

# BULLETIN



SEP 68

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# AUCKLAND CAR CLUB (Inc)

P. O. BOX 2591 AUCKLAND

## BULLETIN

September 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,  
M. I. Marshall

**CLUB CAPTAIN :**

K. Galbraith Phone 606.083

**DEPUTY CLUB CAPTAIN :**

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

**CHAIRMAN 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



ALL THE LITTLE PEOPLE

# 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 to 6.30 (Except when there is a major event on).

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

8TH SEPTEMBER - SUNDAY AFTERNOON - Auckland Car Club versus Northern Sports Car Club. Table Tennis and Darts Tournament. To be held in our clubrooms starting 2 p.m. We require as many supporters as possible. Refreshments etc. available. Come along and support our teams.

15TH SEPTEMBER - SUNDAY - First Hillclimb of the season at Chamberlain Road, Bombay. Entries on day until 9.30 a.m. Scrutineering 8.30 to 9.30 a.m. Observations for Speed Extensions. Points for Exide Trophy. The usual requirements are needed - Scrutineering Log Book, Overalls, Current Membership Card, Under 21 year olds must have parent's signature on Entry Form. Forms are available at the Clubrooms. IMPORTANT - NO PRACTICING ON THE VENUE BEFORE THE DAY

19TH SEPTEMBER - THURSDAY - Club night - Film Evening - 44 Stoddard Road, Mount 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.

6TH OCTOBER - SUNDAY - CLUB CIRCUIT RACE MEETING - Scrutineering 10.00 a.m. to 11.00 a.m. Entries close Monday, 30th September with Miss C.E. Dewar C/- 'Alans' Office Service, 23 Shortland Street, Auckland. 1. Fee - \$1.00.

Entries may be made by phone - 583-497. 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.



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

## INVITATION & OPEN

8TH SEPTEMBER - SUNDAY - PUKEKOHE CAR CLUB HILLCLIMB - Hunters Road, Patumahoe. Entries to P.O. Box 174, Pukekohe.

21ST SEPTEMBER - SATURDAY - AUCKLAND UNIVERSITY CAR CLUB - Bent Sprint, Ardmore. Secretary, P.O. Box 22-360, Auckland.

29TH SEPTEMBER - SUNDAY - PUKEKOHE CAR CLUB HILLCLIMB - Pollock Road, Te Toro, P.O. Box 174, Pukekohe.

12TH - 13TH OCTOBER - SATURDAY - SUNDAY - PUKEKOHE CAR CLUB SPEED WEEKEND - Hillclimb Saturday at Kerns Road. Standing  $\frac{1}{4}$  mile sprint Hulbright Road, Sunday. Secretary, P.O. Box 174, Pukekohe.

19TH OCTOBER - SATURDAY - BENSON AND HEDGES 500 NATIONAL SALOON CAR MEETING - Race Programme : Event 1 - 0-1000 c.c. Group 5 Championship. Event 2 - 1001 c.c. and over Group 5 Championship. Race 3 commencing 1.15 p.m. for saloon cars assembled in New Zealand.

2ND NOVEMBER - SATURDAY - NEWMARKET CENTENNIAL MOTOR GYMKHANA

Starting - 1 p.m.  
Venue - Broadway, Newmarket (Adjacent Olympic Pool)  
Classes - Saloons 0 - 1000  
1001 - 1500  
1500 and over

Sports Cars - One Class

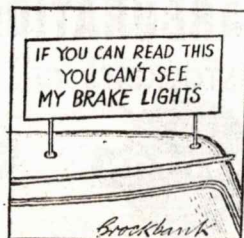
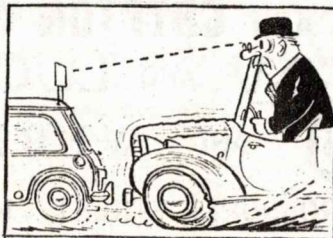
Prizes in Each Test - 1st - \$5.00  
2nd - \$3.00  
3rd - \$2.00

Trophies for overall Class Winners.

Entries limited to 50 cars (No Entry Fee).  
Entries close Saturday, 26th October.

Further details available from Ian Ivers, 28 Archibald Road, Glen Eden. Phone 7738 Glen Eden.

3RD NOVEMBER - SUNDAY - Gold Star Hillclimb - Chamberlain Road.



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THE CHAMPION GOLD STAR TRIAL  
27TH JULY 1968

R.A.T.E.C. Auckland were given Gold Star status this year for their Champion Trial. Several interesting innovations were to hand including limiting the field to fifty experienced triallists approved by their parent Clubs.

However only thirty-eight cars faced the starter at Panmure Motors at 10 a.m., possibly fairly early for some crews after the "pre trial social" on the Friday night.

The Paine Bros Holden was this time number forty with Tim Holt driving and Cliff Boyt navigating. From the start there was a fairly long touring section until we were north of Waiwera. The Speed Trap at Orewa was easily seen which must have deterred some leadfoots. The touring section became a timed section with a check popped in just before the final control to catch the unwary. However, from here the next eight hours became a jumbled nightmare of timekeeping, map-reading, left turns, U turns and no turns, with a very thankful  $1\frac{1}{4}$  hour meal break at Whangarei. Here the Holden took on  $12\frac{1}{2}$  gallons, somewhat better than the 19 gallons which was needed at one refuelling break on the renowned Air New Zealand Gold Star Trial.

Interesting happenings were the two occasions when competitors attempted to cover some of the map reading the wrong way, (even experienced triallists found it difficult) and of course they hit competitors going the correct way. Most unfortunate.

