trial we came across a most cunning trap that caught many cars. The instruction said "Go Right at T" and sure enough we came to a Tee? This intersection had big traffic islands in the middle and trees as well which made it awkward to see the road opposite which was straight ahead but as this is not a Tee you go straight ahead and get the check that must be around the next corner. It was, so for us, so far, no missed checks.

Then came the map reading section. No worries, off we go and get to the first manned check and he goes and signs in the wrong line. What, they must have made a mistake, but no, we were wrong. They said don't use School Rd so we didn't but the road we thought was School Rd was actually Karaka Hall to School Rd so we could have used it. Never mind, carry on and so we did, through the map reading that took us down past the steel mill at Glenbrook to just out of Pukekohe. A simple section for some took us into Pukekohe for lunch and after having missed only one check we thought we were doing pretty well.

But after lunch we did it in a big way. Four missed checks is just too many. The first one, however, was never really there so that made only three, a little better, but still enough to drop us about ten to fifteen places. First section after lunch was turns according to a clock face, not too bad for us but bad for some as there was some controversy as to what was meant by split entries. A cunning instruction said proceed to end of sub-section check which meant the sign, but we came to a check that gave us our next set of instructions and so we carried on with the next section and dropped a check. This section took us to Pokeno and then on to Bombay where we found a check that was in the wrong place causing us to lose time unnecessarily. Next section was one that combined map reading with ordinary instructions. A very good test for any navigator. A slight error here caused us to miss a check without even knowing why. The end of this section at Drury caused many problems as a grid reference was wrong on the instructions. Two checks on the same road has most cars fooled (including us) until we realised that to finish the section we had to go to the second check instead of doing a U turn at the first check as the new instructions told us to do.

From here we joined the motorway and returned to the Champion Spark Plug factory for a chat and a few beers. One directional check in this last section was missed by half the field.

A most enjoyable trial even if we did mess it up a little. Looking forward to the Radio I trial run by N.S.C.C. on the 3rd April.

HAPPY HARRY

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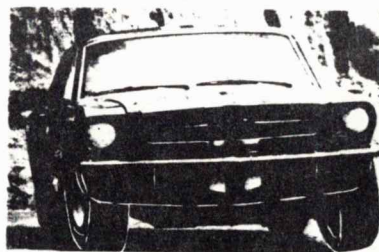
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TISCO TRIAL

1st MAY

Entry forms and supplementary regulations are now available for this 10 hour Gold Star Trial promoted by the Auckland Car Club.

Cash and trade prizes exceed \$1,000 -

1st Place	-	\$150	-	Donated by TISCO N.Z. LIMITED
2nd Place	-	\$100	-	Donated by TISCO N.Z. LIMITED
3rd Place	-	\$75	-	Donated by TISCO N.Z. LIMITED

There will be awards made down to 35th place plus many other special awards.

As an added incentive to Auckland Car Club members the highest placed crew from this Club will receive \$50.00.

Our plotter, Alan Wilson, has spent many hours and covered hundreds of miles of roads between Auckland and Wellsford surveying the route. The result is a well plotted, interesting event, with plenty of variety of instructions and types of roads to be used.

The Mayor of Auckland will be on hand to start the event and will use a beach buggy to set the pace for our Braking and Acceleration Test.

Car No. 1 will leave from the Civic Car Park, adjacent to the Town Hall, Auckland, on Saturday, May 1st at 10.00 a.m. and by the time they return to the Clubrooms they will know that they have competed in one of the best trials ever.

This is an event not to be missed.

Entries at \$10.00 per car close with -

THE TRIAL SECRETARY,
MRS VAL MARTIN,
53 CARRUTH ROAD,
PAPATOETOE.

on Friday, 16th April.

