

BULLETIN



MAY 71

ALWAYS
INSIST
ON
GENUINE
PBR
BRAKE
PARTS



PBR

THE TRUSTED NAME IN BRAKING

FOR YOUR

FIAT

NEW AND USED SEE

P&R MOTORS (PAPAKURA) LTD.

GREAT SOUTH ROAD, PAPAKURA.



850/2



125/1

NEW 125s, 850 COUPES, 124 COUPES AND 500s.

PHONE: PAUL FAHEY
RALPH EMSON 86-209 PAPAKURA
DOUG BREMNER

MOTOR SPARE PARTS

ALLAN WOOLF, PROPRIETOR
CAR WRECKERS

1 DOMINION RD

PH 600 690

MT EDEN

AUCKLAND 3

new or used

PARTS & ACCESSORIES

OPEN Friday Nights & Saturday Mornings

AUCKLAND CAR CLUB (Inc.)

44 Stoddard Road

Mt. Roskill

Phone 699-797

P.O. Box 2591, Auckland

MAY 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.



ROD COLLINGWOOD LEADS JIM RICHARDS
DUNLOP MEETING 18TH APRIL

COMING EVENTS



CLOSED CLUB

<u>CLUBROOM HOURS:</u>	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.

MAY 1ST - SATURDAY - TISCO 1971 TOLD STAR TRIAL

This is an Auckland Car Club Promotion. Starts with braking and acceleration tests at the Civic Car Park adjacent to the Town Hall, Auckland. First car leaves on the journey at 10.00 a.m. and finishes at our Clubrooms 10 hours and approximately 240 miles later.

MAY 9TH - SUNDAY - CLUB CIRCUIT CHAMPIONSHIP RACE MEETING

Pukekohe Club Circuit. Annual Trophy Day. Events will be held for Saloons, Standard Production Saloons, Sports Cars, Formula C, Formula Vee and Noddy Cars. Entries close Friday, April 30th but late entries may be accepted to fill races. (Phone Miss C.E. Dewar 588-274 evenings). Late entries additional \$1.00 to normal entry fee which is by donation per person at the gate. Scrutineering from 10.00 a.m. to 11.00 a.m. only. Practice commences 12 noon. Competitors requirements include Current Auckland Car Club Membership Card, M.A.N.Z. Competition Licence and Medical Certificate, Overalls and approved Crash Helmet. Under 20 year olds to have entry forms countersigned by a parent or guardian. Marshals required for various duties. Refreshments will be available including soft drinks, coffee, tea, toasted sandwiches, potato chips, etc.

MAY 19TH - WEDNESDAY - TRIALS INSTRUCTION EVENING

To be held in the Clubrooms at 8.00 p.m. Map required will be L & S Pukekohe 2nd Edition 1st February 1954 Sheet N47 Pt N46.

MAY 20TH - 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. New members please introduce yourselves to a Committee member.

MAY 30TH - SUNDAY - ECONOMY RUN

Starts 10.30 a.m. at Panmure Motors Ltd adjacent to the Roundabout at Panmure. This event will be run on a "Ton-Mile" basis - all vehicles will be weighed. Distance approximately 140 miles. Half hour meal break. Food available. Certificates for first three in each class. No clocks required - there is no timekeeping. No maps required - there is no mapreading so bring one dollar entry fee and you're away on one of the most enjoyable events of the year.

JUNE 6TH - SUNDAY (QUEEN'S BIRTHDAY WEEKEND) - WINE & CHEESE EVENING

This evening will be held in the Members Lounge at the Clubrooms from 7 p.m. to 9.30 p.m. Tickets \$2.00 each and will be on sale at the Clubrooms later this month.

JUNE 19TH - SATURDAY - ANNUAL AUCKLAND CAR CLUB BALL AND TISCO TRIAL PRIZEGIVING

Will be held this year at the Peter Pan Cabaret, Queen Street, Auckland. 8.00 p.m. to 1.00 a.m. Fabulous supper including Turkey, Crayfish, Prawns, Chicken, etc, etc, etc. Floor shows and refreshments, both HI and LO Octane all for only \$6.00 per head. This charge gets you in on the whole deal. No extras whatsoever. A social event not to be missed. Tickets will be available in early May from Executive Committee Members or the Clubrooms.

Important: Cubicle Bookings open for ticketholders at the Clubrooms on Thursday 10th June at 8.30 p.m. Further information available from Eric Mallard, Phone 677-519 (Home)

7TH & 8TH AUGUST - SATURDAY - SUNDAY - ROTORUA TRIAL

This will start from Papatoetoe at 10.00 a.m. on Saturday morning. The route to Rotorua will be straightforward but enjoyable and the first car will arrive at Rotorua at approximately 3 p.m. Accommodation has been arranged at the Rotorua Travelodge Motor Inn, in two roomed, 4 bedded suites and twin bedded suites. Dinner, bed and breakfast are all inclusive. A band is booked to make Saturday night a "swinging affair". The trial back on Sunday is very simple and will finish at the Clubrooms. Total cost including trial entry fee dinner, bed and breakfast and admission on Saturday night is \$10.00 per person. Numbers are limited and accommodation will be allocated on a first in first served basis. A deposit of \$5.00 is required for each person. An entry form is available at the Clubrooms or from Trials Committee Members. All correspondence should be addressed to The Secretary, Mrs Val Martin, 53 Carruth Road, Papatoetoe. Phone POP 83-554.



**OPEN &
INVITATION**

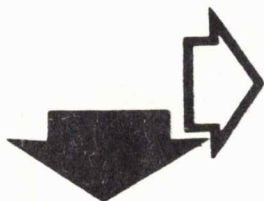
MAY 1ST - SATURDAY - AUCKLAND CAR CLUB - TISCO 1971 TRIAL

Gold Star Event. This Trial starts from the Civic Centre Car Park, adjacent to the Auckland Town Hall, with the first car leaving at 10.00 a.m. and finishes at the Auckland Car Club Clubrooms 10 hours later. Most of New Zealand's leading triallists will be competing for cash and trade prizes in excess of \$1,000.

★ WE CAN OFFER FOR THE **IMP OWNER**

A COMPLETE TUNING SERVICE ★

A TOP SELECTION OF CAMSHAFTS, MANIFOLDS, WIDE WHEELS,
HEAD MODIFICATIONS, DOUBLE VALVE SPRINGS, ETC.



ROY HARRINGTON

MOTORS LTD

INQUIRE ABOUT OUR

IMP SUPER MOTOR

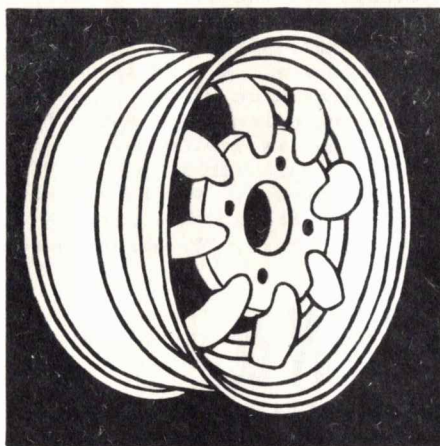
956 cc = 80 TO 95 H.P.

WE CAN BUILD ONE TO SUIT YOU



CORNER OF EASTERN AND
BUCKLAND BEACH ROADS

TELEPHONE **7100** HOWICK



CHEQUERED FLAG

**28a Massey Road,
Manurewa, ph. 63-673**

SPEED EQUIPMENT

MORSPEED

Alloy Wheels

10" x 4 $\frac{1}{2}$ & 5 $\frac{1}{2}$ Widths.

Alloy Finned Brakes For,

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

Alloy Finned Oil Filter Housings.

For added cooling.

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

Event starts in Queen Street, Auckland, on the 5th May at 10.00 a.m. Finishes in Wellington in the afternoon of Sunday 9th May. Competitors will cover 2000 miles, 1200 of them in special stages such as closed roads, forests and racing circuits. A number of overseas drivers and cars are expected to be competing making it a thrilling challenge for the top local Rally Drivers.

MAY 15TH - SATURDAY - TARANAKI CAR CLUB - "ROTHMANS 300" OPEN TRIAL

Duration approximately 9 hours. Entries close May 7th. Entry Fee \$5.00. (Late entries close May 14th at an additional fee of \$2). A.S.R.'s from Mr Les Feek, Box 704, New Plymouth.

MAY 16TH - SUNDAY - SOUTH CANTERBURY CAR CLUB - NATIONAL RACE MEETING - TIMARU

This meeting includes the Bank of New South Wales Saloon Championship Race.

MAY 22ND - SATURDAY - UNIVERSITY CAR CLUB - "DUCKHAMS DAYLIGHT RALLY"

Round 4 Mercury Trophy Series. Duration 6 hours. Entries close 10th May with the Secretary. (Late entries up to the day).

MAY 22ND - SATURDAY - OTAGO CAR CLUB - GOLD STAR TRIAL

MAY 23RD - SUNDAY - CANTERBURY CAR CLUB - NATIONAL RACE MEETING - RUAPUNA

This meeting also includes the Bank of New South Wales Saloon Championship Race.

