

BULLETIN



JULY 68

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AUCKLAND CAR CLUB (Inc)

P. O. BOX 2591 AUCKLAND

BULLETIN

JULY 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 606.083

DEPUTY CLUB CAPTAIN :

M. I. Marshall Phone 699.815
Flat 2, 135a Landscape Road, Mt. Roskill

CHAIRMEN OF SUB-COMMITTEES :

Club house	-	K. Galbraith	606.083
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



Club Captain Ken Galbraith and Pam leave the church after their recent wedding.

COMING



EVENTS



AUCKLAND CAR CLUB

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

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

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

18TH JULY - 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.

3RD AUGUST - SATURDAY NIGHT TRIAL - Start Barry's Point Road, Takapuna - First Car 7.00 p.m. No maps or clocks required - Finish at Clubrooms. Duration 2½ hours. Exide Trophy Points. Plotter - Tom Loader : Phone 73-944.

10TH AUGUST - SATURDAY NIGHT - SOCIAL AND DANCE AT CLUBROOMS - 44 Stoddard Road, Mount Roskill. Further details next Bulletin.

15TH AUGUST - THURSDAY - CLUB NIGHT - FILM EVENING

18TH AUGUST - SUNDAY - CLUB CIRCUIT RACE MEETING - Scrutineering 10.00 a.m. to 11.00 a.m. Entries close Monday, 12th August with Miss C.E. Dewar C/- Alans Office Service, 23 Shortland Street, Auckland 1. Fee - \$1.00.

Entries may be made by phone - 583-499. The usual requirements are needed - M.A.N.Z. Medical Certificate, Current Membership Card, Overalls, Observations for Racing Extensions and Deletion of three stripes. Events for Open Wheelers, Sports, Saloons and Standard Production Saloons. Late entries may be accepted to fill races at a fee of \$2.00.

Marshalls required for various duties. Phone Eric Mallard - 677-519. Members of any Car Club will be admitted on production of their Membership Card.

15TH SEPTEMBER - SUNDAY - FIRST HILLCLIMB OF THE SEASON at Chamberlain Road, Bombay. There will be a scrub clearing day the previous Sunday.

REMEMBER : NO PRACTISING ON THE VENUE BEFORE THE DAY.

INVITATION & OPEN

6TH JULY - SATURDAY - AUCKLAND UNIVERSITY CAR CLUB - Bent Sprint at the Engineering School, Ardmore. Entries on Day.

13TH JULY - SATURDAY - ROTORUA CAR CLUB - Six Hour Invitation Trial Starting in Rotorua at 1 p.m. Supplementary Regulations and Entry Forms from P.O. Box 365, Rotorua.

14TH JULY - SUNDAY - PUKEKOHE CAR CLUB MONSOON TRIAL (MERCURY CUP) Starts Sunken Gardens, Cornwall Park. First car away 10.30 a.m. Finish Pukekohe. Approximately 5 hours. Maps - A.A. Local Tours No. 20M/667/167. Entries close Monday 8th July. Fee - 70 cents per person. Regulations and Forms from P.O. Box 174, Pukekohe.

20TH JULY - SATURDAY - WHAKATANE CAR CLUB - 12 Hour Gold Star Trial. Entry Forms and Regulations from P.O. Box 157, Whakatane.

27TH - 28TH JULY - SATURDAY - SUNDAY - LEVIN MOTOR RACING CLUB - Speed Weekend. Bent Sprint at Levin Saturday. A social in the evening then a Hillclimb at Kahina Road, Shannon on Sunday. Entry Forms are available from The Secretary, P.O. Box 57, Levin.

27TH JULY - SATURDAY - Champion Spark Plug Gold Star Rally. Organised by R.A.T.E.C. Auckland. The event starts at Panmure Motors Limited at 10 a.m. and finishes at the Champion Spark Plug Factory, Mt. Wellington approximately 12 hours later. The Secretary is D.W. Benefield, P.O. Box 14-228, Panmure - Phone 579-009 (Bus), 589-712 (Res). Entries close 6th July.

27TH JULY - SATURDAY - TAURANGA CAR CLUB - Bay Park Race Meeting. Entries close 3.00 p.m. Friday, 28th June, The Secretary, Bay Park Raceways Ltd., P.O. Box 352, Tauranga. Entry Fee - \$2.00 per race.

