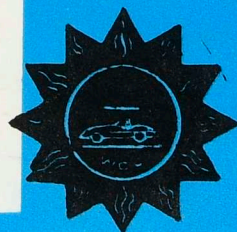
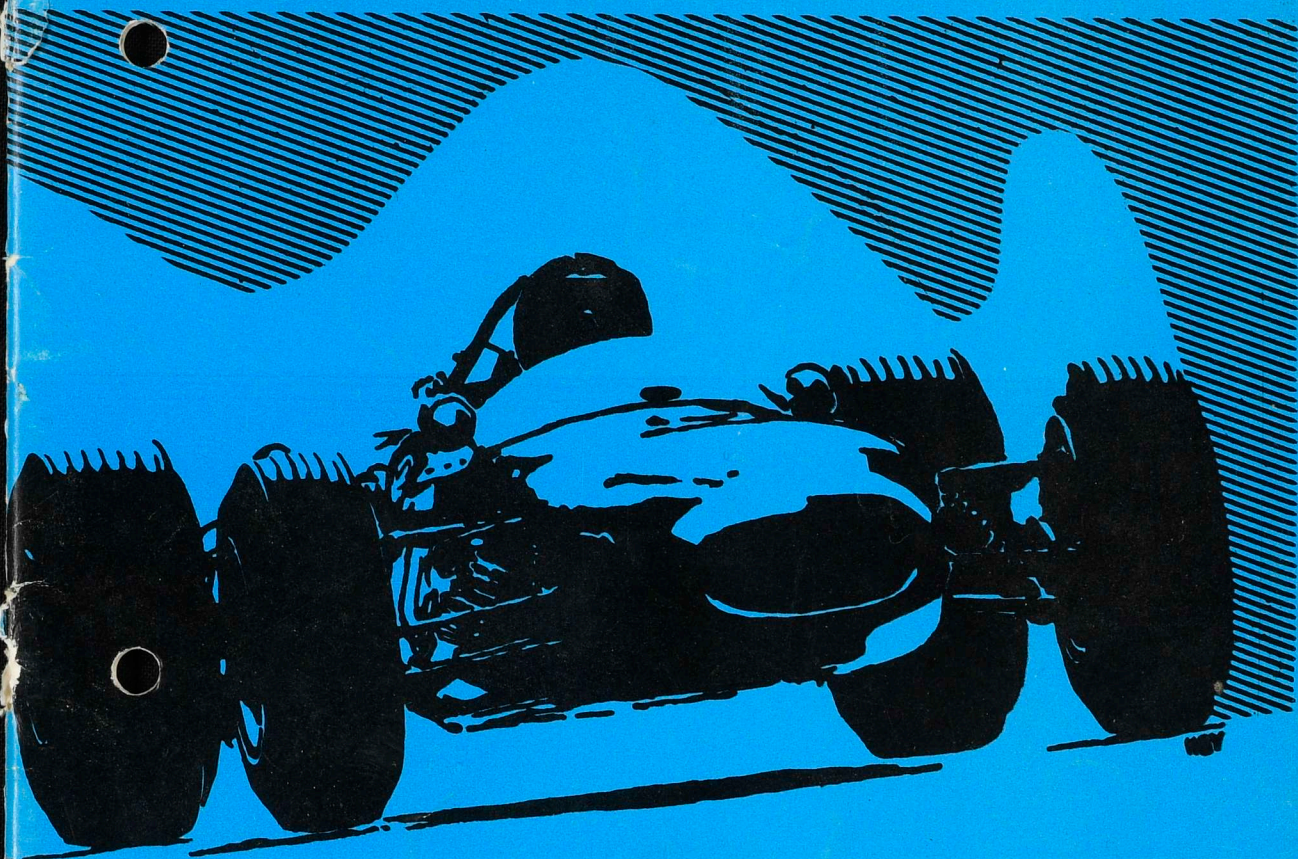


BULLETIN



FEB '68.

WELLINGTON CAR CLUB



JACK BRABHAM 1966 WORLD
CHAMPION INSISTS ON REPCO, ISN'T IT
TIME YOU ALSO INSISTED ON GENUINE
REPCO PRODUCTS ?

BULLETIN

WELLINGTON CAR CLUB INC

BOX 5142 WELLINGTON

FEBRUARY

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OPINIONS EXPRESSED IN THIS BULLETIN ARE NOT NECESSARILY HELD BY ANY PERSON OTHER THAN THEIR CONTRIBUTOR. MATERIAL MAY BE COPIED FROM THIS BULLETIN, WITH ACKNOWLEDGEMENTS TO THIS PUBLICATION AND THE CONTRIBUTOR, IF NAMED.

DUE TO LACK OF SPACE THE CROSSWORD HAS BEEN OMITTED THIS MONTH AND WE APOLOGISE TO GARY LANG FOR THIS.

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COMING events

10/2/68.
* HOUGHTON BAY G.S.HILL CLIMB.
SCRUTINEERING, MIRAMAR NTH MOTORS,
FRIDAY 9/2/68.

20/2/68.
* FEBRUARY CLUB NIGHT,
SPEAKER,
ALSO FILMS.

27/2/68.
* ECONOMY RUN.
START IS AT THE AIRPORT
SERVICE STATION, (100YDS FROM
TERMINAL BLDG IN CALABAR RD)
AT 1.30PM. VERY SIMPLE NAVIGATION,
NO TIME-KEEPING. BRING YOUR GIRL-
FRIEND AND/OR WIFE.

2/3/68.
LEVIN SPRINT.
SCRUTINEERING FRIDAY NIGHT
5.30PM, MIRAMAR NTH MTRS.
AT THE CIRCUIT 9.00-10.00AM
FIRST RUNS AT 10.00AM.
CARS WILL RUN INDIVIDUALLY
FOR THE FIRST RUNS, THEN
DRIVERS WITH COMPARABLE TIME WILL
RUN TOGETHER.

IMPORTANT NOTICE. xxxxxxxxxxxx IMPORTANT NOTICE.

W.M.S.A. RAFFLE BOOKS MUST BE RETURNED AS
SOON AS POSSIBLE.

THE RAFFLE CLOSSES ON 14TH OF FEBRUARY.
AND IS DRAWN ON 21ST OF FEBRUARY.

THE M.G. CAR CLUB WILL BE HOLDING A 2 CAR SPRINT AT
LEVIN ON THE 24TH OF FEB. AND AN INVITATION HAS BEEN
EXTENDED TO THE W.C.C., SCRUTINEERING AT HARVIES-
SYDNEY ST ON THE FRIDAY NIGHT AT 7.30. ALSO AT
THE CIRCUIT.

CASA FONTANA COFFEE LOUNGE

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• PRIVATE BOOKING.

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EDITOR'S

COMMENT

FOR MANY YEARS, SINCE 1954 IN FACT, THE LEADING PROFESSIONAL MOTOR RACING PROMOTER IN NEW ZEALAND HAS BEEN THE NEW ZEALAND INTERNATIONAL GRAND PRIX ASSOCIATION, BASED IN AUCKLAND. THIS ORGANISATION HAS HAD MANY UPS AND DOWNS, LIKE MANY OTHER SIMILAR GROUPS. AS A RESULT OF BEING THE LARGEST AND UNTIL RECENTLY ONLY PROFESSIONAL MOTOR RACING PROMOTER IN THE COUNTRY, THE G.P.A. HAS HAD A NEAR MONOPOLY ON INTERNATIONAL MOTOR RACING IN N.Z. IN CONJUNCTION WITH CAMS THE AUSTRALIAN EQUIVILLANT OF MANZ, THE G.P.A. HAS BEEN THE NEGOTIATING BODY BETWEEN THE PROMOTERS IN OTHER PARTS OF THE COUNTRY AND THE INTERNATIONAL DRIVERS INVITED FOR WHAT IS NOW THE TASMAN SERIES. IT IS COMMON KNOWLEDGE THAT A MONOPOLY IS INCLINED TO LULL THE HOLDER INTO A STATE OF COMPLACENCY. AND RATHER UNFORTUNATELY THE GPA HAS AT TIMES BECOME COMPLACENT.

1967 SAW THE OPENING OF TWO NEW CIRCUITS IN THE COUNTRY, ONE AT TIMARU IN THE SOUTH ISLAND, THE OTHER A MOST AMBITIOUS VENTURE AT MT MAUNGANUI KNOWN AS THE BAY PARK RACEWAY. THE RESULT OF THIS LATTER CIRCUIT IS THAT WE NOW HAVE TWO CIRCUITS IN THE STH AUCKLAND AREA. AN AREA WHICH CONTAINS ONE THIRD OF THIS COUNTRY'S POPULATION, AND THERE CAN BE LITTLE DOUBT THAT THE REGION CAN SUPPORT BOTH CIRCUITS. WHETHER THE INDIVIDUAL PROMOTERS BELIEVE THIS, AND ARE PREPARED TO ASSIST AND CO-OPERATE WITH EACH OTHER IS A VERY DIFFERENT MATTER.

NEW CIRCUITS, ARE THE RESULT OF INCREASED ENTHUSIASM BY CAR CLUBS, INCREASING PUBLIC INTEREST, LONG DISTANCES BETWEEN CIRCUITS AND DISSATISFACTION WITH EXISTING PROMOTERS. AND THERE CAN BE NO DENYING THAT THE GPA HAS ON OCCASIONS NEGLECTED ITS DUTY. AS THE ORGANISATION IS SO STRONG ITS BEEN ABLE TO ADOPT THE ATTITUDE OF, WELL IF YOU DONT LIKE WHAT WE HAVE TO GIVE, THEN YOU CAN LEAVE IT. THE MOST VALUABLE THING A RACE PROMOTER CAN HAVE IS SURELY, A SYMPATHETIC PUBLIC PRESS, AND IT IS OBVIOUS FROM THE REPORTS OF MOTORING JOURNALISTS THAT AT TIMES CERTAIN SECTIONS OF THE GPA HAVE BEEN OBSTRUCTIVE RATHER THAN CO-OPERATIVE. PRE RACE PUBLICITY OF THE 1968 NEW ZEALAND GRAND PRIX WAS NOT VERY IMPRESSIVE, THAT IS IN COMPARISON WITH OTHER YEARS.

THIS YEAR ONE OF THE INTERNATIONALS INVITED WAS CHRIS AMON WITH THE WORKS FERRARI. LAST YEAR CHRIS WANTED TO COME OUT FOR THE TASMAN SERIES WITH A BRABHAM -BRM. HOWEVER THE GPA JUST WERE NOT INTERESTED. YET THIS YEAR THINGS ARE QUITE DIFFERENT, RORSTAN RACING TEAM WERE KEEN TO HAVE JOCHIN RINDT OUT TO DRIVE A BRABHAM, BUT THE GPA AGAIN DID'NT SEEM TO LIKE THE IDEA.

WITH THE NUMBER OF CIRCUITS IN THE COUNTRY INCREASING, IT IS OBVIOUS THAT COMPETITION AMONG THE PROMOTERS AND ORGANISERS WILL BENEFIT THE SPORT, COMPETITION WHICH IS LONG OVER DUE.