JUNE 5TH - SATURDAY - NORTHERN SPORTS CAR CLUB - "CASTROL GOLD STAR RALLY"

As previously, a system of multi-start points will be used with all entrants converging at the central rally point in Taupo and from there will follow a common route to the finish at Auckland. Entry Fee \$7.00. Entries close May 21st. Late entries (an additional \$4) close on 28th May. A.S.R.'s from the Secretary, Mr J. McDonald, 182 Golf Road, Titirangi.

JUNE 6TH - SUNDAY - SOUTHLAND SPORTS CAR CLUB - NATIONAL RACE MEETING -
TERETONGA

Includes Bank of New South Wales Championship race.

JUNE 12TH - SATURDAY - CANTERBURY CAR CLUB - GOLD STAR TRIAL

JUNE 19TH - SATURDAY - HAMILTON CAR CLUB - "EBBETT MOTORS TRIAL"

Duration approximately 7 hours. Entry Fee \$6.00. Cash and Trade Prizes. Entrants will receive a petrol voucher from the Sponsors. Further details from Hamilton Car Club, P.O. Box 6029, Heaphy Terrace, Hamilton.

JUNE 19TH - SATURDAY - R.A.T.E.C. (SOUTH ISLAND) - GOLD STAR TRIAL

JULY 3RD - SATURDAY - LEVIN CAR CLUB - GOLD STAR TRIAL



PRESIDENT'S REPORT

On behalf of the Executive Committee I have pleasure in reporting to Members on the activities of the Club during the financial year which concluded on 28th February 1971. It has been an even busier year than before and it is thanks to the unceasing efforts of members of the Executive and Sub-Committees that Club activities have been so successful.

MEMBERSHIP:

The paid-up membership has risen from 847 to 1068 and this makes us by far the largest Car Club in New Zealand. Such a large membership brings with it a greater administration burden but I am pleased to say that Club Officials have coped admirably with this situation. It is pleasing to note that members took an active part in the many and varied Club events.

FINANCE:

The fluctuating New Zealand economy and spiralling costs have had a far reaching effect not only on individual citizens but on organizations and Clubs such as ours who depend so much on commercial goods and services. Whilst every endeavour is made to increase income from events it is unfortunately inevitable that some part of increasing costs must be passed on to Members.

During the year the Club Membership fee was increased by two dollars to eight dollars per annum and a husband and wife membership was introduced at a total fee of nine dollars per annum for both.

Notwithstanding the over all adverse effect of the country's economy on Clubs such as ours, this year's Statement of Account shows a very healthy picture. A net income of \$6,242 resulted after allowing depreciation of \$1,477 on clubrooms and equipment. The net book value of Club assets has risen from \$36,188 to \$42,814. Our financial position is in a very sound state but prudent management will be required to preserve and improve this.

CLUBHOUSE:

There is no doubt that the excellent facilities provided for members have engendered an esprit de corps which could not be surpassed in any other Car Club. Our Members Lounge has received high praise indeed from visitors from all parts of New Zealand and frequently from overseas.

We have been extremely fortunate to have the services of Mr Bill Ferris who, as Club Custodian, has far exceeded the duties expected of him. The gratitude of the Executive and Clubhouse Committee, together with all members is accorded to him.

CLUBHOUSE SUB-COMMITTEE - Ray Stodart (Chairman)

Chairmanship of this Sub-Committee changed during the year when Ray Stodart succeeded Ivan Read. Ivan had chaired this Sub-Committee for several years and was instrumental in establishing the format of Social activities in our Clubrooms. His assistance proved of great value in this period and the Club is indebted to him.

The number and variety of our social activities shows the need for an active and progressive Sub-Committee and we are favoured with such a group ably led by Ray Stodart. Eleven film evenings were held along with four socials and dances which were highly successful. A Wine and Cheese Evening and a novel Burgers and Bubbly Evening were also extremely popular. A children's Christmas Party was enjoyed by the families of members. Overseas drivers and crews attended our pre-Grand Prix social evening. Informal evenings were held each Thursday, Saturday and Sunday.

A major contributing factor to the success of all Club social events was the continued help given so readily by Mrs Merle Cox and the ladies of the Club. A special vote of thanks goes to these ladies.

The Annual Ball, this year held at the Sheraton, was an outstanding success and we sincerely thank Eric Mallard for this organization of this function.

TRIALS SUB-COMMITTEE - Willard Martin (Chairman)

It is pleasing to note an increasing interest shown by members in trialling. Seven Club trials and an Inter-Club Mercury Trophy event were held during the year. A Gold Star Trial was promoted. This event was sponsored by TISCO N.Z. Limited and was of a high standard. Trials instruction evenings gave assistance to members who were starting out in trials and rallies and proved useful refresher courses for the more experienced triallists.

SPEED SUB-COMMITTEE - John Crombie (Chairman)

Four hillclimbs including a Gold Star Hillclimb were held. A Sprint, an Autocross and two Gymkhanas completed the year's speed events. It is unfortunate that small crowd attendances resulted in a financial loss on hillclimbs. It appears that the public prefer to watch circuit racing rather than hillclimbs.

RACE SUB-COMMITTEE - Les Rankin (Chairman)

All race meetings promoted by the Club during this year were very successful. Two National and five Club Circuit meetings were staged at Pukekohe and all attracted excellent fields. Public attendance at all meetings was good. The Race Sub-Committee has worked as a close-knit unit for a number of years and the smooth running of our race meetings is a tribute to their efficiency.

BULLETIN SUB-COMMITTEE - Bruce Blacklock (Chairman and Editor)

This year a Bulletin Sub-Committee was formed and the burden of producing the Club's magazine has been considerably lightened for the Editor. It is, however, a most demanding task requiring probably more time than most other Club activities. The effort which this Sub-Committee has put in during the year is reflected in the continued improvement in the standard of the Bulletin.

N.Z.I.G.P. (Inc)

It is vital that this Club be effectively represented on this organisation. Our four members on the Board of Control this year again looked after the Club's interest in this sphere. Our Director on Grand Prix Management Limited was Mr J.L.M. Waygood. The dividend received this year from the N.Z.I.G.P. (Inc.) was again increased.

GENERAL

With such a large and still increasing membership the duties of all Club Officials have increased. Many members have voluntarily come forward to assist and on behalf of all Club Officials I tender our sincere thanks to these people.

Our Secretary/Treasurer, Mr G.J. McKinstry, has completed his eleventh consecutive year in this position. By profession he is a Chartered Accountant, involved in a busy accountancy practice. He has never failed to make himself available to any Club Official when called upon to assist with Club business and his advice and experience has proved invaluable to me personally. On behalf of the Executive Committee I offer him our sincerest thanks.

In conclusion I extend my gratitude to the Executive and Sub-Committees and thank them for the support they have given me and for their efforts made on behalf of this Club.

F.B. WEBBER
President

EUROPEAN RALLY SCENE

Ove Andersson, this time with Tony Nash, had his second successive win in the Constructors Championship by winning the Sanremo-Sestriere Rally in Italy. The works teams of Alpine, Fiat and Lancia were out in force for this event, the other major teams being tied up with the East African Safari. Alpine had their usual three car team of blue 1.6 Alpine-Renaults for last year's winner Jean-Luc Therier, Jean-Pierre Nicolas, and Bernard Darniche while Ove Andersson was privately entered in his works prepared and serviced white 1.6 Alpine Renault.

Lancia's team of five Fulvias were piloted by Sandro Munari, Amilcare Ballestrieri, Simo Lampinen, Sergio Barbasio and Montezemolo having his first works drive. Fiat had entered "unofficially" four 124 Spyderys for Hakan Lindberg, Alcide Paganelli, Pino Ceccato and Luciano Trombotto. In addition there was also four Fiat 125S Saloons for Alberto Smania, Renato Sonda, Giulio Bisulli and Nando Tecilla. The Fiats have always been privately entered, but towards the end of the year they will probably become official, entering under their own name.

In the weeks before the rally, heavy snow had interfered with practice, but as the start drew near, it began to melt away leaving many roads very muddy and others with rough rocky surfaces exposed. Even on the day of the start it was not certain whether some stages could be used. Snow, floods and rock falls had made many roads difficult and it was considered too dangerous to use some of them.

Starting in the evening in Sanremo, cars left the quayside and headed North into the Maritime Alps where Andersson took the lead on the early stages although he was being pushed by Therier and Lampinen. It was on the fourth stage that the first works car retired when the water pump of Montezemolo's Lancia failed, causing the engine to seriously overheat. Paganelli rolled his Fiat a number of times on a narrow road and then Therier, having used the wrong tyres on the snow, slid off the road at a hairpin, badly damaging the front of the Alpine.