8TH - 11TH AUGUST - THURSDAY - SUNDAY - Shell Silver Fern Motor Rally. Starts Taupo and finishes at Wellington. Based on the R.A.C. Rally in Great Britain, route covers approximately 1800 miles. Marking throughout the event will be on time basis on all the special stages varying in length up to 30 miles. The event will be divided into classes, much the same way as Group 5. Fastest outright car will be the winner. Prize money varies from \$500 for 1st to \$40 for 10th place. Supplementary Regulations available from The Secretary, Shell Silver Fern Rally, Wellington Car Club, P.O. Box 5142, Wellington.

17TH AUGUST - SATURDAY - TE AWAMUTU CAR CLUB - Rothmans Trophy Trial Entry Forms and A.S.R.'s available from P.O. Box 229, Te Awamutu.

25TH AUGUST - SUNDAY - AUCKLAND CAR CLUB SPRING INVITATION TRIAL
MERCURY TROPHY EVENT

Start - Lynnmall Shopping Centre, Great North Road.
First Car 11.00 a.m. All entries at Start.

Finish - Auckland Car Club Clubrooms.

Duration - Approximately 5½ hours - 160 miles.

Meal Break - 30 minutes - Please bring your own lunch.

Entry Fee - 50 cents per person

L. & S. Maps Required

Helensville Sheet N37, 2nd Edition, 1st March 1964.

Waitakere Sheet N41, Pt 46, 3rd Edition, 1st May 1964.

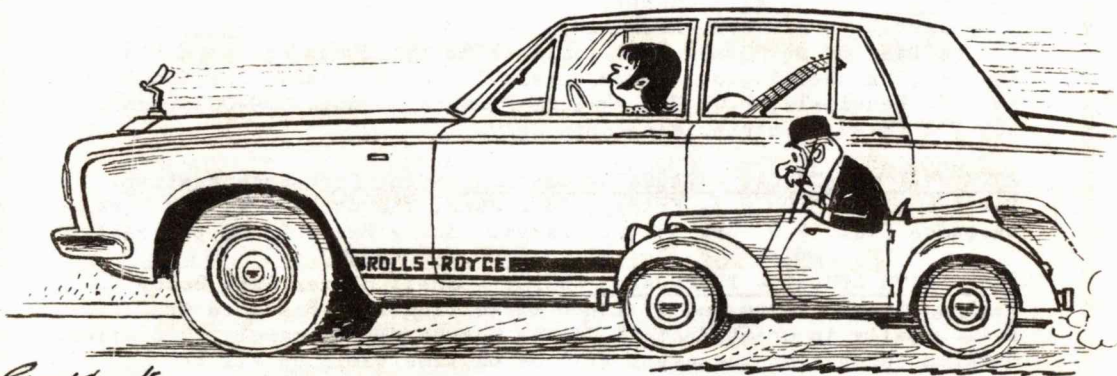
Sealed clock required.

Plotted by Mick Tree (Phone 5375S Howick)

Marshals required. If you can help please phone
Mick day or night.

This event includes the Light Car Trial for vehicles under
1200 c.c. Separate trophies for first three light cars and team of
three light cars.

8TH SEPTEMBER - SUNDAY - PUKEKOHE CAR CLUB - Hillclimb, Hunters
Road.



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SHOUTS & *murmurs*

A total of twenty different Clubs throughout New Zealand were represented in our Gold Star Trial held on 4th May this year, and ranged from Far North to North Otago.

It is pleasing to hear that Hugh Kettelwell who crashed in practice at the Dunlop Meeting at Pukekohe on 20th April is now getting about again and we hope that he will soon be completely roadworthy and as good as ever.

Club member Noel Goodwin is in Middlemore Hospital. We wish Noel a speedy recovery and hope to see him on deck again as soon as possible.

The talk on trialling and associated problems of navigating, map reading and timekeeping held at the Clubrooms recently proved beneficial to all those attending.

If you plan to be at the next Social and Dance to be held at the Clubrooms on Saturday, 10th August, don't delay in obtaining your tickets. Sales will be limited.

Who will be the Table Tennis and Darts Champions of the Club? Keep your eye on the Clubhouse noticeboard for Championship progress.

