

BULLETIN



MAY 68

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AUCKLAND CAR CLUB (Inc)

P. O. BOX 2591 AUCKLAND

MAY 1968

CLUB OFFICERS

PRESIDENT :

F. B. Webber Phone 595.282
23 Maroa Road, One Tree Hill

VICE PRESIDENTS :

L. F. Rankin Phone 2747M
3 Arther Place, Papakura
I. Ivers Phone 7738 Glen Eden
28 Archibald Road, Glen Eden

IMMEDIATE PAST PRESIDENT :
E. G. Mallard Phone 677.519
17 Marion Ave, Mt. Roskill

SECRETARY & TREASURER :

G. J. McKinstry

EXECUTIVE :

P. A. Jukes, B. J. Hamilton, M. H. Lawson,
P. Bruin, T. Molloy, P. C. Allely,
J. Stuart-Masters, E. G. Mallard
CLUB CAPTAIN :
K. Galbraith Phone 594.268

DEPUTY CLUB CAPTAIN :

CHAIRMEN OF SUB-COMMITTEES :

Club house - K. Galbraith 594.268
Trials - P. A. Jukes 84.511
Racing - L. F. Rankin 2747M Papakura
Speed - I. Ivers 7738 Glen Eden
Building - M. H. Lawson 6156D Howick
Bulletin - Miss K. Leahy 664.738
Slot Cars - T. Molloy 656.926

PRESIDENT'S MESSAGE

As your new President I face the coming year with confidence that the Club will continue to grow and maintain the rate of progress established over the past few years. With the excellent Club spirit which exists among members and the continued improvement of our Clubrooms and other facilities, it is obvious that much can be achieved in the future. Together with your executive and sub-committees I will constantly work towards this end and confidently look forward to your help and support.

F. B. Webber

COMING



EVENTS



AUCKLAND CAR CLUB

CLUB EVENINGS - Every Thursday night 8.p.m. - Table Tennis, Darts, Slot Cars, etc.

CLUB AFTERNOONS - 4.30 - 6.30 p.m. (Except when there is a major event on).

SLOT CAR RACING - Wednesday - 7.30 p.m. - Terry Molloy 656-926.

4TH MAY - SATURDAY - THE AUCKLAND CAR CLUB 1968 GOLD STAR RELIABILITY TRIAL - Starting Rotorua and Finishing at the Clubrooms approximately 10 p.m.

16TH MAY - THURSDAY - CLUB NIGHT - FILM EVENING - 44 Stoddard Road, Mt Roskill, Films, Discussions, Supper, New Car on display. New members please introduce yourselves to a Committee Member.

MEMBERS PLEASE NOTE: DO NOT PARK OVER FOOTPATH OR NEAR THE LOCAL DAIRY, ALSO PLEASE PARK CORRECTLY AND NO NOISE WHEN LEAVING.
Thank you.

18TH MAY - SATURDAY NIGHT - SOCIAL AND DANCE at Clubrooms, Stoddard Road, Mt Roskill, will be of the usual high standard or better offered at these popular functions. Tickets will be available at the above Club Night. Be in early to secure yours. Tickets will be \$1.75 each and includes all refreshments. An enjoyable evening is assured.

SATURDAY - 22ND JUNE - GIMMICK TRIAL - Further details in next Bulletin.

6TH JULY - AUCKLAND CAR CLUB ANNUAL BALL AND GOLD STAR TRIAL PRIZEGIVING - New Peter Pan Cabaret. The Peter Pan has been completely re-built and the entertainment, service and supper will be of a high standard. Tickets are only \$4.00 per person. Cubicle bookings open Thursday, 27th June at the Clubrooms, 8.30 p.m. Tickets on sale from 1st June.

29TH MAY 1968 - WEDNESDAY - TRIALS TECHNIQUES INSTRUCTION EVENING
8.00 p.m. at the Clubrooms. Formal talks on Map Reading,
Navigating, Timekeeping, followed by discussion. All welcome
from novices to experts.

INVITATION & OPEN

11TH MAY - SATURDAY - TARANAKI CAR CLUB 12 HOUR OPEN RALLY -
P.O. Box 704, New Plymouth.

25TH MAY - SATURDAY - AUCKLAND UNIVERSITY CAR CLUB DAYLIGHT RALLY -
Mercury Cup Event. Start 9 a.m. and finishes approx. 6 hours later.
Entry Forms and A.S.R.'s available from The Secretary, G.R.R. Drummond,
P.O. Box 22-360, Otahuhu.

1ST, 2ND, 3RD JUNE - QUEEN'S BIRTHDAY WEEKEND - NORTHERN SPORTS CAR
CLUB CASTROL 1000 RALLY - The Secretary Organiser, A. Highsted,
36 Rowan Road, Epsom, Auckland 3. - Phone 657-298.