On the seventh stage Lindberg had a minor spin and got his car wedged and Andersson had to take to the snow bank to avoid the Fiat. Both crews waited for a third car for enough pushing power to move the cars. This incident rather upset Lindberg who had caused his fellow Swede to lose the lead. However, Andersson took it in good part. On another part of the same stage virtually the same thing happened when Ballestrieri stopped to check a flat tyre and Nicolas dived into a bank to avoid the Lancia, then Lampinen also had to stop. It took the combined efforts of the three crews plus a few others to get going again.

This dropped Andersson down to fifth place and allowing Munari into a commanding lead. At the halfway halt in Sanremo, Munari was followed by team mates Lampinen and Barbasio with Darniche in fourth place. During the break, Lindberg's slipping clutch was changed and Munari had the leaking brake master cylinder changed on the Lancia.

In the second leg, Andersson strove hard to regain the lead and moved up to third place behind the two Lancias. Lampinen lost a little time on a muddy stage when a bulkhead seal popped out causing muddy water to splash through onto the heater fan and spraying the inside of the windscreen.

On the third stage Lindberg ground to a halt with the flywheel becoming detached from the crankshaft. Then Munari went out with alternator and battery trouble and on the following stage Lampinen's car broke a drive shaft coupling and suddenly Andersson found himself back in the lead again.

Only 20 crews finished from the field of 86 and due to the conditions 9 of the scheduled 27 stages had to be cancelled.

- 1st - O. Andersson/T. Nash (Alpine-Renault)
- 2nd - A. Ballestrieri/A. Bernacchini (Lancia Fulvia)
- 3rd - S. Barbasio/P. Sodano (Lancia Fulvia)

TULIPEN

GYMKHANA

28th March



As usual, this event occurs after a very hard evening before, as it seems as though part of the test is recovering from the social the night before and looking around that morning quite a few had a hard job concentrating on the task before them.

It was about mid-day before the fellows turned up to get things under way, making sure all were signed up, paid up and capable.

With a reasonable field of about twenty-five cars, it looked as if things would be very competitive, especially as the tests had been set out for large cars, so that no one could say that they could not get around.

The tests themselves, whilst difficult to describe, were very well set out, with each one set out in duplicate so that each driver had two runs on each test and the fastest time put up was the one put into the final result.

It was soon evident that the small ones (Minis, 1100s, etc.) were going to run away with the top positions and on this point may I suggest, John, that in our gymkhanas, would it be possible to have two classes, i.e. 0 - 1500, 1500 and over, and instead of giving ten places to Exide points, allocate five to each class, as you know that all other meetings are run along these lines.

The usual traffic officer showed up to find out what was afoot (12") and left seemingly pleased. I am not sure if it was the same guy who paid us a visit but someone had a profitable day against speeding cars along the road. Could he have been mixing business with pleasure?

What pleased me more than anything was the rather large number of spectators that had stopped to watch. It was a pity that we had no small signs up to say what club was going mad and why, as it could help to spread the good word.

To close this idle chatter or scribbling, I would like to thank John Crombie, Ian Carroll and Ian Stapley of Sandringham Tyre Service, all of whom did a grand job of organising this event.

BOBLYN



RADIO I RALLY

Saturday, the 3rd April was the date for this year's Northern Sports Car Club's contribution to the Mercury Trophy series, sponsored by Radio I. The 58 starters headed out from Griffith Motors, Takapuna, early Saturday afternoon up the East Coast Bays Road to the first Map Reading Section. This involved a trap where the road on the map was about half a mile further on than the actual road and for those that realised this meant a U Turn Check to keep them on route.

Then after following Ridge Road signs there was a "Forestry Section". With an average of only 29 m.p.h. to maintain this was a piece of cake, however the low speeds and ominous warnings as to what would happen to competitors who "speeded" detracted from what could have been a most interesting section. From here the route was up to Orewa for a meal break, encountering a mis-spelt Whangaparaoa sign on the way which meant a missed check for the unwary.

The Crombie crew, being an early number, received an extra half-hour break to enable the Lead Cars to get back in front. It was unfortunate that after the Meal Break early numbers had most of the rest of the route in daylight while later numbers had darkness all the way back.

The route home was very, very tricky. The first section was left on every occasion and every little track was used, including one with gorse forming a tunnel (just about) for cars to pass through.

All competitors missed one Unmanned Check on this section. The plotters found this "road" evidently on their last checking run and slipped a U Turn Check into it. These U Turn Checks were unmanned checks specified at the Start and competitors were to make a U Turn at them. They proved popular on the "Dulux" and seem to be the new twist for this season.

More map reading, high average speeds and tricky turnings on Kumeu signs meant the way home was very arduous with more blanks appearing on most Drivers' Cards. The final twist was in the touring section home with the instruction "stay on this road" as you motored down Highway I. However, Glenfield Road makes a right turn off Highway 1 which meant a Check that only the lucky ones got (20 out of 58 starters).

Overall a well plotted event that was quick and accurate with a good variety of instructions that covered a lot of the North Shore which hasn't been trialled over for a number of years.

The highest placed Auckland Car Club team were Peter Chapman "driving" the Dominion Rental Cars Monaro and Tim Holt in the Autoland V.W.

RADIO I RALLY RESULTS

1st	Joan Greenwell	Auckland Rallies & Trials Club	644.3
2nd	Peter Lee	Auckland Rallies & Trials Club	798.1
3rd	Ray Spence	Te Awamutu Car Club	827.1
4th	Jim Scott	Thames Valley Car Club	924.1
5th	Ian Parton	Auckland University Car Club	920.5
6th	Peter Chapman	Auckland Car Club	958.1
7th	K. Short	Auckland University Car Club	966.3
8th	G. Wilson	Auckland Rallies & Trials Club	978.1
9th	M. Hiestand	Auckland Rallies & Trials Club	1011.1
10th	M. Smith	Northern Sports Car Club	1026.7

J.FENTON & CO LTD

OH 67262

492 GREAT SOUTH ROAD, OTAHURU

• PANEL BEATING
• CHASSIS STRAIGHTENING
• MOTOR PAINTING

**We Specialise in Major Smash Work
and also**

make or panel sports and racing type bodies, hardtops

WIDE WHEELS

**EXCHANGED SETS AVAILABLE — FINISHED IN
BRIGHT METALLIC, BLACK OR YOUR CHOICE**

COMPARE THESE PRICES!

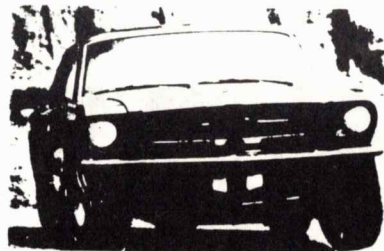
10" Diam \$5.25	12" Diam \$6.00
13" Diam \$6.30	14" Diam \$6.50
15" Diam \$7.00	16" Diam \$7.50

DISCOUNT FOR CLUB MEMBERS

**phone or write to GRAEME ADDIS
of**

**PAPATOETOE WELDING
SERVICES LIMITED**

**phone 82-402 Pop. P.O. Box 23-185
Papatoetoe.**



AGENTS FOR

PERFORMANCE DEVELOPMENTS SPEED EQUIPMENT



ANGLIA
CORTINA
ESCORT

performance equipment



FLOOR CHANGE KITS
ADJUSTABLE SHOCKS
L. S. DIFFS.
WEBER CARBS.
LARGE VALVES
EXHAUST MANIFOLDS
SPECIAL CAMSHAFTS
HIGH CAPACITY OIL PUMPS
CLOSE RATIO & UPRATED GEAR KITS
8 ALTERNATE REAR AXLE RATIOS
ALL-TWIN CAM COMPONENTS, ETC.

FORMULA C / FORD.

ALL INTENDING CAR OWNERS/BUILDERS. WE CAN SUPPLY THE 1600cc GT. CROSSFLOW MOTOR COMPLETE OR IN SERVICE BUILD FORM. THERE IS SPECIALISED EQUIPMENT FOR THIS FORMULA AVAILABLE. DISCUSS YOUR REQUIREMENTS WITH US NOW -

AT

M'Millan



McMILLAN MOTORS LTD. 428-438 GREAT SOUTH RD. GREENLANE AUCKLAND 5 PH 548-420 or 547-199 (L.M.V.D.)



On the Social Scene

Well we seem to have started the Social Scene for 1971 with a big hit. Sorry you could not all get tickets for our last Social held on the 27th March but we have to limit them. All those lucky members who were able to get tickets enjoyed one of the best and most swinging socials of the times. The band kept going at a regular pace catering for all age groups with a most enjoyable sound. Talking about catering, the supper was terrific. "Thanks Girls."

We had the honour to be entertained once again by Steve Carswell which was most enjoyable.

With the new tables installed upstairs we were able to get more members in and still have a little more dance floor than usual which in the later part of the evening I noticed that everybody was up on the floor dancing and much to my surprise with a little bit of an effort you could still breathe.

The Chairman of the Clubhouse Committee would like to take this opportunity of thanking all those who helped in the preparation of the Social and a special thanks to Bill Ferris and the few who helped Bill on the Sunday.

