

# BULLETIN



OCT 68

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# AUCKLAND CAR CLUB (Inc)

P. O. BOX 2591 AUCKLAND

## BULLETIN

October 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  
L 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

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CONTACT - KEN GALBRAITH

# 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 - Thursday 8 p.m. - Terry Molloy - Phone 654-048.

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 (Evenings only). 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.

12TH OCTOBER - SATURDAY - GYMKHANA - At Manurewa High School in Browns Road off Great South Road. Starting Time - 12 noon. No Entry Fee. Classes for Saloons, Sports (Old Smokey Cars). Come along all and have a ball. Further details from Ken Flashman.

24TH OCTOBER - THURSDAY - CLUBNIGHT - FILM EVENING - Note change of date for this month only - 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.

2ND NOVEMBER - SATURDAY - NEWMARKET CENTENNIAL MOTOR GYMKHANA - Organised by The Auckland Car Club; The M.G., Northern Sports Car Club, Pukekohe Car Club, Auckland University Car Club have been invited to compete.

2ND NOVEMBER - NEWMARKET CENTENNIAL MOTOR GYMKHANA contd/...

Starting - 1 p.m.  
Venue - Broadway, Newmarket (Adjacent Olympic  
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 - Entries close Friday  
25th October with Miss C.E. Dewar, C/- 'Alans' Office Service,  
23 Shortland Street, Auckland. 1. Entry Fee \$2.00. Scrutineering  
8.30 - 9.30 a.m. Observations for Speed Extensions for A.C.C. members.  
Requirements are Log Book, Overalls, Licences, Membership Card.

NO PRACTICING ON VENUE BEFORE THE DAY. Under 21 year olds must have  
parent's signature on Entry Form.

24TH NOVEMBER - SUNDAY - CLUB CIRCUIT RACE MEETING.

7TH DECEMBER - ROTHMANS MOTOR RACE MEETING

## INVITATION & OPEN

5TH OCTOBER - SATURDAY - WAITOMO CAR CLUB OPEN HILLCLIMB - Honikiwi  
Road, Otorohanga. Sealed Surface 9/10 mile - Entries \$1.00 till  
10.00 a.m.

5TH OCTOBER - SATURDAY - TAURANGA CAR CLUB RACE MEETING - Bay Park  
Raceway, Mount Maunganui.

12TH OCTOBER - SATURDAY - PUKEKOHE CAR CLUB HILLCLIMB - Kerns Road.  
Entries on day.

12TH OCTOBER - SATURDAY - THAMES VALLEY CAR CLUB - Standing and Flying  
 $\frac{1}{4}$  mile Sprint, TeKawana Road, Te Aroha. Entries on Day - \$1.00 till  
10.00 a.m.

12TH OCTOBER - SATURDAY - VW OWNERS CLUB - SUMMERS NIGHT TRIAL -  
Starting Five Star Motors, Eden Terrace, 7.00 p.m. Entries on Day.  
50 cents per head. No maps required.

13TH OCTOBER - SUNDAY - PUKEKOHE CAR CLUB - Standing  $\frac{1}{4}$  mile Sprint at Hullbright Road, Waiuku. Entries on Day - \$1.00.

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.

20TH OCTOBER - SUNDAY - Ruapuna Park Race Meeting - National Formula Championship Meeting No. 1 - Canterbury Car Club.

27TH OCTOBER - SUNDAY - Timaru Race Meeting National Formula Championship Meeting No. 2 - South Canterbury Car Club.

28TH OCTOBER - MONDAY - (Labour Day) - Paratutu Road Races - Entry Forms available from the Secretary, C/- P.O. Box 281, New Plymouth.

9TH NOVEMBER SATURDAY - DUNLOP GOLD STAR MOTOR RACE MEETING - Northern Sports Car Club. Also National Formula Championship and Group Five Championship. Entries close on Wednesday 16th October and late entries Wednesday, 30th October. Entry Fees are Formula Vee \$4.00, Sports Cars \$6.00, Saloons \$10.00 and Racing Cars \$12.00. Secretary of the Meeting is Mrs S. Birch, 29 Yattendon Road, Auckland 5. P.O. Box 18-076, Glen Innes, Auckland. 6.

16TH NOVEMBER - SATURDAY - GOLD STAR HILLCLIMB - Admiral Road, Wairarapa Car Club.

16TH NOVEMBER - SATURDAY - BAY PARK GOLD STAR MOTOR RACE MEETING - Also Group 5 Championship.

30TH NOVEMBER - SATURDAY - LEVIN MOTOR RACES.