THAT WHICH IS PAST

PART THREE - 1947/48

The Standing $\frac{1}{4}$ -mile sprint was held on November 29th, but this time on a Wellington Harbour Board service road adjacent to Aotea Quay. It was a concrete road (now well-covered with sheds) but the weather was lousy, and South Island competitors again came out on top. Winner was Fred Sharman from Christchurch: his massive Railton saloon recorded 20.0 seconds to beat Halsey Logan from Nelson in a modified "Le Mans" Singer. Logan was to be one of New Zealand's leading racing-drivers for the next six or seven years, and still competes in Nelson Car Club events today. Third place was shared by Hugo Hollis (M.G. TA) and Hec Green from Christchurch. Green's Wolseley Special was a very workmanlike single-seater. When real racing started in New Zealand a year or so later, this was the car that showed most the way.

About this time the Club was approached by the Plimmerton Ratepayers' Association with a view to holding a hillclimb in conjunction with their carnival in January. Because of the polio epidemic the carnival was cancelled, so the Club ran the climb on its own, on January 31st, 1948.

The course was about half a mile of twisting hill at Karehana Bay, and was notable for its very rough gravel surface. (Paekak was sealed even in those days). This was made worse by heavy rain on the day. Geoff Easterbrook-Smith was now at the wheel of the ex-Atkinson 12/50 Alvis; along with his brother, he was scoffed at by all and sundry for wearing a crash-helmet - no-one wore them in those far-off days.

In spite of - or because of - all this, the Alvis repeated its 1946 Paekak success by making the day's best climb, in 54.6 seconds to just pip Hollis's M.G. for FTD. Englishman Bill Cope was next best in a Ford V8, with another of Henry's products fourth. This was the Model A based machine of Roly Clapperton, whose name is commemorated in the Clapperton Trophy. No-one else broke the minute, though a guy named Freeman, driving a Triumph saloon, only just missed. A notable first for this event was the use of 'hockey-stick' timing.

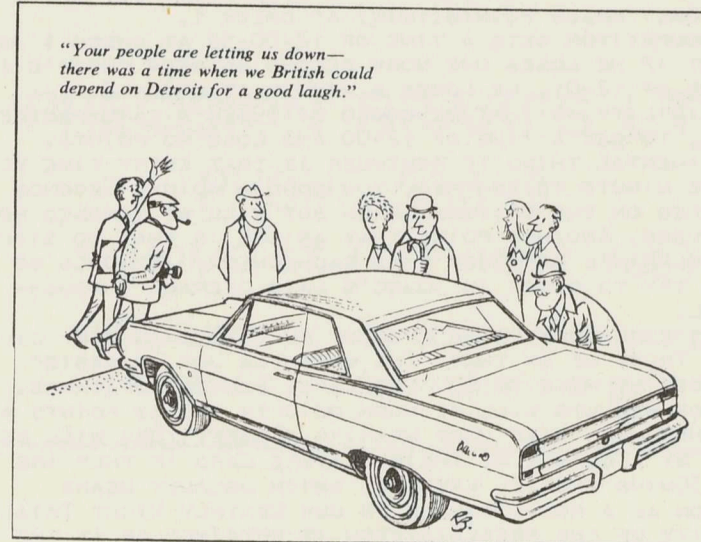
On a misty February 21st, 1948, competitors made their third annual trip to Paekakariki, but this year it was to meet a large contingent of Auckland visitors. Outstanding among these was Ron Roycroft, at this time still making a name for himself in the sport in which he was to become undisputed master. Roycroft had gained his early experience driving midgets on speedway tracks, and had turned to hillclimbing after the war with a "Brooklands" Riley Nine and a very

swift Austin Seven. On this occasion, however, he wheeled out his B4 Midget, and to excellent effect too, for he streaked up the hill in 2 min 32.2 to make FTD and set a new outright record.

Geoff Easterbrook-Smith in the 12/50 Alvis set a new 1500 c.c. class record of 2 : 48.6 and took second FTD, with Morrie Proctor (Riley) third, less than a second behind. Hugo Hollis in his M.G. was a good fourth with Ewen Faulkner next fastest in Fordy Farland's shortened Ford V8 chassis. Once again all class records were broken, this time by Roycroft, Roy Cowan (1922 TT Sunbeam), Easterbrook-Smith, Proctor and Roycroft again (Austin 7).

The tenth of April was another big day in NZSCC history, for it marked the Club's first venture into the sphere of race organisation. The venue was Waikanae Beach, the distance fifty miles and the weather fine. The race was a handicap and as a result was pretty confusing for the large crowd of spectators. Winner was Roly Clapperton's Model A thing after one hour ten minutes and eighteen seconds. Erroll Ansell, one of the Club's founders, was second in Phil Fowke's $1\frac{1}{2}$ -litre Riley saloon, while Morrie Proctor's racing version was third. This had clearly been the fastest car in the race, but had made a stop somewhere along the way.

Brockbank & Manney at the London Auto Show . . .



Rally Round-up.

THIS COMING YEAR WE ARE ONCE AGAIN GOING TO INTRODUCE A NEW METHOD OF TIMEKEEPING & SCORING FOR OUR MONTHLY NIGHT TRIALS TO REPLACE THE CURRENT 'SINGLE CARD' SYSTEM. AS FAR AS WE KNOW THE NEW SYSTEM HAS NOT YET BEEN USED BEFORE IN N.Z. BUT IS VERY POPULAR IN ENGLAND. IN BASIC FORM IT IS KNOWN AS 'TARGA TIMMING', BUT WE HAVE ADAPTED IT SLIGHTLY FOR OUR PURPOSES.

WITH THE NEW SYSTEM MARSHALS HAVE THE SEALED TIMEPIECE, NOT COMPETITORS. COMPETITORS CARRY ONLY A 'DRIVERS CARD' WHICH THEY HAND IN AT EACH CHECK-POINT FOR THEIR TIME TO BE ENTERED. THIS ONE CARD IS CARRIED RIGHT THROUGH THE TRIAL. EACH MARSHAL'S CLOCK IS SET BACK SO THAT IF A COMPETITOR STAYS ON TIME HE IS CREDITED WITH THE SAME TIME AT EACH CHECK-POINT. POINTS LOST WILL BE, ONE PER MINUTE EARLY OR LATE, SECONDS BEING IGNORED. TIMMING REMAINS CHECK TO CHECK (SORT OF-READ ON)

FOR EXAMPLE- IMAGINE A TRIAL OF ONE HOUR RUNNING TIME WITH TWO CHECKS AND A START AND FINISH CONTROL.

TIME FROM START TO CHECK 1	10MIN	TOTAL TIME	SE.10MIN
C.1 TO C.2	20MIN	"	" 30 "
C.2 TO FINAL CONT	30MIN	"	" 1 HOUR "

THE MARSHAL CLOCKS ARE SET SO THAT WHEN THE START CONTROLS CLOCK READS 12-00, CHECK 1'S CLOCK READS 11-50, CHECK 2'S CLOCK READS 11-30 AND FINAL CONTROLS READS 11-00. THINK ABOUT THIS FOR A MOMENT AND YOU WILL SEE THAT IF A COMPETITOR STARTS AT 12-00, AND STAYS ON TIME, HE WILL GET A TIME OF 12-00 AT EACH CHECK AND FINAL CONTROL. IF THE COMPETITOR IS 1MIN LATE AT C.1, BUT STAYS ON TIME FOR THE REMAINDER OF THE TRIAL, HE WILL GET A TIME OF 12-01 AT C.1 AND AT THE OTHER CHECKS, AND FINAL CONTROL. HE ONLY LOSES POINTS (1MIN) AT CHECK 1.

IF THE COMPETITOR GETS A TIME OF 12-00-59 AT CHECK 1 HE LOSES NO POINTS BUT IF HE LOSES ONE MORE SECOND BETWEEN CHECK'S 1 & 2 TO GET A TIME OF 12-01, HE LOSES A MINUTE AT CHECK 2. ANOTHER POSSIBILITY IS THAT HE COULD BE 59SEC'S EARLY BETWEEN CHECKS 1 & 2, TO GET A TIME OF 12-00 AND LOSE NO POINTS.

THE FUNDAMENTAL THING TO REMEMBER IS THAT EVERY TIME YOU MOVE FROM ONE MINUTE TO ANOTHER, YOU LOSE A POINT. SECONDS WILL BE ENTERED ON THE DRIVERS CARDS BUT WILL BE IGNORED FOR RESULTS PURPOSES. ANOTHER POINT THAT ARISES IS THAT TO GIVE YOURSELF A TOLERANCE OF 30SEC'S AT EACH CHECK, IT WOULD BE ADVISABLE TO TRY TO CLOCK IN 30SEC'S LATE OVERALL THROUGHOUT THE TRIAL.

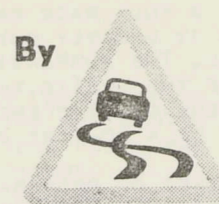
ALTHOUGH THIS EXPLANATION IS LENGTHY THE SYSTEM IS VERY SIMPLE IN PRACTISE. TRUST ME ON THAT. THE MARSHALS JOB IS EASIER BECAUSE HE DOES'NT HAVE TO SHUFFLE LARGE NUMBERS OF CARDS. CALCULATION OF RESULTS WILL BE MUCH QUICKER AND AS POINTS ARE IN MINUTES THEY WILL HAVE MORE MEANING. COMPETITORS WILL BE ABLE TO TELL BY A GLANCE AT THEIR DRIVERS CARD IF THEY ARE APPROACHING 30MINS OVERALL LATENESS WHICH USUALLY MEANS CLASSIFICATION AS A NON-FINISHER IN OUR MONTHLY NIGHT TRIALS. THE FLEXIBILITY OF THE PRESENT SYSTEM IS RETAINED AS IS THE ADVANTAGE OF CHECK TO CHECK TIMMING.

(CONT)

(CONT)

- N.B.- MAXIMUM POINTS LOST AT ANY CHECK WILL BE 30.
 - POINTS LOST FOR FAILURE TO SIGN A CHECKBOARD, 30.
 - DON'T THROW YOUR OLD SEALED TIME PIECE AWAY- THE NEW SYSTEM IS'NT USED YET BY OTHER CLUBS.

P.S.---THERE IS A JUG FOR EACH MEMBER OF THE FIRST CREW TO "CLEAN-SHEET" A TRIAL UNDER THE NEW SYSTEM.



JOHN REID

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& TESTING ; DRUM GRINDING ETC.**

THE COST OF MOTOR SPORT.

WELL THE FIRST PROGRESS RESULTS OF THE MONTE CARLO RALLY HAVE JUST COME IN AS I SIT DOWN TO MY SUNDAY DINNER, AND START TO WONDER AS I DO EVERY YEAR, DOES THE RESULT JUSTIFY THE COST. NOW WE ALL KNOW THAT THE CAR THAT WILL WIN IS NOT THE CAR THAT CAME OUT OF THE FACTORY, BUT A VERY THINLY DISGUISED RACING SALOON. LET US TAKE THE CASE OF B.M.C., AS THEY SEEM TO BE CONSISTANT VISITORS TO THE WINNERS CIRCLE WITH THEIR 'S' TYPE MINI-COOPERS. THESE CARS ARE BORED OUT TO 1310CC THE COMPRESSION RATIO BUMPED UP TO 11.5 TO 1, A FULL RACE CAM AND A DIFF (FROM A MORRIS 1100) WHICH UNDERGEARS IT GREATLY BUT GIVES IT ACCELERATION LIKE A BAT OUT OF HELL. THE SUSPENSION LINES HAVE BEEN REROUTED THROUGH THE INSIDE OF THE CAR (IS THAT AN ADMISSION OF SOMETHING) AND THE WHOLE SUSPENSION STIFFENED UP SO THAT THE IMPRESSION IS SIMILAR TO THAT OF A GO-KART GOING OVER COBBLE STONES.