Well Members, the next Green Light Night in the form of a Wine and Cheese Evening will be on the 6th June so don't forget to keep this date clear. Further details under 'Coming Events' in this Bulletin.

WINE & CHEESE

EVENING

Sunday 6th June

7 - 9.30 p.m.

Tickets \$2.00 each

13





SHOUTS & MURMURS ~

. . . Congratulations go to Club President, Barry Webber, and Marilyn MacLennan who were married recently.

. . . The Club would like to congratulate our two wheeler member, well known motor cyclist Geoff Perry on his recent win in the Kuala Lumpur Grand Prix and his high placing in the Singapore Grand Prix. Also, congratulations to Ken Smith on gaining second place in the Singapore Grand Prix.

. . . Also, congratulations go to Les Murray and Christine on the birth of their son.

. . . Club member, Don Halliday, has discovered a new vantage point for viewing the motor racing at Pukekohe. He considers the bank at Castrol provides the ideal spot.

. . . The Club has purchased a number of padded stools for your added comfort. With these stools now in service the seating problem in the Members' Lounge has been extinguished so if you haven't been down lately because of the lack of seats then come along, we have a nice surprise for you.

. . . The TISCO Prizegiving Ball will be held at the Peter Pan this year and promises to be a roaring success. Watch future Bulletins for further particulars.

. . . We hear a murmur that the Editor of Feminine Viewpoint will be having a "go" in the Heatway Rally. Her co-driver will be Pauline Sanderson.

. . . Interesting to see some of our Club members featuring well at a recent Pukekohe Hot Rod Club Drag Meet at Wiri.

Street Eliminator (Modified) Section - Group 5 Saloons in our language - finalists were Dennis Marwood and Alan Boyle. Dennis Marwood (Chev Camaro) finally won this section with a time of 13.1 seconds for the standing $\frac{1}{4}$ mile. Alan Boyle (Viva G.T.) did a creditable 14.8, also winning his class. Other class winners included Jim Richards (Monaro 350) 15.2, Peter Batten (Mini Cooper 1293) 16.4, Brian Patrick (Brimar Imp) 16.3. Richards, Boyle and Patrick all established new records.

. . . Congratulations go to Jim Murdoch on being awarded the Westover Endeavour Trophy. Also, congratulations go to Paul Fahey on winning the Auckland Centenary Trophy.

C'mon - it's a gas



It's all go - yes, finally we are having an "Economy Run", the event everyone can enter. No matter what type of vehicle you drive, you can be in with a fighting chance when the results are announced. There will be certificates for the first three in each class. The event starts at Panmure Motors Limited, whose assistance in running this event is gratefully appreciated. The route is approximately 140 miles long and covers some very interesting country in the South-west of Auckland. Roads are all of good quality and results will be announced within five minutes of the last car arriving at the final Control. Very simple navigation + NO TIMEKEEPING = a pure fun event.

Some advice on economic driving; you can put a few extra pounds in the tyres to reduce the rolling resistance. Remove any unnecessary hardware from the exterior of the vehicle to aid wind flow, but do not remove the air filter, there could be a fair amount of dust about. A better proposition would be to renew your air cleaner element. Remember it is illegal to throw your car out of gear and let it coast. As this event will be run on a "ton-mile" basis the officials may request that any unnecessary weight be removed before the vehicle can start. The days of Morris Minor vans loaded with six bags of sugar are over. We hope to see Barry Webber entered, with a very competitive vehicle and his experience in this type of event (he did four 'Mobilgas Economy Runs') he should be a favourite.

This event will be up to the usual high standard of this Club and while not quite as challenging as the TISCO Trial it should be as enjoyable. As a competitor in the TISCO I would like to thank the Sponsor and the Organisers for making this event possible - Once again, it was an event not to be missed. If you are not competing in trials regularly, believe me, you are missing something.

WOMBAT

AUTOMART

DUNLOP ALLOY WHEELS, four 13" x 5 $\frac{1}{2}$ " Ford. Perfect condition complete with nuts and caps, \$120. Write Wheels, P.O. Box 195, Manurewa.

.....
BMC A SERIES SIDEDRAUGHT WEBER MANIFOLD - \$12.00

BMC A Series twin SU Manifold - \$8.00. Downdraught Weber adaptor manifold to fit Chrysler Valiant \$5.00. A40 Farina Extractor Exhaust \$15.00. Mini Extractor - Brand New - \$40.00. Set of 3 gauges oil pressure, water temp, amp meter \$10. Smith's amp meter \$4.00. Rev Counter 4 cyl 0 - 8000 \$10.00. A40 Farina steering wheel, boot, lid and bonnet - Offers.

CONTACT RON ROBINSON - PHONE 82-483
.....



THOSE IN FAVOUR OF REJOINING THE RACE RAISE THEIR RIGHT HANDS



DAVID LEVIN

Photo
Frank

Kevin



tos by
Gilbert
&
Lancaster



PETER SUNDBERG



ITS AHEAD OF A BIG 'UN - ON SEPARATE TRACKS, OF COURSE



JACK NAZER AND JIM RICHARDS

HILLCLIMB

This is one of the many events that this Club runs, which unfortunately is very difficult to comment on really as to give a good coverage one must either be able to see the whole event from start to finish or participate. Unfortunately this time I did neither as my services were required as a marshal. Fortunately for the family John Crombie gave me the starter's job, and it was the first time that I had been involved in this capacity.

With a good field of drivers, although a slightly small number of entries, the day seemed to be one of some very competitive driving; the climb itself was fast but there was a fair amount of loose metal to make the skill of the driver apparent.

With fourteen of the drivers who are the regulars at this event, things soon began to happen, little rivalries between each other soon developed, the most noticeable being between Doug Bremner and Arthur Hopkins who battled out for the F.T.D.; even so, many other guys, whilst not in the running for this label, were putting up faster times than they had previously achieved, the most noticeable being John Mannion, clipping five seconds off his January time of 49.319 to 44.5 at this event. Either he has changed cars or done some good work on the old one.

Graeme Morley seemed to be very eager at the outset for he turned in 45.5 for the first run, and that with some extra weight collected at the top corner. Fortunately the mishaps were few and minor except for Ken Flashman whose car went one way whilst trying to go another but luckily a bank and not a drop stopped him.

Guys who enter these events must get very bored with seeing the same old names in the write ups. Don't be disappointed, for the easiest way to get your name in the item is to 'prang'. Sorry about that I got carried away. As the event wore on the times became faster with nearly everyone making their last run the fastest. I must say here that to my mind the guy who really moves is Doug Bremner who came within .8 of the outright record for the climb held, I believe, by Jim Boyd in the Lycoming, so we may see a new record soon.

In conclusion may I add that to operate the hillclimb on walkie talkie radios is very difficult, especially at the start for a great deal of interference from the cars makes it impossible for the finish control to be heard at the start. The only way it seems is to rely on the well tried land line method.

As usual my congratulations go to the Crombie Crew who did a good job of a difficult situation and my sympathy to Ken Flashman who did not make it on his last run in one piece.

BOBLYN

HILLCLIMB RESULTS

	<u>1ST RUN</u>	<u>2ND RUN</u>	<u>3RD RUN</u>	<u>4TH RUN</u>	<u>5TH RUN</u>
<u>SALOONS 0 - 1000 C.C.</u>					
A 3 F. Gilbert	46.5	44.3	42.9	41.5	41.5
A 12 N. Silcock	45.5	44.3	42.4	43.1	42.4
A 19 W. Cann	44.1	41.9	45.0	40.5	39.5

SALOONS 1001 - 1300 C.C.

B 21	P. Dalgity	44.3	43.9	42.5	41.5	40.7
B 22	J. Mannion	47.1	45.9	44.9	44.5	44.5
B 24	S. Coutts	46.4	46.5	45.3	47.1	45.2
B 25	P. Batten	45.1	42.0	40.7	40.0	41.0
B 27	B. Wathington	41.8	40.5	40.0	39.9	39.1
B 29	R. Downs	52.6	52.5	48.2	47.5	52.1

SALOONS 1301 - 2000 C.C.

C 31	D. Morris	43.2	42.5	41.0	40.8	40.9
C 33	I. Gill	48.9	46.7	46.7	44.3	42.8
C 36	A. Turner	47.1	44.5	96.0	43.8	44.0
C 37	J. Rist	-	57.5	41.5	41.9	50.0
C 78	C. Cooper	56.2	46.7	46.6	-	-

SALOONS 2001 C.C. & OVER

D 46	J. Peck	45.3	46.8	43.6	43.5	42.8
D110	G. Morley	45.5	42.9	41.1	40.8	41.2
E 51	D. Bremner	41.3	39.3	38.6	38.0	36.5

SPORTS & RACING 0 - 1100 C.C.