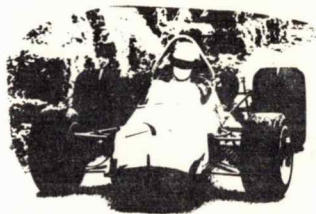
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RESULTS ---

GOODWOOD

PUKEKOHE	LEVIN	TERETONGA	BRANDS H.	TERETONGA	CONTROL P. BLACKMAN	WIGRAM	J. CLARK	VOLKSWAGEN	J. RINDT	P. COURAGE	INDIANAPOLIS	SILVERSTONE	WAIKATO HEADS CONTROL	PANIC 1	PANIC 2	TOTAL POINTS LOST	PLACING
-	-	-	-	-	45.2+	-	-	-	-	-	-	-	-	-	-	76.4	2
-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	720	10
180	-	180	-	-	180*	-	-	-	-	-	-	-	-	50	-	2042	
180	180	180	-	-	180*	-	-	-	-	-	-	-	-	50	-	2930	
-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	43.2	1
180	180	180	180	180	180	180	180	180	180	180	180	180	180	-	-	3420	
168	-	-	-	-	96+	-	-	-	-	-	-	-	-	-	-	444	8
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180	-	-	-	-	42+	-	-	-	-	-	-	-	-	-	-	384	6
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180	-	-	-	-	54+	-	-	-	-	-	-	-	-	-	-	390	7
180	-	-	-	-	170+	-	-	-	-	-	-	-	-	-	-	2160	
180	-	-	-	-	81+	-	-	-	-	-	-	-	-	-	-	342	5
180	-	-	-	-	32.4	-	-	-	-	-	-	-	-	-	-	257.4	4
180	180	180	180	180	180	180	180	180	180	180	180	180	-	-	-	3780	
180	-	-	-	-	51+	-	-	-	-	-	-	-	-	-	-	252	3
180	180	180	-	-	180	180	180	180	180	180	180	180	-	-	-	3074	
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Rothmans Meeting



Northern Sports Car Club ran their second national meeting of the season at Pukekohe on Sunday, March 14th. It was a day of mixed fortunes for many competitors. Jim Palmer blew the clutch in his Porsche 911S and Paul Fahey's Escort suffered a broken gearbox.

The Auckland Car Club was well represented by fifty-eight members and they put on a good show. The second 0 - 1000 Race was fantastic with Rod Collingwood in his Dulux Mini and Jimmy Richards in the Brimar Imp putting up a fight. Richards lead over Rothmans as they headed for the flag but Collingwood pulled alongside and was about a foot in front as they crossed the line but the judge surprisingly gave Richards first place.

During the first heat of the sports car race the Fire Boss was called to Tappenden Hairpin where a competing car was smouldering away. The length of time for this excellent piece of equipment to get there showed that, undoubtedly, we need it to be more speedily moved. The other point was that competitors didn't know the rules of the white flag and were not sure if they could overtake it.

Dennis Marwood showed his skill in the ex Joe Chamberlain Camaro to head off a very determined challenge by Red Dawson in his immaculate Mustang. Rumours are circulating that Red will be replacing the car next season, so we will wait and see.

The next national meeting at Pukekohe is our Dunlop meeting on the 18th April. (See Coming Events)



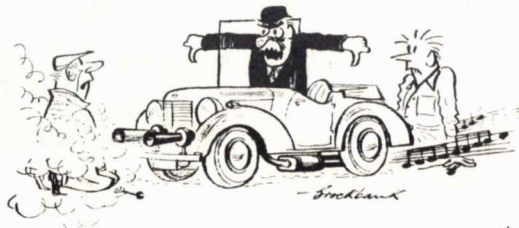
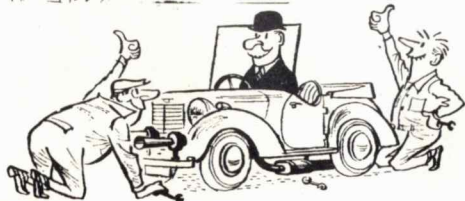


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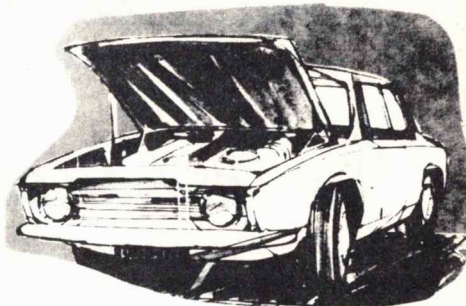
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* * * * *

Feminine Viewpoint



DECEMBER'S DASHING DARLING !

When I announced that I intended racing my car at a Club Meeting, inevitably I was greeted with such encouragements as "You know you're not insured" and "S'pose you'll want a ride to work with me if you write your car off". And the fact that my Will was to be ready for signature two days prior to race day and that my affairs would "be in order" didn't cheer them up very much at all.