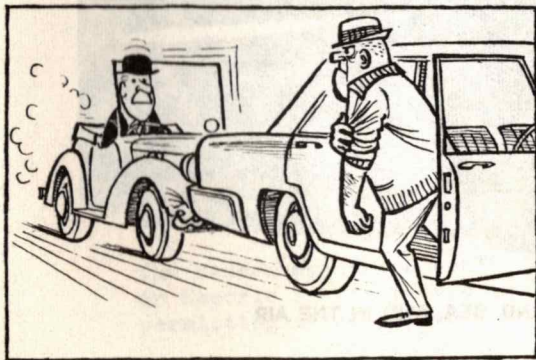
15TH JUNE 1968 - CANTERBURY CAR CLUB GOLD STAR RALLY - This Rally,
carrying Gold Star status, will start at 9 a.m. on Saturday, 15th June
at Croydon Motors Ltd, Christchurch, and will finish approx. 11 hours
later at the same place. Over \$300 in prize money and numerous trade
prizes will be offered. No restriction on number of crew other than
normal capacity of vehicle. Essential Maps are -

S. 75 2nd Edition 1st Sept 1963
S. 83 4th Edition 1st Jan 1966
S.102 2nd Edition 1st Aug 1962
S.111 3rd Edition 1st April 1959

A.S.R.'s and Entry Forms available from the Secretary of the Meeting,
C.C.C. Gold Star Rally, P.O. Box 1726, Christchurch.

27TH JULY - SATURDAY - CHAMPION SPARK PLUG GOLD STAR RALLY - Organised
by R.A.T.E.C. Auckland. The event starts at Panmure Motors Ltd at
10 a.m. and finishes at the Champion Spark Plug Factory, Mt Wellington
approx. 12 hours later. The Secretary is D.W. Benefield, P.O. Box
14-228, Panmure - Phone 579-009 (Bus) 589-712 (Res)

6TH AUGUST - SATURDAY - TE AWAMUTU CAR CLUB ROTHMANS TROPHY TRIAL -
Entry Forms and A.S.R.'s available from P.O. Box 229, Te Awamutu.



Denny

(good on you mate!)



DENIS HULME
WON THE 1967
WORLD DRIVERS'
CHAMPIONSHIP
ON CHAMPION
SPARK PLUGS



WORLD'S FAVOURITE SPARK PLUG ON LAND, SEA, AND IN THE AIR

VALEDICTORY

After an unprecedented term of five years Eric Mallard has retired as President of the Club. Having few, if any peers as a Car Club administrator, there would be no club in New Zealand to whom he is not known. His drive and efficiency has commanded the utmost respect from all who have come into contact with him. This Club has certainly felt the benefit of his capable leadership during the last five years. Fortunately, Eric has indicated that he intends to remain active in Club activities and the benefit thus accruing to us is obvious. During his term of office he has spared no effort in his devotion to Club affairs and nobody could even hazard a guess at the amount of time and money that this has cost him.

Notwithstanding Eric's personal record, the help and efforts of his wife, Audrey, and his family have also always been greatly appreciated.

To merely say "thank you" to Eric would be the understatement of any year, but as he steps down, he takes with him the warmest good wishes and gratitude of all who have served under him together with all members of the Auckland Car Club.

SHOUTS & *murmurs*

Special Thanks go to Joe Stanton and Gary Bromley for laying the drains around our Clubhouse.

Would you believe more engagements -

Congratulations go to

Willard Martin and Valerie Keeys
Gregg Lancaster and Suzanne Herbert
Alan Wilson and Raewyn Bernsten

Peter Moloney has bought the Rothmans Cooper Climax 2.5 and Graeme Morley has bought the U.2 of Ian Morrison.

Les Jones wrote off the beautiful ex Graeme Harvey B.T. 21A Brabham at his first outing with the car at a recent Ruapuna Park Race Meeting.

The reason why there won't be any more Ford F.V.A powered Cortinas or Escorts in the future is because of a new regulation not permitting a four valve per cylinder head in Group 5 Saloon Cars.

DUNLOP MOTOR RACE MEETING

PUKEKOHE April 20th

On April 20th we held our Dunlop Meeting at Pukekohe. The day was to be enlivened by the appearance of three Aussie lightweight Minis to challenge the Mustang Supremacy but unfortunately due to somewhat inclement weather the challenge didn't come off. (According to the Aussies it doesn't rain at meetings over there - must have an Aboriginal Clerk of the Course for instant anti-rain dances - wonder if he gives Lessons)

Practice was held in iffy conditions which resulted in the unfortunate accident of Hugh Kettelwell in his Cooper 'S' at the elbow receiving facial injuries on the steering wheel (as Hugh put it - I missed breakfast so I thought a bite of steering wheel would suffice). There were various caustic comments from people who should have known better in saying the 2.2 circuit is dangerous - Gentlemen ; it is only as dangerous as the drivers make it.

Good racing was the order of the day with Paul Fahey getting the crown for King of the Rainy Season.

The best race of the day was I would say between Ron Brown and Roy Harrington who provided a good crowd pleasing - paint swapping dice with Ron taking the checker.

In the big engined Minis Roger Anderson was the quickest (quite surprising considering the motor was said to be built out of scraps - lead me to that scrap heap somebody). Shack Manon did a rather neat spin during this race to recover and work his way back thru' the field in good style.

Sporty cars were a bit thin on entries as usual and when Peter Moloney in the 'Dave Holloway Motor Racing Kato Special' (almost as good as A McLaren Traco Olds Eno's Fruit Salts Special) did it wrong at Railway the field was even smaller. The handicap race must have been an Eric Mallard Special as Jim Boyd just beat J. Mahon in his 1275 Midget by 2 feet. The Lotus 23B of Ron Rutherford did unfortunately not seem on form, this car would be the prettiest car of its type in New Zealand.

Points of Ponder from the Meeting -

Interesting the number of Imps appearing.

Why do motorbikes all look the same?

Abolish rain.

Bring back allcomers and back come the people.

BLOWN

RESULTS

Event 1 Saloons 1301 - 2000 c.c.