F 0	J. Kirker	48.9	-	-	-	-
F 2	A. Hopkins	40.0	41.6	38.5	38.2	41.0
F 83	K. Flashman	46.3	40.5	-	-	-

SPORTS & RACING 1101 C.C. & OVER:

G 71	S. Millen	44.7	42.2	41.4	66.0	40.6
------	-----------	------	------	------	------	------

Fastest Time of the Day - Doug Bremner 36.5

WATSON, STEEL & GANLEY LIMITED

The Bolt On Goodies Specialists

AC brand gauges
Aeon hollow rubber springs
Air filters ('Pressmatic sports)
Alloy rocker covers
Bonnet hooks and straps
Brake parts
Camshaft grinds and applications ('Wade')
Carburettors ('Nikki')
Carburettors ('Stromberg')
Carburettors ('Weber')
Clutch assemblies
Crash Helmets
Cylinder Head Modifications
Exhaust manifolds
Gaskets Sets
Gear boxes ('Wooler' 5 speed Cortina)
Gear lever knobs
Headlights and rally lights
Headrests
Horns

Inlet manifolds
Interior trims
Key fobs
Lamp accessories
Lamps ('QH' Auxiliary)
Mini accessories
Mirrors
Mufflers ('GI' Sports)
Panel Instruments
Rampipes
Reference Sheets
Remote gear changes ('Wooler')
Seat belts
Seat covers (rally)
Steering wheels (sports)
Superchargers ('Shorrock')
Suspension lowering kits
Tachometers and performance meters
Transistorised ignitions
Wheels (sports)
Wheel spacers

WATSON, STEELE & GANLEY LIMITED
86 NEWTON ROAD, AUCKLAND



DUNLOP MOTOR RACE MEETING

The final North Island finals of the New Zealand Saloon Car Championships were held at Pukekohe on Sunday, 18th April. This was our last National race meeting of the season. Unfortunately the only thing not on the order of the day was rain, but it came uninvited and stayed most of the day. Conditions varied from wet and slippery to dry. Racing was of a high standard and in the spectators' opinion the star driver must have been Jim Richards, the way he slid the Monaro over Rothmans each lap in the rain had the crowd on tenderhooks.

The Minister of Lands, Mr Duncan MacIntyre, who was our guest of honour for the day, was very interested to know how Richards managed to hold the Carney Racing Escort in the big slide from Rothmans to the pit crossing without damage to men or machine.

Paul Fahey came out the winner of the 0 - 5500 c.c. race by three seconds over Rod Coppins to take the Auckland Centennial Cup. Dennis Marwood had a moment when his Camaro went off at Tappenden Motors hairpin, but this didn't seem to deter him.

Under 1000 c.c. once again provided top entertainment with a grand battle between three of our members for the top places. This was finally resolved when Reg Cook crossed the line ahead of Rod Collingwood and Jim Richards, this time in the Brimar Imp. Peter Levett disappeared from this event when he lost power at the wheels in the Spears Racing Mini, so he confined his racing to the well known Imp. It was also unfortunate that Barry Phillips and Mary Carney had to retire from the race.

Peter Sunberg, who was driving Metropolitan Cranes 3.8 Jaguar had the misfortune to lose the drain plug from the diff. A long trail of oil around the track ended when the diff seized up on Cord straight.

In the Formula Vee Race Stuart Currie took line honours as did David Oxtan in the Formula C Race.

The last race saw 28 cars on the pit road for a handicap start. "Spinner" Black rotated his Falcon G.T.H.O. at Champion causing the following cars to take evasive action - Lionel Rogers new Capri and Trevor Parker's Cooper 'S' tangled with the Falcon and the result was a very badly damaged Mini and Falcon, both immobilised while Lionel's Capri suffered heavy body damage to the right hand side. Ralph Emson also received a few dents to his Torana X.U.I.

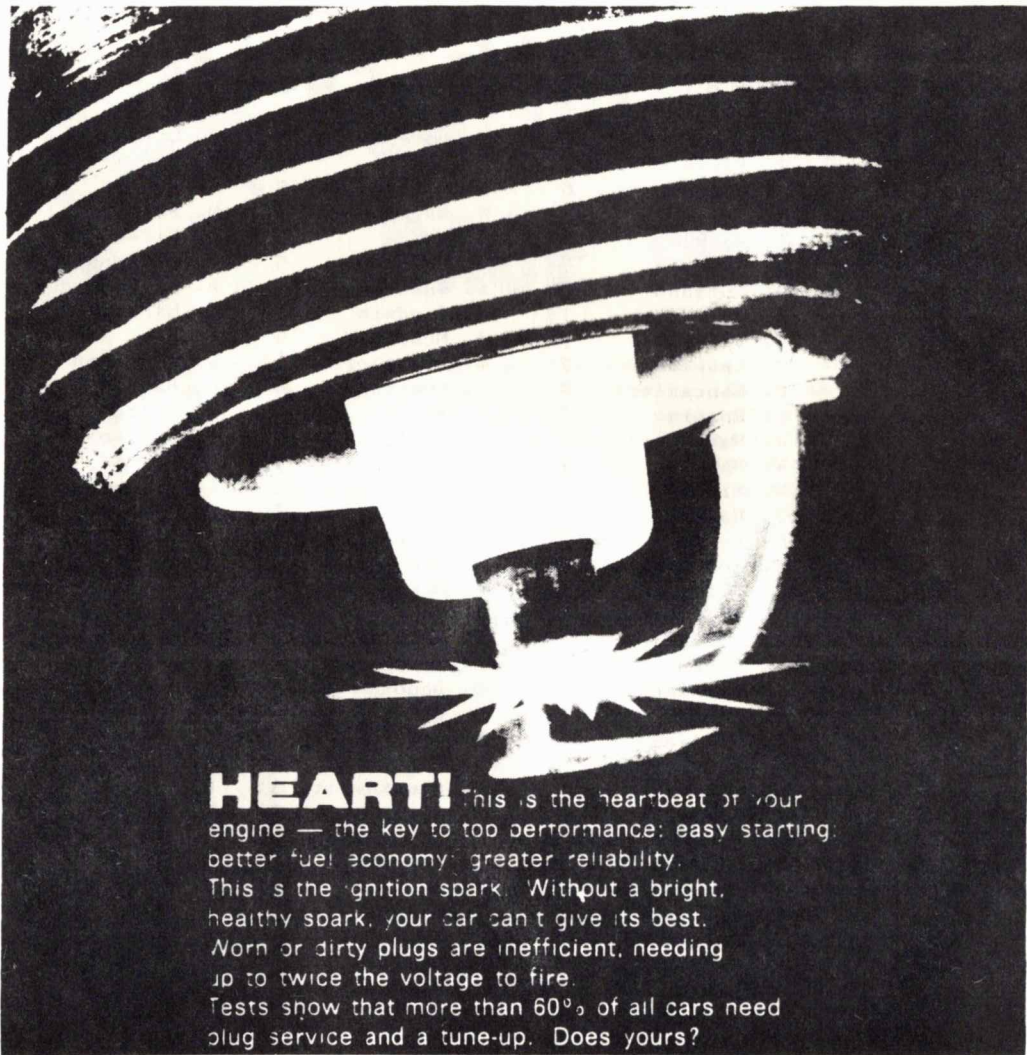
Our thanks go to all who helped, in shocking conditions, to make this meeting a success. Special thanks to Dunlop (N.Z.) Limited, our generous sponsors, and Seabrook Fowlds (Papakura) for the use of the new Austin Tasman X6 as the official car.