Luckily we never met anybody on a blind corner but we did have difficulty fitting past the above incidents. Also the fiendish plotters insisted we went past every farm just as the cows were being put on the road.

Then there is the story of a Hillman Hunter which attacked a Cresta at one intersection; however, there was no serious damage.

Having only one competitor behind us at the start it was most pleasing during the latter part of the event to be the second car to check in at a number of checks. It also reassured a number of checks who were wanting to go home as they hadn't seen anybody for hours.

When we arrived at the finish only 45 minutes late overall, the plotters' main worry was where were the other thirty-five competitors. However, during the next three hours they arrived.

And so the stories began. Although there were no protests the main feeling was that this event was most testing and even for the experienced crews involved it was too difficult. This seems a shame

as this was the last Gold Star event to be run under the Green Book. Maybe things will change next season.

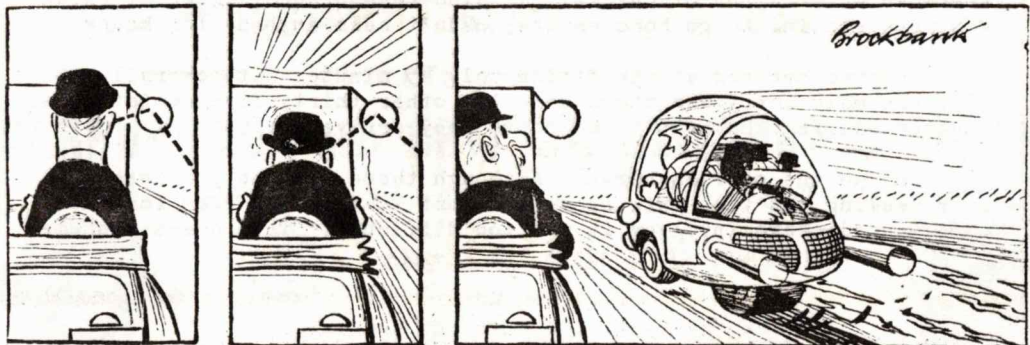
Results were -

1st	A.L. Oliver	Hamilton Car Club	342.0
2nd	R. Haldane	Northern Sports Car Club	404.2
3rd	N.J. Roskilly	Auckland Car Club	464.6
4th	G.M. Holt	Auckland Car Club	552.5
5th	J.M. Frye	R.A.T.E.C.	629.7
6th	G. Lupton	Northern Sports Car Club	638.4
7th	M. Smith	Northern Sports Car Club	681.9
8th	R. Spence	Te Awamutu Car Club	689.6
9th	C. Taylor	Wellington Car Club	727.0
10th	R.B. Perillo	R.A.T.E.C.	762.3

During this Gold Star series the Paine Bros Holden has only experienced two problems. One was a broken speedo cable and the other a nearly impassable ford on the Air New Zealand Trial. This meant some pushing and a leaking petrol tank. However, these were the only problems that we had with the car. The rest of the time it was both reliable and fast. (It is surprising how quickly you can make up time even with a 50 m.p.h. average should you want to try). During the Castrol one Out Control misread our clock making us ten minutes late; however, even this was made up without difficulty.

The finish of the Champion Gold Star Trial meant the finish of trialling under the present rules and regulations. If the plotters had observed the new rules with regard to simplicity of instructions this event would have been more successful from the point of view of the majority of experienced triallists taking part.

W. Martin

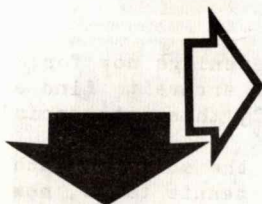




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# LETTERS TO THE EDITOR

8th August, 1968.

The Editor:

Dear Madam

I have been attending the Club's social evenings now for some months and I feel rather disturbed when I arrive to find a small group in one corner watching T.V. Surely this anti-social habit can be kept in our homes.

If this T.V. was sold the Club could put the money to much more worthwhile equipment, e.g. another table tennis table, new or a better radiogramme.

I attend these evenings to get away from T.V. and to enjoy the company of other members.

Yours faithfully,  
Socialiser.

## AUTO-POLL

The following is a list of questions on the past season for the Auckland Area which includes Pukekohe National Meets, Bay Park, Club Circuit, Hillclimbs. Please answer and return to Auto-poll, 96 Landscape Road, Mount Eden. Who do you think was the :-

Best Drivers  
Unluckiest Driver  
Most Spectacular Driver  
Most Successful Car  
Most Promising Driver  
Most Spectacular Car  
Most Reliable Car  
Best Turned Out Car  
Best Race  
Best Duels  
Biggest Bo-Bo  
Most Regretful Incident  
Best Organised Circuits (All of New Zealand)  
Most Helpful Officials (All of New Zealand)  
Best Scrutineers (All of New Zealand)  
Best Hillclimb  
Most Colourful Club Member

Please don't just read and not bother to return your answers - we want to hear what you think, so come on out with those pens. If you think we have missed one or two put them in. Please add name to list. (Totally confidential).





PALUS FAYLUS HOTLY PURSUED BY KEVIN MASTERTON (MINI-FORD)



WALTZING MATILDA—— WHO'LL COME A WALTZING MATILDA WITH ME.



RONALD BROWN ESQ.