91	L. Brown (Aust.)	Morris 850	1st
87	B. McLean	Ford Cortina G.T.	2nd
71	D.J. Langslow	Ford Cortina Super	3rd
83	A. Woolf	Triumph Vitesse	4th
111	R. Cullen	Ford Cortina G.T.	5th

2001 c.c. & Over

104	P. Fahey	Ford Mustang	1st
26	F. Bryan	Ford Mustang	2nd
141	R. Coppins	Ford Mustang	3rd
125	A. Lim	Ford Zephyr	4th

Event 2 Saloons 1001 - 1300 c.c.

96	R. Anderson	Austin Cooper 'S'	1st
82	R. Sellens	Morris Cooper 'S'	2nd
72	C. Roberts	Austin Cooper 'S'	3rd
84	S. Manon	Morris Cooper 'S'	4th

Event 3 Saloons 0 - 1001 c.c.

53	R. Brown		1st
69	R.D. Harrington	Hillman Imp	2nd
89	M. Smurthwaite	Ford Anglia 105E	3rd
49	P. Sharp	Morris Cooper 'S'	4th

Event 4 Sports Cars

27	J. Riley	Lotus	1st
22	J. Boyd	Lycoming	2nd
44	R. Rutherford	Lotus 23B	3rd
37	R. West	Lotus Super Seven	4th

Event 6 'DUNLOP' Invitation - Saloons

104	P. Fahey	Ford Mustang	1st
7	J. Leffler (Aust.)	Morris 850	2nd
3	D. Holland (Aust.)	Morris Cooper 'S'	3rd
86	B. Phillips	Ford Lotus Cortina	4th
96	R. Anderson	Austin Cooper 'S'	5th
91	L. Brown (Aust.)	Morris 850	6th
87	B. McLean	Ford Cortina G.T.	7th
72	C. Roberts	Austin Cooper 'S'	8th
83	A. O. Woolf	Triumph Vitesse	9th

Event 8 Sports Cars

22	J. Boyd	Lycoming	1st
39	J. Mahon	MG Midget	2nd
27	J. Riley	Lotus	3rd

Event 10 Saloons 1001 c.c. & Over

83	A.O. Woolf	Triumph Vitesse	1st
7	J. Leffler (Aust.)	Morris 850	2nd
86	B. Phillips	Ford Lotus Cortina	3rd
87	B. McLean	Ford Cortina Super	4th

Event 11 Saloons

78	K. Campbell	Ford Cortina G.T.	1st
97	R. Collin wood	Austin Cooper	2nd
55	R.H. Marlow	Austin Mini	3rd

(No prize money has been paid to Australian Drivers.)

for sale

1 Standard Cam Shaft - \$10.00

Front Suspension Parts for A30, A35, A40 Farina - The Lot \$40.00

1 Diff - Suit A35/Minor 1000 - Low Ratio - \$25.00

2 Standard Manifolds for A40 Farina - \$8.00 each and many other parts.

Contact LYNTON RYAN - PH. 659-863.

1964 A40 Farina 998 c.c. - New Upholstery - Near new G800 Tyres, Wide Wheels, Lowered, 1½ SU CARBS, Free Flow Exhaust System, 731 Cam. Big Valves, Power Brakes, Ideal Hillclimb, Club Circuit or Road Car - £350 o.n.o.

Contact LYNTON RYAN - PH. 659-863.

1965 Anglia ex Ward Fahey - Complete with Instruments - Limited Slip Diff, Discs, Standard 105E Motor and Box stripped - For Inspection phone Pettit 6726D or write P.O. Box 5018, Rotorua.

998 cc Mini with genuine 649 Cam, 45 mm Weber, Mini Cooper Gearbox, 'S' wheels with Dunlop SP Tyres. Well placed in Club events this season. £600 o.n.o.

Phone John Oudney - Papatoetoe 86218.

Smith's Elect. Tachometer - Latest Model - Two Months Old. 4 cylinder 0-10 cal. Must sell \$20.00.

Contact Glenn Andrews, 33 Walters Road, Papakura.

Phone : 990M - Papakura.

AUCKLAND CAR CLUB (INC.)

NIGHT TRIAL: 27th APRIL, 1968.

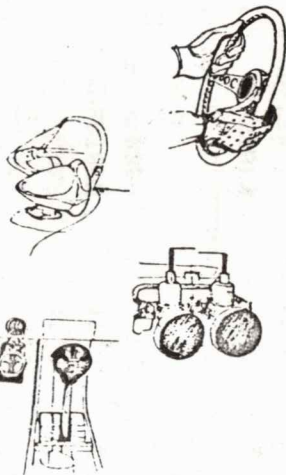
CAR NO.	COMPETITOR	CHECK 1	CHECK 2	CHECK 3	CHECK 4	CHECK 5	TOTAL		PLACING
							POINTS LOST		
2	A.L. McWATT	4.5	9.0	15.5	1.0	.0	30.0		5th
4	T.E. LOADER	12.0	.0	6.0	.0	5.0	23.0		4th
6	G. MORRISON	12.0	115.0	106.0	77.5	37.0	347.5		19th
8	F.B. WEBBER	.0	81.0	87.5	63.3	23.3	255.1		17th
10	L. RYAN	3.0	12.0	37.5 +	5.5	.0	67.0		9th
12	MISS M. DONALD	.0	.5	13.0	2.6	1.0	16.6		2nd
14	J. BERTNSEN	9.0	3.0	43.5	32.1	51.0	138.6		12th
16	G. HENRY	19.0	4.5	3.0	16.8	.0	43.3		7th
18	IRENE RIST	.0	3.5	52.5	84.5	50.0	210.5		14th
20	W.J. MARTIN	21.0	15.5	12.5	10.3	.0	59.3		8th
22	J. HICKEY	13.5	12.0	32.5	25.8	1.5	85.3		10th
24	R. MOSTON	10.5	6.0	10.5	129.4	75.0	231.4		15th
26	T. STILLMAN	5.0	23.5	36.0	25.9	46.5	136.9		11th
28	R. OSBORN	11.0	6.0	53.0	180.0 *	180.0 =	430.0		20th
30	D. WEST	.0	.0	22.0	4.3	12.0	38.3		6th
32	M. EDGELL	8.5	4.5	26.0	180.0 *	112.5	331.5		18th
34	P. BRUIN	.0	22.5	39.0	117.8	67.5	246.8		16th
36	D.J. SHIELDS			WITHDREW					-
38	P.J. GAUDWELL			WITHDREW					-
40	B. BRUCE			WITHDREW					-
42	R. BROWN	16.5	1.5	60.0	56.3	46.5	180.8		13th
44	A. BOYLE	1.0	.0	3.0	3.8	14.5	22.3		3rd
46	W. JONES	.0	.0	.0	.0	1.0	1.0		1st