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# Oulton Park

REPORT BY OUR EUROPEAN CORRESPONDENT

BRUCE BLACKLOCK

Between the German Grand Prix and the Italian Grand Prix was the 1968 Oulton Park Gold Cup Race for Formula One machines. Although some cars didn't appear there was still a good field. Ferrari had three cars one each for Chris Amon, Jacky Ickx and Derek Bell. Jackie Stewart had the Matra-Ford, Brabham had one for himself and one for Rindt. Colin Chapman fielded two cars for Graham Hill and Jackie Oliver. Parnell Racing entered two cars one for Piers Courage and Pedro Rodriguez, Pedro's car sporting an Aerofoil designed in conjunction with the British Aircraft Corporation! Lotus have their Aerofoils designed by De Hallivand Aircraft. Jo Bonnier had his McLaren-BRM and Bernard White entered a V12 BRM for David Hobbs and Tony Lanfranchi had a 1967 2 litre Tasman car.

From the drop of the flag Stewart took the lead from Amon and Hill, then a small gap back to Ickx, Brabham, Oliver, Courage, Rodriguez and Bell. After a first lap shuffle Hill passed Amon, Brabham passed Ickx, Hill closed in on Stewart and sat waiting for a chance to pass but it didn't come before Lap 7 when the Lotus stripped its crown wheel and pinion. This gave Stewart a six second lead on Amon. Stewart had broken the lap record on Lap 2 at 1m 30.8 secs. Derek Bell pitted with gear selection trouble which cost him four laps. Rindt, who was driving well, retired on Lap 14 when the timing slipped on the Repco engine. Bonnier who has been rather slow all season lost all oil pressure and called it a day. Lanfranchi who impressed everyone with his driving ability in the two litre BRM lost a lap with a flat battery. Ickx passed Brabham only to go out with ignition bothers.

The field was further depleted by the right front wishbone breaking on Courage's car and Derek Bell losing his ignition. Stewart was slowly losing ground to Amon who tried desperately to close the gap but Stewart crossed the line with 3.8 seconds to spare. Jackie had been hitting 159.19 m.p.h. on Knicker Brook Straight.

Only six of the thirteen starters finished which is regarded as normal for Oulton Park has a reputation of being tough on F.1 cars. The final results were Stewart, Amon, Oliver, Rodriguez, Lanfranchi and Hobbs. The race was started by a foreign gentleman named Juan Manuel Fangio. Me thinks I've heard that name before.





# Hillclimb

Rain dampened the spirits and spoiled the making of a good day's hill climbing for the opening round of the season. Forty-five cars rolled over the "hockey-stick" with good representation of each class.

It was most pleasing to see a few more sports cars appearing. Top honours in the class went to T. Warring in his very quick 1275 Healey Sprite with a time of 43.6 seconds. Second place went to T. Hartnett in his Ford powered Morgan with J. Samson third in a 1275 M.G. Midget.

Racing cars as usual provided many thrills for the crowd. In practice the F.Vee of G. Broun left the road at the top corner and disappeared into the bracken fern. Not to be deterred, however, he continued in the rest of the runs without the nose section, which was slightly damaged in the excursion. P. Bruin in the Cooper Vincent looked much happier with the way his car was handling after a major rear end rebuild, recorded second fastest time in this class, 40.7 seconds. A broken half shaft stopped him from having a crack at the top man A. Hopkins, 40.4 seconds, in the ex Graham Brayshaw Cooper Norton. It was his first drive since acquiring the new car and he was experiencing some handling problems. Once he gets the feel of it, however, we can expect some very quick times from him. M. Firth filled third spot with 41.7 seconds.

R. Sisler in an A40 was first in the 0-1000c.c. class with a very good time of 42.2 seconds with W. Ford second with 45.1 seconds. No amount of cunning could raise J. Crombie above third place, who, in his double role as starter and competitor was seen suspending a brick on a five second fuse above the "hockey-stick", then lighting the fuse and roaring off up the hill in his Cooper. (This is only hearsay and should not be used in evidence against him).

1001-1300 c.c. saw G. Wilson and M. Compton in a good struggle with G. Wilson coming out on top by .4 seconds with 42.4 seconds.

D. Bremner and the Porsche V.W. proved unbeatable in the 1301-1600 c.c. class and also recorded F.T.D. with 40 seconds. Second was K. Masterton in a Mini 42.6 and B. Cox 43.5 seconds third.

1601-2000 c.c. - H. Munro's Anglia and J. Simons' Triumph 2000 fought it out with J. Simons very spectacular but losing out by .3 to H. Munro with 45.6 seconds.

2001 and over - Two big coupes both looking and sounding very fast and T. Vazey piloting (I say piloting instead of driving because he was flying) the first place getter 40.1 seconds and D. Chown second with 43.1 seconds.