I.C. MORE

Final Exide Points

K. Flashman	71	I. Read	8	M. Hole	5	B. Cliff	3
P. Batten	52	R. Firth	8	G. Dyer	5	B. Yates	3
J. Crombie	37	J. Mannion	8	N. Pointon	5	C. Cooper	3
G.W. Holt	32	P. Bruin	8	B. Wathington	5	M. Neil	3
G. Morley	29	J. Peck	8	E. Dutch	5	T. Nicholl	3
D. Bremner	25	R. Hanbury	8	I. Berry	5	M. Ashford	2
A. Hopkins	25	D. Gulland	8	S. Unkovich	5	B. Kirk-Burnard	2
P. Chapman	23	R. White	7 $\frac{1}{2}$	N. Goodwin	5	T. Hartnett	2
D. Hamill	19	A. Wilson	7	J. McDonald	4	A. Lim	2
W. Jones	15	G. Crawford	7	G. Stratford	4	D. Anderson	2
J. Richards	15	G. Lancaster	7	S. Coutts	4	G. Harvey	2
R. Cook	14	L. Rogers	7	A. Woolf	4	M. Walker	2
B. Cork	14	J. Mahon	7	A. Boyle	4	D. Bellamy	2
B. Allen	14	W. Martin	7	W. McMath	4	R. Findlay	2
P. Levet	13	W. Minty	7	J. Rist	4	L. Richardson	2
G. Jones	13	J. Harding	7	M. Firth	4	R. Campbell	2
B. Walsh	12	G. Parfitt	6 $\frac{1}{2}$	G. McGregor	4	T. Radisich	2
B. Moon	11	R. Johnson	6	W. Brookes	4	N. Roskilly	2
S. Currie	11	F. Gilbert	6	B. McLean	4	L. Reid	2
R. Williams	11	D. Shankland	6	D. Williams	4	D. Sampson	2
A. Denney	10	R. McLean	6	R. McCallum	4	S. Pearce	2
J. Nazer	10	K. Skeen	6	E. Brook	4	R. Stodart	2
P. Sharp	10	L. Buckingham	6	B. Donovan	4	D. Dawick	2
D. Phillips	10	W. Cann	5	I. Carroll	4	D. Hinton	2
D. Levin	10	R. Williams	5	M. Soames	4	S. Hooper	2
P. Hong	10	P. Adams	5	R. Jones	4	D. Teagle	2
D. Burrows	10	N. Findlay	5	P. Smurthwaite	3	G. Pringle	1
D. Morris	10	J. Arkley	5	B. Patrick	3	M. MacDonald	1
D. Haydon	10	K. Brown	5	C. Pilkington	3	M. Swinbourne	1
R. McDonald	10	P. Maloney	5	N. Silcock	3	G. Hutton	1
P. Hughes	10	P. Brocklehurst	5	B. Pickard	3	R. Robinson	1
G. Wilson	10	R. Brocklehurst	5	E. Engleberts	3	P. Wong	1
B. Layton	10	J. Boyd	5	I. Ross	3	R. Bluck	1
B. Pilkington	10	N. Bailey	5	P. Dalgity	3	E. Lees	1
M. Harold	9	P. Lever	5	A. Crocker	3	G. Mugridge	1
R. Brown	9	W. Wymer	5	R. Lister	3	G. Tetro	1
D. Silcock	9	I. Dawson	5	J. Gill	3	K. Gillanders	1
P. Hayes	9	C. Hyde	5	R. Homewood	3	T. Carew	1
S. Millen	9	R. Pulman	5	J. Parker	3	R. Millen	1
J. Lawton	9	A. Turner	5	N. Simpson	3	R. Downs	1
A. McWatt	9	M. Petch	5	J. Edmondson	3	J. Oudney	1
B. Blacklock	9	D. Marwood	5	S. Cooper	3	T. Benson	1
R. Emson	8	P. Gordge	5	J. Stone	3		

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.



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



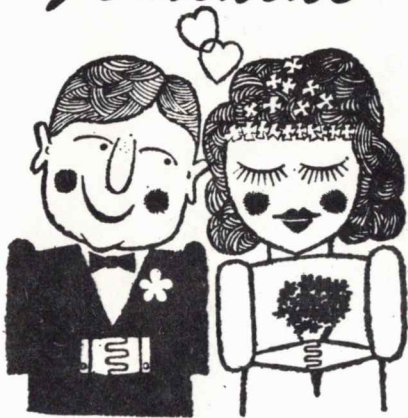
THE HEART OF A TUNE-UP

NEW MEMBERS

We would like to welcome the following new members and look forward to them taking part in our various Club's activities:

Charles Miners	Glen Eden	Austin A50
Neil Lindsay	Oratia	Austin A50
Douglas Walker	Whangarei	Ford Anglia
Alan Piesse	Epsom	Cortina
Phillip Laird	Titirangi	Ford
Graeme Virtue	Papakura	
Michael Stewart	Christchurch	Holden Fleetwood
Clive Cairn	Kelston	
Neil Mallard	Mt Roskill	Ford Prefect
Stephen Parker	Mangere	Mini
Christopher Bulkeley	New Lynn	G.T. Cortina
Neale De Malmanche	Panmure	Hillman Imp
Frederick Parkinson	Avondale	Ford Anglia
Steven Hildreth	Mt Roskill	Ford
Peter Thomas	Auckland	Falcon
Leslie Saunders	Te Atatu South	Cortina
Jack Miller	Mt Eden	Singer Vogue
Neale Lowe	Mangere	Morris Minor
Jeffery Brown	Point Chevalier	Hillman
Frederick Silk	Point Chevalier	
Kenneth McKillop	Parnell	Triumph Spitfire
Lindsay McKillop	Greenlane	Cortina
Christopher O'Neill	Mt Eden	
Ivan Paul	Mt Albert	Simca
Miles Wilson	Papatoetoe	Ford Escort
Rick Hill	Mt Roskill	Holden
Brian Moffat	Blockhouse Bay	Cortina
Terence Mathews	Panmure	Morris 1100
Clive Pilkington	Mt Roskill	Cortina
Bryce Pilkington	Epsom	Austin Mini
Grant McCarroll	Te Atatu	Cortina
Gordon Oldfield	New Lynn	Holden
Kevin McNamara	Kohimarama	Falcon
John Ormrod	Pt Chevalier	
Larry Turner	Weymouth	Cortina
Glenn Stratford	Blockhouse Bay	M.G. Midget
Murray Naylor	Mangere	Toyota
Roderick McIntyre	Epsom	Vanguard
James Partridge	Westmere	Zodiac
Bob Viskovich	Oratia	Cortina
Ting Chang	Mt Eden	Morris Mini
Edwin La Monte	Te Atatu	Falcon
Victor Oh	Mt Eden	Fiat 125
Angus McGhee	Royal Oak	
Alan Godfery	Ellerslie	Viva
Ian Angove	Grey Lynn	Escort

Feminine Viewpoint



Last month's best-kept secret was Marilyn MacLennan's marriage to Club President, Barry Webber. With hardly a word to anyone they slipped away quietly with a few friends to tie the knot on the one and only night Barry was free of Club Committee meetings etc. We hear the bride looked beautiful in blue. Our very best wishes to you both.

* * * * *

BAYPARK AT EASTER

And where had all the girls gone to? IVY STEPHENSON and MARY CARNEY had both entered, but neither of them was competing. We had hoped that Ivy would have another good race, in what has been a very successful season for her. We also felt that surely Mary's Arden head must be back from England by now, but it seems that Mary was still patiently (?) waiting.

Congratulations to the girls of the Dog-Box Club, whose barbecue after the races at Baypark was a great success and a literally sizzling affair.

And some resigned comments overheard in the Pits:-

"At 6 o'clock on the evening of practice day Baypark is unbelievably peaceful, with the roar of the surf almost drowning out the only remaining noise of the cars - clicking spanners hard at work on our obstinate engine!"

"As usual I'm the only one who's brought any money! Isn't it always the way! We women always take care of the essentials while the men are constantly fussing over trivialities like cars!"

* * * * *

Would you believe a WOMEN'S crew in the Club team for the Heatway Rally? Well, you'd better believe it! - And they'd better finish or their lives won't be worth living, will they?

* * * * *



HANS SPOTT and BRIAN HILL have been voted Feminine Viewpoint pin-ups for this month. Hans, for his charming acknowledgement of the girls' efforts in last month's Rally Roundup. Brian, for his equally charming "plug" for Feminine Viewpoint at Baypark at Easter.

* * * * *

Over forty women have taken advantage of the new husband-and-wife joint membership. Could this be the start of a take-over bid?

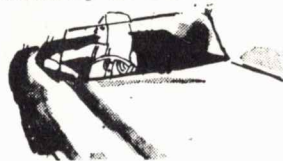
* * * * *

What a pity that there weren't more women at last month's film evening! In the film of the Bathurst 500 Race for standard production cars we saw two women taking part - Sandra Bennett and Christine Cole. Christine had the misfortune to roll her Fiat 125 as she raced determinedly for the Ladies Prize, but she was unhurt. Seeing what excitement such an event can provide, surely would have been great encouragement to enter New Zealand's equivalent - the Benson and Hedges 500. What about it? There wasn't one women driver in it last year and there's plenty of time to prepare for it.

* * * * *

We hope you all read the article in a recent edition of the 8 O'clock about the newly-formed all-girl racing team in England. They are racing two F100 sports cars. The team is led by Tina Lanfranchi, wife of racing driver Tony Lanfranchi and includes Micki Vandervell and Gabriel Konig, who a couple of seasons ago apparently used to give all the boys quite a beating in her MG Midget. We hope we'll be hearing more about them!

* * * * *

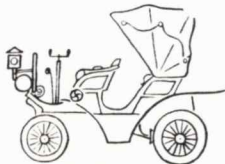


These Girls are Giving it a Go ~ And how!

JACQUI KNIGHT, who navigated so successfully last season for some of the Auckland Car Club boys, and JOAN GREENWELL, keen and well-known member of the A.R.A.T.C., have joined forces for this Rallies and Trials season. We think this team, sponsored by Lifesavers, could well be one of the outstanding ones of 1971.

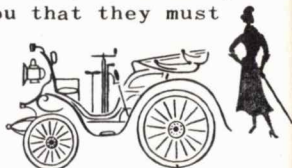
The girls began with a very good 7th in a field of 66 in the Dulux Rally in March. At lunchtime they were actually in the lead, not having missed a single check! After the meal-break, however, they muffed things a bit - seems they were knocked off balance by all the unexpected encouragement they received from their male rivals! Then followed a rally at Mt Maunganui in which they came a "Disgusting!" 14th. Sounds alright to us novices, who are always pleased with simply finding the way home, but when you realise the girls' potential, then you will understand!