+ Illegal Parking

* Missed Check

= Maximum Points

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Takes Zenith Stromberg or S.U.
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Reground Camshafts for Imp, Humber 80
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Basic Clutches and Transmissions.
Basic Fuel Systems.
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Hot Rodding the Plymouth.
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AUCKLAND. Phone 22-385.



**HAPPY WITH
HIS
CAR MANUAL**

**Floyd Clymer's Handbook
OF FOREIGN CAR CARBURETORS
AND FUEL INJECTION**

Here is a new type of handbook for the enthusiast, layman, speed-tuner or professional mechanic. It can be used by either with equal benefits because it covers both theory and practical application of all of the popular carburetors used on imported cars, plus Bosch (Mercedes) fuel injection.

Here is a brief indication of the contents of this huge 528-page book, which is illustrated with well over 1,000 photos, charts and drawings of actual carburetors, and injection, along with diagrams of carburetor circuitry. Topics include: Carburetor Theory and Practice; How to Select a Carburetor; The Air Density Meter; Solex Carburetors; Weber Carburetors; Zenith Carburetors; S. U. Carburetors; How to Synchronize S.U.s; Mercedes Fuel Injection.

The second section of the book covers the actual operation, disassembly, repair and assembly of specific carburetors as fitted to a long list of imported cars. Tuning and trouble shooting procedures are also included in the comprehensive coverage of such automobiles as Alfa-Romeo, Austin, BMW, Datsun, Healey, Fiat, MG, Morris, Jaguar, Mercedes, Porsche (including the 911), Renault, Sunbeam (including Tiger), Triumph, Volkswagen, and Volvo.

This book is a must for any serious student of carburetion and an extremely valuable tool for the owner who has more than one make of car or who makes a hobby of tuning cars for his less-skilled friends.

Only 45/-

FROM

TECHNICAL BOOKS LTD.

N.Z.'S LEADING AUTO BOOK DISTRIBUTORS

ALL THE LATEST AND BEST BOOKS ON MOTOR SPORT,

THE INTERCLUB GYMKHANA
(Or Auckland C.C. vs Hamilton C.C.)

In place of the annual rugby clash, which was usually poorly attended by players and spectators alike, although understandably so after some Saturday nights, both clubs decided to try something different which would be more attractive to all concerned and entice those Sunday morning bed-dwellers out into combat.

It was mutually decided to hold a Gymkhana, this year of course at Hamilton since the Rugby match or whatever you like to call it, was held in Auckland last year. As you may remember, we overwhelmed them.

A magnificent total of nine cars assembled outside Reid Rubber Limited at 8.30 a.m. on Sunday the 17th March and led away in convoy by the Galbraith Holden, we made good time to Hamilton.

The H.C. were out in force. They had about 40 cars assembled in battle order. These were our first impressions of the scene. However, we were well received by their Club Captain.

Once the usual formalities were over the duelling began in earnest. I say duelling because we were paired off with cars of similar shape and form and this paired order was to be kept for most of the day.

The H.C.C. are fortunate in owning quite a large paddock out in the Eastern farming suburbs of Hamilton, with their Clubrooms built at one end. Although the whole area is fairly flat, there is an interesting dip at one corner.

The first event was a "Wiggle-woggle" using part of the dip, which was won by Hamilton.

The lunch break followed where our Captain had earnest words with the Boys.

The second test was the usual four garage pivot-around-the-centre trick, which gave the Mini and other handbrake turn enthusiasts the opportunity to "let it all hang out"! This was taken by Auckland, reducing the lead gained by Hamilton in the first event.

Cars passed on immediately to the third event which was another form of wiggle and garage. Hamilton regained some of their lost lead.

By far the most popular event of the day was a relay race, which involved flat-out blatting in a straight line down the paddock to stop between two cone markers. The drivers had to leap from their

cars, swap the markers side-for-side and get back to the start by any method they liked. This saw some awesome Mini-spinning on the return blatts. I think that this was the most successful and exciting grass event that I have ever seen. One can judge this from the way the girls yelled themselves hoarse and the fact that it was repeated. Hamilton narrowly won, both times.

The final fling was a Rod McCallum-type timed run around the edge of the paddock, taking in the dip. Once again the Boys let it "all hang out", but alas, Hamilton reigned supreme. It was their finest hour. We adjourned to the Clubrooms and quenched our thirst.