Race day arrived and I finally made it through scrutineering and documentation - having been rejected once at scrutineering as my fire extinguisher was too loose - and then underwent a thorough "3rd Degree" from Laurie Powell - quite sure male drivers aren't asked THAT many questions! Lined up on the dummy grid, was quite sure I had either Parkinson's Disease or the DT's - never trembled so much in all my days. However, found once I got going that I was quite enjoying myself - but ooh, that specially-borrowed polka-dotted helmet was hot and heavy.

Eventually call came for first race and back came Parkinson's Disease. How on earth am I supposed to remember all those last minute words of advice - "When you see the Starter mount his rostrum, take your revs up to 5500 and keep 'em there" and "Don't let those Escorts push you around". They say in times of stress, it helps to have something to take your mind off the task in hand, but when the Starter asks you for a date 25 seconds before flag fall, it can be very disconcerting! (That's one thing male drivers don't have to contend with).

My first two races came and went with yours truly coming home about 4th or 5th - I mean to say, how can you do any better when you are in a standard 998c.c. Mini Cooper with the likes of J. Nazer Esquire in a 1300 c.c. Escort to compete with. At last, the handicap races arrived giving me a little more chance of coming home nearer the front - but with a 25 second handicap it would appear that I wasn't wanted nearer the front of the field. However, by some strange twist of fate, this humble person managed to cross the finish line ahead of the others - to this day, I don't know how!

However, there was to be a sequel to this - apparently, when I got the chequered flag, I waved out the window of the car in excitement - Club Officials did not approve and told me so in no uncertain terms. Don't worry gentlemen - it won't happen again - probably the occasion will never arise again.

Well, so much for my first effort on a race track - it was fun, I enjoyed it. Now it's back to my stopwatch and the ranks of interested spectators - for the time being, at least.

"COOKIE'S CRUMPET"

Fashion Fran Reports ---

the Dog Box Club Fashion Parade



Saturday afternoon, 27th February, the Dog Box Club staged a fashion parade to raise funds for safety equipment for the New Zealand Racing Drivers' Club. The Auckland Car Club made available the Members' Lounge which proved an ideal setting.

The parade opened with a range of nightwear followed by day-wear. The midi was very much in evidence and to be fashionable this season one must have a midi!! This to me is disastrous as being rather short it poses many problems. The only consolation is that I could hear disapproving mutters from the men-folk (of which there was a very good representation present although I think many of them later on were sorry that they did attend, especially those who forgot to leave their cheque books at home). I must admit, however, that the models certainly proved that the midi can look elegant and there were many attractive ensembles to be seen. The parade contained a very extensive range of clothes but to me the Slack Suit Section proved the most appealing of the day-wear section. All accessories were chosen with extreme care to complement the accompanying outfits and were most attractive, especially the vast range of boots and bags. Amongst the

day-wear section there was a smattering of gimmicky clothes featured, including the "Hot Pants" which are supposed to be the substitute for the mini and which are the rage in the U.S.A. at the moment. Also in the gimmick pants line were a few breeches outfits (similar to the golfers' plus fours) worn with a jaunty jockey cap. I have the feeling that a few of these daring outfits could be seen in the Pits this coming race season?! Also, for the younger set, there were slacks with bib fronts on which were featured Mickey Mouse emblems. Evidently Mickey Mouse is to decorate many a garment in future. However, if your boyfriend, husband, etc. objects to Mickey Mouse and the attention he attracts, he can be detached and discarded(?).

A lively interlude was provided by the "Borovansky Ballet" (consisting of about ten courageous well known racing drivers) who danced (?) the Dance of the Little Swans from Swan Lake. Each ballerina was clad in a white tutu but as some were unable to obtain ballet slippers due to the unusual size they took, a compromise was made of cut out (holey) football socks. Barry Phillips certainly is a man of many talents and made a beautiful prima ballerina. The others were very hard to recognise beneath their beautiful flowing tresses and were not quite as proficient as Barry. The artistry of this small ballet company was so breath taking that an encore was demanded.

The grand finale of the parade consisted of evening wear featuring patio dresses and ball dresses. These had to be seen to be believed and each one I would have liked in my wardrobe. An unusual feature of the parade was at the end one could view the dresses which had been shown and purchase them if one so desired. This proved to be disastrous for many husbands and I personally came away with a lovely ball dress. This was one of the most enjoyable and entertaining parades I have ever attended - not because of the personal gain of a ball dress - but the friendly informal atmosphere which prevailed. Congratulations go to the Dog Box Club who worked so hard to promote this most successful event.