Bill Stone has sold the 1 $\frac{1}{2}$ Brabham to South Islander, Jiggs Alexander, who bought Bill's old Cooper two years ago. Bill is now in England and is hoping to go racing Formula 3.

Jim Boyd has bought the mighty Stanton Corvette but unfortunately it will have to be sold and can be inspected at Jim's garage at Ridge Road, Mount Roskill.

Peter Hughes has bought Peter Yock's Lotus B.R.M.
Barny Pellow has Tim Bailey's Brabham which is to have a twin cam put in again.

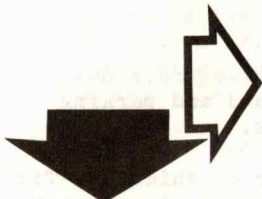
Congratulations and best wishes go to the following who make up this month's list of engagements. (This brings the Winter total to 17).

MURRAY FIRTH to BARBARA SNOOK
TIM BAILEY to MARGARET DUFF
JOHN POWER to LORRAINE MORRISON
SPENCER PEARCE to the Ed., KERRY LEAHY.
DOUG WENTWORTH TO SUE HERBERT

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Belgian Grand Prix 1968

Reported from Spa by Club Member -
Bruce Blacklock

Admission was 70 cents New Zealand for practice, race day \$2.10 New Zealand; programmes 35 cents New Zealand and parking 70 cents New Zealand - and all this for two races.

The first was a formula Ford race the winner of which was Tim Scherkin of England, after opening a good lead over a close bunch of six cars, one of which hit a rock wall right in front of us and ripped its left rear suspension off. The driver was unhurt.

The Grand Prix started precisely on the advertised time of 3.30 p.m. From the start Chris Amon lead Jackie Ickx and John Surtees. After about four laps Surtees now leading and Amon pulled away from Ickx whose engine was sounding very rough indeed. The second bunch consisted of Hulme, McLaren, Courage, Stewart, Rodrigueiz and Attwood, although Hulme was closing on the leaders when a half shaft broke, putting him on the side line. Not long after Amon had the misfortune to have a stone off the wheels of the Honda pierce his radiator. Surtees had it all his own way but only for another two laps before his front suspension broke. Meanwhile Brian Redman had hit one of the concrete barriers which guard the edge of the road in Belgium and with the help of its bevelled face had flown over it in the Cooper B.R.M. The car burst into flames on impact after having collected a Marshal. The marshal suffered a broken arm as did Redman, along with assorted burns. Other retirements were Rindt Brabham and the Works Brabham, Graeme Hill in the No. 1 Lotus, the other being driven by Jackie Oliver. By this time Jackie Stewart and Bruce McLaren were at it hammer and tongs but the Blue Matra was pulling away and with only one lap to go the Matra swung into the pits out of fuel which was hurriedly poured in, but the battery was flat also and had to be replaced. Meanwhile, McLaren slipped through and took the checker.

Bruce was suprised to be declared winner as he had not been aware that Stewart had pitted thus giving McLaren Cars Limited their first championship win.

Crowd control is practically nil because after Bruce took the flag people wandered on to the track regardless of the fact that the rest of the field had yet to finish. Being a public road, there is no fence between the track and the pit counters which I might add

are permanently and properly constructed. Mechanics, photographers and every other hanger on are just milling about while cars belt past only three or four feet away as the start of the counter is on the apex of a fast curve. There is a fairly good use of Armco at various points also the pre-mentioned concrete rail.

In one place the cars come down a straight at about 170 m.p.h. on to a bridge which is the start of a curve. The sides of the bridge are made of stone and the only protection there is, is ONE hay bale.

I'm sure our Clerk of the Course would have a fit if he saw it.

(We are sure that Friendly Les will have a fit just hearing about it!

- Ed.)

After many years MOTORMAN magazine is changing to full colour covers as from their June issue. The cover depicts the beautiful Porsche 911 and contains a full road test and performance figures inside.

MOTORMAN is also changing to the offset method of printing which will allow them to publish more and bigger photos in each issue. One example in the June issue is a big, centre-spread (17" x 11") lift-out action picture of Andy Buchanan in his Elfin 400. More of these large photos will appear in future issues.