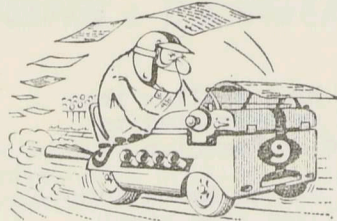
NO ONE CAN SAY THAT THIS TYPE OF PREPARATION IS DONE WITH THE THOUGHT OF SELLING MORE CARS BECAUSE EVERYBODY KNOWS THAT THE CAR THEY BUY IS NOT THE SAME AS THE ONE THAT WON THE MONTE. SO LET US DISCOUNT EXTRA SALES AS A RESULT OF RALLY SUCCESSES, BECAUSE THAT JUST DOESN'T RING TRUE SOMEHOW. WELL WHAT ABOUT SPECTATOR VALUE, NONE AT ALL REALLY BECAUSE THE HEART AND SOUL OF RALLIES IS THE NIGHT DRIVING. AND WHO BUT THE MOST ARDENT OF ENTHUSIASTS WOULD BRAVE SUB-ZERO TEMPERATURES TO SEE A 100 OR SO CARS ROAR PAST ONCE. PRODUCT IMPROVEMENT THROUGH RACES AND RALLIES. WELL THAT IS A LOAD OF RUBBISH IF EVER I HEARD ANY. THE MODS DONE ON RALLY AND RACE CARS WOULD BE TOO EXPENSIVE TO PUT INTO PRODUCTION. BY THE TIME THE CAR REACHED THE BUYING PUBLIC THE COST WOULD BE SO HIGH THAT PEOPLE WOULD GO OUT AND BUY AN JAGUAR 'E' TYPE RATHER THAN AN MINI OR ANGLIA. DON'T GET ME WRONG THERE ARE SOME PRODUCTS THAT HAVE BEEN IMPROVED AS A RESULT OF COMPETITION. TAKE DISC BRAKES AND RADIAL PLY TYRES FOR EXAMPLE, BOTH OF THESE PRODUCTS HAVE BEEN THE RESULT OF COMPETITION TESTING. BUT DOES THE COST JUSTIFY THE RESULT?

WHETHER OR NOT THERE IS ANY JUSTIFICATION IN THE TERRIFIC COST OF THE B.M.C. TEAMS OR TEAM LOTUS. OR IN THE MIGHT OF THE FORD EMPIRES PURSUIT OF VICTORY AT LE-MANS, LET US HOPE THAT IT CONTINUES FOR A LONG TIME YET. THE BUSINESS SENSE OF SPONSORSHIP STILL ELUDES ME AND PROBABLY WILL FOR EVER MORE.

-BRIAN NOBBS-

IF THIS ARTICLE CAN'T DRAW SOME REMARK (WRITTEN) WHAT WILL. NOBBS HAD BETTER GO INTO HIDING AFTER THIS EFFORT-ED.-

LETTERS



3A KOWHAI ST,
EASTBOURE
LOWER-HUTT
27/11/67

DEAR SIR,

WELL THE LEVIN MOTOR RACING CLUB HAS TAKEN THE PRIZE. NOT ONLY DID THE MEETING RUN BEHIND TIME ALL DAY BUT THE ORGANISATION WAS TO SAY THE LEAST VERY POOR, THE END RESULT OF WHICH WAS THAT THE LAST RACE HAD TO BE SCRUBBED. WE ALL KNOW THAT IT TAKES A LOT OF WORK TO RUN A RACE MEETING BUT SURELY THERE IS NO NEED TO RUN AS LATE AS THE NOVEMBER MEETING DID.

I ALSO THINK THAT THE MEMBERS OF THE WELLINGTON CAR CLUB WHO WERE TIMEKEEPING WERE TREATED RATHER BADLY, IN SO FAR AS THAT WE WERE ASKED TO BE AT LEVIN BY 7.30 AM, WHICH MOST OF US WERE, ONLY TO FIND THAT WE HAD TO PAY OUR WAY IN AS OUR PASSES HAD NOT COME TO LIGHT. MOST OF THE PEOPLE WHO TIMEKEEP FOR THESE MEETINGS GO BECAUSE WE ENJOY MOTOR RACING AND LIKE TO CONTRIBUTE SOMETHING TOWARDS THE SPORT AND OF COURSE NOTFORGETTING THAT THE VIEW FROM THE TIMEKEEPING HUT IS THE BEST THERE IS.

SURELY THE SMALL COURTESY OF HAVING THE PASSES SENT TO THOSE WHO ARE GIVING A HAND ON THE DAY, AT LEAST ONE WEEK BEFORE THE MEETING WOULD NOT BE TOO MUCH TO ASK. I WOULD NOT BE MOVED TO WRITE THIS LETTER IF THIS WAS THE FIRST TIME THAT THIS SORT OF THING HAD HAPPENED BUT THE SAME THING HAS OCCURED AT THE LAST THREE MEETINGS THAT I HAVE ATTENDED. I KNOW THAT DISPUTE TICKETS CAN BE HANDED IN AT THE END OF THE MEETING AND THE MONEY REFUNDED, BUT WHO WANTS TO SPEND TIME TRYING TO FIND THE SEC; OF THE MEETING AT THE END OF THE DAY. MOTOR RACING AND INDEED ANY FORM OF MOTOR SPORT NEEDS, AND NEEDS BADLY ALL THE HELP AND SUPPORT IT CAN GET WITHOUT WHICH THE SPORT WOULD DIE VERY VERY QUICKLY. SO PLEASE LET US NOT FIGHT AMONG OURSELVES AND WHILE WE ARE ALL BEING VERY NICE TO EACH OTHER HOW ABOUT A LITTLE MORE THOUGHT FOR THOSE LITTLE MEN WHO QUITE CONTENTEDLY SHUT THEMSELVES AWAY IN A CRAMPED, AIRLESS AND PRIMITIVE TIN SHACK IN THE MIDDLE OF THE INFIELD ALL DAY AND CLICK STOPWATCHES.

YOURS,
B.R.NOBBS.

JANUARY CLUBNIGHT

The January clubnight was attended by a smaller than usual number of members but those present were treated to an excellent three-film programme screened on Dominion Motor's projector.

Some excellent colour slides taken at the Grand Prix by Pat Tollan were screened first and included some vivid close-up shots of the International drivers at Railway corner.

A movie on the 'Mobiil Moomba' Air Race was narrated by radio personality Jimmy Edwards and made an interesting change from land-bound machines. This air race is held annually in Australia and is held rally-style. The crews of the eighty-odd light planes competing in the filmed event included racing drivers Bib Stillwell and Bill Patterson.

Diesel-engined racing cars are somewhat rare in this day and age but were the subject of the evening's second film. In 1952 the Cummins Diesel Engine Company developed a high performance diesel engine as a design exercise and installed their new creation in a new Kurtis chassis. The Cummins Diesel Special was entered in the 1952 Indianapolis 500 and broke all records during qualification trials. A blocked injector pipe eliminated the car during the race while in the lead but the car had already proved its capabilities. Although an old film its unique subject was of considerable interest.

Longford, the ultra-fast Tasmanian road circuit was the scene of the final film and the 1964 Tasman races on this circuit were as exciting as ever. The saloons were fantastic to watch - Bob Jane's Jaguar being uncatchable - the long straights and fast curves admirably suiting the Coventry machine. The Tasman Championship race brought victory to Graham Hill's Lotus with Bruce McLaren in second spot after Jack Brabham had retired while holding a comfortable lead.

The Shell Oil Company, Cable-Price Corporation and the Mobil Oil Company generously supplied the evening's films.

G. J. L.

AMON & FERRARI = G.P.

AS JANUARY COMES ROUND EACH YEAR, THE WELLINGTON MOTOR SPORT FRATERNITY HEAD NORTH TO AUCKLAND FOR THE GRAND PRIX. AMONG THOSE CLUB MEMBERS SEEN AROUND THE PIT AND PADDOCK AREA WERE, DAVE MCKINNEY, IAN PINKERTON, PAT TOLLAN, PETER SLOCOMBE AND DEREK ETHERINGTON, WITH WHOM I SPENT QUITE SOME TIME DURING MY ANNUAL STAY IN AUCKLAND. MUCH IN EVIDENCE, THOUGH IN A MORE COMPETITIVE ROLE WERE THE TEAM MIRAMAR NORTH MOTORS. MOST OF THE ABOVE MENTIONED PEOPLE WERE OUT AT THE FIRST PRACTICE SESSION ON THE THURSDAY. DEREK ETHERINGTON AND MY-SELF GOING OUT TO PUKEKOHE IN THE EDITORIAL MINI.

THE TYRE WAR WHICH MORE OR LESS START IN THIS COUNTRY DURING THE 1965 TASMAN SERIES, CONTINUED IN EARNEST. WITH JIM CLARK SWOPPING FROM FIRESTONES TO DUNLOPS AND CHRIS AMON FROM FIRESTONES TO GOODYEARS. BRM WINNERS OF THE LAST 2 NZGP'S WERE HAVING A GREAT DEAL OF TROUBLE WITH THE BLACK BOX OVERHEATING, THUS CAUSING THE ELECTRICS TO PLAY UP. THIS EVENTUALLY BEING OVER COME BY PLACING THE BLACK BOX TO THE SIDE OF THE ROLL BAR, INSTEAD OF RIGHT BEHIND THE DRIVERS HEAD.

THE CAR THAT ATTRACTED A TREMENDOUS AMOUNT OF ATTENTION WAS ALEC MILDRED'S BRABHAM-ALFA. THIS WAS AN IMMACULATE CAR, IN FACT THIS PARTICULAR CAR AND DENNY HULME'S BRABHAM WERE FAR AHEAD OF THE OTHER OVERSEAS ENTERED CARS. INCIDENTLY THE STANDARD OF PREPARATION OVER ALL WAS POSSIBLY THE BEST EVER, THE ONLY EXCEPTIONS BEING THE 2.1 BRM AND THE 2.5 LITRE CAR OF RED DAWSON. THE DAWSON BRABHAM NO LONGER LOOKS THE CAR IT WAS WHEN OWNED BY THE TEAM TOTAL.

OF THE OVERSEAS CARS THE COSWORTH FVA POWERED CARS WERE AN UNKNOWN QUANTITY AS FAR AS THE TASMAN SERIES WERE CONCERNED. SOME PEOPLE ALSO PREDICTED THAT JIM PALMER IN HIS McLAREN FVA, WHICH FOR SOME SILLY REASON HE CALLS A TASMAN McLAREN, WOULD POSSIBLY GIVE PIERS COURAGE A GOOD RUN FOR HIS MONEY, A DISTANT HOPE INDEED. FROM THE BEGINING OF PRACTICE COURAGE WAS 2SECS FASTER, AND THOUGH BOTH IMPROVED THEIR LAP TIMES PIERS COURAGE ALWAYS STAYED AHEAD OF PALMER.