South Island Circuit



We arrived at Wigram and spent practice day clocking cars and race day doing the same thing and cheering on our favourites - as usual the break-downs - more of a picnic meeting than the well run G.P. at Pukekohe but one must mention the fact of the really civilized 'do' after Wigram which contrasted with Pukekohe.

We left Christchurch and started off towards Arthur's Pass and gradually the hills became steeper and we passed through mountains and rivers. We soon hit the metal roads and the curves, but my driver likes these so it was no trouble to him and our pace didn't slacken. But we enjoyed the road and I would imagine in winter the zig-zags would be exciting, both going up and coming down.

Then Greymouth, where we found the beach hot and beautiful and the beer cold and refreshing. Next day we drove on down the West Coast road through Hokitika which was larger than I had imagined and the mountains loomed closer and closer to the road. The weather, true to form, became damp but not cold and every glade echoed with the lovely summer sound of cicadas. We stopped at many lovely lakes which reflected the trees at their edges and the white clouds.



We arrived at Franz Josef Hotel, not, as I thought it would be, perched on the side of a mountain, but snug in a nest of native trees and creepers and surrounded by trim golf links and pleasant bush walks.

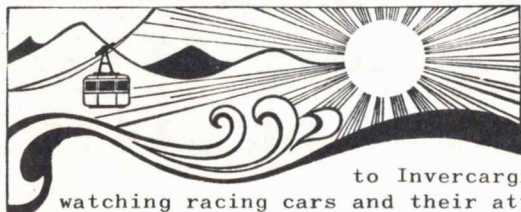
We could see some mountains in the distance, up a valley, and we were soon driving towards the face of the glacier. Here the terrain began to look as if it meant business and the milky water from the rocky base of the glacier rushed out and filled the air with a rushing roar.

We started to climb first of all over shale and schist and then up boulders, getting bigger and bigger, and there in the distance was the glacier snaking down the valley, a blue-white mass of ice but with a lot of black rocks interspersed. We were soon climbing up the ice and it was getting colder and colder. We peered down crevices to nowhere and followed each other like sheep up the corrugated slopes of the ice. The guide was busy cutting steps for us and so he wasn't cold. Eventually, feeling like Scott, we got up to where the first of the really clean blue-green ice was and while we paused to regain our breath, cameras clicked and recorded our achievement. It is impossible to imagine how gigantic the scale of the scenery is - the mountains around are traced with small and large waterfalls and a tree of rata attached to the barren side of the cliff looks like a Japanese Ming tree. A bruised elbow and knee and an hour or so later we were back at the hotel warming up.

Next day we went off into the unknown, following the beautiful road towards Haast. We glimpsed another river of ice, the Fox, framed by the green bush. Then for hundreds of miles we wound along the coast, the mountains to one side veiled in clouds, with forests at their feet and on the other side the vast expanse of ocean changing colour in the different lights. The forests go on and on with Rimu, Kahikatea, and Matai and climbing and dangling vines

and mosses of all descriptions. No need to wonder why the fern is New Zealand's emblem when you travel on this road - they clothe the sides of the road right to the edge for miles. People are few and far between and it is only now and then that a sign of habitation shows itself.

After crossing the new, very long, Haast river bridge we wound up the Haast Valley with the riverbed on one side and surrounded by high peaks - every now and then a rushing waterfall came into sight and the river became narrower and more turbulent as we climbed up into the mountains. We got over the mountains and started the long drive down the other side, winding down to the beautiful lakes of Wanaka and Hawea to Wanaka itself, once an outpost with one hotel and little else, but now a thriving tourist resort. Next day we set out over the Crown Range (more lovely metal roads and fabulous bends!) to Queenstown and Lake Whakatipu a sight which no one should miss and one which we hope to see one day in its winter guise. The ride on the gondolas to a look-out point would thrill even the most hardened racing driver!



to Invercargill over fabulous roads, to three days of watching racing cars and their attendant troubles! Practice day was freezing but the next day - race day - was hot and the racing was very enjoyable, for us anyway, if not for some of the drivers!