One car worthy of special mention was a 1924 3 litre, 4 cylinder Red Label Bentley owned and entered on behalf of the Auckland Car Club by Mr Pearce. This car performed remarkably well and attracted a lot of interest.

A good time was had by all and we departed for home, defeated but not dejected, the lavatory seat is as yet still at Hamilton.

Marmaduke.

FILMS NEXT CLUB NIGHT - MAY 17TH

SHOWDOWN '67

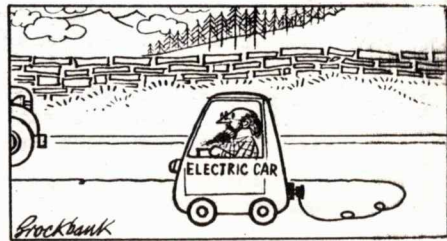
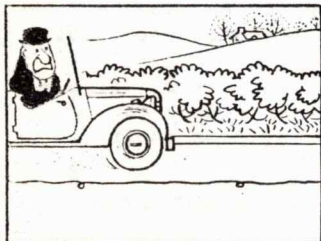
Saloon and Sports Car series of races in U.S.

BRITISH RACING GREEN

Motor Racing in Britain from Vintage Cars to formula equipment.

CATTLE CARTERS

A Pommie hitch hiker tries to tell an Aussie how to drive his huge Semi in the outbacks of Australia.



16 Tisdall Street,
Hamilton.

22nd February, 1968.

The Secretary,
Auckland Car Club,
Auckland.

Dear Sir,

As I am due to leave New Zealand in a few days time for racing overseas for Bruce McLaren, I wish to take this opportunity to sincerely thank your club and members for their help over the past few years.

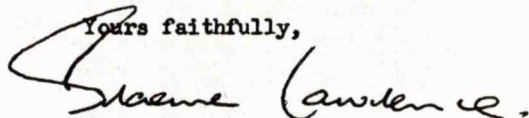
I have always thoroughly enjoyed competing at your meetings and appreciate the help and valued assistance given to us by all concerned.

It is my ambition and shall do my best to uphold the standard of New Zealand racing drivers overseas, and it was only through experience gained by competing at your meetings that my new position was obtained.

When the Tasman Series for 1968 - 69 comes along I do hope to be on the starting line here in New Zealand once again, so until then very best wishes to you and your club.

Kind regards

Yours faithfully,

 Graeme Lawrence.



BOB FIRTH



JIM BOYD



DOUG WENTWORTH

Hill

Cham

7th

Photos by :

climb

rain Rd



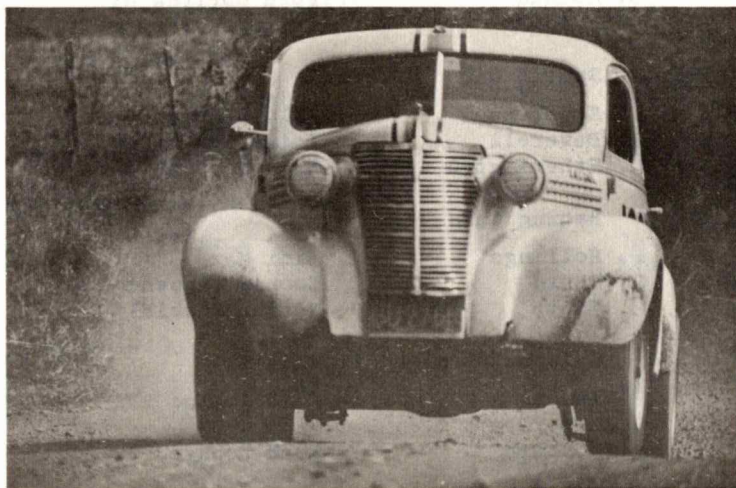
ALAN BOYLE



ROSS HOLLINGS

April

eter Bruin



TONY VAZEY

CLUB CIRCUIT MOTOR RACE MEETING - PUKEKOHE -

SUNDAY 31ST MARCH 1968

R E S U L T S :

RACE 1 Saloons Standard Production

B. Anderson	Ford Zodiac	1st
G.R. Morley	Fiat 1500	2nd
P.G. Smith	Ford Zephyr	3rd

RACE 2 Saloons Allcomers 0 - 1000 c.c.

R. Brown	Morris Cooper 'S'	1st
J. Oudney	Morris Mini	2nd
D. Hamill	Austin A40	3rd

RACE 3 Saloons Allcomers 1001 - 1300 c.c.

S. Manon	Morris Cooper 'S'	1st
J. Richards	Ford Anglia 105E	2nd
K. Dunn	Ford Anglia Super	3rd

RACE 4 Saloons Allcomers 1301 - 1500 c.c.