WITH THE OFFER OF 50 BOTTLES OF BUBBLY FOR THE FASTEST LAP, ALL EYES WERE ON CLARK AND AMON. AND THOUGH THE 60 SEC LAP WAS BROKEN BY THEM BOTH ON THE THURSDAY, IT WAS THE FRIDAY SESSION WHICH SAW THE LOTUS AND THE FERRARI DRIVERS REALLY HARD AT IT. AFTER A MOST THRILLING PRACTICE SESSION, IT WAS JIM CLARK IN THE LOTUS 49 WHO GAINED THE 50 BOTTLES AND POLE POSITION ON THE GRID, WITH A LAP TIME OF 59.1 ONLY .1 OF A SECOND IN FRONT OF CHRIS AMON AT 59.2 ON THE FERRARI.

WITH ONLY 10 MINS OF PRACTICE TIME LEFT PIER COURAGE IN HIS McLAREN WAS LAPING CONSISTANTLY AROUND 62.6 -62.5 WHEN HE RAN OFF THE ROAD AT CASTROL, SNAPPING ONE OF THE SUSPENSION UPRIGHTS, AND NECESSITATING A LATE NIGHTS WORK.

RACE DAY DAWNED FINE AND OVERCAST, PROSPECTS FOR A VERY HOT DAY. THE FIRST RACE FOR SINGLE SEATERS WAS EVENT 3 FOR NATIONAL FORMULA 1.5 LITRE CARS. AT THE DROP OF THE FLAG IT WAS G.S CHAMPION ROLY LEVIS WHO WAS FIRST AWAY, WITH LAWRENCE BROWNLIE AND GRAEME LAWRENCE ON HIS HEELS. HOWEVER JUST AFTER HITTING THE BACK STRAIGHT BOTH BROWLIE AND LAWRENCE WENT PASSED LEVIS, AND BROWNLIE PROCEEDED TO CLEAR OUT WELL AHEAD OF THE REST OF THE FIELD. A GREAT DICE WAS GOING ON BEHIND THE FIRST THREE, OXTON, McDONALD, McRAE AND STONE WERE ALL CLOSE TOGETHER AND AT IT HAMMER AND TONG.

ON LAP 11, IT WAS LAWRENCE WHO CAME AROUND IN FIRST PLACE, THE RED AND WHITE BRABHAM OF LAWRENCE BROWNLIE HAVING CUT OUT ALONG THE BACK STRAIGHT. GRAEME LAWRENCE WENT ON TO WIN QUITE COMFORTABLY FROM ROLY LEVIS, WITH DON McDONALD THIRD AND IN FORTH PLACE CAME DAVE OXTON WHO HAD MANAGED TO BUILD UP A RATHER SLENDER LEAD ON McRAE AND STONE.

AT 3.00PM, THE CARS FOR THE 15TH NEW-ZEALAND INTERNATIONAL GRAND PRIX, WERE ROLLED ON TO THE DUMMY GRID. FOLLOWING THE PRESENTATION OF THE SPORTSMAN OF THE YEAR AWARD TO DENNY HULME BY MURRAY HALBERG, THE DRIVERS WERE DRIVEN AROUND THE CIRCUIT IN A FLEET OF M.G.B'S.

FROM THE FALL OF THE FLAG, IT WAS JIM CLARK WHO HIT THE FRONT FOLLOWED BY CHRIS AMON IN THE FERRARI AND FRANK GARDENER IN THE YELLOW BRABHAM ALFA. NOT FAR BEHIND THIS TRIO WERE DENNY HULME, AND PIERS COURAGE IN THE COSWORTH FVA POWERED CARS, THE TWO BRM'S BEING PLACED 6TH AND 7TH AT THIS STAGE WITH NEITHER BRUCE McLAREN OR PEDRO RODRIGUEZ LOOKING TOO HAPPY. RODRIGUEZ, DRIVING THE CAR THAT JACKIE STEWART DROVE TO FIRST PLACE LAST YEAR PROVED QUICKER THAN THE V-12, AND HE CLEARED AWAY FROM McLAREN. LOCAL DRIVER JIM PALMER STALLED ON THE GRID AND LUCKILY WAS NOT HIT BY ANY OF THE OTHER CARS, HE WAS PUSH STARTED AND SET OFF NEAR TO HALF A LAP BEHIND THE FIELD.

CLARK HAD BUILT UP A LEAD OF ABOUT 7SECS ON THE FERRARI OF AMON, WHO IN TURN WAS WELL AHEAD OF GARDENER IN THE BRABHAM-ALFA, WITH DENNY ABOUT 5SECS BEHIND HIM. ONE OF THE BEST SPOTS TO WATCH AT PUKEKOHE IS ON THE HILL BEHIND CHAMPION CORNER THE ENTERANCE TO THE ESSES, TO WATCH DENNY THROUGH THIS PARTICULAR CORNER IS SOMETHING THAT WILL NOT BE FORGOTTEN OVER NIGHT. USING THE VERY EDGE OF THE CIRCUIT AND THE GRASS VERGE AS WELL, WITH PLENTY OF OPPOSITE LOCK, MADE A WONDERFUL SIGHT, IT WAS EASY TO SEE THAT THOUGH SOME DISTANCE BEHIND THE LEADER, DENNY WAS ENJOYING HIMSELF.

ON LAP 45 CLARK CAME PASSED THE PITS, AND KEPT LOOKING BEHIND HIM AT THE ENGINE, AND AS HE WENT INTO CHAMPION HE PULLED OFF LEAVING AMON IN THE FERRARI IN THE LEAD. GARDENER WAS NOW IN 2ND PLACE, BUT IT WAS A FAR FROM SAFE POSITION AS DENNY HULME HAD STARTED TO CUT BACK GARDENERS LEAD. ON LAP 56 DENNY WAS ONLY A SHORT DISTANCE BEHIND THE YELLOW BRABHAM, AND AS HE CAME PASSED THE PITS HE WAS ON BROWNLIES TAIL AND LOOKED SET TO OVER TAKE THE SLOWER CAR, BUT APPARENTLY DID NOT DO SO INSTEAD WAITING UNTIL THEY HAD BEEN THROUGH CASTROL. THEN AS WE KNOW, AS HULME DID OVER TAKE THE SLOWER CAR THE TWO TOUCHED, RESULTING IN ONE OF THE WORST MOTOR RACING ACCIDENTS IN N.Z.

AND ONE IN WHICH THE DRIVERS WERE VERY LUCKY TO COME OUT ALIVE.

THE RACE WAS CERTAINLY ROBBED OF SOME OF ITS INTEREST, BY IN NO WAY DID THIS DETRACT FROM CHRIS AMON'S GREAT DRIVE. SO CHRIS AMON BECAME ONLY THE SECOND NEW ZEALANDER TO WIN THE NZIGP, FRANK GARDENER WAS SECOND AFTER A FEW WORRYING LAPS, WITH PIERS COURAGE THIRD IN HIS McLAREN FVA COSWORTH. FOURTH AND FIRST LOCAL MAN HOME WAS JIM PALMER IN HIS McLAREN AFTER A FANTASTIC DRIVE FROM LAST PLACE. THOUGH NOT FINISHING HIMSELF BRUCE McLAREN MUST HAVE BEEN GREATLY HEARTENED BY THE PERFORMANCE OF HIS CARS.

- RESULTS
1. CHRIS AMON, FERRARI.
 2. FRANK GARDENER, BRABHAM-ALFA ROMEO
 3. PIERS COURAGE, McLAREN FVA COSWORTH.
 4. JIM PALMER, McLAREN FVA COSWORTH.

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HOUGHTON BAY

HOUGHTON BAY 1968 PROVED TO BE ONE OF THE MOST SUCCESSFUL GOLD STAR HILLCLIMB EVENTS HELD BY THE CLUB IN RECENT YEARS. AFTER UNSETTLED WEATHER ON THE PRECEDING FRIDAY, AND THE PROSPECTS FOR SATURDAY NOT BEING MUCH BETTER, THE POWERS THAT BE PREVAILED, AND SATURDAY DAWNED CLEAR AND SUNNY, MUCH TO OUR ADVANTAGE.

WITH POSSIBLY THE BEST ENTRY SEEN AT HOUGHTON BAY FOR SOME TIME, 48 ENTERANTS BEING LISTED IN THE PROGRAMME, IT WAS FAIRLY OBVIOUS THAT A VERY GOOD DAYS SPORT WAS IN THE OFFING. UNDOUBTEDLY THE STAR ATTRACTION OF THE EVENT WAS JIM BOYD WITH THE LYCOMING. IN PAST YEARS WE HAVE ALWAYS TRIED TO GET JIM DOWN FOR OUR EVENT, BUT AS HE HAS USUALLY HAD THE CHAMPIONSHIP TIED UP BY THE TIME HOUGHTON BAY CAME ROUND, IT WASNT WORTH THE JOURNEY. AND FOLLOWING JIMS ANNOUNCED RETIREMENT LAST YEAR, MOST OF US THOUGH WE WOULD NEVER SEE JIM BOYD AND THE LYCOMING AT HOUGHTON BAY. 1968 PROVED TO BE A YEAR OF LUCK, FOR NOT ONLY DID WE RECEIVE THE ENTRY OF THE HILLCLIMB CHAMPION, BUT ALSO THOSE OF STEVE BOREHAM OF ROTORUA WITH THE COOPER-BSA, PETER RANSOM OF LOWER-HUTT IN A LOTUS 22, AND GRAEME MCRAE WITH HIS BRABHAM FORD 1.5 T/C. WITH THIS LINE UP AND AN EQUALLY IMPRESSIVE ENTRY OF SALOONS AND SPORTS CARS, AMONG THEM BEING PETER BENNETT WITH A LOTUS CORTINA, ANGUS CAMERON WITH THE VALIANT, LESTER READER WITH HIS VERY RAPID SPORTS CAR THE L.J.R.-FORD, DR BRUCE COOK IN THE PORSCHE-CORVAIR, AND THAT STALWART OF M.R. BOB GIBBONS WITH HIS 1275 COOPER S.

THE SEVEN YEAR RECORD OF SYD JENSENS SET IN HIS COOPER CLIMAX IN 1960, AT 39.70 DID NOT APPEAR TO BE IN DANGER OF BEING BEATEN, AT LEAST NOT UNTIL GRAEME MCRAE ARRIVED IN THE EARLY AFTERNOON WITH THE BRABHAM. GRAEME ON HIS FINAL RUN GOT DOWN TO 39.92 THIS BEING ONLY .22SEC OUTSIDE THE RECORD, AND GIVING GRAEME FIRST PLACE OVERALL. IN THE SALOON CLASSES THE STORY WAS SOME WHAT DIFFERENT, WITH THE RECORDS BEING BROKEN IN 3 CLASSES. GRAHAM JONES IN HIS QUICK HILLMAN IMP SET A NEW CLASS A RECORD OF 47-28SEC, THE OLD RECORD OF 48-88SEC BEING SET IN 1967 BY D. WILKINS IN A COOPER S. THE CLASS B RECORD SET LAST YEAR BY BRIAN HARVIE IN A COOPER S WAS THIS YEAR BROKEN BY HIS BROTHER ALAN, DRIVING THE CAR BRIAN DROVE LAST YEAR ALAN SET THE NEW RECORD AT 45-75SEC. PETER BENNETT MANAGED A TIME OF 47-28SEC IN THE LOTUS CORTINA BETTERING THE PREVIOUS RECORD OF 47-86 SET LAST YEAR BY C. ROBERTS IN AN ANGLIA, AND THUS WINNING CLASS C.