With such muddy conditions I was surprised to see so many quick times and I predict some more record breaking runs if the conditions are right at the next hillclimb.

# hillclimb results

## 0 - 1000:

A 1	R.K. Robinson	51.6	51.1	53.3	
A 2	R. Osborn	51.3	51.4	54.4	
A 6	G.O. Donnell	49.3	51.1	51.1	
A 8	R. Sisler	42.2	48.0	49.6	1st
A 9	J. Mannion	48.2	50.3	51.0	
A 12	G. Appleby	52.2	54.8	54.6	
A 14	J. Lawton	49.2	50.9	50.6	
A 15	K.G. Steel	55.2	53.2	53.0	
A 21	W. Ford	47.9	47.7	45.1	2nd
A 23	N.W. Silcock	NT	47.8	46.3	
A 26	C. Johnson	47.8	49.7	49.3	
A 30	J. Crombie	46.1	46.8	45.9	3rd
A 31	T. Loader	46.4	48.3	47.2	
A 34	G. Goodwin	48.3	50.5	50.8	

## 1000 - 1300:

B 3	J. Power	49.3	51.0	52.3	
B 4	M. Edgell	46.1	51.5	50.4	
B 33	P. Schenker	50.3	51.3	51.3	
B 35	G. Viall	45.6	46.6	49.8	3rd
B 39	G. Wilson	42.4	44.7	43.7	1st
B 40	M. Compton	43.1	43.6	42.8	2nd

## 1300 - 1600:

C 7	G. Watts	46.9	49.3	48.3	
C 10	S. Pearce	NT	49.3	47.6	
C 11	D. Phillip	47.6	45.1	44.5	
C 36	B. Cox	43.5	45.7	44.4	3rd
C 38	D. Bremner	40.0	41.2		1st
C 41	M. Young	45.2	45.0		
C 77	K. Masterton	42.6	45.1		2nd

## 1600 - 2000:

D 5	J. Simons	45.9	51.8		2nd
D 19	H. Munro	45.6	45.9		1st
D 28	I. Bourke	47.4	50.0	49.7	3rd

## 2000 and over:

E 25	D.E. Chown	43.1	45.5		2nd
E132	T. Vazey	40.1	44.6		1st

Sports:

F 18	T. Warring	43.6	44.7	44.4	1st
F 22	J. Samson	49.0	49.7	48.4	3rd
F 32	K. Flashman	48.6	50.0	49.6	
F 37	T. Hartnett	46.2	49.8		2nd
F 42	P. Lever	54.2	56.5	NT	

Racing:

H 16	M. MacDonald	44.6	46.2	45.4	
H 20	G. Broun	46.3	48.1	46.6	
H 24	M. Firth	41.7	44.0	42.6	3rd
H 27	G. Sefton	43.8	-	44.5	
H 29	A. Hopkins	42.9	41.3	40.4	1st
H 74	R. Firth	-	42.3	42.6	
H 14	P. Bruin	40.7	42.0	-	2nd
H 17	B. Walsh	42.8	43.6	42.3	

PHOTOGRAPHIC COMPETITION

Jim Boyd announces a competition to select the best action photo of the Lycoming with Jim himself at the wheel. First prize is \$40.00 plus V.I.P. treatment at the 1969 G.P. \$5.00 consolation prizes are also available. The winning photo will be blown up to a 6' x 3' mural to hang in the Auckland Car Club Clubrooms in Mount Roskill.

The competition has been sponsored by Neville Newcombe Limited, Shell Oil, Dunlop, Motorman, Jim Boyd Motors, N.Z.I.G.P., A.C.C., M.G.C.C. and Mr Pix. There is no limit on the number of entries which must be not less than 8" x 6" prints. All prints will remain the property of Jim Boyd Motors, the Judges' decision will be final and no correspondence will be entered into.

Judging will be by Barry Webber of the Auckland Car Club, Trevor Barber of Shell Oil and Jack Inwood of Motorman.

No Entry Fee.

The Lycoming has been purchased by John Whiffen of Napier.

Entries to Jim Boyd at -

244 Ridge Road,  
Mount Roskill,  
Auckland. 4.

ENTRIES CLOSE ON FRIDAY, 22ND NOVEMBER 1968.

# Denny

(good on you mate!)



DENIS HULME  
WON THE 1967  
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CHAMPIONSHIP  
ON CHAMPION  
SPARK PLUGS

**CHAMPION**

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

# Shouts & MURMURS

Congratulations to Ben Hamilton and Terry Molloy who recently won the Club Championship Darts Doubles. Now we know how Ben and Terry spend their lunch hours where they work together.

Ivan Read has replaced Ken Galbraith as Chairman of the Clubhouse and Social Sub-Committee. Ken has relinquished this post in order to devote more time to Speed Sub-Committee matters.