# French & British

REPORTS BY OUR EUROPEAN CORRESPONDENT  
BRUCE BLACKLOCK

This year the French Grand Prix was held at Rouen on a public road circuit which runs through hilly bush country. Two sections of the track take in part of a four lane motorway. The weather was fine up until the start of the main race when the rain came in a sudden and unexpected shower catching all but Ickx on dry tyres. On lap two Jo Schlesser, driving the new Honda air-cooled V8, went into a right hand curve too fast, locked up his brakes and slid into a bank summersaulting twice and bursting into flames as the full fuel tanks exploded spraying spectators with burning fuel. Schlesser was killed instantly. All that remained of the car after the fire was a moulten engine block, one wheel and odd suspension parts. The wreckage was scattered across the track causing several punctures including early leader JoMim Rindt. The lead was taken by Ickx followed by Rodriguez and Surtees. Brabham was already having fuel pump trouble and was in the pits. The pits became popular as the drivers brought their cars into change tyres as the wet conditions were making handling difficult. One driver who didn't change was Vic Elford, the well known Ford Rally driver whose rally experience was paying off in his first Formula One drive with Cooper. Amon, however, was having a poor race.

Lap 32 - the halfway mark. Ickx had a 68 second lead over Rodriguez who had Surtees up his tail pipes. These three were the only ones on the same lap, Stewart was fourth after a tyre change and he was followed by Elford, Rindt, Hulme, Attwood, Amon, Courage, Siffert with no clutch, McLaren and Beltoise. By Lap 37 Ickx had drawn his lead out to 94 seconds and Surtees was a lap down still in third, having stopped for goggles. Brabham had retired as had Hill. Amon's Ferrari had its gearbox jammed in fourth gear. Rodriguez lost second place when his B.R.M. jammed in second gear. Meanwhile Rindt had retired with a split fuel tank. Siffert stopped out on the track and exchanged goggles with Graham Hill. He then had to run his car backwards down the hill to restart it! The rain eased and Surtees and Stewart started to gain on Ickx, but there was too big a gap to close in the few remaining laps. The results were -

1st	Jackie Ickx	Ferrari
2nd	John Surtees	Honda
3rd	Jackie Stewart	Martra-Ford
4th	Vic Elford	Cooper - B.R.M.



# Grand Prix 1968

The jolly British Grand Prix, 20th July. Brands Hatch and dry overcast weather was the order of the day. 60,000 spectators watched as Jo Siffert drove a steady race to victory. From flag fall the team Lotus cars driven by Graham Hill and Jackie Oliver led Amon, Siffert, Stewart, Surtees, Hulme, McLaren, Ickx, Attwood, Beltoise, Rodriguez, Rindt, Courage, Widdows (copper), Elford, Moser, Bonnier, Gurney and Brabham who pulled into the pits and retired before completing his first lap. The pace was fast and the toll on the cars told just how hard it was. Gurney's Eagle, which had started late owing to fuel pump trouble finally pulled into the pit lane. Bonnier had also gone in with a dropped valve in his V12 B.R.M. engined McLaren. Silvo Moser had been in with gear change problems and Attwood with a boiling B.R.M. watched as mechanics tried to find the source of the trouble, while they were doing that, Rodriguez arrived to have his rain tyres changed for dry ones and Courage with another boiling B.R.M. Several cars had fitted rain tyres as a few spots of rain had fallen just as the cars came out of the paddock. This caused several to have tyre changes. Beltoise retired with a tightening engine.

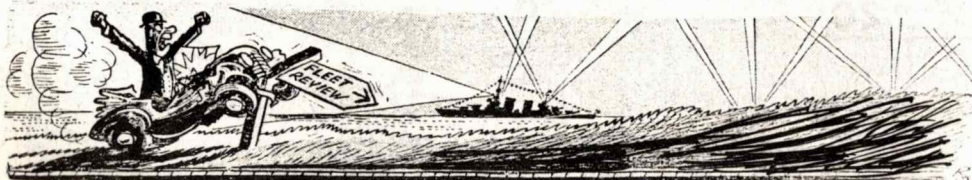
At 20 laps Hill led Oliver, Siffert, Amon, Surtees, Stewart, Hulme, Ickx, McLaren, Elford, Rindt, Widdows, Rodriguez, Courage and Moser.

The three leading Lotuses had small spoilers on their noses and large Aerofoils mounted over the engines, as had the McLarens, Honda, Brabhams, Ferraris, Matra and the Eagle.

Lap 27 and Hill turned off the circuit behind the pits and retired with a broken B.M.C. constant velocity joint (on a Ford car, really I ask you).

Jackie Oliver took over the lead, but it was short lived as his gear box split open. Siffert now took over from Amon who had earlier passed him; both breaking lap records in their duel, it finally going to Siffert at 1-29.7 or 106.35 m.p.h.

Meanwhile Surtees had lost the aerofoil and was finding the Honda difficult to handle without it. Rodriguez stopped with a broken camshaft and Rindt caught fire. Amon started to push his Ferrari but his left rear tyre was wearing badly and he couldn't quite catch Siffert. Siffert's Lotus was brand new, replacing the 1968 Clark Tasman Car which he had driven all season. It was only completed on the first day of practice with parts of the car Oliver wrote off at Rouen. So it proves that the private entrants still are a force to reckon with.