D.J. Langslow	Ford Cortina	1st
N. Hill		2nd
B. Cox	Ford Cortina	3rd

RACE 5 Saloons Allcomers 1501 c.c. & Over

B. Phillips	Ford Cortina	1st
B. McLean	Ford Cortina GT	2nd
A.O. Woolf	Triumph Vitesse	3rd

RACE 6 Sports Cars

I. Stephenson	Lola Climax	1st
J. Deverell	Lotus Super Seven	2nd
D. Etherington	Kato Special	3rd

RACE 7 Racing Cars

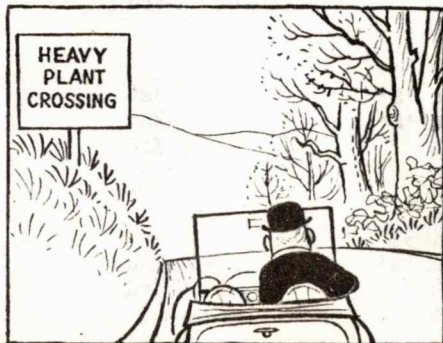
R. Hollings	Mini Max	1st
P. Bruin	Cooper Vincent	2nd
M. Firth	Norton Special	3rd

RACE 8 Saloons Standard Production

B. Anderson	Ford Zodiac	1st
G.R. Morley	Fiat 1500	2nd
P.G. Smith	Ford Zephyr	3rd

<u>RACE 9</u> Saloons Allcomers 0 - 1000 c.c.		
R. Brown	Morris Cooper 'S'	1st
E.A. Dutch	Hillman Imp	2nd
J. Oudney	Morris Mini	3rd
<u>RACE 10</u> Saloons Allcomers 1001 - 1300 c.c.		
S. Manon	Morris Cooper 'S'	1st
J. Richards	Ford Anglia 105E	2nd
M. Donald	Austin Cooper 'S'	
<u>RACE 11</u> Saloons Allcomers 1301 - 1500 c.c.		
D.J. Langslow	Ford Cortina	1st
B. Cox	Ford Cortina	2nd
J. Hayes	Ford Cortina	3rd
<u>RACE 12</u> Saloons Allcomers 1501 c.c. & Over		
B. Phillips	Ford Cortina	1st
B. McLean	Ford Cortina GT	2nd
A. Vazey	Chev. Coupe	3rd
<u>RACE 12A</u> Sports Cars		
I. Stephenson	Lola Climax	1st
J. Deverell	Lotus Super Seven	2nd
D. Etherington	Kato Special	3rd
<u>RACE 14</u> Racing Cars		
R. Hollings	Mini Max	1st
P. Bruin	Cooper Vincent	2nd
M. Firth	Norton Special	3rd
<u>RACE 15</u> Saloons Standard Production		
P.G. Smith	Ford Zephyr	1st
B. Anderson	Ford Zodiac	2nd
G.R. Morley	Fiat 1500	3rd
<u>RACE 16</u> Saloons Allcomers 0 - 1000 c.c.		
R. Brown	Morris Cooper 'S'	1st
P.W. Sharp	Morris Cooper 'S'	2nd
D. Hamill	Austin A40	3rd
<u>RACE 17</u> Saloons Allcomers 1001 - 1300 c.c.		
J. Richards	Ford Anglia 105E	1st
S. Manon	Morris Cooper 'S'	2nd
A.S. Banks	Ford Anglia	3rd

<u>RACE 18</u>	Saloons Allcomers	1301 - 1500 c.c.	
	D.J. Langslow	Ford Cortina	1st
	N. Hill		2nd
	R. Doherty	Ford Anglia	3rd
<u>RACE 19</u>	Saloons Allcomers	1501 c.c. & Over	
	B. Phillips	Ford Cortina	1st
	D.W. Phillips	Ford Anglia	2nd
	A.O. Woolf	Triumph Vitesse	3rd
<u>RACE 20</u>	Sports Cars		
	J. Deverell	Lotus Super Seven	1st
	J.M. Mahon	MG Midget	2nd
	I. Stephenson	Lola Climax	3rd
<u>RACE 21</u>	Racing Cars		
	R.S. Allen	Almen Vee	1st
	R. Hollings	Mini Max	2nd
	I. Berry	Formula Vee	3rd
<u>RACE 22</u>	Saloons Allcomers		
	B. Phillips	Ford Cortina	1st
	S. Manon	Morris Cooper 'S'	2nd
			3rd
<u>RACE 23</u>	Saloons		
	J. Richards	Ford Anglia Van	1st
	B. Anderson	Ford Zodiac	2nd
	J. Hayes	Ford Cortina	3rd
<u>RACE 24</u>	Saloons		
	A.O. Woolf	Triumph Vitesse	1st
	D.J. Langslow	Ford Cortina	2nd
	B.S. Morrell	Austin A40 Farina	3rd



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Hillclimb.

The last Hillclimb of the season was on the 7th April with competitors who took part in what must have been the most successful Hillclimb of the season. The weather was perfect after some very heavy rain in the preceding 24 hours and the hill was left with very little metal and a surface, although soft in one or two spots, giving much better traction than usual.

Everyone nevertheless made six runs up which must surely have pleased all the grizzlers who were at the previous Hillclimb. The hill record was bowled for a row after many years of hard trying by many determined men. This day it was broken three times by James Boyd in 'Old Faithful' who recorded a time of 36.0 twice but on his last ascent lowered it to a sizzling 35.7. The other Hero of the day was Ross Hollings in the Mini Max who recorded 36.2 on his second ascent to equal the record set by Jim Boyd in October of 1965 and until Jim's third attempt was ahead of him but he was unable to better the effort. Doug Bremner just managed to have the privilege of being the fastest Tin Top but only by a mere one tenth of a second in the VW Porsche from Alan Boyle who put up a very determined challenge all day and recorded a time of 38.3 in the immaculate 970 S Mini.