There is now a telephone at the Clubrooms which is available for use of Club members.

PLEASE DO NOT MAKE TOLL CALLS FROM THIS PHONE WITHOUT PRIOR APPROVAL OF A COMMITTEE MEMBER.

The number is 699-797.

Congratulations to one of our new members Jim Palmer and Judy Verner who recently announced their engagement.

Unofficial Practising - Any member of this Club found guilty of practising unofficially on any hillclimb venue - either our own or that of any other Club - will be instantly excluded from this Club. No questions asked. Take note - you have been warned.

Congratulations to our Immediate Past President, Eric Mallard, who, at the 21st Annual General Council Meeting of M.A.N.Z. held in Auckland on 21st - 22nd September, was elected to the M.A.N.Z. Executive Committee. Eric's wide knowledge of motor sport organization and administration will benefit the code throughout New Zealand from his new position.

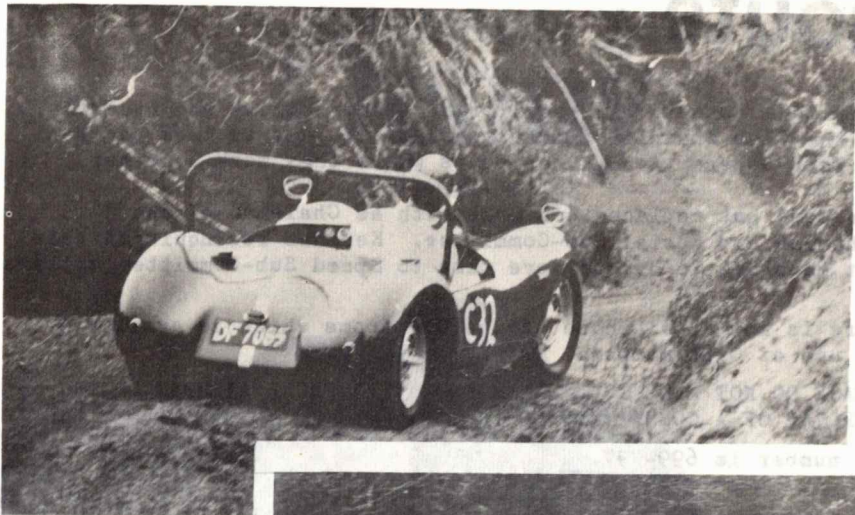
During last year's Wills Six Hour Race a Cresta pulled into the refuelling bay. The car was only slightly ahead of its nearest competitor and therefore refuelling time had to be kept to a minimum. The driver required nine gallons more fuel to complete the race but knew that inserting more than nine gallons would result in exclusion.

In the refuelling bay there was an eight gallon can containing five gallons of petrol, a five gallon can containing three gallons of petrol, and a three gallon can containing two gallons of petrol.

How can the driver, wanting to save time and therefore limited to only two pours from one can to another, then accurately pour no more and no less than nine gallons into the tank?

(ANSWER IN NEXT MONTH'S BULLETIN)