New features include veteran and vintage racing cars, more road tests and increased coverage of N.Z. and overseas events. Most of the overseas coverage will come from Donn Anderson who is currently in Europe for the magazine. In spite of the improvements, MOTORMAN'S bookseller price remains at 30 cents a copy or \$3.00 per annum direct from the publishers, P.O. Box 1252, Auckland.

Denny

(good on you mate!)



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William Smeed
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Ross Wilson
Kelly Steel
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George Morrison

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Mt Albert
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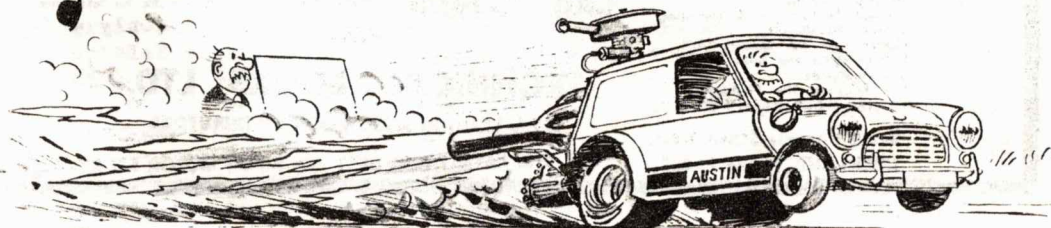
Morris Cooper S
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Mini
Mini
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Holden

Membership Subscription

No doubt you responded to that last reminder you received and have by now paid your Membership Subscription. If so, thank you. If not, this is the last Bulletin that you will receive. Act now and either send your subscription (\$6.00) to the Secretary, P.O. Box 2591, Auckland, or call in at the Clubhouse any Thursday night or Saturday afternoon and pay it then. We don't want to lose you, so be quick, not sorry.

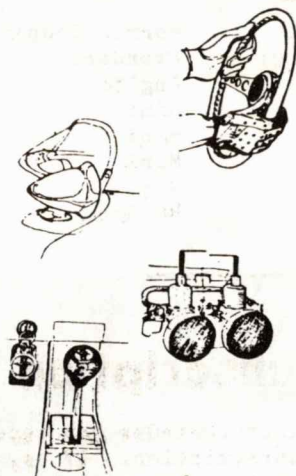
Membership of the Club has been re-opened and anyone who has been waiting to join should now do so while the opportunity lasts. Membership may have to be closed again in the near future. If you have any friends who would like to join please bring them along or obtain a Membership Form from the Clubrooms. Fees for new members are:-

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

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This year Castrol sponsored a 1000 mile three day event over Queen's Birthday weekend. The promoters limited the field to 100 but unfortunately there were only 56 starters.

The first car left Taupo at midnight on the Friday night and headed away into the fog. We finally got away from Auckland around 7 o'clock and had an uneventful trip to Taupo although the more organised crews went down Friday afternoon and got several hours sleep before they started. This proved most useful to them in what was to come.

From Taupo we headed out over Highway 5 towards Napier. Apart from looking for 40 miles for a sign that we had to change average at, this was uneventful with everyone sleeping except the driver.

Then into a map reading section. This was very tricky (as all map reading sections turned out to be) with checks in funny places on the wrong sides of islands and all those sorts of tricks. More touring sections took us to a refuelling break and then on to the Palmerston North Railway Station for an eggy breakfast.

We then toured down to the well used Foxton Flax Farm for the first "Special Stage". We read all the instructions about closed roads and a red flag 100 yards before the final check and we were off.

Guess what! Someone forgot to close the road and going sideways at a most alarming speed around a corner we found ourselves confronted by a very large green car coming towards us. We sorted that lot out only to find an even larger grey truck around the next corner. So much for closed roads and frayed nerves. From this point on we viewed Special Stages over Closed Road most dubiously.

Well following this experience we toured on to the standing and flying sprint and then toured on to lunch at Wanganui.

After lunch we toured off for a timed mud section which was great fun. Then a map reading section where almost everyone cobbled things took us on to Inglewood and the finish of the first day.

Saturday night was very quiet.

Sunday morning and it was on again. A good night's sleep made everything go much more smoothly and Sunday consisted of touring

sections, two special stages and map reading. We will say no more on special stages. The map reading was very good and of course most crews missed more check points. The day finished with the Autocross which was great fun to watch. A pie for lunch seemed a bit mean though, when you had paid \$20.00 for meals.