It was noticeable at the start after the bridge was swept of metal (many thanks to VIADUCT MOTORS for supply of a broom and the tow truck) that many people seemed to be getting away much quicker and minimizing that advantage that Doug's pots used to give him in this respect. Tony Vazey, one of the last brave giant killing coupé pilots who proved much of the spectacle at these events, gained the honour of being the fastest coupe up Bombay with a time of 39.0. A very determined young Bob Firth turned in a time of 39.7 after spinning off on two of his previous runs, not a bad effort for a standard 500cc Triumph powered machine constructed by himself and only his second attempt at the hill. (Look out big brother Murray).

Club commentator Ian Derbridge made his debut into the competitive side of the sport driving a Formula Vee. The sporting car class went to Doug Wentworth in his M.G. Midget after many hot challenges from Ken Flashman in the Honker (same Ford as driven miserably by Mario Andretti in the Can-Am).

All in all a most enjoyable and successful day was had by all.

PENRY BANNEY

HILLCLIMB results

SALOON 0-1000

			1	2	3	4	5		
A 4	R.L. Sinclair	Fiat	47.0	45.8	45.6	44.0	43.0		3rd
A 6	C. Johnson	Morris Mini Van	50.0	50.1	48.6	50.7	48.5		
A 7	F. Gilbert	Austin Mini	47.0	45.7	47.0	45.4	44.5		
A 8	B. Perkinson	Hillman Imp	51.5	49.3	48.4	48.4	47.6		
A16	J.A. Mannion	Morris Mini	51.8	48.9	47.6	47.8	46.7		
A19	J. Pringle	Anglia	48.0	-	-	-	51.1		
A20	W.L. Jones	Hillman Imp	44.2	43.5	44.2	NT	42.4	42.2	2nd
A21	P. Levet	Austin Mini	47.2	45.0	44.4	43.9	44.4		
A27	D. McCarthy	Morris Cooper	45.4	44.9	44.0	43.4	43.4		
A29	P. Gilbert	A 40	56.0	52.6	-	49.6	50.6		
A31	A. Boyle	Morris Cooper	NT	39.8	39.0	38.5	38.8	38.3	1st

1001-1300

B 9	G.C. Viall	Anglia	45.4	44.4	46.7	45.8	43.5		1st
B18	Judy Hanbury	V.W.	54.8	52.3	51.5	50.0	49.5		2nd

1301-1600

C14	D.H. Cliff	Cortina	44.6	42.5	42.4	42.5	41.5		2nd
C23	D. Bremner	V.W.	40.2	38.5	39.6	38.2	38.6		1st
C24	I. Bourke	Austin	1.02.0	53.7	54.6	55.3	52.5		
C28	B. Cox	Cortina	43.2	42.6	45.6	42.2	44.1		3rd

1601-2500

D 3	P. Meggison	Hillman Hunter	49.8	48.2	51.0	47.4	48.0		2nd
D 5	T. Loader	Austin 1800	49.6	48.0	47.0	49.30	46.6		1st

2501 and Over

E30	D.E. Chown	Chev Coupe	45.6	43.8	46.0	41.6	42.0		3rd
E132	T. Vazey	Chev Coupe	40.5	39.4	41.0	50.0	39.0		1st
E33	J. de Vantier	Zephyr	45.0	42.0	43.8	41.8	40.7		2nd

SPORTS 0-1500

F10	D. Wentworth	M.G. Midget	46.8	45.4	NT	44.7	44.6	44.5	1st
F15	P.J. Lever	Ford 10 Special	52.5	52.2	50.6	49.6	50.0		
F17	B.R. Thorpe	Austin Healey Sprite	49.5	47.0	48.2	45.6	45.8		3rd
F26	K. Flashman	Ford 10 Special	NT	50.5	NT	45.5	46.4	45.5	2nd

1501 and Over

G22	J. Boyd	Lycoming	36.8	37.0	36.0	36.0	35.7		1st
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RACING 0 - 1500

I 1	G. Sefton	Norton Special	46.9	45.5	53.1	44.2	44.2		
I11	B.G. Walsh	Special	-	44.7	44.6	44.2	41.6		3rd
I12	R. Firth	Triumph Special	59.8	40.0	59.2	58.4	39.7		2nd
I25	I. Derbridge	Formula Vee	46.5	45.5	45.0	47.0	108.0		
I37	R. Hollings	Mini Max	-	36.6	36.2	36.5	40.8		1st

MEMBERS' SUBSCRIPTIONS

To those members who have not paid their subscriptions would you please attend to this urgently. Membership of the Club has been re-opened and if you know of any friends who wish to join the Club please procure a Membership Form from the Clubrooms. It is probable that membership will be closed again in the near future.

Fees for new members are -

Nomination	\$10.00
Membership	6.00
	<hr/>
	\$16.00



PRESIDENT'S ANNUAL REPORT

24TH APRIL 1968

MEMBERS,

On behalf of your committee I report on the year's activities.

MEMBERSHIP - Showed a considerable increase from 660 to 755 financial members which of course is a record for the Club.

FINANCE - Detailed statement of accounts have been distributed and while the surplus income declined from \$4904 in 1967 to \$3139 in 1968 the over-all result can be considered satisfactory. Main contributing factor to the drop in profit was the reduced income from national race meetings. Net Book Value of the Club's assets are shown as \$25,691.

CLUBHOUSE - Approximately \$2700.00 was spent during the year on improvements and furnishings and the over-all result must give cause for satisfaction to members. Progress was impeded by problems of water seepage. Again we record our thanks to Mart Lawson for his notable contribution over the past year.

CLUBHOUSE SUB-COMMITTEE: (L. Buckingham, Convenor) - A busy year that involved 11 monthly club night functions, 3 socials and dances and numerous informal functions.