# New Members

Lionel Rogers  
Ronald Duirs  
Stuart Hooper  
Gregory O'Donnell  
Ian Maxwell  
Geoffrey Middlebrook  
Graeme Harrison  
Sandra Ross  
Warren McFetridge  
Robert Cowan  
David Chapman  
Denis James  
John Darlton  
Kevin Masterton  
Jerome Wells  
Anthony Banbrook

Ford Escort  
M.G. B.G.T.  
Triumph 2000  
Hillman Imp  
Sunbeam Rapier  
Hillman Hunter  
Morris Cooper  
Morris 1100  
Cortina  
V.W.  
Mini  
Ford Prefect  
Super Minx  
Zodiac  
Holden  
-

Panmure  
Hamilton  
Cambridge  
Auckland  
Auckland  
Auckland  
Northcote  
Glen Eden  
Glen Eden  
Henderson  
Oratia  
Epsom  
Kohimarama  
Kohimarama  
Milford  
Birkenhead

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For details phone Ron Hawken, Man. 67-841 who will be present at the next Club night.



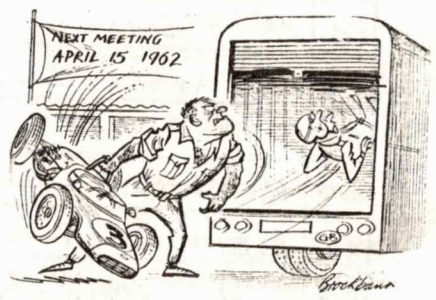




"Well, that clears up the mystery about why he married her."



"Look here—you can paint the car gold, the wheels gold, the ruddy tyres gold if you like, but the London Rowing Club colours are black and white and that's how they stay!"



# Saturday Night

NUMBER.	NORTH SHORE NIGHT TRIAL.	MINI	TIME CHECK	MORRIS	AUSTIN	3/4 M.	HOLDEN	TIME CHECK
	COMPETITOR							
2	M. J. TREE	0	9	0	0	0	0	45.
4	W. E. WRIGHT	0	73.5	0	0	0	0	195
6	G. W. HOLT	180	32.5	180	0	0	0	35.
8	R. MOSTON	0	26.5	0	0	180	0	185
10	G. A. EWEN	180	10.5	0	0	0	0	192
12	J. SHEPPARD	0	55.5	0	0	0	0	77
14	N. ROSKILLY	180	14	0	0	0	0	9
16	J. C. WAKEFIELD	0	114.5	0	0	0	0	276
18	G. C. APPLEBY	0	94.5	0	0	0	0	124
20	R. HULME	180	100.5	0	0	180	0	157
22	R. S. WILSON	180	1.5	180	180	180	0	101. 120
24	G. D. FUNNELL	0	12.5	0	0	0	0	14
26	D. BROWNE	180	23.5	180	0	180	180	4
28	P. FORSYTH	180	90.5	180	0	0	0	112
30	W. JONES	180	4.5	180	0	0	0	18.
32	R. J. OLENIUS	180	180	0	0	180	0	37
34	D. WEST	0	11.5	0	0	180	0	56
36	J. STUART-MASTERS	180	5.5	0	0	0	0	26
38	B. BRADLY	180	7	0	0	180	0	94
40	P. BRUIN	180	5.5	0	0	0	0	5



# Trial Results

VIVA	FIAT	TIME CHECK	TIME CHECK	IMP	TIME CHECK	ROVER	HONDA	TIME CHECK	CONTROL	TOTAL	PLACE.
0	0	77	63	0	57	0	0	34.5	25.5	311.5	3 <sup>rd</sup>
0	180	234	220	0	198	0	0	175	165.5	1441	9
0	0	51	64.5	0	45	0	0	48	78.5	715	7
180	0	238	266	0	262	0	0	257	240.5	1835.5	14
180	0	233.5	207.5	0	182	0	180	147.5	146	1659	11
0	0	115.5	95	0	68	0	0	52	48.5	511.5	5
0	0	26	15	0	1.5	0	0	5	0	250.5	1 <sup>ST</sup>
180	180	180	180	180	180	180	180	180	289	2299.5	17
180	180	290	328	0	315	0	180	180	567.5	1719.5	13
180	180	180	180	180	180	180	180	180	199.5	2437	18
180	180	180	142	0	144	0	0	<sup>10 IP.</sup> 129.5	128.5	1965.5	16
180	0	35	11	0	0	0	0	8.5	11.5	2725.5	2 <sup>nd</sup> .
180	180	180	180	180	180	180	180	180	126.5	2494	19
W	I	T	H	D	R	E	W				
0	0	5	21.5	0	0	0	0	38	23.5	471	4 <sup>th</sup>
180	180	76.5	100	0	57	0	180	280.5	285	1965	15
180	180	180	279.5	0	258	0	180	46.5	27	1578.5	10
180	0	29.5	13	0	0	0	0	21	100.5	556	6
180	0	128.5	117.5	0	123	0	180	180	338.5	1710	12
180	0	97.5	86.5	0	111	0	0	109.5	111.5	931.5	8.

# Saturday Night Trial

A field of 20 cars arrived for the start of the night trial on August 3rd, a fairly good field considering the lousy weather conditions.

We're last car again - oh well at least we've got some wheelie marks to follow. Ralph Emson was there, obviously out to defend his Exide trophy. Another interesting entry was that of a well known (or should we say infamous) sports car driver, Ray, who was aiming a MK 7 Jaguar just for a change. His passengers were well equipped complete with crash helmets.

From the start in Barrys Point Road, Takapuna, we proceeded north by devious means passing an odd unmanned check along the way. We were soon into the tiger country and with the rain over the past few days the roads were in sporting condition. As the timing was control to control (in this case start to finish) a mistake in the early stage would have been fatal. It soon became evident that the plotters were on the ball with excellent and simple instructions, interesting speeds and mighty roads.