THE LYCOMING DRIVEN BY THE CURRENT HILLCLIMB CHAMPION JIM BOYD WAS POSSIBLY THE MOST SPECTACULAR CAR OF THE MEETING, THE TORQUE FROM THE LOW REVVING ENGINE BEING USED TO GOOD ADVANTAGE ON THE HILL. THOUGH NOT GAINING FASTEST TIME OF THE DAY JIM BOYD DID SET A NEW SPORTS CAR RECORD OF 42-27 BEING 1.09SEC FASTER THAN THE OLD RECORD OF 43.36 SET BY I. YOUNG IN 1962 DRIVING A COOPER-BRISTOL.

FOR THE SECOND YEAR WE OBTAINED THE CAPITAL FOODS CARAVAN, AND THANKS MUST GO TO ALL THE GIRLS WHO WERE UNDER THE WATCHFUL EYE OF COLIN TAYLOR WHO WAS UNDER THE WATCHFUL EYE OF WIFE BARBARA, FOR STAFFING THE UNIT SO ABLY. A BIG THANK YOU TO ALL THE MARSHALLS WHO UNDER C.M. PAT TOLLAN, SAT IN THE SUN WAITING FOR ANY EVENTUALITY.

MENTION SHOULD BE MADE OF DEREK ETHERINGTONS EFFORTS ON THE P.A. SYSTEM, WELL OVER 6 $\frac{1}{2}$ HRS ALMOST NON STOP KEEPING THE LARGE CROWD INFORMED, AND AMUSED. HIS DISCRPTION OF THE TRAFIC OFFICER ON THE MOTOR BIKE FOLLOWING A COMPETITOR UP THE HILL BEING MOST ENTERTAINING. IN ALL A MOST SUCCESSFUL DAY, MY SPECIAL THANKS TO LOUISE DUFFELL WHO TYPED THE STENCILS FOR THE PROGRAMME, THOUGH ONE SPECTATOR WHO WHEN ASKED IF HE WOULD LIKE A PROGRAMME SAID, "NO THANKS MATE THE JOKER ON THE LOUDSPEAKER IS JUST FINE." STILL I GUESS WE WIN SOME AND LOSE SOME.

RESULTS.

CLASS A, SALOONS 0-1000cc.			CLASS B, SALOONS 1001-1300cc		
1. G. JONES	H/IMP	47.63 *	1. A. HARVIE	COOPER S	45.75
2. E. PAINE	A40	49.95	2. G. COWIE	COOPER S	46.83
3. M. RAVENSCROFT	A40	51.41	3. P. HOUSLEY	ANGLIA	49.54
4. M. LOW	ANGLIA	53.20	4. R. GIBBONS	COOPER S	49.80
5. G. HOUSTON	COOPER S	55.68	5. P. RICHMOND	ANGLIA	49.96
6. R. MORRELL	H/IMP	61.13	6. M. GALVIN	ANGLIA	50.40
7. I. DRUMMOND	H/IMP	62.34	7. W. GRANT	MINI	50.71
8. C. ROBERTS	ANGLIA	65.95	8. T. HUXFORD	ANGLIA	51.38
			9. A. TAYLOR	HERALD	54.12
			10. S. MARSHALL	ANGLIA	56.06
			11. J. MARSLIN	MINOR	59.08
			12. M. MUNES	ANGLIA 100E	61.80

CLASS C, SALOONS 1301-1600cc		
1. P. BENNETT	LOTUS CORTINA	47.28
2. M. COOMBRIDGE	ANGLIA	50.07
3. A. HARRISON	PREFECT	54.14
4. R. SMITH	CORTINA	56.12

CLASS D/E SALOONS OVER 1600cc			CLASS F, SPORTS 0-1500cc		
1. A. CAMERON	VALIANT	49.90	1. L. READER	LJR-FORD	45.86
2. W. MCPHERSON	HOLDEN	50.20	2. N. HAMPTON	LANCER	48.59
3. G. THOMPSON	JAGUAR	51.18	3. G. ZIDICH	LOTUS 7	50.22
4. G. CAVELL	HOLDEN	51.89	4. R. HARE	IMPERELL	51.45
5. H. KIBBLE	VALIANT	53.60			
6. I. MCINNES	FORD CUSTOM	54.73.			

CLASS G, SPORTS OVER 1500cc.		
1. J. BOYD	LYCOMING	42.27
2. J. MINES	JRM-FORD	46.24
3. P. LAWSON	JAGUAR E	47.09
4. J. MOYNIHAN	MERIDIAN	47.62
5. B. COOK	PORSCHE-CORVAIR	47.68
6. E. PARSONS	U2 FORD	48.64
7. J. LUSK	MGB-GT	51.88

CLASS H. RACING.

1. G. McRAE	REPCO-BRABHAM	39.92
2. S. BOREHAM	COOPER-BSA	43.05
3. P. RANSOM	LOTUS 22	43.07
4. D. DUNLOP	LOTUS 20B	43.49
5. M. HOGAN	U2-FORD	43.80
6. F. COUTTS	LOTUS 20B	51.32
7. P. HULL	F.VEE	54.44

OVERALL PLACINGS.

1. G.P. McRAE	REPCO-BRABHAM	39.92
2. J. BOYD	LYCOMING	42.27
3. S. BOREHAM	COOPER-BSA	43.05
4. P. RANSOM	LOTUS 22	43.07
5. D. DUNLOP	LOTUS 20B	43.49

RADIOS AND TIMING EQUIPMENT
USED AT THIS EVENT WERE
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GYMKHANA 21ST JANUARY

THE FIRST EVENT OF THE YEAR, HELD IN PERFECT WEATHER AT PALMER HEAD, WAS EASILY WON BY LANCE ELLIOT IN HIS 1071 COOPER S, GAINING FASTEST TIMES IN 5 OUT OF THE 6 TESTS. ALAN BROUGH MANAGED TO GET A FOOT IN THE DOOR, WINNING THE CLOSELY CONTESTED 'LE-MANS' START IN HIS FOUR CYLINDER ZEPHYR

COLIN TAYLOR DROVE EXCELLENTLY AS IS USUAL, TO GAIN SECOND OVER ALL IN HIS COMMER COB. SURPRISE OF THE DAY WAS NEW-MEMBER COLIN WITTERICK WHO MANAGED THIRD OVERALL IN HIS CORTINA, THIS BEING HIS FIRST EVER GYMKHANA.

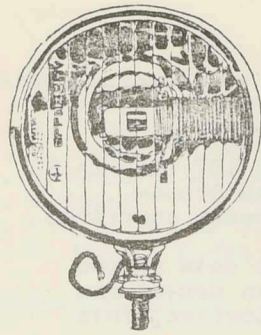
JOHN REID.

RESULTS.

		<u>GYMKHANA</u>		<u>PALMER HEAD</u>		<u>21ST JAN 1968</u>			
		1	2	3	4	5	6	TOTAL	
ROGER MORRELL	IMP	44.0	22.6	47.9	17.9	20.6	32.0	185.0	8
LANCE ELLIOTT	COOPER'S'	<u>31.4</u>	<u>21.1</u>	<u>37.8</u>	17.1	<u>17.5</u>	<u>29.3</u>	154.2	1
COLIN TAYLOR	COB	34.0	21.4	42.9	17.4	19.8	31.6	167.1	2
ALAN COLE	SIMCA 1000	38.6	23.3	44.6	18.8	20.0	32.8	178.1	5
COLIN WITTERICK	CORTINA	40.0	23.4	40.0	16.9	20.5	32.0	172.8	3
GRAHAM ROBSON	VOGUE	41.0	27.1	46.0	20.8	26.7	46.2	207.8	9
ALAN BROUGH	ZEPHYR 4	43.6	23.1	38.0	<u>16.8</u>	22.3	34.4	178.2	6
NEIL MCGILL	BMC 1100	44.0 5	23.8	45.8	18.2	19.9	30.8	182.5	7
PAVE KILGUS	BMC 1100	44.0 5	23.1	41.2	18.4	19.3	30.4	176.4	4
BRUCE PAINE	BEETLE				17.2	18.9			
MIKE GALVIN	ANGLIA				17.5	25.7	31.4		
TERRY HUXFORD	ANGLIA				17.2	20.9			

ORGANISER - JOHN REID

MARSHAL - BOB SILBERY



NIGHT MONTHLY TRIAL

THE FIRST TRIAL OF THE YEAR WAS A MAP READING TRIAL ORGANISED BY MIKE BURCH. THE TIMEKEEPING WAS SIMPLE AND THERE WERE NO TRICKS IN THE INSTRUCTIONS, PROVIDED YOU READ AND REMEMBERED THE ASR'S, I.E. BLIND ROADS DO NOT READ AN INSTRUCTION (BOB) AND YOU HAVE EYES LIKE A HAWK. DO YOU THINK WE COULD FIND 50 OHARIU? WE STARED AND STARED AT THE MAP FROM KARORI TO JOHNSONVILLE BEFORE WE SAW THE DAMN THING.

THE TRIAL WENT FROM THE CLUBROOMS UP OUR HILLCLIMB, AROUND THE COAST TO HAPPY VALLEY AND AFTER WINDING AROUND MANY LITTLE ROADS SHOT UP TO KARORI AND THENCE OVER MAKARA TO J'VILLE. THE MAKARA ROAD HAS BEEN UPGRADED AND IS MAINLY SEALED, OR RESEALED AND WIDENED. (NEXT THEY WILL BE SEALING MOOMSHINE) WE WOUND OFF TO NGAIO AND FOUND DAVE, HILLARY AND GOOSEBERRY INSTALLED IN THEIR UPRIGHT OUTSIDE THEIR NEW HOME. DOWN THE OLD PORIRUA ROAD AND BACK TO THE FINISH, BEING CAREFUL NOT TO WRONG APPROACH THE FINAL CONTROL THROUGH NOT TAKING THE SHORTEST ROUTE. A CERTAIN GREEN 1100 (WHICH SHALL REMAIN ANONYMOUS, BUT NOT WE HOPE TAIL LIGHT LESS) SNEAKED (SNUK) PAST THE FINAL CONTROL UNNOTICED IN THE WRONG DIRECTION, ONLY TO APPEAR 2MINS LATER FROM THE RIGHT DIRECTION, AND SO ESCAPED THE DREADED 150 POINTS LOSS.

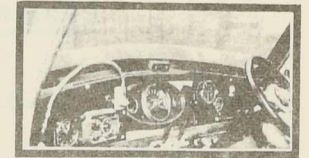
THE USUAL SESSION IN THE CASA FONTANA FOLLOWED, AND MOST COMPETITORS ENJOYED THEMSELVES.

J.A.G.

* HOW MANY PEOPLE REALISED THEY WENT THE WRONG WAY DOWN A ONE WAY STREET.