Their potential was demonstrated in the Radio 1 Rally on April 3rd. And not with just a good placing either - they WON it! Yes, won the whole Rally, lock, stock and barrel, from a field of about sixty. Now, you can't do better than win! Congratulations girls, and the best of luck. We hope you can keep it up.

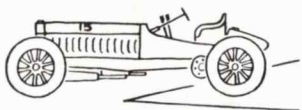


The Pioneers

Did you know that there were several women amongst the pioneers of motoring and motorsport? - A fact that most men and even very few women seem aware of nowadays. Just a glance at any group of photographs of early motor cars and of old style motor racing, will convince you that they must have been brave women indeed! Take a few examples:- THE COUNTESS OF WARWICK had the audacity to arrive at a hunt in a motorised landaulette in the early 1900's, when any horseless carriage was still regarded in Britain as something scandalous. She was given a severe reprimand by the Master of Foxhounds!



In the Paris-Madrid road race of 1903 there was a sign of things to come. For the first time ever women competed in motor sport.



MADAME DU GAST drove a new De Dietrich, MADAME LOCKERT an Ader, and MADEMOISELLE JOLLIVET a motor-cycle! Madame du Gast is best remembered for her ability as a nurse, rather than as a driver! Twice she stopped to administer first-aid to other competitors involved in some of the many severe accidents which marred the event.

Later she continued and eventually finished 77th.

Even the QUEEN MOTHER OF ITALY at one time had as her personal chauffeur the Italian, Cagno, who subsequently took up motor racing and won the first Targa Florio road race in Sicily. What a chauffeur he must have been!

In 1906 MADAME LE BLON rode beside her husband in the first Targa Florio - as mechanic!

DAME ETHEL LOCKE KING regularly took part in the special Ladies' Races at Brooklands from 1907 onwards. She was the wife of H.F. Locke King, the wealthy landowner on whose property the legendary Brooklands circuit was built.



1927 saw the birth of the Mille Miglia over the roads of Italy. In the 1929 race there were two women drivers, the BARONESS AVANZO in an Alfa Romeo, and the actress MIMI AYLNER, in a Lancia saloon, who finished ninth in her class. The unfortunate Baroness overturned after completing five miles. Fortunately neither she nor her companions were harmed.



ALICE CARACCIOLA is said to have been one of the most competent time-keepers who ever held a stop-watch. It was on this account that Enzo Ferrari, who detested the idea of women in the pits, made an exception in her case. She certainly proved her worth. On one occasion, she spotted a mistake which the official timekeepers had made and which affected the finishing order. It made a difference of 20,000 lire to Ferrari's winnings!

The name of MAJA TELLINEK almost became famous. In 1905 Dr Ferdinand Porsche joined the Austrian Daimler company. One of his earliest designs for them was also his only failure. It was named the "Maja" in honour of the elder daughter of Emile Jellinek. Another car was named after Maja's sister. Her name was MERCEDES.



So far no mention of a woman Grand Prix driver - but this is just around the corner, it seems.

In 1967 HANNELORE WERNER of Germany caught everyone's attention by coming seventh in an International Formula Vee race in the Bahamas. From then on it was one success after another. She has won the European Women's Cup twice and has frequently driven on the Nurburgring. In fact, Hannelore was born in the Rhineland, not far from Cologne, in the shadow of the Eifel mountains, where the famous Ring is situated.

At first it was merely Hannelore's hobby to drive her father's car fast, but after her first driving course, she took it up seriously. She has not only competed on the track, but also in road-races. Last year she competed in the Monte Carlo Rally for the first time. She and Oda Andersen were runners-up for the women's prize.

Now Hannelore Werner is a fully professional racing driver, driving a Formula II March. And next year? Will she be the first woman Formula I driver and thus a present-day pioneer?



Our View of the unlop Meeting



Anticipation ran high as Mary Carney's car rolled into the pits for practice, which turned out to be fast and furious, with some exciting spins! However, great alarm on race day - Mary was nowhere to be seen! Although her Arden head had finally arrived from England, there had been little time to prepare the car thoroughly and so there were troubles. Mary nearly didn't make it to the track at all. Then at the last moment she arrived at the back of the grid. Renewed excitement quickly turned to disappointment and frustration as Mary's troubles began. Her car, which had been very tricky to start all along, stalled on the line. When the engine was finally coaxed into life, it was missing badly. At least Mary did have a bit of a drive, but what a run of bad luck she has had! Surely next season can't possibly be as frustrating as the last two!



* * * * *

Judy Hanbury is reported to have put scale five (maximum!) on the Sympathy Scale into immediate action as she stood in the pits, watching her husband, Roy, dispose of his clutch all over the pit straight. (To refresh your memory of the Sympathy Scale, refer to your January Bulletin).

In fact the scale was put into action all too often as the day went by. All the girls in Lionel Rogers' pit found it hard to decide whether to use scale four or five when Lionel was involved in a dramatic pile-up on Champion in his handicap race. That is, until they had a closer look at all the expensive panel damage on his beautiful Capri - definitely scale five!

And for Trevor Parker's Mini we think we will simply have to extend the scale!

* * * * *

Bonus point to the organisers: The ladies' toilets in the pits were actually provided with toilet rolls and had even been disinfected!



Trackside

. . . Ron Tauranac confirmed at Ontario that Australian Tim Schenken would continue to drive in the Brabham F1 team this year as second driver to Graham Hill. Tauranac says he expects to run two cars in all the major races, though financing the team is still a problem.

. . . The German AvD, which organises the German Grand Prix confirmed that the 1971 race would indeed be held as usual at the Eifel circuit. The AvD has said that the company which runs the Nurburgring will have the necessary safety modifications completed in time for the Grand Prix, which this year is being held on 1st August. The cost of the alterations is estimated at 4.65 million DM (about a Million Dollars) and the work includes the installation of guard rails, flattening some of the humps and improving visibility.

. . . Aussie property developer Niel Allen has just made what he describes as "the hardest decision of my life," to retire. Allen gives increasing pressure from his ever-growing business interests in Sydney as the reason which forced the decision.

Niel Allen Racing is to be disbanded and the team's two McLarens sold. Niel started racing seven years ago and in the last two Tasman series showed himself to be fully competitive with anyone from Europe or America. The Tasman championship slipped from his grasp following mechanical failures in the two final Tasman rounds.

. . . The Ferrari F1 tests at Silverstone were held in conditions of the utmost secrecy. Not a single photographer was allowed in and apparently nobody could get near enough even to put a stopwatch on Clay Regazzoni in the Race of Champions winning Ferrari 312B/2.

. . . In a presentation on the day before the Race of Champions, Britax made a presentation to a Scuderia Ferrari engineer in recognition of his team's 1970 Formula 1 successes. It appears that the Ferraris only started winning after they had been fitted with Britax seat belts!

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

FARRAND RD.
BOX 53 KUMEU.

PH. WEI. 8500
(AK. Exchange)

Prices {	4 cylinder	\$18
	6 cylinder	\$19
	V6 & V8	\$30
	Car Type D/Shafts	\$11

} 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.

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

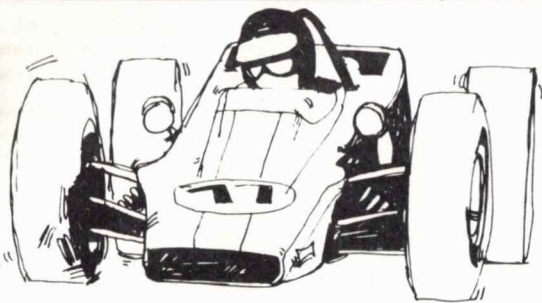
Driveshafts made to customers' requirements. Flywheels lightened \$4-\$6. All workmanship guaranteed.

MELLOR SPRAY PAINTERS

repaints ~ touchups ~ colour matching
vinyl roofs ~ synthetic enamels
metal flake ~ wildfire ~ dulon ~ duco
cnr STATION & SALEYARDS RD,
OTAHUHU. PH. OH 64.306.

AVAILABLE FROM ANDREWS NOW

SUPERFORD RACING SERVICE



From saloons to Formula C, we are better geared up to help you. We have gone further than carrying a basic range of Ford performance parts. We have engaged the country's leading performance expert, Ray Stone, and we have taken his advice on building up a comprehensive stock of 'total performance' equipment, everything to suit a little old lady in her Anglia or a rising star of Formula C.

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.

JOHN W. ANDREW & SONS LTD.

KHYBER PASS ROAD, AUCKLAND. PHONE 364-280



RALLY ROUNDUP



The Mount Maunganui Trial was very well organised and run. Speed changes related to road surfaces and were 100% accurate in regard to mileages coming up on surface changes. A noticeable feature was that most of the Checks were manned by local High School pupils who performed their duties competently and with enthusiasm. It would seem that the Mount Car Club has a core of prospective members and are initiating them at an early age. Some checks were within sight of each other, but of course there was a little loop road or similar between them. The Old Kaimai Road was closed for one special stage which was very well run, radios, local St John Ambulance people etc. in attendance.