We left Invercargill and drove through Gore to Roxburgh. Here we tried our hand at panning for gold and met with minor success. Anyway there was gold fever in my partner's eyes so I thought we had better move on before he got more successful. On to Alexandra and a peaceful countryside in all shades of brown interspersed with groves of fruit trees in full leaf. Then over the barren Lindis Pass (more metal and curves) to Omarama with a glimpse of Benmore and the new projects in the Upper Waitaki Basin, which include an overland canal to carry water from one lake to another.

Then on the rugged road to Mt Cook to view the most magnificent sight in New Zealand of Cook, La Perouse, Tasman and Elie de Beaumont en masse. The ice glittered in the sun and it was a breathtaking sight that one could gaze at for ages and never tire of.

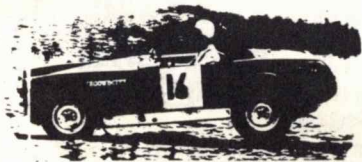
Through to Tekapo and Pukaki and a swim in a mountain lake surrounded by ice-covered peaks - then a short drive in to the coast to Timaru.

In contrast to Invercargill, it was hot on practice day here and cold and raining on race day. However, all the hardy types were out to watch the racing and it was someone else's turn to win and have a moment of glory. Then back to Christchurch and the Boeing and home in an hour.

(This is one "Feminine Viewpoint" of the South Island section of the Tasman Series, from some-one for whom the motor racing was obviously far from being the main attraction! We wonder how others saw the events?

- Ed. Feminine Viewpoint)





INTER-CLUB GYMKHANA

7th March

Well, it was a very good day on the 7th March, except for one thing, we lost again, but it would not be for the want of trying by the Auckland Car Club contingent. About the event, there is little to say. It was well run and the organisation was first class. My congratulations go to the M.G. Car Club on their win.

I hope they can stand one and only one criticism and that is, it was a pity that only the outright fastest on each test counted towards the trophy, and not the fastest in each class as it made the guys with the big machines disheartened because they were achieving nothing. How about a change for next year? It seems obvious that to win this trophy and take it away from the M.G. Car Club who have defended it vigorously for several years, we will have to over-run them by share weight of numbers so we hope to see YOU there next year.

The guys who turned up really tried to do something for their club but where were the rest of you? The only guys who could have turned the tables by weight of numbers did not show up. I can now sympathise with the Trials Committee when they say they want more entries, especially in Mercury Trophy events. More gymkhanas will be required to give our members practice and experience before the next Inter-club event.

Judging the last show by attendance it looks as if the Hamilton-Auckland 'Loo Shield is here to stay permanently! Do the members require it permanently fixed to the wall? I dont!!

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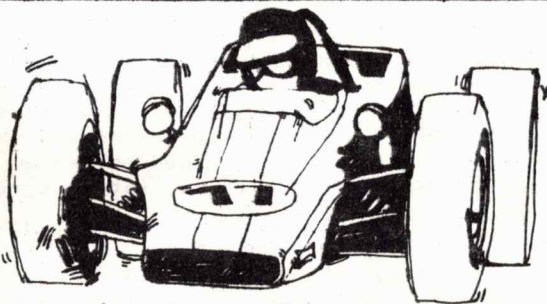
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RALLY ROUNDUP



Well folks the season is really upon us now, Phred's February Fry-up being a mighty success, and hate to admit this to the Editress of Feminine Viewpoint, but it would appear that sheer weight (of numbers) of "les femmes" carried the day, the winner having five aboard and second placegetter two. Of course the mere males were only doing the driving in both cases. Weather appeared as though it was going to be unkind to us and in fact encountered a couple of light showers, God help the late runners on Klondyke Road if the rain had developed, but finished up a nice calm and mild evening.

The ensuing "fry-up" and pop of caps coming off bottles showed that everybody was enjoying themselves. Don't know if Phred got his booking fees but a couple of members were observed to get lost in the dark on the beach. One well known member and ex President who shall remain nameless but drives a blue P.B. scored two notable victories on the day, first to open his "Panic" envelope and last to finish eating.

The "Dulux" was held in its usual style on a dry, hot and dusty day and generally was very good, a few old traps and some new which had varying effects on the fortunes of some competitors. A pity that such a good event was marred by such a glaring error in the printing of a map reference point around Drury, which I understand was one complete grid square away from where the plotters intended. Good to see an increasing number of Auckland Car Club entries and trust that this interest will be held and in fact grow as the season progresses.