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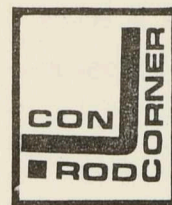
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(BURCH'S) ECCLES MEM. RALLY 6TH FEB '68

		TC1	TC2	CB3	TC4	TC5	TC6	CB7	TC8	POINTS	PLACE
ED CONROY DEREK ETHERINGTON	CORTINA	1E	0	0	3L	2L	0	0	2E	8	2
IAN DRUMMOND MIKE DONNELLY	IMP									209	9
GRAHAM & DON ROBSON	SCEPTRE	RETIRED									
RAY & LOUISE DUFFELL	HERALD									103	8
JIM WEBLEY BARRY OLSEN	MORRIS 1100	4L	7L	30MC	6L	3L	1L	0	1L	52	3
IAN PINKERTON BOB SILBERY	A40	4E	9L	30MC	11L	1E	2L	0	2L	59	5
JOHN AHRENSEN MURRAY MCGUIRE	GAZELLE	6L	1L	0	10L	4L	30MC	0	LWA. 30	81	6
KIM NAYLOR BRAD NAYLOR	AUSTIN 1100	5L	5L	0	11L	30MC	1L	0	EWA. 30	82	7
NIVEN PAINE M FISHER	MINI									53	4
JOHN GLADHILL BRUCE PAYNE	T2000	1E	1L	0	1L	0	1E	0	0	4	1
PHIL SCULLY DAVE WEBER	100E VAN	RETIRED									
PAT TOLLAN ROSS DOLLIMORE	A35	RETIRED									

TC1 LIARDET ST TC4 MAKARA RD CB7 OLD PORIRUA RD
 TC2 APUKA ST TC5 OHARIU RD TC8 CASA FONTANA
 CB3 DURHAM CRES TC6 NICHOLSON RD



CONGRATULATIONS TO BRIAN NOBBS AND SARAH CHEESEMAN WHO WERE MARRIED ON THE 6TH OF JANUARY. (WHAT GRAND PRIX DAY- BRIAN HOW COULD YOU, NO DOUBT BLACKMAIL WAS RESORTED TO, TO GET BESTMAN BOB SILBREY TO GO SOUTH RATHER THAN NORTH.

WHILST IN AUCKLAND, I HAD THE GOOD FORTUNE TO GO RIDING IN COLIN BEYLANDS NEW AUTOMATIC FORD MUSTANG GTA, THE ONLY ONE OF ITS TYPE IN N.Z. PAINTED IN A VERY NICE COLOR CALLED LIME GOLD, (MORE LIME THAN GOLD) IT IS FITTED WITH A STERO RADIO AND ALSO A STERO TAPE RECORDER. COLIN HAS SPENT MOST OF THE LAST YEAR WITH THE MCLAREN ORGANISATION IN EUROPE AND THE STATES. THE CAR WAS BROUGHT AFTER THE CAN-AM SERIES, THIS BEING THE SECOND MUSTANG COLIN HAS BROUGHT BACK FROM THE STATES. THE FIRST ONE IS NOW OWNED BY CLUB MEMBER GRAEME MCRAE.

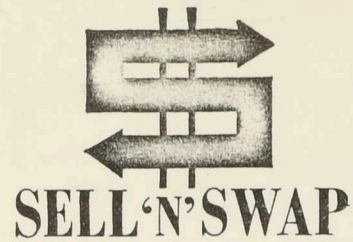
SPEAKING OF GRAEME MCRAE, FOLLOWING THE FRIDAY PRACTICE AT PUKEKOHE, DEREK ETHERINGTON, ALAN DICK OF AUTONEWS NEW ZEALAND, AND MYSELF WERE TRAVELLING BACK TO AUCKLAND IN A HIRED MINI. WE OVER TOOK GRAEME AT A SPEED SLIGHTLY IN EXCESS OF 60MPH, NEXT THING GRAEME IN THE MUSTANG WENT PASSED AT ABOUT 70MPH. NOT VERY MUCH FURTHER DOWN THE ROAD A BLACK & WHITE STATE OWNED FALCON CAME INTO VIEW, AND THE STANG SUDDENLY SLOWED DOWN. THE TRAFFIC CHAPS ARE INCLINED TO TAKE A DIM VIEW OF FORD MUSTANGS TRAVELLING AT 70MPH, AND TOWING A BRABHAM.

TEAM MIRAMAR NORTH MOTORS WERE UP IN AUCKLAND FOR THE G.P MEETING. THEIR CARS BEING PHIL SCULLYS ANGLIA, DRIVEN BY DES ROUSE & DICK PUGHS COOPER 'S'. PAINTED WHITE WITH MOBIL IN BLUE & RED ON THE FRONT GUARDS, AND TEAM MIRAMAR NORTH MOTORS ON THE SIDE, THE CARS LOOKED RATHER NICE. UNFORTUNATELY THERE HAVE BEEN MECHANICAL PROBLEMS WITH BOTH CARS, WHICH CROPPED UP AGAIN AT LEVIN. ALL THE BEST IN THE FUTURE TO THE TEAM, LETS JUST HOPE THEY DONT GET DISCOURAGED.

CLUB SECRETARY RORY HOY, HAS ADDED SOMETHING VERY INTERESTING TO HIS FAMILIAR MORRIS 1100, BESIDES A SET OF AIR HORNS WHICH HE BROUGHT BACK FROM AUSTRALIA. THE CAR IS NOW FITTED WITH A 1275 COOPER 'S' ENGINE, AND NO DOUBT WHEN RUN IN WILL REALLY GO.

CONGRATULATION ONCE AGAIN TO GRAEME MCRAE ON HIS RECENT PLACINGS DURING THE TASMAN RACE MEETINGS HELD SO FAR. A MOST IMPRESSIVE FIRST SEASON IN SINGLE SEATERS, AND WITH WHAT IS THE OLDEST 1.5 BRABHAM IN THE COUNTRY, DATING BACK TO 1964.

WAS DRIVING DOWN LAMBTON QUAY ON FRIDAY JAN 26, SOMEONE IN THIS CITY HAS A VERY NICE FERRARI G.T PAINTED IN A VERY NICE SHADE OF GREEN.



- 1. HALDA SPEED PILOT \$ 50-00
&
- 1. HALDA TRIPMASTER \$ 25-00
9 MONTHS OLD.

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CRANKSHAFT, FLYWHEEL AND CLUTCH,
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ROCKER-GEAR, 2A 948 CAMSHAFT AND
4.133:1 FINAL DRIVE.
ALL THIS GEAR IS IN GOOD ORDER,
ALL ENQUIRIES,
TEL. PH. RORY HOY, 73-403 WGTN.

1 BRAND NEW 16 1/2" STEERING WHEEL GLOVE,
NEVER OPENED, STILL HAS THE FREE PEN
INSIDE PACKET. \$ 3:00.
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WELLINGTON CAR CLUB INC;
P.O. BOX 5142
LAMBTON QUAY.

PLEASE NOTE MY CHANGE OF ADDRESS.

NAME:	<u>NEW ADDRESS:</u>
<u>OLD ADDRESS:</u>	
.....
.....
.....
OLD PHONE No;	NEW PHONE No;

THIS ADVISE SHOULD NOT BE USED FOR A TEMPORARY CHANGE OF ADDRESS.

ALABAMA - NEW MEXICO OREGON
 ARASKA TEXAS
 ARIZONA MAINE MISSOURI
 ARKANSAS NORTH DAKOTA
 WISCONSIN KANSAS SOUTH DAKOTA
 BALTIMORE VIRGINIA. LOUISIANA
 MASSACHUSETTS WYOMING FLORIDA
 CALIFORNIA OREGON
 HAWAII NASHVILLE
 NEW JERSEY KENTUCKY
 NEW YORK ~~ARK~~
 MISSISSIPPI
 GEORGIA. MISSOURI.
 OKLAHOMA
 RHODE ISLAND



This Manthel Motors' HOLDEN travelled from Wellington to Auckland, practised at Pukekohe, raced in the gruelling Wills 6 Hour then travelled back to Wellington all on less than a pint of Shell Super Motor Oil.

Manthel Motors Holden confirms the advantages of Shell Super Motor Oil in gruelling Wills 6-hour

Shell Super rated 98% perfect in the world's toughest tests for motor oil—the AMA MS Sequence Tests. Now, Manthel Motors prove this for themselves in a tough practical test. Their HOLDEN, entered in the Wills 6 Hour, was driven from Wellington to Auckland, then practised at top speed, raced in the gruelling Wills 6 Hour and then was driven back to Wellington. A check showed that under 1 pint of Shell Super Motor Oil was used on this tough test of car and oil. **Longer Engine Life** The remarkable results of the AMA tests and the many millions of miles of practical tests show that Shell Super is superior to any other motor oil in the world in protection against rust and corrosion and in resistance to sludging. It is the first true 10W/40 motor oil to exceed the requirements of all car manufacturers.

No matter what make or model your car, Shell Super Motor Oil will give it extra protection and prolong its engine life.



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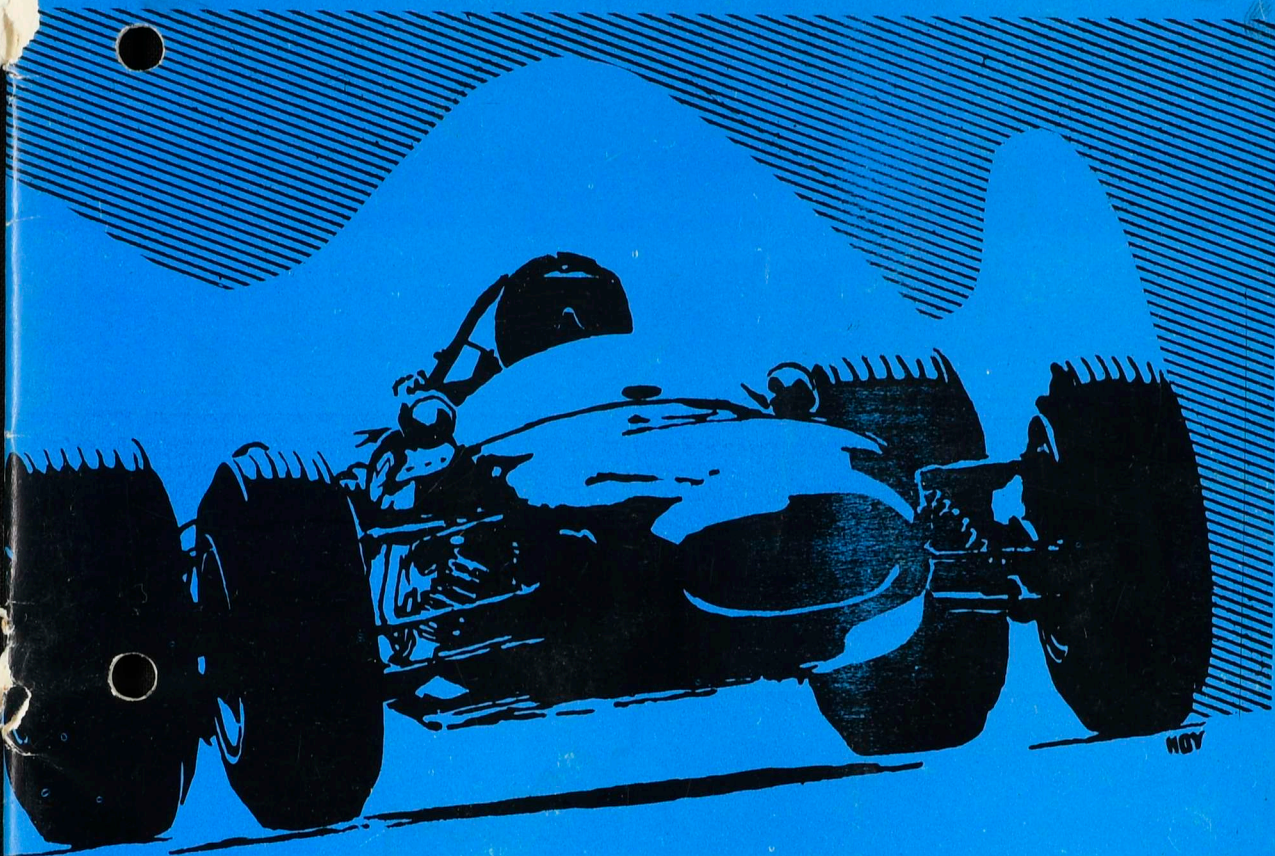
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BULLETIN



MAR 1968

WELLINGTON CAR CLUB



JACK BRABHAM 1966 WORLD
CHAMPION INSISTS ON REPCO, ISN'T IT
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REPCO PRODUCTS?