Auckland Car Club member Richard Goodman receives a special word of commendation, appears he dropped a clanger and lost quite a lot of time early in the event but the trail car picked him up, set him on the right track and from there on he completed the rest of the course quite well.

Peter Meggison and Rob Williams of our Trials Committee gained second place in the event. Congratulations boys.

Radio I, Northern Sports Mercury Trophy event, started and finished at Takapuna, running as far north as Orewa, where the meal break was held. The field gave the impression of being "stacked" with organisers idea of potential place getters being early numbers, which was a bit unfair as this gave some competitors an advantage in later stages of the trial, much of which they would have covered in daylight to dusk conditions as opposed to full darkness for later runners. Many turn around checks (unmanned) were used; these seem to be the "in thing" this Mercury series and as a result of one of these U Turn Checks the highest placed Auckland Car Club car finished in 6th place where it should have been second. The crew concerned will in future always ensure that they write down unmanned checks. The situation actually was that the "Licorice Allsort" was spread right across the road in performing its U turn and the following car which theoretically should have come looming round the corner at any moment was causing us a bit of consternation. In actual fact the following car did not appear but this distraction caused us to omit writing down 1590 thereby losing 180 points. There were twelve Auckland Car Club entries for this Rally.

After the Learners' Trial there was a bit of comment from some sources about the winner and some other place getters being anything but "learners". My personal feelings on this are that at all times we are learning, every trial giving some form of new experience and the day a guy reckons he knows it all and has no more to learn he might as well give the game away.

Closing date for publication precludes any reference to the Lemon and Paeroa on the 17th April except to say that I will be in there swinging, with I trust a fair sprinkling of other Auckland Car Club entrants.

Until next month "ariverderci" (one day I'll learn to say goodbye in English)

HANS SPOTT

Film Evening

At last month's film evening the 1968 and 1969 Bathhurst 500 events were shown. Even if you had seen them before, surely they must have still had some impact. In fact "impact" is definitely the word to describe both action-packed races. Impact of car against car, of car against bank, of car against Armco, and in 1969 definitely impact of rim on road, as one car after the other suffered blow-outs. After their various misadventures some cars managed to limp back to the pits, but for most it was the end of the event, and modified roof-lines were right in fashion.

In both races, most incidents occurred on the tricky downhill corners which were certainly shown to effect by excellent camera-work, backed up by a frighteningly realistic sound-track. In fact, on all parts of the circuit, the camera-men successfully conveyed the speed, handling and cornering power of the cars. They also gave a good glimpse of race tactics, both on the part of the pits, and of the men at the wheel, as drivers such as Kevin Bartlett whipped through gaps that were only just there! And was that our Jim Palmer who got such a brief mention?

All in all, dramatic events, dramatically filmed.

**See the latest in
speed equipment**



Want to put some extra bite into the family sedan. Or even have a crack at the Saloon Championships? Then go where the top drivers go. The Premier Speed Centre. We stock everything you'll need.

There are - floor changes, hot cams, multiple carb rigs,, extractor exhausts, wood rimmed wheels - you name it - if it's for better motoring you'll find it at the:

PREMIER SPEED CENTRE
142 ALBERT STREET

FIRST CLASS FITTING & TUNING SERVICE

griffiths

DISTRIBUTORS OF 'SUPERSPEED' PERFORMANCE EQUIPMENT

Group of Companies



DON HALLIDAY WAITS FOR A TRAIN BY THE RAILWAY

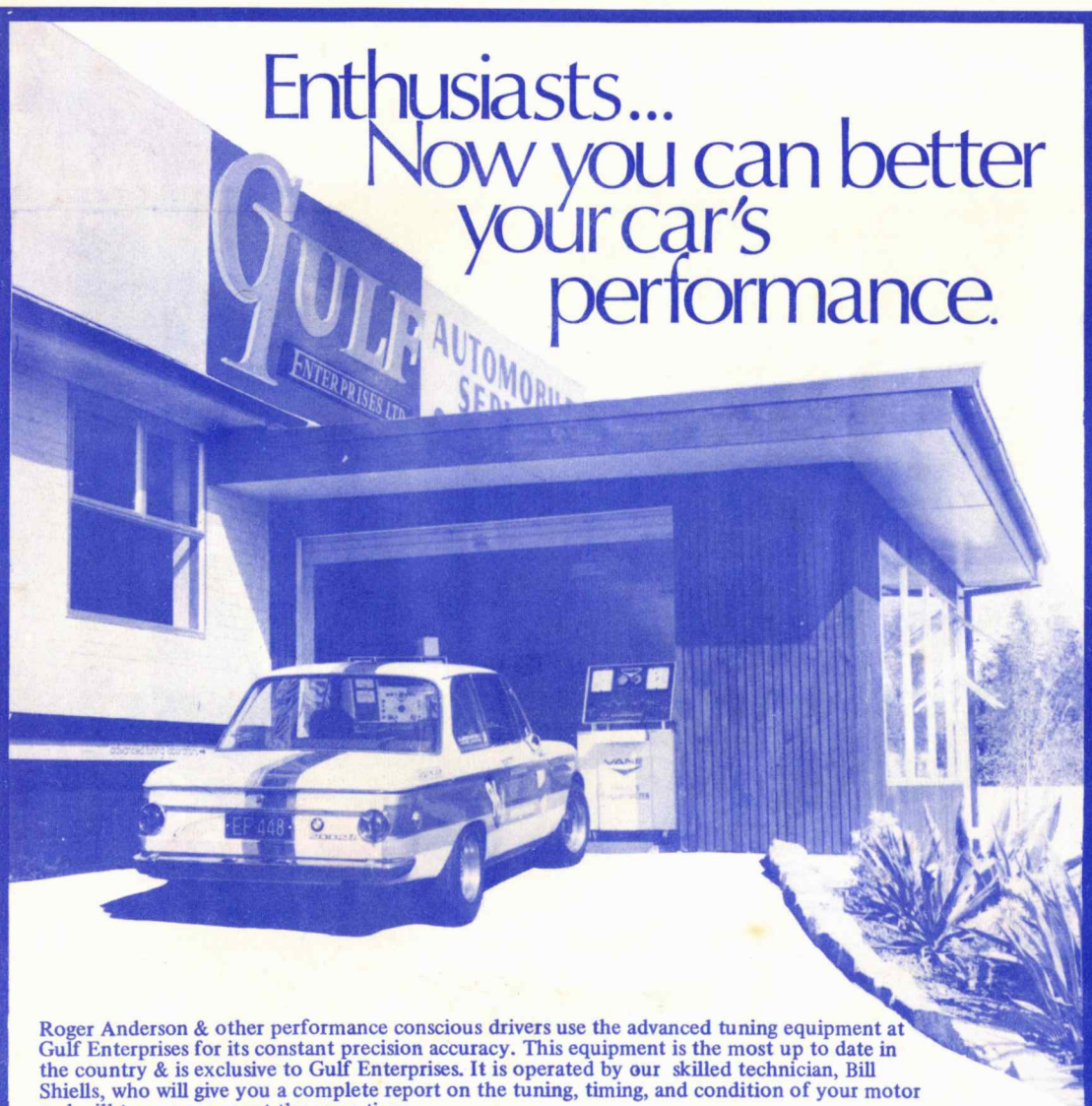


DENNIS MARWOOD



ROY HANBURY BEFORE HE TOOK UP SMOKING

Enthusiasts... Now you can better your car's performance.



Roger Anderson & other performance conscious drivers use the advanced tuning equipment at Gulf Enterprises for its constant precision accuracy. This equipment is the most up to date in the country & is exclusive to Gulf Enterprises. It is operated by our skilled technician, Bill Shiells, who will give you a complete report on the tuning, timing, and condition of your motor and will tune your car at the same time.

For major servicing, Gulf Enterprises have a large workshop supplying the services of top A Grade mechanics. If your car is immobile Gulf Enterprises will pick up and deliver on their special service trailer.

Call Gulf Enterprises now, it will only cost you \$5.00 for a 4 cylinder, \$6.00 for a 6 cylinder, and \$8.00 for an 8 cylinder.

Follow winners like Roger Anderson of Gulf Enterprises, and get the constant performance you expect from your car . . . Discount to Club members.

185

CNR. NORTHCROFT
& BURNS ST.
CENTRAL TAKAPUNA

GULF

ENTERPRISES LTD.

PHONE 492-380

Protect your car with **SIMONIZ**

- * Simoniz goes further shinewise
- * Moneywise
- * Easy to apply
- * Proven protection

Made in N.Z. under licence from
Simoniz of Chicago, U.S.A. by –
H. O. Wiles Ltd. P.O. Box 209 Papakura.

