

BULLETIN

Dec 68.



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AUCKLAND CAR CLUB (Inc)

P. O. BOX 2591 AUCKLAND

BULLETIN DECEMBER 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 **373.484**

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 :

M. I. Marshall
K. Galbraith Phone **659.122**

DEPUTY CLUB CAPTAIN :

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

CHAIRMAN OF SUB-COMMITTEES :

Club house	- I. Road	GLE 5204
Trials	- P. A. Jukes	84.511
Racing	- L. F. Rankin	84.164 Papakura
Speed	- I. Ivers	7738 Glen Eden
Building	- M. H. Lawson	6156D Howick
Bulletin	- Miss K. Leahy	664.738
Slot Cars	- T. Molloy	654.048



CHRISTMAS MESSAGE



Another busy year draws to a close as the Christmas season rapidly approaches.

All aspects of Club activities during the year have produced successful events and I would like to congratulate those who have scored competition successes. I would also like to thank sincerely all members who have worked so hard to accomplish such a favourable situation.

On behalf of the Executive and Sub-Committees I extend to all members and friends a very merry Christmas and a happy New Year and hope that you will all enjoy safe motoring during the festive season.

Barry Webber
President

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.

7TH DECEMBER - SATURDAY - ROTHMANS MOTOR RACE MEETING - New Zealand National Formula Championship. 11 Race Programme commencing 12 noon. Also Allcomer Saloons and Sports Cars.

14TH DECEMBER - SATURDAY NIGHT - CHRISTMAS CABARET EVENING - At the Clubrooms, 44 Stoddard Road, Mount Roskill. Music by Mike Walker Trio and vocalist. Floor show by Tommy Adderley. Tasty chicken supper. Real Gay Night. 8.30 p.m. to 1.00 a.m. - Full refreshments available. Tickets on sale now - \$1.50. Tickets limited to 150.

16TH JANUARY 1969 - THURSDAY - CLUBNIGHT - 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.

19TH JANUARY 1969 - SUNDAY - HILLCLIMB - CHAMBERLAIN ROAD, BOMBAY. Entries on day until 9.30 a.m. Fee \$1.00. Scrutineering 8.30 a.m. to 9.30 a.m. Observations for Speed Extensions. Points toward Exide Trophy. You require Crash Helmet, Overalls, Scrutineering Log Book, Current Membership Card. Under 21 year olds must have parent's signature on entry form which are available at the Clubrooms.

IMPORTANT - NO PRACTISING ON THE VENUE BEFORE THE DAY.

23RD FEBRUARY 1969 - SUNDAY - CLUB CIRCUIT RACE MEETING - Scrutineering 10.00 a.m. to 11.00 a.m. Entries close Monday, 17th February, 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.

16TH MARCH 1969 - SUNDAY - CLUB CHAMPIONSHIP HILLCLIMB - CHAMBERLAIN ROAD, BOMBAY.

INVITATION & OPEN

14TH DECEMBER - SATURDAY - HAWKES BAY CAR CLUB GOLD STAR HILLCLIMB, Te Onepu Road. Entry forms from P.O. Box 323, Hastings.

29TH DECEMBER - SUNDAY - BAY PARK MOTOR RACES, Mount Maunganui. Entry forms from Bay Park Raceways Limited, P.O. Box 352, Tauranga.

4TH JANUARY 1969 - SATURDAY - 16TH N.Z.I.G.P. - PUKEKOHE.

11TH JANUARY 1969 - SATURDAY - LEVIN INTERNATIONAL MOTOR RACES

18TH JANUARY 1969 - SATURDAY - LADY WIGRAM TROPHY MOTOR RACES.

18TH JANUARY 1969 - SATURDAY - NORTHLAND CAR CLUB D.R. CHAMPIONSHIP GRASS TRACK RACE MEETING. P.O. Box 596, Whangarei.

25TH JANUARY 1969 - SATURDAY - TERETONGA INTERNATIONAL MOTOR RACES, Invercargill.

27TH JANUARY 1969 - MONDAY - HAMILTON CAR CLUB, D.R. RAGLAN GRASS TRACK CHAMPIONSHIP MEETING. P.O. Box 6029, Hamilton.

1ST FEBRUARY - SATURDAY - TIMARU GROUP 5 CHAMPIONSHIP RACE MEETING.

1ST FEBRUARY - SATURDAY - TAUMARUNUI CAR CLUB OPEN HILLCLIMB - P.O. Box 9, Ohakune.

8TH FEBRUARY - SATURDAY - THAMES VALLEY CAR CLUB GOLD STAR HILLCLIMB, Fishers Road, P.O. Box 120, Thames.

9TH FEBRUARY - SUNDAY - THAMES VALLEY CAR CLUB D.R. GRASS TRACK CHAMPIONSHIP MEETING.

9TH FEBRUARY - SUNDAY - RUAPUNA PARK GROUP 5 CHAMPIONSHIP MEETING.

9TH FEBRUARY - SUNDAY - PUKEKOHE CAR CLUB INVITATION HILLCLIMB.

15TH FEBRUARY - SATURDAY - ROTORUA CAR CLUB GOLD STAR HILLCLIMB,
Mt. Ngongataha. P.O. Box 365, Rotorua.

22ND FEBRUARY - SATURDAY - WHAKATANE CAR CLUB GOLD STAR HILLCLIMB.
P.O. Box 157, Whakatane.

1ST MARCH - SATURDAY - R.A.T.E.C. DULUX RALLY - Six Hour Duration.
First of the Mercury Trophy Series. The Secretary, P.O. Box 14228,
Panmure, 6, for further information.

for sale

AUSTIN "A35"

This car has modified suspension and is lowered 2 $\frac{1}{2}$ " with wide wheels.