Next up of course is N.S.C.C.'s "Radio I" on April 3rd which will possibly have been held by the time you read this and a fortnight later (the 17th) is Thames Valley "Lemon & Paeroa". A pity that this event conflicts with the practise day for Auckland Car Club's race meeting at Pukekohe on Sunday April 18th as several of our guys will be tied up at the track but hope that we will still see a few Auckland cars in Paeroa on the day.

Having read "My Daddy Goes Car Trialling" in the March Bulletin, Hans Spott reckons someone must have been snooping around our place for some of their copy, especially that bit about pouring the beer into junior at Clubrooms after the smoke and tumult had died. Personally I reckon she's just biased.

By the time this is read the final Club checking run and the official checking run on the TISCO will have been held and permit application lodged. Understand "Robbie" is doing the honours at the start and was very pleased to be approached. As you all know by now TISCO is going North and finishing back at the Clubrooms where it is understood our tireless Ladies Committee is

doing their "thing" with the spread. Hate to admit it fellows, but there are occasions, even in trialling events, where we would be lost without those girls Judy keeps on plugging for.

Don't forget your new Trials Trophy starts as of April 1st and those bonus points for Mercury Cup events. If you're not in it, you can't win it.

'Til next month, Au revoir,

HANS SPOTT

* * * *

Important Note re TISCO

Marshals Wanted

If you cannot compete, how about helping with the organisation. We need fifty Marshals to man check points as well as many officials to assist at the Start and the Braking and Acceleration Test.