We soon outwitted ourselves by being clever and looking for a trap that wasn't there. After passing Mr President, who just happened to be sitting at the side of the road with a funny sign thing on the back of his car, a couple of times, we continued somewhat behind schedule. It was here that our driver went semi-beserk (like he had just escaped from the East African Safari) and I was left thinking that perhaps those skid lids weren't such a bad idea after all. However all was saved when our back seat navigator started making funny mumbling and gurgling sounds and an emergency stop was made while he sampled the fresh air.

It was somewhere around here where the diabolical plotters had placed an unmanned check (\$0 I am told) just a few yards past an intersection. It seems to me that the best way to spot these is to come around the corner with great quantities of opposite lock - so naturally we missed it.

However, to cut a long story short we did a big loop up north using both conventional instructions and well drawn tulip diagrams and slowly and unsurely worked our way back to the Clubrooms where everyone (except for two crews who staggered in about two hours late) was able to discuss the evening's entertainment over a nice cup of tea(?)

All credit and thanks must go to Tom Loader and his band of merry men for this excellent event. It was in my opinion one of the best trials our Club has put on for a long time.

J.L.



# Club Circuit

18TH AUGUST 1968

Wet-dry weather greeting in the start of the A.C.C.'s racing season on the Club circuit at Pukekohe. Good and close racing was the order of the day, with production cars taking the award for the best race of the day with the Eric Mallard Handicap Race being one to remember. This race featured Valiant, Impala, Zodiac, Holdens, Victor 3-3, Simcas - A good field for a Mini Benson-Hedges perhaps.

0-1000 Class saw Ron Brown leading as usual, with Mike Marshall (both Minis) following closely - and Dennis Hamill in his A40 giving all and sundry the hurry-up. 1001-1300 - Twas another Mini benefit with the nod regularly going to J. Boys driving Shack Manon's Cooper 'S' who was chased by Mary Donald also 'S' mounted. A notable performer in this Class was Ken Dunn in the green and yellow Anglia who had a real ball letting it hang out where-ever possible - A mighty performance.

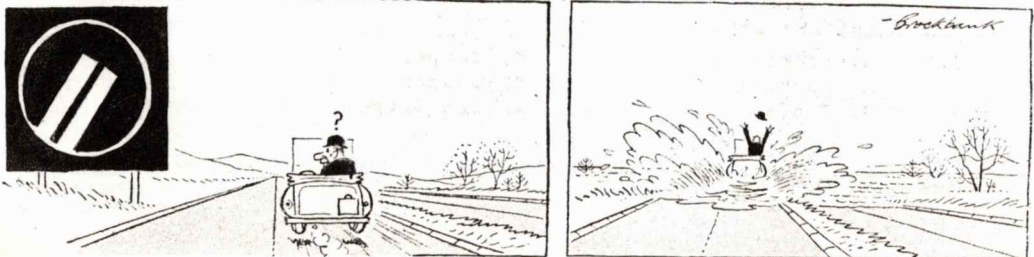
1301 and Over - It was Paul Fahey all the way - till he went home - after the first race, then Kevin Masterton took the lead consistently driving his Ford-Mini complete with 13" Indy tyre shod front wheels (Bring back Allcomers).

Sporty cars was a Jim Boyd benefit in the Stanton Corvette who played tag with the field of U2, Lotus Super Seven and two MG 1275s. Graeme Morley took the lead several times but Jim put his foot amongst the carbs in time for the chequers, with Graeme in his sparkling red U2 in second place.

Racing cars saw a good programme entry but the field had depleted by the end of the day. Peter Bruin took the first race (just) with S. Hooper in a M.E.R. 1275 a close second, with B. Allen in a Formula 'V' third.

A good day - this scribe noticed only one thing - which was the lack amongst some drivers of racing overalls; still they should have got the message by now.

"Going Again"



RESULTS CLUB CIRCUIT - 18TH AUGUST 1968

S.P. Saloons - Race 1:

1st	B. Phillips	-	Victor 3-3
2nd	D. Davie	-	Victor 3-3
3rd	B. Anderson	-	Zodiac

0-1000 - Race 2:

1st	D. Hamill	-	A40 Farina
2nd	M. Smurthwaite	-	Anglia
3rd	G. Booth	-	A. Cooper

0-1000 - Race 2A:

1st	R. Brown	-	M. Cooper
2nd	M. Marshall	-	M. Cooper
3rd	D. Bremner	-	Imp

1001-1300 - Race 3:

1st	J. Boys	-	M. Cooper
2nd	K. Dunn	-	Anglia
3rd	B. Edwards	-	Cortina

1301 and Over - Race 4:

1st	P. Fahey	-	Mustang
2nd	K. Masterton	-	Mini Ford
3rd	A. Woolf	-	Viteese

Sports - Race 5:

1st	J. Boyd	-	Stanton
2nd	G. Morley	-	U2 Ford
3rd	W. Chandler	-	Lotus Super 7

Racing - Race 6:

1st	P. Bruin	-	Cooper Vincent
2nd	S. Hooper	-	M.E.R.
3rd	B. Allen	-	Almen Vee

S.P. Saloons - Race 7:

1st	J. Riley	-	Impala
2nd	B. Phillips	-	Victor
3rd	D. Davie	-	Victor

0-1000 - Race 8:

1st	R. Brown	-	M. Cooper
2nd	M. Marshall	-	M. Cooper
3rd	G. Booth	-	Austin Cooper



B



0-1000 - Race 9:

1st R. Duncan - M. Cooper  
2nd J. Vesley - M. Cooper  
3rd I. Loader - M. Cooper

1001-1300 - Race 10

1st J. Boys - M. Cooper  
2nd M. Donald - M. Cooper  
3rd K. Dunn - Anglia

1301 and Over - Race 11:

1st K. Masterton - Mini Ford  
2nd D. Langslow - Cortina  
3rd D. Phillips - Cortina

Sports - Race 12:

1st J. Boyd - Stanton  
2nd G. Morley - U2 Ford  
3rd W. Chandler - Lotus Super 7

Racing - Race 13:

1st B. Allen - Almen Vee  
2nd B. Firth - Triumph Special  
3rd S. Hooper - M.E.R.