The motor is 970 c.c. with solid skirt racing pistons, 169 wade cam, is lightened and fully balanced, head is ported with "S" type valves and springs, carb 15 G.T. Weber with extractor exhaust, Lucas transistorised ignition is fitted with a modified distributor.

All work professionally done.

For further information phone BRYCE PLATT 656-718 (Evenings)

Carbs, matched twin 1 $\frac{1}{8}$ " S.U.	- \$25.00
Mini Cooper inlet manifold, new	- \$10.00
Two Air Cleaners for 1 $\frac{1}{4}$ " S.U. Carbs	- \$4.00 each (New)
One 1 $\frac{1}{4}$ " S.U. Carb	- \$8.00
Complete Mini Exhaust System	\$10.00

CONTACT GRAEME FAWCETT - PHONE GLE 6963

Racing Cam (A.S. 2) for B.M.C. Series "A" Holden F.J.
Parts; Diff, Steering Box, One Road Wheel and Tyre,
Both left doors and guards, Boot, Bonnet and short
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CONTACT RICHARD SISLER - PHONE 599-275 OR 596-791
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wanted

Inlet manifold for down-draft Weber, Suitable for 105E
Anglia.

PHONE : H. WITHAM - Evenings and Weekends 81-179.



CHRISTMAS SOCIAL

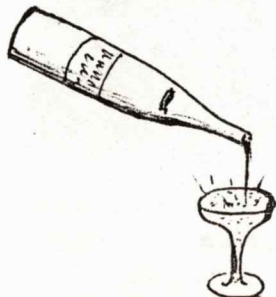


MIKE WALKER TRIO

TOMMY ADDERLY

WHEN 14th December 1968
PLACE Auckland Car Club Clubrooms
TIME 8.30 p.m. - 1.00 a.m.
TICKETS \$1.50 single
CHRISTMAS SUPPER ALL REFRESHMENTS AVAILABLE

Dont Miss This Swinging



CABARET

EVENING

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(good on you mate!)



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AUSSIE BY CAR

On March 8th I left Auckland by air to discover Australia by driving around the coast.

The first step upon reaching Sydney was to purchase a car, which turned out to be an Austin A95 of 59 vintage, costing \$400. After working for three months in Sydney's rat race I decided to go north to the famous Surfers Paradise to sample some sun, surf and females, all of which are in great abundance.

Well the sun was missing for a start and the surf so big and furious that it was carving away great chunks of sand from the popular beach. This was my first view of the Gold Coast and the sight didn't impress me one bit. The foreshore was disappearing, the road was disappearing and in places the houses were also sliding into the sea.

Eventually the weather improved and the restoration of the beach and road started, and by the time I left, four months later, things were looking a little more normal.

The next step was Mt Isa in the heart of the desert, a great town built expressly for the mines and which is owned by Mt Isa Mining.

To reach this very remote township of 18¹/₂ thousand people from Surfers, was a distance of some 1380 miles, via Rockhampton, with about 500 miles of rough, corrugated, potholed dusty roads.

On one section of this road I came up behind a road train, a small one by Aussie standards of only two trailers, but it still presented a challenge of getting through ¹/₂ mile of thick choking red dust and still keeping on the road which I found harder than it seemed. I made it past the trailers to the cab but as I emerged into daylight I found myself rapidly bearing down on to a white road marker. How I got between the truck and the marker, I'll never know.

Two months in Mt Isa with temperatures around the 100° mark saw me heading back to Brisbane via the inland route, the most direct of only 1200 miles. This was my trip to New Zealand last Xmas.

I arrived back in Brisbane three months later and once again, set off on the inland route to Mt Isa. It was just after a week's rain in the Longreach area (960 miles from Brisbane). The road in places was under about 6 inches of water but presented no problems, but a few miles on I came upon a boggy patch of black soil a 100 yards long where the semi trailers leave a foot high hump in the middle of the road. Ten feet from the end of this hump one set of wheels slipped off the middle and with a great roar the muffler parted from the exhaust. At the end of the remaining 270 miles I was just about deaf with the noise.

I joined forces in Mt Isa with an Austrian and we headed towards Darwin towing his Healey Sprite with an 'A' frame.

The 1020 miles was relatively easy on good bitument roads. Our only excitement was the coupling jumping off the towball at 45 m.p.h. The 'A' frame did minor damage to the bonnet of the Sprite and my towbar pushed in the grill.

Darwin proved to be isolated from the southern states with the only form of speedy travel being the airways. This causes overpricing of most goods but the low taxes and high wages are some compensation.

We left Darwin just before the wet season started when 60 inches of rain falls in 3 months.

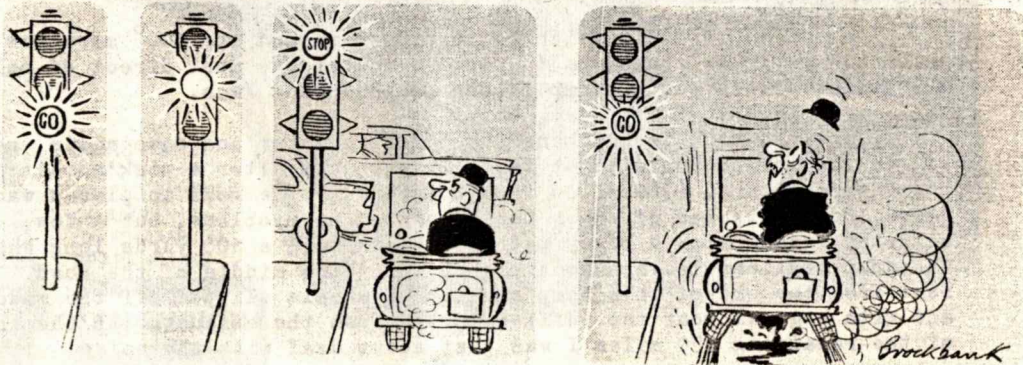
My mate had purchased a 15ft caravan which I towed to Perth in 2½ weeks. The journey covered 2800 miles, 1660 of which are corrugated metal roads in poor condition.