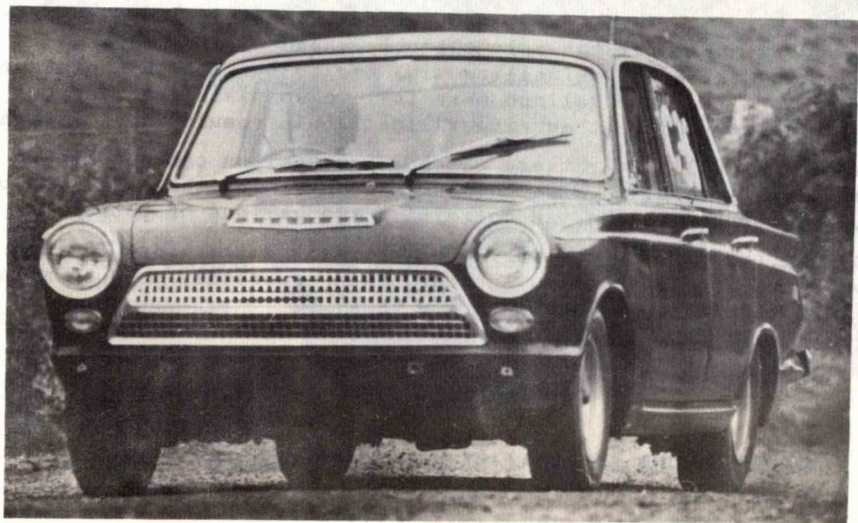
KEN FLASHMAN



Hill

Cham

RICHARD OSBORN



15th

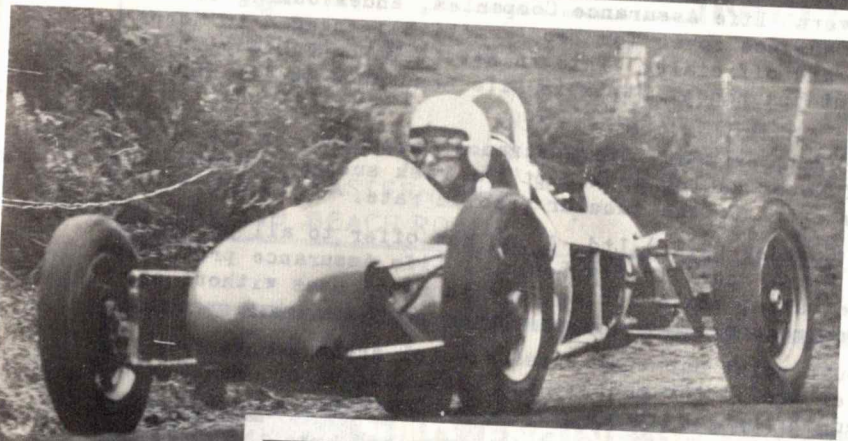
BRUCE COX

DOUG BREMNER



slimb  
1

erlain Rd



ARTHUR HOPKINS

September



DENNIS PHILLIPS

Extract from a letter dated 30th August 1968 received from  
Liam Cornelius:-

"The following replaces my letter which was included in the July  
circular from M.A.N.Z. -

I have been actively connected with the Motor Sport in New  
Zealand for some time. During this time I have wanted to do as much  
as possible for the Motor Sport and I feel through my profession, I  
can now offer a unique service to all participants of this sporting  
body.

I am an authorised Broker with Noble Lowndes (N.Z.) Ltd, a  
component part of an international group of Companies specializing in  
giving advice on all matters relating to Life Assurance and Retirement  
Planning.

For some time Noble Lowndes (N.Z.) Ltd, at my request have been  
negotiating with several Life Assurance Companies, endeavouring to  
arrange full Life Assurance cover for people actively engaged in Motor  
Sport, i.e. drivers and officials. This is not to be confused with  
sickness and accident insurance; this is Life Assurance in its many  
forms.

The usual practise, by most Life Assurance Companies, is to  
exclude the risk of Motor Racing or accept the risk subject to the  
addition of a heavy extra to the tabular premium rate.

Through Noble Lowndes (N.Z.) Ltd, I can now offer to all personnel  
connected with the Motor Sport in New Zealand, Life Assurance protection  
at very competitive rates, while racing, and in many cases without any  
extra premiums being required.

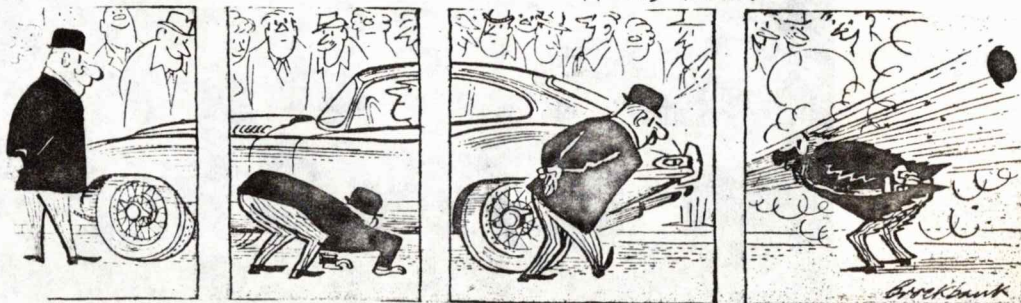
Finally, I would point out that these special arrangements for  
Life Assurance Cover are custom-made to Car Clubs throughout New Zealand  
and can be arranged through any Branch of Noble Lowndes (N.Z.) Ltd.

I look forward to attending to any enquiries and make this an open  
letter to all Club members."

Yours faithfully,

L.F.G. (Liam) Cornelius  
P.O. Box 6480, Auckland.

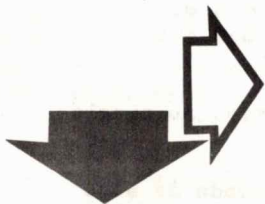
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# GYMKHANA

GYMKHANA - SATURDAY - 12TH OCTOBER - STARTING 12 NOON,  
MANUREWA HIGH SCHOOL GALA DAY.

Location - Browns Road, Manurewa. Turn Off Motorway at Wiri turnoff. Proceed down Great South Road and turn right into Browns Road (North end of Manurewa).