S.P. Saloons - Race 14:

1st J. Palmer - Victor  
2nd B. Phillips - Victor  
3rd G. Harvey - Simca

0-1000 - Race 15:

1st R. Duncan - M. Cooper  
2nd R. Kerr - Mini  
3rd G. Booth - A. Cooper

1001-1300 - Race 16:

1st K. Dunn - Anglia  
2nd L. Walters - Anglia  
3rd G. Viall - Anglia

1301 and Over - Race 17:

1st= R. Morgan - Ford  
2nd= J. Garner - Cortina GT  
2nd= N. Goodwin - Zephyr

Sports - Race 18:

1st= G. Morely - U2  
2nd= J. Mahon - MG 1275  
3rd J. Warring - MG 1275

Racing - Race 19:

1st= B. Allen - Vee  
S. Hooper - MER  
2nd B. Walsh - A.J.S.

Invitation - Race 20:

1st M. Donald - M. Cooper  
2nd N. Goodwin - Zephyr  
3rd R. Brown - M. Cooper

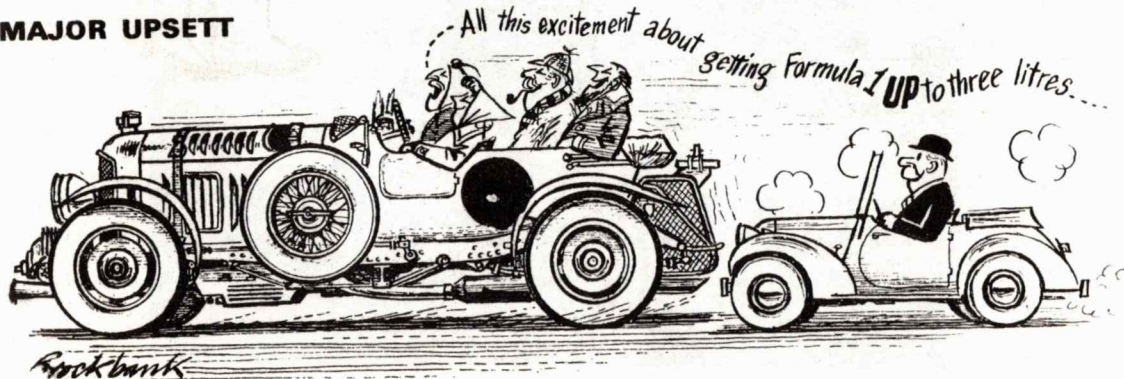
Invitation - Race 21

1st B. Phillips - Victor  
2nd P. Levet - Mini  
3rd B. Anderson - Zodiac

Invitation - Race 22:

1st G. Harvey - Simca  
2nd P. Smurthwaite - Anglia  
3rd R. Kerr - Mini

**MAJOR UPSETT**



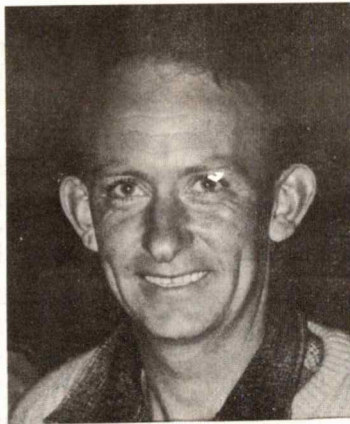
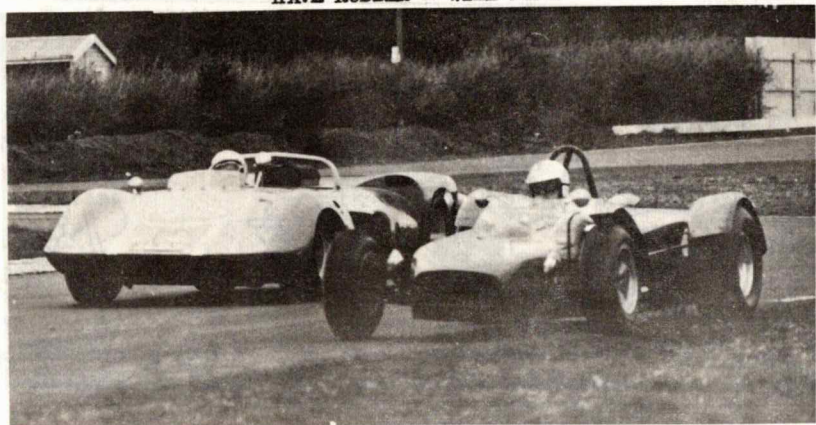


Photo by Jack Inwood

The late John Ward



HAVE RUBBER -- WILL RACE



JIM, U-2 CAN FOLLOW MY U2 - GRAISME MORLEY & JIM BOYD PLAY TAG.