Organisation of another successful Shell Ball also came within the scope of this sub-committee.

TRIALS (J. Stuart-Masters, Convenor) - Seven club trials and one Gold Star Trial were organised. The 1967 Shell Trial was most successful but unfortunately Shell Oil Ltd. has withdrawn sponsorship from this type of event.

The numbers taking part in Club trials seemed to vary considerably from event to event.

SPEED SUB-COMMITTEE (Convenor - K. Galbraith) - Four hillclimbs were organised and all proved successful and popular with the many participants.

RACE SUB-COMMITTEE (Convenor L. Rankin) Organised -

2 National Race Meetings
4 Club Circuit Meetings

Both national meetings attracted large entries and could only be considered as highly successful. The net financial return to the Club

over the year was disappointing particularly when related to the unbelievable amount of voluntary time put in by club officials.

A notable "first" was achieved by the club in arranging for participation by Australian drivers in the recent Dunlop Meeting.

Club circuit meetings were very successful but financially were "all expenditure and no income".

The growing public interest in the speed side of motor sport would certainly seem to provide a strong case for Sunday racing.

BULLETIN - The recurring problems seemed to confront our sub-committee during the year but currently good results are being achieved. We are indebted to those sub-committee members who have kept at it and produced results over the year.

N.Z.I.G.P. (Inc) - We continue to be well represented on this organisation and on the directorate of G.P. Management Ltd. A most profitable year was recorded by N.Z.I.G.P. but we can only express disappointment at the dividend received by our Club.

JIM WAYGOOD - is terminating a long and note-worthy association with the Executive. As you are aware from the notices posted we hope to acknowledge our debt to Jim in the form of a life membership.

THANKS - The year just completed has been a particularly busy one for your committee and any one associated with the administration of the club affairs.

To those outside the committee who contributed in any way we acknowledge your effort with a sincere thank you.

E.G. MALLARD

For the Committee

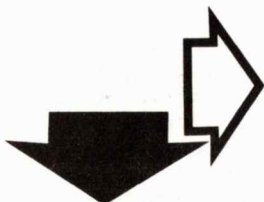
New Members

<u>Name</u>	<u>Place</u>	<u>Car</u>
Patrick Smith	Kumeu	Zephyr
Brian Pellen	Orakei	Volkswagen
Patrick Hansen	Kaukapakapa	Cortina
Bruce Anderson	Kumeu	-
Gavin Booth	Whangarei	Holden
Rowan Stanley	Bucklands Beach	Holden
Jon Warring	Auckland	A/H Sprite

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Tribute to Jim Clark

Jim Clark will never return to New Zealand and a whole world mourns his loss. At Hockenheim, West Germany, the world's most demanding sport claimed the life of this 32 year old Scottish farmer. This man who claimed that he was just a country farmer at heart more than left his mark on this, the most exacting of Sports; winner of 25 Grand Prix, the Indianapolis 500, victorious in Sports and Saloon Car events around the globe, he died when his Lotus crashed off the circuit and hit a tree. Driver error or mechanical failure, no one will ever know. Perhaps more so the pity.

Here in New Zealand the death of Clark shocked a whole nation for no driver has endeared himself to the people as quiet unassuming Jim Clark. Approachable at anytime, he would gladly offer advice, either to driver or promoter. Every current New Zealand driver has reason to remember Clark, whether it be by words of advice or his gift of flameproof overalls to New Zealand drivers. Somehow he endeavoured to make his tour of New Zealand more than just another passage of time. Circuit Officials too remember his quiet sincerity at after-race functions, wandering through the mass saying hullo there, shaking hands here, in short, one of us.

His greatest victory he assured us was overcoming the might of America to win the Indianapolis 500. The man who won 50 bottles of Champagne at Pukekohe, and then gave it all away, because as he claimed, it was not his national drink. Yes it is easy to understand why this man was Scotland's National hero. To us here in New Zealand we are left with the memory of the man who was the world's No. 1 racing driver and yet became the sport's greatest Ambassador. To the parents of Jim Clark we offer our deepest sympathies and understanding. We can assure them that Jim Clark racing driver, farmer and friend will always have a place in our memories.

All correspondence for Bulletin:- Please address to :-

The Editor,
Auckland Car Club,
5 Coronation Rd.,
MANGERE BRIDGE.

Trophies for Presentation on Clubnight - 16th May.

HILLCLIMBS:

F.C. Greer Cup
J.M. Hayes Trophy
P. Coutts Cup
Wylie McDonald Cup
A.C.C. Cup
A.C.C. Cup
N.Z.M.R.D.A. Cup
G.H. McCallum Cup

A. Boyle
D. Bremner
R. Jones
R. Hollings
I. Berry
J. Boyd
J. Boyd
D. Bremner

RACE MEETINGS:

Lodge Cup
Motorways Rosebowl
A.C.C. Cup
A.C.C. Cup
Jensen Motors Cup
A.C.C. Cup
Ross Jensen Trophy
Regent Catering Co. Trophy

R. Brown
S. Manon
D.J. Langslow
B. Phillips
I. Stephenson
J. Deverell
R. Hollings
P. Bruin

Would the above listed members please attend the presentation.

MAJOR UPSETT



Photos overpage by Richard Osborn.



Jim Richards (winner of The Driver of The Year Award) is followed by Barry Phillips.



I don't care who you say you are, I wanna sit in my racer.



A.Woolf followed closely by K.Brown at Bay Park Raceways on Easter Saturday.

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