I carried many spares from a wrecked A95 such as extra springs and a fuel tank of 15 gallons which I strapped to the roof-rack. This extra fuel was needed between Broome and Pt Hedland, 375 miles without petrol pumps.

We arrived at Perth which is a beautiful city on the Swan River satisfied with our trip. We only had three punctures and a few plastic window fasteners on the van broke.

I never made the remaining distance this time but I'll go back and do it some day.

Gerry Smaller



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Club Circuit

SUNDAY - 24TH NOVEMBER 1968

R E S U L T S

Event 1 Saloons 0 - 1000 c.c.

165	A.P. Levet	Morris Cooper 'S'	997 c.c.	1st
49	P.W. Sharp	Morris Cooper 'S'	999 c.c.	2nd
53	R. Brown	Morris Cooper 'S'	999 c.c.	3rd

Event 2 Saloons 0 - 1000 c.c.

86	B. Phillips	Morris Cooper	999 c.c.	1st
21	N.W. Silcock	Morris Cooper	998 c.c.	2nd
33	P. Gilbert	Austin A40	970 c.c.	3rd

Event 3 Saloons - Standard Production

57	A.P. Rolley	Jaguar MK II	3781 c.c.	1st
59	J. Power	Chrysler Valiant	3681 c.c.	2nd
56	R.L. Sinclair	Ford Falcon	4700 c.c.	3rd

Event 4 Saloons - 1001 - 1500 c.c.

101	M. Donald	Austin Cooper 'S'	1275 c.c.	1st
84	S. Manon	Morris Cooper 'S'	1293 c.c.	2nd
30	T.J. McLean	Ford Cortina G.T.	1500 c.c.	3rd

Event 5 Saloons 1501 c.c. & Over

97	B. McLean	Lotus Cortina	1598 c.c.	1st
102	J. Carney	Ford Escort	1598 c.c.	2nd
40	K. Green	Chev Coupe	3800 c.c.	3rd

Event 6 Sports Cars

17	W. Chandler	Lotus Super 7	1470 c.c.	1st
38	I. Stephenson	Lola Climax	1220 c.c.	2nd
54	G. Morley	U2 Ford	1475 c.c.	3rd

Event 7 Racing Cars

2	A. Hopkins	Cooper Norton	500 c.c.	1st
14	P. Bruin	Cooper Vincent	998 c.c.	2nd
8	S. Hooper	M.E.R.	1275 c.c.	3rd

<u>Event 8</u>		<u>Formula Vee</u>		
34	I. Berry	Formula Vee	1192 c.c.	1st
6	R. Allen	Almen Vee	1192 c.c.	2nd
3	B.S. Yates	Formula Vee	1192 c.c.	3rd
<u>Event 9</u>		<u>Saloons 0 - 1000 c.c. Handicap</u>		
165	P. Levett	Morris Cooper 'S'	997 c.c.	1st
49	P.W. Sharp	Morris Cooper 'S'	999 c.c.	2nd
53	R. Brown	Morris Cooper 'S'	999 c.c.	3rd
<u>Event 10</u>		<u>Saloons 0 - 1000 c.c. Handicap</u>		
39	R. Sisler	Austin A40	998 c.c.	1st
33	P. Gilbert	Austin A40	970 c.c.	2nd
36	B.S. Morrell	Morris Cooper	997 c.c.	3rd
<u>Event 11</u>		<u>Saloons 0 - 1000 c.c. Handicap</u>		
47	W. Cann	Riley	998 c.c.	1st
37	D. Whybrow	Morris Mini	998 c.c.	2nd
52	R.L. King	Morris Mini Cooper	998 c.c.	3rd
<u>Event 12</u>		<u>Saloons 1001 - 1500 c.c. Handicap</u>		
84	S. Manon	Morris Cooper 'S'	1293 c.c.	1st
101	M. Donald	Austin Cooper 'S'	1275 c.c.	2nd
23	B.J. Cox	Ford Cortina G.T.	1500 c.c.	3rd
<u>Event 12A</u>		<u>Saloons - Standard Production Handicap</u>		
57	A.P. Rolley	Jaguar MK II	3781 c.c.	1st
56	R.L. Sinclair	Ford Falcon	4700 c.c.	2nd
75	P. Macks	Fiat 1500	1500 c.c.	3rd
<u>Event 13</u>		<u>Saloons Handicap</u>		
102	J. Richards	Ford Escort	1598 c.c.	1st
97	B. McLean	Lotus Cortina	1598 c.c.	2nd
40	K. Green	Chev Coupe	3800 c.c.	3rd
<u>Event 14</u>		<u>Sports Cars Handicap</u>		
17	W. Chandler	Lotus Super 7	1470 c.c.	1st
38	I. Stephenson	Lola Climax	1220 c.c.	2nd
12	D. McKenzie	Ford Sports Special	998 c.c.	3rd