# Tribute to John Ward

With regret we record the death of prominent racing driver John Ward at the Catalina Park circuit in Australia on Sunday, 18th August.

Although residing in Gisborne where he was in partnership in a motor firm with Rod Coppins, John was a regular competitor at Auckland Car Club race meetings. In addition he successfully raced throughout New Zealand at major meetings always under the Auckland Car Club "colours".

Earlier this year John won his class in the 1301-2000 c.c. section of the New Zealand Group 5 Saloon Car Championship after a close tussle with his friend Barry Phillips, both of whom were driving Lotus Cortinas.

Other successes were the 1965 Wills Six Hour Race in a 3.8 Jaguar and the 1967 Gold Leaf Three Hour Race for Group 5 cars in Rod Coppins' Mustang.

Throughout New Zealand he was regarded by fellow competitors and promoters alike as one of the finest exponents of motor racing.

The Auckland Car Club expresses the deepest regret on the passing of such a sincere adherent of the sport and offers sincere condolences to Mrs Ward.

And who's the silly old sausage who was so overcome by the thought of having an article by him published in next month's Bulletin that he forgot to post this week's "Major Upsett" drawing, eh?  
(and then wouldn't answer his phone....!)

RAB  
1968



# Denny

(good on you mate!)



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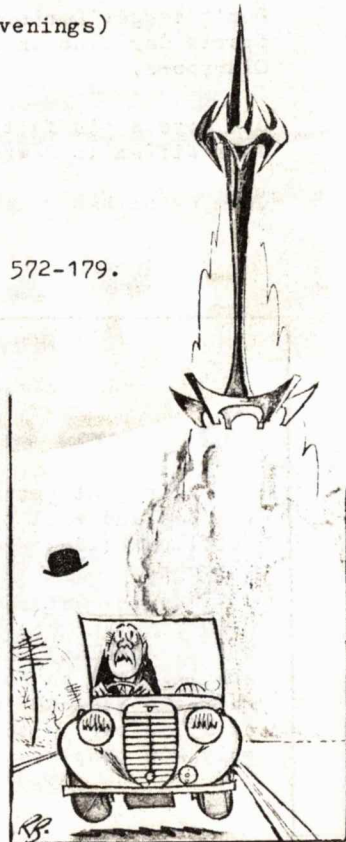
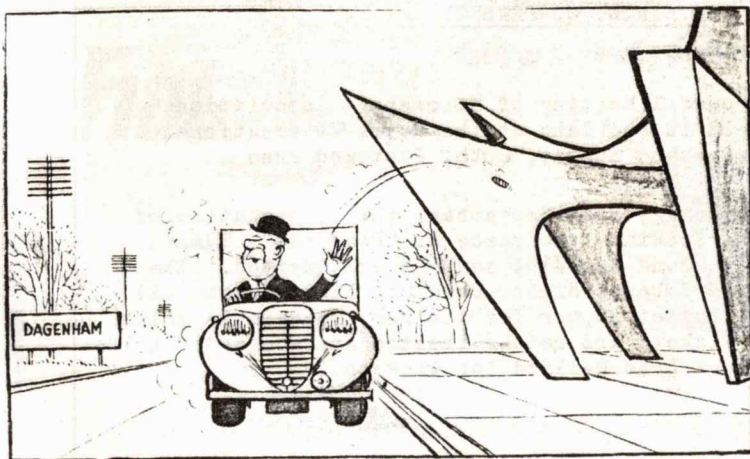
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# Shouts & MURMURS

Welcome back Graeme Brayshaw - Farewell Graeme. A pity your stay wasn't longer. Anyway all the best on your trip to England.

Congratulations and best wishes go to Beryl and Dennis McCarthy and also Barbara Snook and Murray Firth who were recently married.

Another engagement - Congratulations to John Simons and Patricia Farrington.

More congratulations -

To Les and Marilyn Rankin on the birth of a daughter. Marilyn was seen at the Club Circuit meeting at Pukekohe on the day before baby arrived. Well timed Marilyn.

To Ben Hamilton who recently won the Club Singles Darts Championship in an excellent contest with runner-up Deputy Club Captain Mike Marshall.

Don't forget Darts and Table Tennis Competition against the Northern Sports Car Club on September 8th commencing at 2 p.m. at the Clubrooms.

Jim Boyd's old faithful, the Lycoming, is now in the hands of John Wiffen in Hawkes Bay.

Josh Mahon has bought John Nicholson's Lotus 27.

## M.A.N.Z. CONFERENCE

The 21st Annual Council Meeting of Motorsport Association New Zealand will be held in Auckland at the Royal International Hotel on Friday, Saturday and Sunday, 20th, 21st and 22nd September.

On the Saturday evening, 21st September, the presentation of Gold Star and other awards will take place at "Romfords", Tamaki Drive, Auckland, and Auckland Car Club members are invited. The evening will be run as a Cabaret Night, Dancing, Floor Shows, all refreshments and tasty buffet supper for the very reasonable price of \$3.50 per person. Tickets are rather limited as "Romfords" holds only 200 people. Contact Eric Mallard for tickets.



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# A.C.C. v. N.S.C.C.

## Table Tennis & Darts Tourney

The following letters have been exchanged between the Clubs regarding this event -

2nd August, 1968.

Mr G. Owen Thomas,  
11 August Place,  
One Tree Hill,  
AUCKLAND. 5.