BULLETIN

WELLINGTON CAR CLUB INC

BOX 5142 WELLINGTON

MARCH

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B.41467.

JEFF MORRIS, (PROPERTY OFFICER)
92 CLIFFORD ST,
JOHNSONVILLE.

FORTHCOMING EVENTS.....

30-3-68.

PRE GOLD STAR NIGHT TRIAL.

START SUMMIT TEAROOMS,
RIMUTAKA HILL 8-00PM.
ALLOW ONE HOUR FROM CITY.

MAP LANDS & SURVEY

N.Z.M.S.1. N161 RIMUTAKA.
1ST EDITION 1-11-43.

DISTANCE 140 MILES.

DURATION 4HRS.

NAVIGATION & TIMEKEEPING.

STRAIGHT FORWARD, ROADS
FAIRLY SMOOTH. NEVER THE LESS
NOT A TRIAL FOR THE FAINT HEARTED.
FINAL CONTROL AT SUMMIT TEAROOMS,
WHICH WILL BE OPEN, AND RESULTS
WILL BE ANNOUNCED.

2-4-68.

MONTHLY NIGHT TRIAL.

ORGANISERS JEFF & JANE MORRIS.
START AT CLUB ROOMS 7-15 PM.
MAPS ARE NOT NECESSARY.
FINISH AT CASA FONTANA.

16-4-68.

1968 ANNUAL GENERAL MEETING.

TO BE HELD AT THE CLUB ROOMS,
STARTING AT 8-00PM .
PLEASE BE IN ATTENDANCE.

23-4-68.

TRIALING SEMINAR.

TO BE HELD AT THE CLUB ROOMS,
CONDUCTED BY JOHN READ .
START 7-15 PM.

27-4-68.

LEVIN SPRINT.

28-4-68

AUTOCROSS.

WRIGHTS HILL, KARORI.
SCRUTINEERING, 1:00PM,
RUNS START AT 1:30PM.
NO SPEED EXTENSION REQUIRED.
CRASH HAT WILL BE NECESSARY.

MAY...

7-5-68

MONTHLY NIGHT TRIAL.

18-5-68

HILL CLIMB, ALEXANDER RD.

21-5-68.

MONTHLY CLUB NIGHT.

WANGANUI CAR CLUB ARE HOLDING
A HILL CLIMB ON SUNDAY, APRIL
7TH. ON THE OKOIA HILL, 4 MILES
EAST OF WANGANUI, JUST OFF
NO 2 LINE.
ENTRIES ACCEPTED UP UNTIL
10:00AM.

13 & 14 APRIL .

AIR NEW ZEALAND GOLD STAR TRIAL.

START TAUPO, 4-30PM, ON 13TH,
FIRST CAR DUE IN WGTN AT
APPROX 2-30 PM ON SUNDAY 14TH.

LATE ENTRIES CLOSE

6TH APRIL 1968.

ENTRY FORMS CAN BE OBTAINED
FROM PAT TOLLAN, OR OUR
CLUB SECRETARY RORY HOY.

A SOCIAL WILL BE HELD AFTER
THE EVENT AT THE CARLTON HOTEL.
TICKETS AVAILABLE.

MARSHALLS REQUIRED FOR THIS
EVENT.....

CONTACT PAT TOLLAN AT HIS
BUS, PH, AS SOON AS POSSIBLE.

EDITOR'S

COMMENT

THIS YEAR THERE WILL BE SIX OF OUR COMMITTEE MEMBERS NOT SEEKING RE-ELECTION. ITS IS A VERY LONG TIME SINCE A SIMILAR NUMBER OF OFFICE HOLDER, RETIRED IN THE ONE YEAR.

NOT UNNATURALLY, THIS WILL IMPOSE FAIRLY DIFFICULT CONDITIONS ,NOT ONLY ON THE CLUB AS WHOLE, BUT EVEN MORE SO WILL IT AFFECT OUR PRESIDENT. OBVIOUSLY THE INCOMING COMMITTEE WILL CONTAIN A MAJORITY OF NEW PEOPLE, AND IT WILL TAKE THEM SOME TIME TO GRASP WHAT IS INVOLVED IN A CLUB LIKE OURS. THIS IS GOING TO MEAN THAT FOR A TIME THE CLUB PRESIDENT IS GOING TO HAVE TO MORE OR LESS DRIVE THE COMMITTEE, OR AT LEAST STEER IT ALONG FOR A TIME.

FOR SOME REASON PEOPLE TEND TO TREAT A.G.M.'S AS SOMETHING TO BE AVOIDED, RATHER LIKE A DISEASE. THIS IS THE ONE TIME IN THE YEAR WHEN CLUB MEMBERS CAN AIR THEIR GRIEVANCES, AND ADD CONSTRUCTIVE ARGUMENT IF THEY THINK NECESSARY. IT IS ALSO AN OCCASION WHEN ONE SHOULD DO A LITTLE SOUL SEARCHING, ASKING THEMSELVES WHETHER THEY ARE DOING ALL THEY CAN TO ASSIST THE CLUB. OR ARE THEY MORE INTERESTED IN COMING ALONG TO THE EVENTS AND TAKING PART, AND DOING THE DISSAPPEARING ACT IF ASKED TO MARSHALL AT A HILL CLIMB , OR DO A "CHECK" ON A TRIAL.

THERE CAN BE NO DOUBT THAT SOME OF THOSE PEOPLE NOT STANDING AGAIN, ARE TIRED OF BEING THE PERSON TO ORGANISE A TRIAL OR A SPEED EVENT. FOR THIS REASON THE INCOMING COMMITTEE ARE GOING TO HAVE TO FIND SOME REASONABLE SYSTEM OF ORGANISING EVENTS, IN PREFERENCE TO LEAVING MOST OF THE WORK TO ONE OR TWO. OUR CLUB IS A LARGE ONE AND THERE HAVE BEEN NO SHORTAGE OF EVENTS THROUGH-OUT THE YEAR, TO BE REALISTIC CLUB MEMBERS GET RATHER ALOT , FOR WHICH THEY PAY VERY LITTLE, ANY MEMBER WHO HAS AN DOUBT OF THIS SHOULD TAKE A TOTAL OF THE EVENTS HELD, TRY TO WORK OUT JUST HOW LONG IT WOULD TAKE TO ORGANISE, THEN TRY AND SAY WE DONT GET ENOUGH.

WHEN YOU LOOK AT THE AGENDA YOU WILL SEE THAT ITEM 7. IS TITLED ANNUAL SUBSCRIPTIONS. AFTER CONSIDERABLE DEBATE IT WAS PROPOSED THAT THE A.G.M. BE ASKED TO GIVE VERY SERIOUS CONSIDERATION TO THE PROPOSAL OF A SUBSCRIPTION INCREASE. THIS TOPIC WILL DRAW SOME VERY HOT ARGUMENT, BUT PLEASE CONSIDER, THAT YOUR CLUB CANNOT GIVE YOU THE EVENTS TO TAKE PARTIN, AS YOU HAVE BEEN ABLE TO IN THE PAST, UNLESS MORE FINANCE IS AVAILABLE.

REMEMBER THIS IS YOUR ANNUAL GENERAL MEETING PLEASE ATTEND, THAT WAY WE KNOW WHAT YOU WANT. DONT FORGET THAT UNLESS YOU ARE AT THIS MEETING, YOU ARE NOT REALLY IN A POSITION TO CONDEMN ANY DECISION MADE.

A.G.M.

Notice is hereby given pursuant to Article 17 of the rules of the Wellington Car Club Inc. that the twenty-sixth Annual General Meeting of the Wellington Car Club Inc. will be held in that body's Clubrooms on Tuesday 16 April 1968.

AGENDA

1. Minutes of the twenty-fifth Annual General Meeting
2. Apologies
3. President's report
4. Presentation of accounts - Treasurer's report
5. Election of officers & Committee re-organisation
6. Election of Honorary Solicitor and Auditor
7. Annual subscriptions
8. General business

R.S.Hoy

Roderick.S.Hoy

Secretary

Wellington Car Club Inc.

ANNUAL SUBSCRIPTIONS

Persuant to Article 21 (Annual Subscriptions) of the rules of the Wellington Car Club Inc., notice is hereby given of a proposed increase in annual subscriptions to be ratified at the 26th Annual General Meeting of the Wellington Car Club Inc. in that body's Clubrooms on Tuesday 16 April 1968.

R.S.Hoy

Roderick.S.Hoy

Secretary

Wellington Car Club Inc.

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AND WISH TO KNOW HOW TO GO
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tele
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* AMPLE ROOM FOR PRIVATE
BOOKINGS.

* WHERE THE CLUB MEMBERS
GO

38 VICTORIA STREET

PROP --

JOHN SUTTON

'PHONE.

44-259.

THAT WHICH IS PAST

PART FOUR - 1948/49

It was Hugo Hollis's turn to win the next event, which was the Karehana hillclimb on September 11th. Now in an M.G. 'TC', Hollis clocked 51.8 seconds, which was a very fine effort and a new record for the hill. Proctor in the Riley understeered off the road on one run, spun on another, and could only manage 53.2 seconds on his remaining attempt, but he in turn was over a second quicker than the noisy Easterbrook-Smith Alvis. Fourth FTD went to the Frazer-Nash, now owned by Ray Watson. Smallest car competing was a Fiat 500 driven by Ray Haynes, who of course is now MANZ's Wellington Area Steward.

The Sprint was held on the Petone Esplanade on November 20th, but a change in venue did not stop Fred Sharman from making FTD for the second year running. Despite misty rain, the Railton streaked down the road to return a time of 19.17 seconds. Much anticipation preceded Hec Green's run, for the rebuilt Wolseley Special had clocked a time of around seventeen seconds in the South Island during the winter. But the best Green could manage was 19.19 seconds. Club Secretary Allan Freeman was third, also well under twenty seconds. He had competed in all club events for several years, first with an L-Type M.G., then a BSA and a Triumph saloon, but was now at the wheel of the Thompson Special, a Ford V8 powered car built in Auckland before the war. Class winners were Sharman, Green, Hugo Hollis (M.G.), Sharman again (this time with an M.G. 'PB') and Del Drewery - now President of the Canterbury Car Club - in an M.G. 'J2'.