Event 15 Racing Cars Handicap

2	A. Hopkins	Cooper Norton	500 c.c.	1st
24	M. Firth	Norton Special	600 c.c.	2nd
34	I. Berry	Formula Vee	1192 c.c.	3rd

Event 16 Saloons Handicap

31	J.D. Mannion	Morris Mini	848 c.c.	1st
50	R.S. Wilson	Morris Mini	948 c.c.	2nd
36	B.S. Morrell	Morris Cooper	997 c.c.	3rd

Event 17 Saloons Handicap

37	D. Whybrow	Morris Mini	998 c.c.	1st
74	T. Dutch	Hillman Imp	998 c.c.	2nd
21	N.W. Silcock	Morris Cooper	998 c.c.	3rd

Event 18 Saloons Handicap

66	G. O'Donnell	Hillman Imp	875 c.c.	1st
58	R. Duirs	Triumph 2000	1998 c.c.	2nd
75	P. Macks	Fiat 1500	1500 c.c.	3rd

Event 19 Saloons Handicap

29	L.R. Rogers	Ford Escort Super	1298 c.c.	1st
84	S. Manon	Morris Cooper 'S'	1293 c.c.	2nd
41	T.R. Sheffield	Morris Cooper 'S'	1275 c.c.	3rd

Event 20 Saloons Handicap

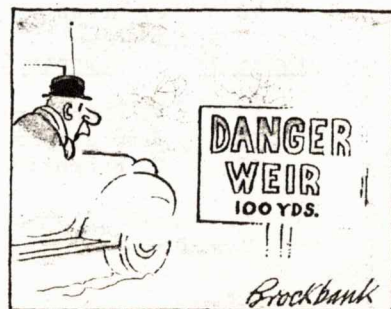
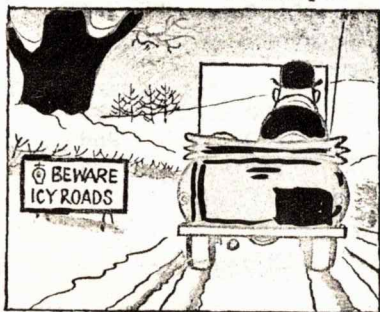
97	B. McLean	Lotus Cortina	1598 c.c.	1st
102	J. Carney	Ford Escort	1598 c.c.	2nd

Event 21 Sports Handicap

38	I. Stephenson	Lola Climax	1220 c.c.	1st
17	W. Chandler	Lotus Super Seven	1470 c.c.	2nd
15	J. Samson	M.G. Midget	1275 c.c.	3rd

Event 22 Racing Cars Handicap

2	A. Hopkins	Cooper Norton	500 c.c.	1st
16	E. Wainwright	Formula Vee	1192 c.c.	2nd
8	S. Hooper	M.E.R.	1275 c.c.	3rd



1968 Earls Court Motor Show

REPORT BY OUR EUROPEAN CORRESPONDENT
BRUCE BLACKLOCK

This year's show held only one surprise, that was the new Jaguar E Type. For convenience, I'll go round the show alphabetically telling you about the more outstanding exhibits.

A.C. 428 Convertible and Fastback - With a top speed of over 140 m.p.h. from its 7 litre Ford V8 engine plus 0-60 in $6\frac{1}{4}$ seconds. The cars on Stand 118 were finished in White, Maroon, Metallic Green and Grey. Price for the Fastback - £4,526 - Convertible - £5177.

Aston DB.S. - This is another 140 + m.p.h. car developing 282 B.H.P. from a T.O.H.C. 6 cylinder engine of 3995 c.c. All the power is taken through a full syncro 5 speed box. Equipped with such things as 2 cigar lighters and red warning lights on the door edges. The bodywork is aluminium alloy and is both attractive and practical. Priced at only £5,718.

Austin 3 litre - A more mundane saloon which attracted a lot of attention. This car retains the engine from the deleted Westminster. It is conventional in its layout with the inline engine driving the rear wheels through a 4 speed all synchromesh gear-box. Hydrolastic suspension and a very roomy interior complete this grown up 1800. Owing to its U.K. price of £1,558 it is unlikely to help sales in New Zealand.

Bentley "T" Series - Unchanged from last year but looking very smart under the spotlights in canary yellow with black trim in both convertible and saloon versions. Still priced to suit the pocket of every Fruit Shop proprietor at £7,726 for the 4 door saloon and £8,100 for the 2 door and £8,500 for the convertible.

New on the B.M.W. stand was the 2500. A 2494 c.c. 6 cylinder power unit developing 150 B.H.P. all independent suspension and a ZF gearbox propel it along up to 120 m.p.h. The wheels are 14 x 6 giving the car a low road clinging look. P.O.A. Ferrari - This year the Modena firm have four cars on show. The first is a 365 2 + 2 GT finished in Dark Blue with a 60° VIZ 4390 c.c. engine with one cam per bank 3 Twin Choke Weber Carbs, 5 speed box driving the 320 B.H.P. to the light alloy wheels. Priced at £8,563.3.11d. The most delightful car on the stand was the 365 GTB 4 Daytona Berlinetta Coupé. Mechanically similar to the 2+2, bodily quite different, with a wedge nose which has a plastic band full width across the front covering the quad headlamps. It was finished in Metallic Italian Racing Red. Only £8,563.3.11d. The other cars were a Dino 206 GT and a 330 GTC Pininfiring 2 seater coupé.

Ford had nothing new. Their cars appeared with minor trim changes only.

Hillman rolled out an upgraded Imp with a full width dash panel and revised seating. Also on display was a Sunbeam Rapier H120 which is the

fastest saloon car ever from Rootes. The engine is a Holbay version of the well known 1725 c.c. unit; 9-6-1 compression and dual webers giving a top speed of 110 m.p.h. 0-80 in 19 $\frac{1}{2}$ seconds.