The Gymkhana will be one of the main attractions of the day. (The other one is the current Miss New Zealand herself)

Classes for all Saloon and Sports Cars. (Sorry, no single seaters)

There's no entry fee and admission to the grounds is also free on production of a Club Membership Card.

A varied series of tests are assured to satisfy all tastes. This is a good chance to get your hand in for the coming Newmarket Centennial Gymkhana.

The surface is dead smooth grass (Last year we somehow got to use the school running track).

Any Mini drivers capable of putting on a Mini spinning demo are asked to ring Ken Flashman, 63-179 Manurewa.

Any enquiries to the above.

REMEMBER! SATURDAY 12TH OCTOBER - BE THERE TO HELP US  
MAKE THIS A SUCCESSFUL ATTRACTION FOR THE SCHOOL!



## INTERCLUB TABLE TARTS AND DENNIS

On Sunday, 8th September, the Northern Sports Car Club turned up at the Clubrooms in force in response to our challenge in table tarts and dennis (as John Crombie so aptly named it). If pre-tournament threats and promises could be believed a blood bath appeared inevitable.

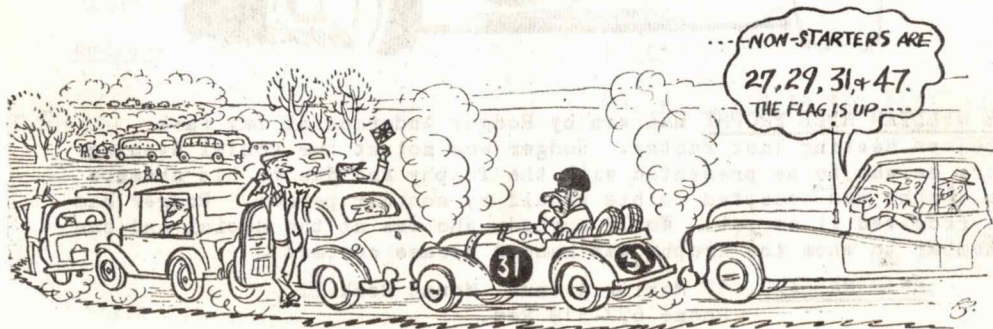
The table tennis squads consisted of six players on each side. We were represented by the Firth, Wade, Anderson, Rogers, Molloy and Marshall contingent while Northern pinned their hopes on March, Cheak, Ayrie, Dare, White and Brown. The harpooners fielded eight players each side, ours being Hamilton, Molloy, Read, Gordon, Robinson, Powell, Allan and Marshall. Northern were represented by Burrows, Booth, Clendon, Owen Thomas, Chandler, Brent Thomas, Elvin Prentice and Lynn Prentice.

Before the flag dropped each Club could be heard earnestly underwriting their chances and endeavouring to convince each other that not only were their best players not available but that those who were there were unfit and hadn't played for ages, etc. In spite of such allegations a surprising number of first class players showed a high standard of play in both fields. We expected to win the table tennis and thought that Northern might head us off at darts - they having stated that the past champion of Coronation Street was in their team. However, when the flag drops, the flannel stops.

Results show that Auckland thrashed Northern at darts by six games to two in the singles and by three games to one in the doubles whilst at table tennis Auckland lost to Northern by the narrowest of margins, thirty games to six. In fact the table tennis produced some very good games which were enjoyed by one and all. At the conclusion of the Tournament an inter-presidential table tennis match was staged and notwithstanding his position as host our President managed to convincingly defeat Northern's Owen Thomas.

After the games were concluded afternoon tea and much needed liquid refreshment was served. Many thanks to the ladies who put this on.

There is now, of course, talk of a return bout and in looking forward to this we hope that it will eventuate next year. Thank you for coming Northern. We are sure that you enjoyed it as much as we did.



INFORMATION RECENTLY RECEIVED FROM M.A.N.Z. -

1. N.Z. NATIONAL FORMULA:

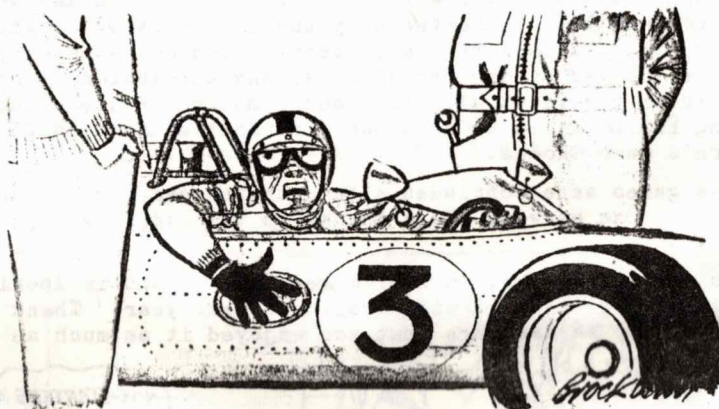
At the last meeting of the Executive Committee it was decided that the N.Z. National Formula, as from 1 August, 1969, would be for single seater racing cars up to and including 1600 c.c.