Sunday night and it was on at both Stratford and New Plymouth. Provisional results for the top ten were announced during the evening.

Monday morning and we were going home. An early start meant arranging early breakfasts and getting all the luggage back in the car and we were off, touring up to the sealed hill-climb. Only one run meant local knowledge was a marvellous help.

More touring took us north with a map reading section thrown in for good measure before lunch at Hamilton. Then more touring took us to a turning on times section which was accurate, thank goodness, before we ended up at Pukekohe and it was over.

In retrospect most crews found three days a bit much especially with sixteen hours trialling on top of a day's work to start the weekend. The touring sections were rather tedious for three and four man crews; however, this size crew was necessary to unravel the map-reading. The \$20.00 bill for accommodation and meals seemed a bit steep for what we got. However, all in all a very well organised weekend which went most smoothly from a competitor's point of view. However, it was not the sort of thing one would do every year.

Results:

1st	K.V. Lay	R.A.T.E.C.
2nd	B.A. Robson	R.A.T.E.C.
3rd	M. Ross	Auckland University C.C.
4th	R.B. Perillo	R.A.T.E.C.
5th	C. Taylor	Wellington Car Club

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- 4 Dunlop Racing Tyres for Mini - \$45.00
- 1 Brian Foley Cooper S cam - \$45.00
- 1 Cooper 998 c.c. Crankshaft (as new) - \$25.00
- 1 Mini 4.1 diff. - \$10.00
- 2 Standard Cooper S wheels - \$4.00 each.
Matched set of 1½ s.u. carbs with inlet manifold linkages and air cleaners - suit any B series B.M.C. - \$50.00
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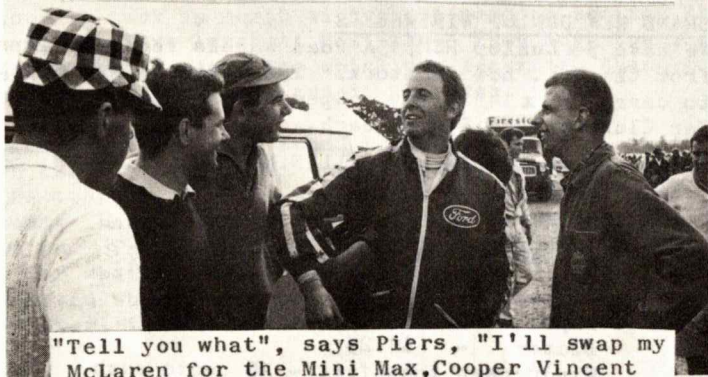
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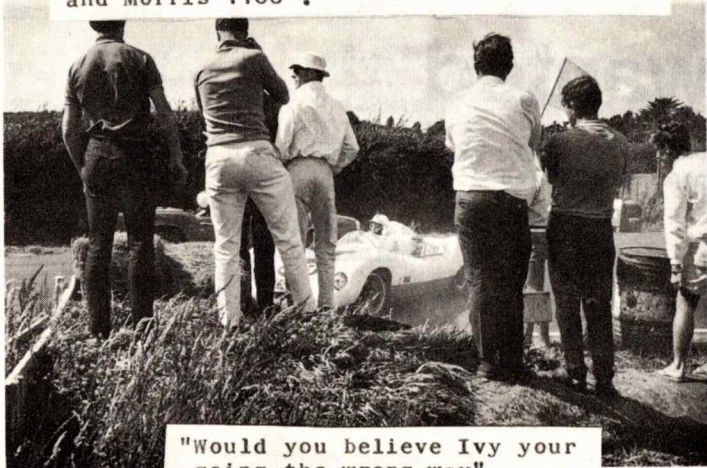
Contact David Levin, 6 Kempthorne Crescent,
Kohimarama.



Another of Eric's (more pleasant) duties. This time tying the sash round Rothmans Gold Star Trophy race winner Jim Palmer



"Tell you what", says Piers, "I'll swap my McLaren for the Mini Max, Cooper Vincent and Morris 1100".



"Would you believe Ivy your going the wrong way".

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N.Z. Patent Nos. 105,787 & 120,579

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