Jaguar introduced the new XJ6 saloon in 4-2 and 2-8 litre versions. The new features for Jaguar are power assisted rack and pinion steering and dual brake systems. New body work and all American safety requirements have been met. The front and rear have been designed to fold under impact leaving the passenger compartment untouched. In the case of a severe frontal collision the engine is so arranged so it will be deflected under the car instead of into it. Price is 2-8 £1,797, 2-8 De luxe £1897, 4-2 £2,254. The new 'E' Type has been released with all the American requirements met, which has been a feature of the show as any manufacturer who wants to export to the States must comply with their regulations. The 'E' Type has been without its headlamp covers for some time now as America won't allow cars with covered lamps any more. Now to give the required amount of light spread the lamps have been moved forward by inserting a clumsy looking chrome surround-come-spacer. The front bumper has been enlarged and wraps right around the front, as does the rear one round the back. The windscreen has been increased and the air intake enlarged. The engine remains as before 4-2 OHC. The price is £2458 plus.

Lamborghini Espada - Take 4 litres of V12, 4 OHC, add 6 Twin Choke Weber's, stir in a 5 speed full synchro gear box cover with a Bertone body, subtract £11,500 and the result should be this highly desirable 152 m.p.h. missile only 15ft 5 ins long and a genuine 4 seater. If that doesn't suit you there's always the Lamborghini Mivra P400 similar specifications but delivering 350 B.H.P. and 170 m.p.h. and only £9,525. Any Tax Department employee could afford at least two.

Morgan and old fashion go hand in glove but its old fashion with a difference if you are talking about the +8. The old familiar body with 3,528 of British built V8 engine taken from the Rover 3500 and Three Thousand and Five series. Over 130 m.p.h. and Mag wheels make the noticeable difference.

Morris 1800'S' based on the Work's Rally cars which have had successes last season B.M.C. now introduce the 'S' version of this family car. Twin 1 $\frac{1}{2}$ carbs, extractor exhaust, larger disc brakes 9-5:1 compression and a M.G.B. camshaft developing 95-5 B.H.P. Top speed is 110 m.p.h. Price £1,056. Interesting to note that there is still a four week delivery wait for the Morris Minor 1000.

Triumph wheeled at the 2500 PL which is a 2000 with the 2500 c.c. petrol injection engine from the TR 5 detuned giving 132 B.H.P. and 110 m.p.h. Priced at £1,450.

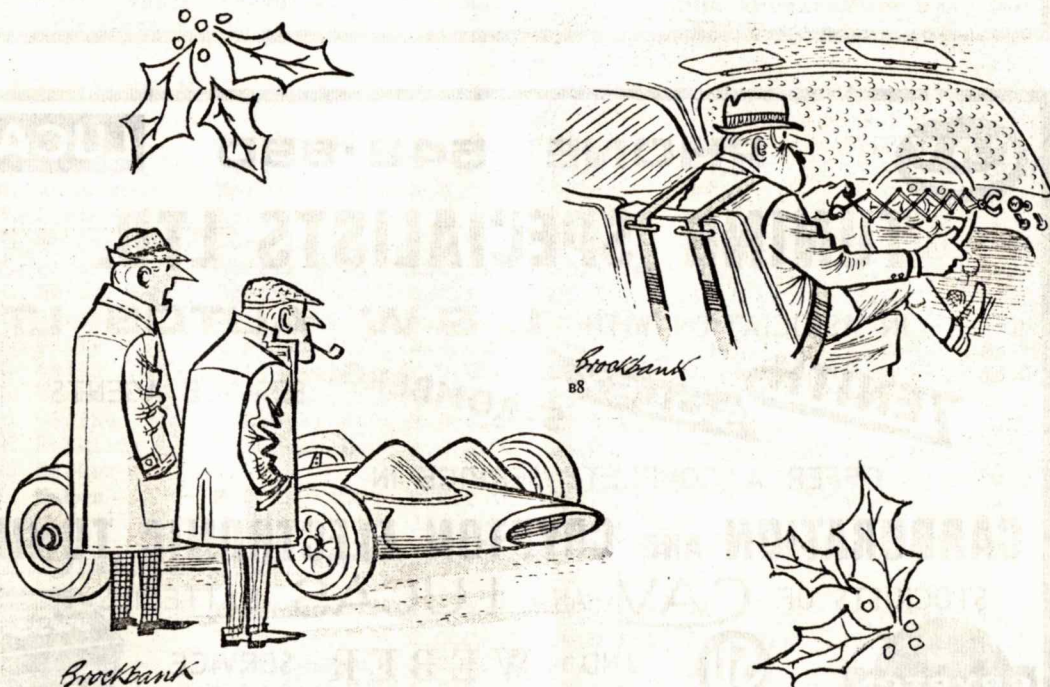
Vauxhall and of course the big news was Viva goes 4 door, bringing the total number of Viva variants up to 26. Priced from £657 up to £1062. The Victor, Ventora, Cresta and Viscount continue unchanged.

Volkswagen 411 was the car that left one wondering what has got into Wolfsburg - after all 4 doors on a VW? The car which has an all new 1600 engine, McPherson Strut front suspension and 14ft 10ins long, squared headlamps and a body that looks like a cross between a Renault 1100 and R16. It is of unitary construction with a very long nose, disc brakes on the front and a top speed of 90 m.p.h.