2. SAFETY BELTS:

Race Promoters particularly are strongly recommended to persuade ALL competitors to wear as a minimum a combination lap and shoulder harness at all times during practise and racing. This advice is given as a result of the findings of the inquests into the deaths of G. Tait and J. Fairley last season, both of whom wore a shoulder harness only, which is considered and proved inadequate.

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*"Now let's get this right—when I pass the TV cameras on the inside of Paddock Bend I cover up this Gilhooly Beer decal, and when I pass the other one on the outside of Druids I cover up the Dingbat Bra decal—is that it?"*



THE WILLIAM HILL TROPHY was won by Rodger Anderson at Bay Park Raceways Meeting last Easter. Rodger was not at the social evening where he was to be presented with the Trophy and due to his absence the trophy was accepted on his behalf by another person. Rodger has not received it as yet. Would anybody who was at the social and can remember to whom the trophy was handed please contact -

ERIC MALLARD, 17 Marion Avenue, Mount Roskill  
Phone 677-519 Res.

# HELP US TO HELP YOU

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We also run out of time!

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The Club Captain,  
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 Social & Clubhouse Activities.

My suggestions to improve the Club are:-

I would like to help at the following -

Trials  Hillclimbs  Race Meetings  
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My Name is :

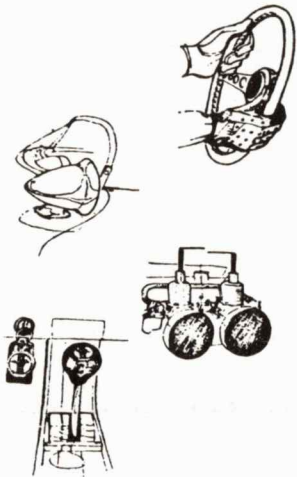
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No. of Years in the Club

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# THAT Dangerous Sport

Whenever racing drivers make the scene in some of our newspapers they usually seem to be "dicing with death", "challenging fate" or sitting up grinning in a hospital bed after a "miraculous escape".

The logical conclusion to draw from all this is that motor racing is a dangerous, even foolhardy, kind of recreation. Novelists and film producers like to make motor racing a sport where superhuman people with obvious psychological problems, lacking in moral standards have a deep-seated "death wish" (whatever that may be)

Some well meaning people even went so far as to ask the Pope to outlaw motor sport in the belief that any person exposing himself to such obvious danger was taking a sinful disregard for the precious gift of life.

All this makes the racing driver a man to be regarded with awe and respect as he downs his non-alcoholic fruit juice at a party. For newspapers etc., after a juicy headline, the facts don't support the theory.

Although nobody has taken out any figures, it's quite possible that the injury-causing accidents per mile driven at New Zealand's road racing circuits over a twelve month period would be considerably less than the accidents per mile on public roads. In fact the safest place to drive on weekends could well be on the racing circuit.

The ultra-cautious attitude taken by drivers and officials aims to make the sport a test of skill and not a spine-chilling answer to the population problem.

The track itself is kept in perfect condition. It is inspected regularly by MANZ. They also decide how many cars can safely race on the track at any one time without causing dangerous overcrowding.

On race day itself, the Clerk of the Course inspects the circuit before every race and an impartial pair of stewards sent by MANZ also have the power to stop a race meeting if they detect anything which could endanger drivers or spectators.

Before any race can start there must be an ambulance and a doctor standing by, and underwater experts standing by in case any driver finishes up in "the drink". Each corner must have a fire crew, equipped with extinguishers, and a mobile fire crew stationed at the race control.

Despite the fact that the drivers should be concentrating on what they are doing, flag marshals on the corners keep them informed of what's going on. Each different coloured flag has its story to tell to the driver, danger ahead, oil on the track, a faster car is about to pass, ambulance on the circuit or that such and such a car is required in the pits because something is wrong.

The stewards watch the race from various locations around the circuit and any driver who behaves dangerously can look forward to a motor sport "court" where he can be fined or have his licence suspended or even taken away for life.

Despite what the officials and organisers do to keep a race safe there are two more elements, the car and the driver, which also need policing. The cars are inspected before each meeting by qualified engineers and are given a thorough road-worthiness check that only about half the cars running about our streets would pass.

The drivers are also inspected before they get their Competition Licences and each year afterwards, drivers must be checked out by a doctor who gives them a series of tests just as tough as pilots have to pass.