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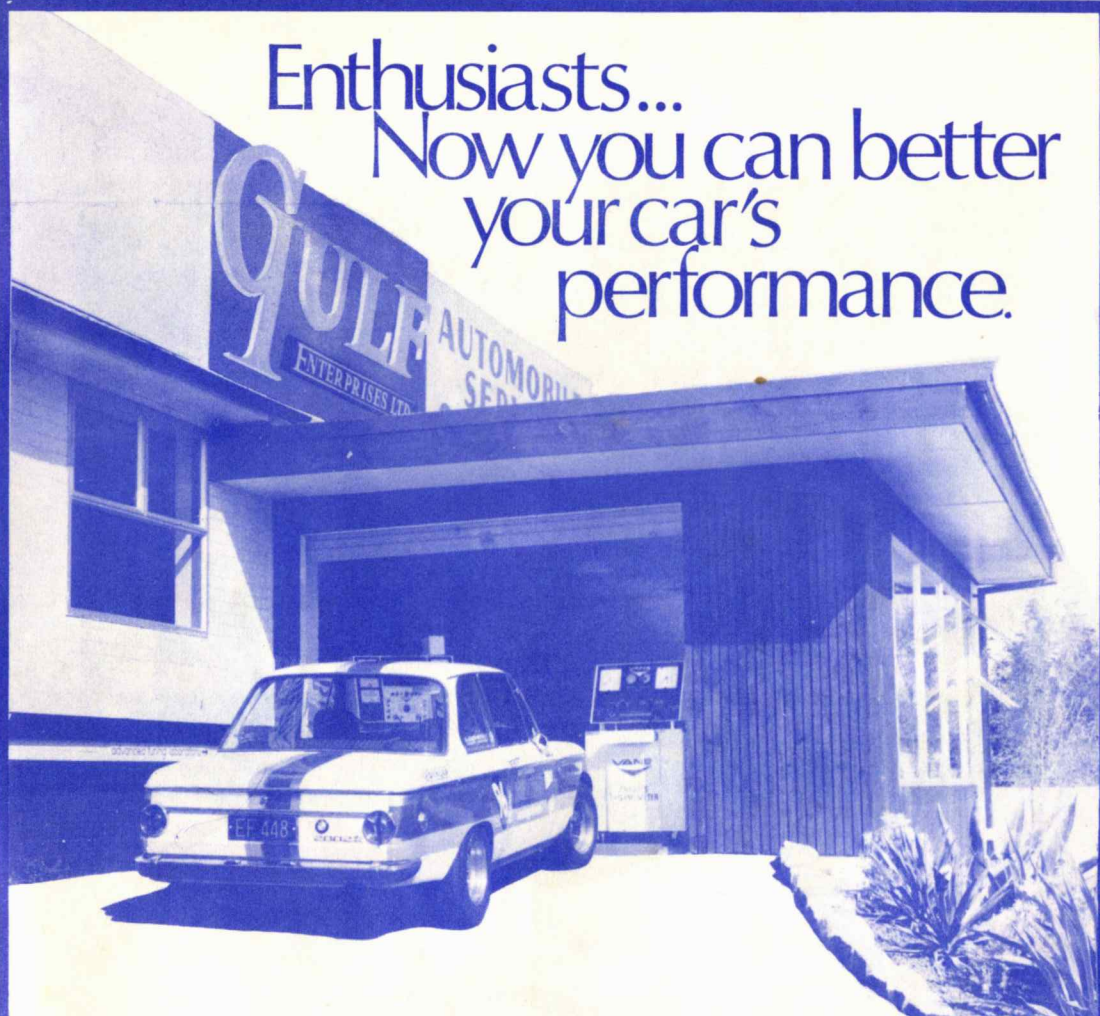
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P. Batten	48	J. Mannion	6	B. Pickard	
J. Crombie	37	D. Shankland	6	E. Engleberts	
G. Holt	32	R. McLean	6	I. Ross	
G. Morley	23	K. Skeen	6	A. Crocker	
P. Chapman	23	L. Buckingham	6	R. Lister	
A. Hopkins	20	R. Williams	5	R. Homewood	
D. Bremner	20	P. Adams	5	N. Simpson	
D. Hamill	19	N. Findlay	5	S. Cooper	
W. Jones	15	J. Arkley	5	J. Edmondson	
J. Richards	15	K. Brown	5	J. Stone	
R. Cook	14	P. Maloney	5	B. Cliff	
B. Allen	14	P. Brocklehurst	5	B. Yates	
P. Levet	13	R. Brocklehurst	5	M. Neil	
G. Jones	13	J. Boyd	5	T. Nichol	
B. Walsh	12	N. Bailey	5	M. Ashforth	
B. Moon	11	P. Lever	5	T. Hartnett	
S. Currie	11	W. Wymer	5	A. Lim	
R. Williams	11	I. Dawson	5	D. Anderson	
A. Denney	10	C. Hyde	5	G. Harvey	
J. Nazer	10	R. Pulman	5	M. Walker	
P. Sharp	10	M. Petch	5	D. Bellamy	
D. Phillips	10	D. Marwood	5	R. Findlay	
D. Levin	10	P. Gordge	5	F. Gilbert	
P. Hong	10	M. Hole	5	L. Richardson	
D. Burrows	10	G. Dyer	5	S. Coutts	
D. Haydon	10	N. Pointon	5	R. Campbell	
R. McDonald	10	E. Dutch	5	T. Radisich	
P. Hughes	10	I. Berry	5	N. Roskilly	
G. Wilson	10	S. Unkovich	5	L. Reid	
B. Layton	10	D. Morris	5	D. Sampson	
M. Harold	9	N. Goodwin	5	S. Pearce	
D. Silcock	9	J. McDonald	4	C. Cooper	
P. Hayes	9	J. Peck	4	R. Stodart	
J. Lawton	9	A. Woolf	4	D. Dawick	
B. Cork	9	A. Boyle	4	D. Hinton	
A. McWatt	9	W. McMath	4	S. Hooper	
B. Blacklock	9	M. Firth	4	D. Teagle	
R. Emson	8	G. McGregor	4	G. Pringle	
R. Firth	8	W. Brookes	4	M. MacDonald	
P. Bruin	8	B. McLean	4	M. Swinbourne	
R. Hanbury	8	D. Williams	4	G. Hutton	
D. Gulland	8	R. McCallum	4	R. Robinson	
A. Wilson	7	S. Millen	4	P. Wong	
G. Crawford	7	E. Brook	4	R. Bluck	
G. Lancaster	7	B. Donovan	4	E. Lees	
L. Rodgers	7	I. Carroll	4	G. Mugridge	
J. Mahon	7	M. Soames	4	G. Tetto	
W. Martin	7	R. Jones	4	K. Gillanders	
W. Minty	7	P. Smurthwaite	3	T. Carew	
J. Harding	7	B. Patrick	3	R. Millen	

R. Downs, J. Oudney, T. Benson, R. White - all 1 point

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