Volvo unveiled a new 6 cylinder car, their first large engine with 2979 c.c. The body is basically that of the 144 but the front is very similar to the new Jaguar XJ6. Designated the 164 it develops 145 B.H.P. and no top speed or acceleration figures have been released at the time of writing. Price though is £1791.

The American safety regulations have obviously affected the thinking of car designers. Price increases are fairly common to cover the extra expense of fitting more crash padding, safety switches, collapsible steering columns and idiot lights to warn of all sorts of calamities before they occur.

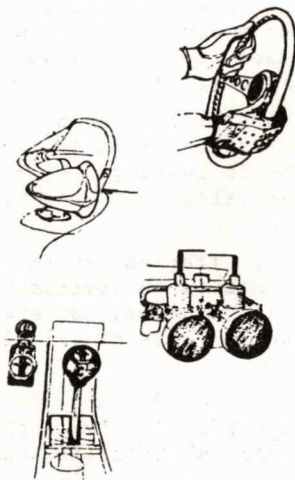
That then is a rough idea of Earls Court 1968. The displays are very well laid out and the cars are painted in colourful colours such as Metallic Mauve, MG B, Canary Yellow Rolls and Bentleys, Metallic Red Ferrari, Iridescent Pink Cortina 1600E etc.



"The tragedy is that by the time they got the car built all the short drivers had signed up elsewhere"

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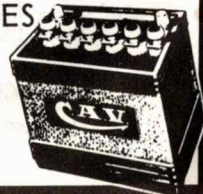
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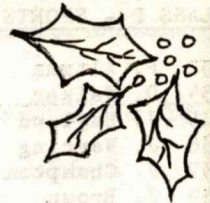
CROWHURST STREET, NEWMARKET 1





NEWMARKET GYMKHANA

2ND NOVEMBER, 1968



ORGANISED BY THE AUCKLAND CAR CLUB (INC.)

R E S U L T S

<u>COMPETITOR</u>	<u>CAR</u>	<u>CLUB</u>	<u>TEST 1</u>	<u>TEST 2</u>	<u>TEST 3</u>	<u>TEST 4</u>	
<u>CLASS A - SALOONS 0 - 1000 c.c.</u>							
A1	G. McCrystal	Aust Cooper	M.G.C.C.	24.3 3rd	30.2 3rd	17.3	19.0 2nd
A2	B. McDonald	Morris Minor	A.C.C.	26.3	29.0	19.0	24.0
A3	R. Duncan	M/Cooper	M.G.C.C.	23.0 2nd	30.1 2nd	15.1 1st	18.0 1st
A4	I. Carroll	Aust Mini	A.C.C.	22.2 1st	28.4 1st	16.3	19.1 3rd
A5	J. Crombie	M/Cooper	A.C.C.	27.4	31.4	15.2 2nd	25.0
A7	K. Sleeth	M/Cooper	A.C.C.	31.0	30.3	20.2	20.0
A9	R. Collingwood	Simca 1000	A.C.C.	24.4	33.3	16.1 3rd	20.0
<u>CLASS B - SALOONS 1001 - 1500 c.c.</u>							
B12	G. Wilson	Morris 1100	A.C.C.	23.4	29.0	17.0	19.0
B13	R. Cowan	V.W.	A.C.C.	25.0	30.0	19.2	20.0
B14	B. Anderson	Morris 1100	A.U.C.C.	28.1	28.3	16.9 3rd	22.0
B15	M. Compton	Aust Cooper	M.G.C.C.	31.4	30.0	16.4 2nd	-
B16	J. Savage	Ford Anglia	N.S.C.C.	24.0	30.1	15.3 1st	18.0 1st
B17	V. Anderson	Morris Mini	A.C.C.	22.4 1st	27.2 1st	18.1	18.4 3rd
B18	W. McFetridge	Cortina	A.C.C.	25.1	33.1	18.4	22.0
B19	J. Garner	Cortina G.T.	A.C.C.	25.3	30.1	17.0	19.4
B20	C. Waite	Cortina G.T.	N.S.C.C.	25.1	33.3	17.0	23.4
B21	W. Kelly	Aust Cooper	P.C.C.	25.1	27.9 2nd	18.0	18.2 2nd
B22	L. Evans	Cortina	N.S.C.C.	23.4 3rd	30.0	21.2	22.0
B23	G. Clarke	A/Cooper S	M.G.C.C.	23.1 2nd	28.0 3rd	-	-
B24	N. Roskilly	T/Herald Est	A.C.C.	26.0	33.3	17.3	-
B25	G. Barker	V/Viva	R.C.C.	25.4	31.4	26.0	20.3
B27	J. Mahon	Morris 1100	M.G.C.C.	25.2	30.4	17.1	-
<u>CLASS C - SALOONS 1501 c.c. AND OVER:</u>							
C26	R. Emson	Fiat 125	A.C.C.	24.1 3rd	30.0 2nd	17.0 1st	19.1 2nd=
C28	J. Power	Valiant	A.C.C.	24.0 2nd	30.2 3rd	17.3 3rd	18.3 1st
C29	L. Coles	Ford Zephyr	A.C.C.	28.0	34.1	25.0	22.3
C30	M. Marshall	F/Cortina G.T.	A.C.C.	23.3 1st	27.1 1st	17.1 2nd	19.1 2nd=
C31	E. Mallard	V/Velox	A.C.C.	29.2	33.2	22.0	22.0