Dear Owen,

You will recall our recent conversation concerning the possibility of a darts and table tennis tournament between the Auckland Car Club and the Northern Sports Car Club to be held at our Clubrooms at 44 Stoddard Road, Mt Roskill. Our members have shown considerable interest in such an event and I hope that you will be able to find some members of your Club who are adept enough in these arts to give us some opposition.

We suggest two teams of six players each from each Club, one team for darts and one team for table tennis. Doubles teams could be paired off from these teams for doubles matches. Presidential and Club Captains' matches would, no doubt, also be possible. Naturally we would like to see as many supporters as possible also present from each Club.

I feel it only fair to warn you that in view of the fact that the New Zealand Olympic Selection Committee has declined to send New Zealand Darts and Table Tennis teams to the forthcoming Olympic Games, all of our top players will now be available for this tournament.

The date suggested for this encounter is Sunday, 8th September, at 2 p.m. and I hope that this is suitable to you. We look forward to your reply.

Yours sincerely,

Barry Webber

President : Auckland Car Club (Inc)



7th August, 1968.

Mr B. Webber,  
23 Maroa Road,  
One Tree Hill,  
AUCKLAND. 6.

Dear Barry,

Many thanks for your letter concerning inter-club darts and table tennis tournament. As I said in our conversation on the subject, I am sure our members will be only too willing to cross swords in this manner.

We will, no doubt, have some difficulty in seeding our players in such a way as to make a contest of it. However, I am sure the possibilities are there for a very enjoyable afternoon. I expect this might be a case of the onlookers seeing most of the game for obviously the contestants, "locked in a gory struggle" will be far too busy.

Every endeavour will be made to keep our open grade table tennis players from competing but I am afraid that the late darts champion of Coronation Street, who has just joined our Club, will be a force to be reckoned with.

On behalf of the Club Captain and myself we accept the possibility of special matches.

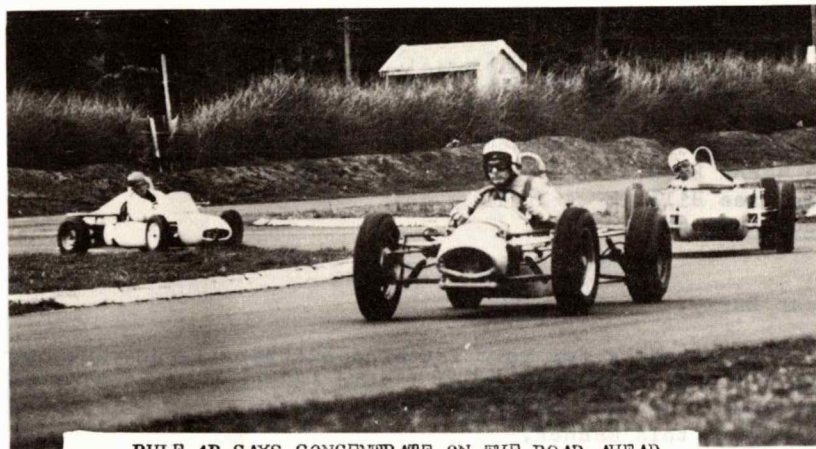
Roll on, 8th September, and again many thanks for your kind invitation.

Yours sincerely,

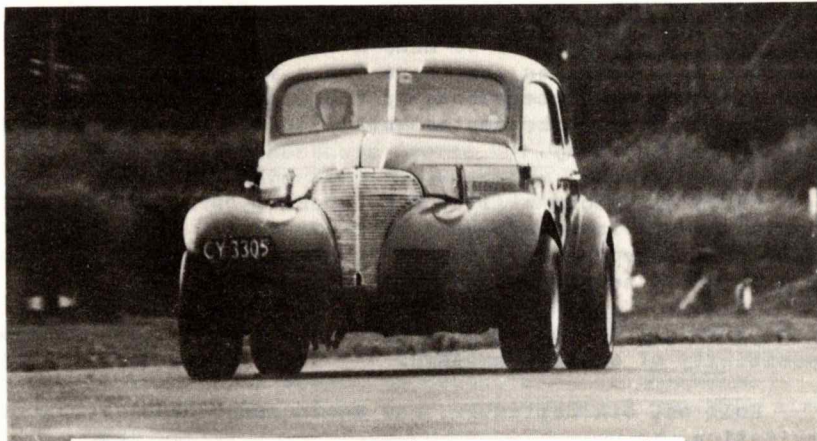
Owen Thomas

President : Northern Sports Car Club (Inc)

THE PHOTOGRAPHS IN THIS MONTHS BULLETIN WERE  
KINDLY SUPPLIED BY RICHARD OSBOURN, OF WHICH  
THE PROOFS CAN BE VIEWED AT THE CLUB ROOMS.



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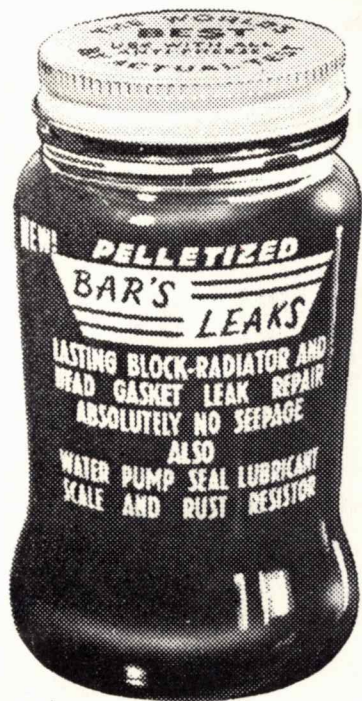
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