If a driver passes the medical, and is recommended by an executive member of his Car Club he is granted a novice licence which is the beginning to a series of hillclimbs, sprints and club circuit racing. He must have three stripes prominently displayed on the back of his car to show other drivers that he's new at the sport and must have his licence signed by the Clerk of the Course after each meeting to indicate that he has performed satisfactorily at each of his first three race meetings. He then can apply for the next step and so on until he qualifies for a full International Licence.

Drivers have to wear crash helmets which have been tested and approved by MANZ and these along with their goggles or visor are checked by officials before each meeting. In certain types of cars drivers are required to wear an approved seat belt.



While there is no strict rule at the moment about the type of material a driver's clothing is made of, most wear suits made of a flame proof material. Many drivers also wear a face mask to prevent them from inhaling lung destroying flames.

There's no doubt that motor racing is dangerous, that's why so many precautions are taken.

I think it could safely be said that the safest place to drive on a weekend or any day, could well be on the motor racing circuit.

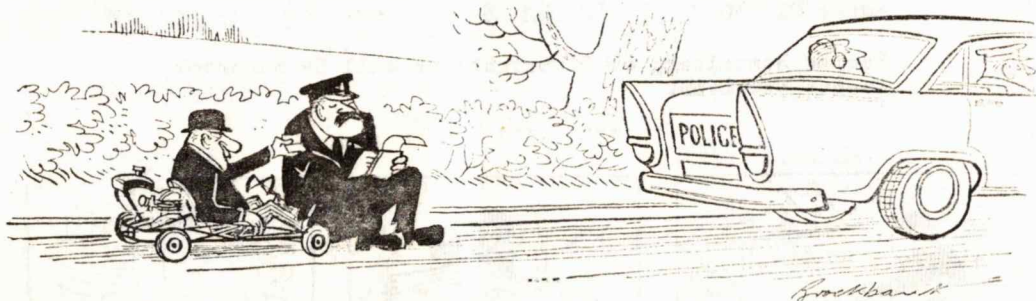
# New Members

Rodney Bremner  
John Samson  
Mervyn Young  
Anthony Banbook  
Jim Palmer  
Neil Silcock  
Ray Clark  
Denis Culpan  
Charles Stodart  
William Ellis  
Donald Platt

Austin Mini  
M.G. Midget  
V.W.  
Vanguard 6  
Mini Cooper  
Cortina  
Cortina  
Wolseley  
Hillman  
A.35

Drury.  
Henderson  
Mangere  
Birkenhead  
Hamilton  
Henderson  
Orakei  
St Heliers  
Glen Eden  
Browns Bay  
Epsom

We welcome these new members and hope to see them along at Club events.



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Further information and forms can be obtained by writing  
direct to The Secretary, P.O. Box 57, Levin.

# for sale

Group 5 Supercharged Cortina successfully raced last season and in excellent mechanical condition. Over 150 B.H.P. from 15lbs boost. Extremely reliable and handles well. Could become major race winner with even further developments.

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371 Sandringham Road,  
Auckland. - Phone 82-488.

-----  
Snow Chains - Brand New to fit 13" wheels.  
2 Lap Diagonal seat belts - brand new - \$16.00.

Contact - Kerry Leahy,  
5 Coronation Road,  
Mangere or phone 664-738.

-----  
Disc brake hubs and calipers for A-H sprite, will suit A40, A35 etc. Brand new \$60.00 (Below trade cost).

Koni adjustable shocks (2) as new \$27.00 pair  
(Cost \$40.00)

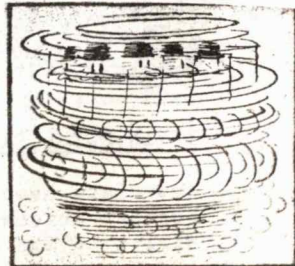
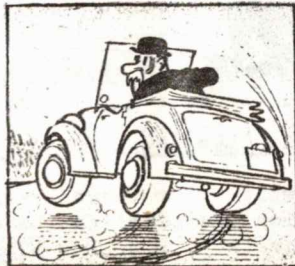
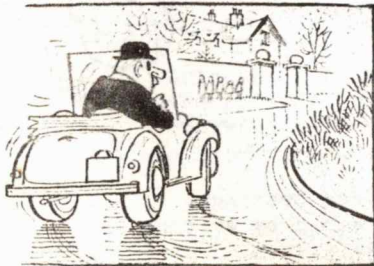
VW Heavy duty anti roll bar, ex combi \$7.00

VW Towbar with ball \$7.00

VW Modified torsion springs lower front 2"-3" swap for standard springs.

VW 1956 Transmission, with axles, brakes, starter motor OK \$30.

See Ed Rompelberg on Clubnights or call 59 Seabrook Avenue New Lynn.



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