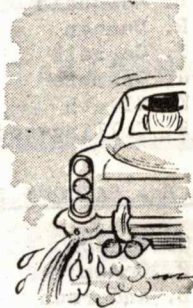
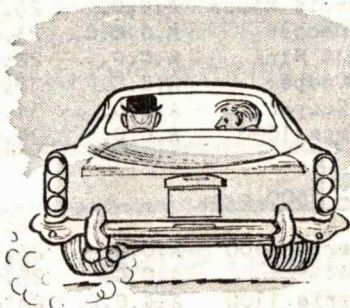
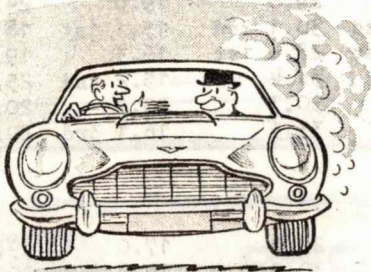
CLASS D - SPORTS CARS - OPEN CLASS:

D32	P. Altman	Triumph TR 2	A.U.C.C.	27.4	33.1	-	21.0	3rd	
D34	D. Walker	M.G. T.D.	M.G.C.C.	28.0	36.0	23.3	22.0		
D35	J. Hagland	M.G. Midget	M.G.C.C.	25.4	3rd	35.1	17.0	1st 20.3 2nd	
D36	J. Warring	A/H Sprite	M.G.C.C.	24.3	2nd	30.0	1st	20.0 2nd 17.0 1st	
D37	J. Champton	A/H Sprite	M.G.C.C.	31.0		32.3	3rd	23.0	25.0
D39	G. Broun	T/Spitfire	A.U.C.C.	24.2	1st	31.4	2nd	21.0	3rd 22.4

CLASS WINNERS OVERALL:

Class A	Saloons 0 - 1000 c.c.	A4	Ian Carroll	Austin Mini	Auckland Car Club
Class B	Saloons 1001 - 1500	B17	Vince Anderson	Morris Mini	Auckland Car Club
Class C	Saloons 1501 and Over	C30	Mike Marshall	F/Cortina G.T.	Auckland Car Club
Class D	Sports Car - Open Class	D36	John Warring	A/H Sprite	M.G. Car Club

MAJOR UPSETT



"Only just bought it today . . . in fact I don't know my way round . . . half these gadgets . . ."

Shouts & MURMURS

Congratulations to Robbie Francevic and Rosita Boric who were married recently.

Best wishes to Ross Hollings and Cushla Nicholson who are to be married early in December.

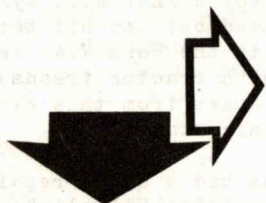
Congratulations to Jim Rogers who recently won the Club Table Tennis Singles Championship.

Further congratulations to Ben Hamilton and Terry Molloy who have completed a notable double by winning the Club Table Tennis Doubles Championship not long after winning the Doubles Darts Championship.

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Gold Star Hillclimb

Competitors and spectators turned out on Sunday to the Gold Star Hillclimb with a dubious eye on the weather but it stayed dry and everyone and everything was covered in dust. There doesn't seem to be a happy medium.

A few mishaps marred the day when at the top corner W.L. Wymer badly bent his Austin Cooper and the bank jumped out and hit both J. Crombie in the Morris Cooper and M. Young in the Ford V.W. in the left mudguard. T. Vassey in the Chev Tank (with tractor treads) spun and was enveloped in a great cloud of dust. Apart from this everything tramped up the hill without creating panic stations.

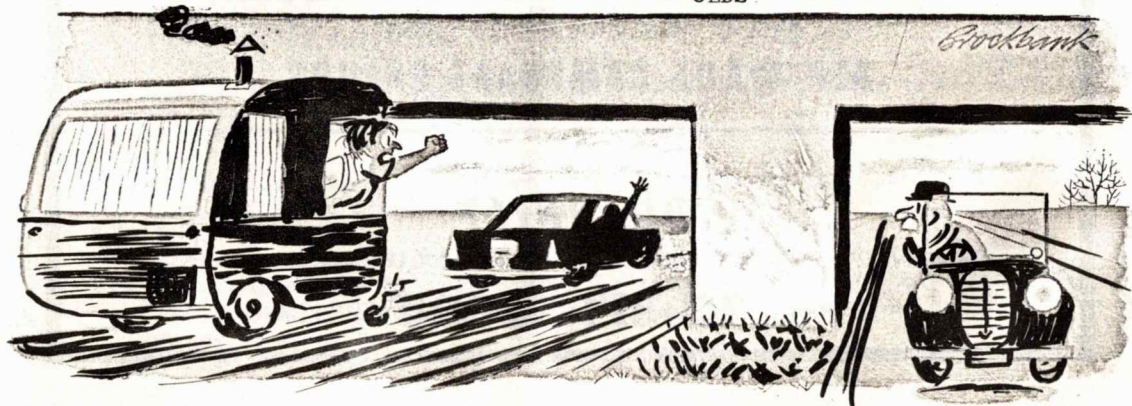
The twin cam Anglia driven by N.J. Burgess had a quick repair job done to it after the aerobatics display at the Waipu Hillclimb although the owner, T. Johns, wasn't quite repaired - he was hobbling around on crutches.

Everyone tried quite hard to better their times and there was a fair amount of weaving on the ball bearing surface. S. Boreham of Rotorua in his single seater Noddy Machine took the fastest time of the day producing a time of 38.1s, apparently trying to reach the record of 35.5s set by Boyd in the Lycoming.

D. Bremner in the V.W. Porsche came close to Boreham's time at 38.5s. This car had obviously been well prepared. As far as I was concerned, as a spectator, it was well worth taking time out to see this event. I enjoyed it and I'm sure everyone else did.

It seems after the meeting most competitors were in a hurry to get home, as not many stayed to partake of a social cup of tea(?) much to the chagrin of those who stayed behind.

OEDS



Results

SALOONS - 0 - 1000 c.c.

		1st	2nd	3rd	4th	5th	
A 3	R. Wilson	53.7	53.1	52.5	51.2		
A 4	M. Edgell	NT	52.0	52.3	51.7	50.9	
A 6	G. O'Donnell	49.4	49.7	49.9	48.9		
A 9	R. Emson	43.6	42.8	42.3	NT		
A11	R. Collingwood	44.4	43.9	43.7	44.0		
A12	E. Osborn	48.7	48.1	49.6	47.5		
A34	N. Silcock	44.8	42.9	42.2	91.0		3rd
A35	P. Gilbert	50.65	NT	48.7	49.2	48.8	
A36	C. Johnson	NT	44.2	43.8	43.5	43.6	
A38	R. Robinson	50.7	50.8	50.8	49.3		
A39	R. Sisler	45.9	45.3	45.3	45.3		
A40	W. Wymer	46.9	-	-	-		
A41	R. King	45.6	45.5	45.2	44.4		
A42	I. Loader	43.7	44.2	44.8	45.1		
A43	I. Chase	44.6	44.8	44.6	44.4		
A44	J. Crombie	44.7	44.9	43.2	-		
A45	M. Kayes	44.2	44.2	41.5	40.8		2nd
A46	A. Boyle	NT	42.4	40.9	40.3	40.2	1st

SALOONS - 1001 - 1300 c.c.

B21	G. Wilson	42.5	45.1	43.9	44.2		1st
B22	G. Viall	45.3	45.2	45.0	44.0		2nd
B23	L. Rogers	46.0	45.9	45.0	45.4		3rd

SALOONS - 1301 - 1600 c.c.

C15	J. Elliott	43.3	42.5	42.4	38.6		2nd
C16	B. Cox	43.6	43.7	44.3	42.7		3rd
C19	D. Bremner	39.5	38.5	40.0	39.2		1st
C20	N. Burgess	46.8	46.9	46.2	44.8		
C31	M. Young	44.4	44.1	82.7	45.5		
C78	C. Hyde	58.2	49.8	-	-		

SALOONS - 1601 - 2500 c.c.

D72	A. Woolf	46.3	42.9	41.9	41.0		1st
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SALOONS - 2501 c.c. and Over

E132	T. Vazey	47.3	41.1	40.6	70.4		1st
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SPORTS CARS - 0 - 1500 c.c.

		1st	2nd	3rd	4th	5th	
F32	J. Samson	46.7	46.3	45.8	45.8		3rd
F33	D. McKenzie	-	50.8	46.9	47.5		
F47	J. Warring	43.4	46.6	42.9	41.7		1st
F115	J.W. Hyde	67.2	43.9	44.6	42.0		2nd

SPORTS CARS - 1501 c.c. and Over

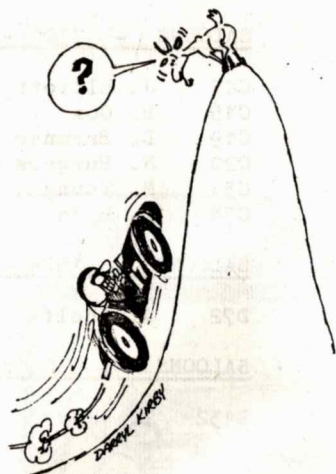
G30	K. McGreal	42.7	44.9	54.4	41.8		1st
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RACING - 0 - 1500 c.c.

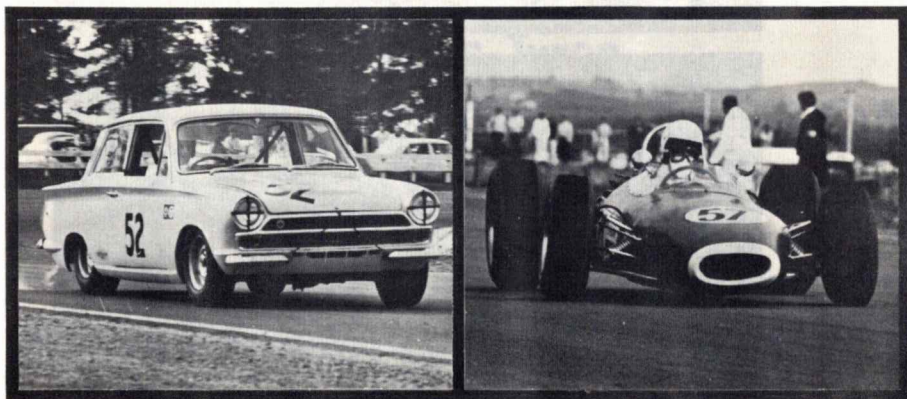
H 2	A. Hopkins	39.9	40.0	39.5	38.9		
H 7	G. Sefton	87.2	44.1	42.3	43.8		
H 8	B. Walsh	42.2	41.8	39.8	40.8		
H14	P. Bruin	40.4	40.6	40.7	39.3		
H17	S. Boreham	-	38.7	37.9	38.1		1st
H24	M. Firth	39.3	61.0	39.9	38.5		2nd
H25	B. Firth	44.6	42.2	-	-		
H28	M. MacDonald	46.4	44.1	44.8	44.7		
H29	L. Riesterer	NT	40.6	40.0	39.9	38.8	3rd

RACING - 1501 c.c. and Over

H10	R. Duirs	40.2	39.8	41.3	39.1		
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