January 22nd, 1949, was to have been another big day for the NZSCC, for a road race was scheduled. But when the circuit at Carterton was inspected, it was found to be unsuitable for racing. Not wanting to throw the road away, the Club held another sprint, this time a Standing Kilometre and Flying $\frac{1}{4}$. Ewen Faulkner in his recently-completed Ford-Morris Special won both sections, recording 35.4 seconds for the kilo and a tremendous 91.84 m.p.h. for the flying $\frac{1}{4}$. Before you start laughing at this time, remember that in those days the New Zealand motoring magazines were full of correspondence about which cars in New Zealand could actually top 100 mph.

Morrie Proctor recorded second best time in the standing section, driving his second-string car. This had originally been a "Brescia" Bugatti but A. J. Roycroft had vastly modified it for dirt-track racing before the war, and it was now powered by a $1\frac{1}{2}$ -litre Riley motor. Allan Freeman was a shade slower in the Thompson, and the only other car to

THAT WHICH IS PAST. (CONT).

break forty seconds was a 3½-litre Jaguar driven by Graham Cowie. 'Doc' Cowie has probably competed in more Wellington district hillclimbs than anyone else, with the possible exception of Bob Gibbons.

Freeman averaged 86.68 mph. to place second to Proctor in the Flying ¼, with Roy Cowan third at 84.92 mph. Cowan gained national fame four years later when he won a £1000 Arts Scholarship to study in England. His car was one of the very famous 1922 TT Sunbeams which had been in New Zealand since fairly new. It had raced at Muriwai Beach in the 1920s, as had the Chrysler driven at the Carterton sprint by Jock Mackintosh of Wanganui.

The 1949 Paekakariki hillclimb was held on a slightly shorter course to relieve congestion at the bottom of the hill. Staged on February 12th, the climb held the title of New Zealand Championship. Winner was Ewen Faulkner in the Ford-Morris; he recorded 2 : 32.85, failing to better Roycroft's record by just over half a second. Roycroft returned to take second FTD in his supercharged Austin 7. This famous blue single-seater was the one raced before the war by the legendary George Smith. It had had one misfiring run in 1948, but this year scorched up the hill in 2 : 33.35 to knock no less than 36.05 seconds off Les Stone's class record.

Allan Freeman, a stalwart of the Club for many years to come, posted third fastest time in the Thompson Special, but not before a heart-stopping spin on the edge of a 500 foot drop on one run. Fordy Farland, the only man to compete in the whole series of Paekaks, made fourth FTD in his M.G., with Ken Hemus - a Life Member of the Club - next quickest in his 30/98 Vauxhall. Morrie Proctor, the 1947 winner, drove his Riley-Bugatti and lowered his own class record by 4.9 seconds. However, he could manage no better than seventh FTD behind Hollis's M.G. 'TC' which bounced off the Cutting on one run. Class winners were Faulkner, Roy Cowan (Sunbeam), Farland, Proctor and Roycroft.

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PHONE 53099

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& TESTING ; DRUM GRINDING ETC.

IN NEXT MONTHS BULLETIN WE HOPE TO HAVE ,

- + REPORT ON THE 1968 RACE OF CHAMPIONS, HELD AT BRANDS HATCH.
- + REPORT ON THE LEVIN NATIONAL MEETING HELD ON MARCH 23RD.
- + REPORT ON THE MARCH NIGHT TRIAL.
- + PLUS A STORY BY OUR REGULAR CONTRIBUTOR GARY LANG ON THE NEW YORK TO PARIS MOTOR RACE IN 1908.

WE ARE ALWAYS LOOKING FOR CONTRIBUTORS TO OUR BULLETIN.
IF YOU COMPLAIN ABOUT THE BULLETIN, HOW ABOUT OFFERING TO ASSIST,
WRITE AN ARTICLE, TRY BEING CONSTRUCTIVE INSTEAD OF CRITICAL.

IN AN EFFORT TO MAKE THE BULLETIN MORE EFFICIENT IN THE COMING FINANCIAL YEAR, WE PROPOSE TO CREATE A BULLETIN STAFF, IT SHOULD BE REMEMBERED THAT THE EDITOR HAS A FULL TIME JOB. AND WHILST AS MUCH TIME AS IS POSSIBLE IS GIVEN TO THIS PUBLICATION, IT IS CERTAINLY NOT BEFORE TIME, THAT SOME SYSTEM WHICH WILL RELIEVE THE EDITOR OF MUCH OF THE BURDEN IS PUT INTO EFFECT. AS THE LAST EDITOR SAID IN HIS FINAL COMMENT, EDITOR, IS A GLORIFIED TITLE FOR THE BULLETIN WRITER, WITH ONE OR TWO EXCEPTIONS. IF YOU ARE PREPARED TO HELP PLEASE CONTACT THE EDITOR AS SOON AS POSSIBLE.

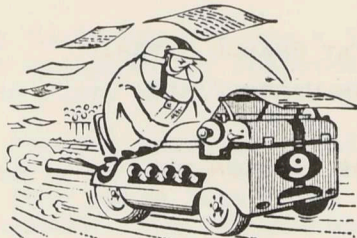
CAUTIONARY TALES FOR DARING DRIVERS.

SEE THE COW?
THE COW IS ON THE ROAD.
HERE COMES A CORVETTE.
A CORVETTE IS FAST.
SEE THE BLUE SMOKE?
POOR CORVETTE..

SEE THE MAN?
THE MAN IS MAD.
HE IS A DRIVER.
SEE THE OTHER MAN?
HE IS A NAVIGATOR.
HE IS SICK.

BY ROGER PROULX.

LETTERS



3aKowhai St.
Eastbourne

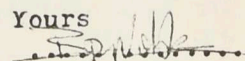
Dear Sir,

It is with deep regret that I note the death of yet another person in a saloon car in a speed event. I refer of course to the tragic death at the Nelson beach races over Xmas of Giff Tait and the more recent death of John Fairley at a private practise on the Levin track. Both were men of no mean ability behind the wheel of a car, both were wearing seat belts, both cars rolled a number of times and both drivers met thier untimely deaths because they never stayed inside the car. Now how is this possible? surely the seat belts that both men were wear*ing* should have kept them inside the car. They didn't THEY DIED.

An awful lot of seat belts on the market rely on a mounting on the door pillar, in the event of a roll over the door pillar must surely compress and when the pillar is compressed the anchorage must either weaken or give way entirely. So we re-locate our anchorage point to somewhere less vulnerable and in a roll over the roof then becomes flattened considerably so we are no better off. What do we do?

Anyone who saw Angus Cameron's Valiant at the recent Hutton Bay hill climb could not help but be impressed with the size of the roll bar that he had fitted, this was of extremely simple construction but looked very effective. The bar went from the floor up between the door pillar and the seat up and across the roof and down the other side and was bolted to the floor on both sides. While talking to Angus he happened to mention that the whole kitten kaboodle cost in the region of ten dollars, a small price to pay for safety surely.

I know that there is little hope of MANZ making these things mandatory in all cars in all speed events but if this letter is read by ten million competitors in speed events and only one fits a roll bar then I will be more than satisfied. So come on you guys in your hot Min's and those Ford things give a little thought to ten dollars worth of bonce protector

Yours

B.R. NOBBS.

TARANAKI CAR CLUB (Inc.)

AFFILIATED



A. N. Z. C. C.

Secretary.....

Reply to.....

R.D. Leighton.
105 Seaview Rd.

P.O. Box 704
New Plymouth

Phone 36786

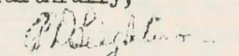
Dear Secretary,

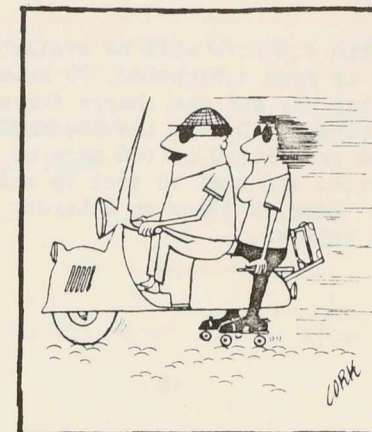
We would be pleased if you would notify your members that the TARANAKI CAR CLUB Inc. will be holding its annual open 12hr. Rally on the 11th of MAY 1968 and not on the 25th. May as marked in the NATIONAL CALENDAR 1967-68.

Your members are assured of an interesting trial, which starts at WESTWARD HO GARAGE at 2-30 pm. A.S.Rs. will be available from the Secretary, P.O. Box 704, New Plymouth from the 20th. March 1968.

and oblige,

Yours faithfully,


Trial Secretary.



THE NORTHERN SPORTS CAR CLUB INC., - GOLD STAR EVENT.

CASTROL 1000 RALLY.

The 1968 CASTROL 1000 RALLY, a three day event to be run on Queen's Birthday week-end, is designed to provide the average trials and rallies enthusiast with a memorable week-end full of interest and enjoyment.

The route will cover a great deal of interesting new country, the average speeds set on public roads should be easily maintained by an average driver in an average car, and each day's run is timed to finish at a reasonable hour so that competitors may enjoy a social get-together each evening.

Speed tests in the event are optional, and consist of a standing and flying quarter mile sprint at the Manawatu Car Club's venue, laps of the Taranaki Car Club's Autocross circuit, a timed hill climb at their Uriti hill and speed laps of the Pukekohe Grand Prix circuit. Several "special stages" will be included, and these are fast sections on closed roads, where you may "press on" if you wish. These speed tests and special stages are included for your enjoyment, but the organisers wish to make it quite clear that the event is essentially A RALLY, and cannot be won on the speed tests or special stages alone. However, in addition to a fabulous main prize list there are several valuable cash prizes for the speed tests and special stages. Total prize list will be approximately \$2000.00 in value.

Entry forms and A.S.R.'s will be available from the 1st March from your Club Secretary or from A.Highsted, 36 Rowan Road, Epsom Auckland 3. The entry fee is \$10.00 per car and the charge for all accommodation and ALL meals is \$20.00 per person. Due to the accommodation available, the number of entries will be restricted to 100 cars or 350 persons. Entries open on Saturday 23rd March, and must be sent by mail only, and not post marked before this date. Entries close on Saturday 20th April and there is no provision for late entries.

RESULTS.

(5) MARCH NIGHT TRIAL (1968)

Car No.	T.C.					Control	Total Points Lost	Place		
	1	2	3	4	5					
1.	Ian Pinkerton D.McKinney Austin A40.F.		30mc	3E	1E	3L	6L	6E	49	6thEqual
2.	Ian Drummond.M.C.Reid Hillman Imp		2L	30mc.	15L	6L	6L	4E	63	13th
3.	Money.A.Dentice Triumph		22L	1E	19L	2E	5L	0	49	6thEqual
4.	Barry Tyler.Ross Miller Austin Mini		0	6L	15L	17L	8L	7E	53	9th
5.	N.Paine.M. Fisher Mini		1E	2E	2L	5L	19L	6L	35	2nd
6.	Jim Webley. B. Olson Morris 1100		0	0	9L	1E	23L	12E	45	5th
7.	B.Paine. J.A.Gladhill V.W.		0	2E	2E	30mc.	19L	1E	54	10th
8.	K.Naylor. N.McGuire A40		1E	18L	4L	9L	7L	5E	44	4th
9.	C.A.Graighead. N.A.Evans.Hillman.		Retired.							
10.	N.Ashton. L.Ashton. Humber 90		1L	21L	30mc.	30mc.	30mc.	9E	121	14th
11.	J.P.Amradsen B.Naylor Singer		13L	6L	4L	2L	30mc.	4E	59	12th
12.	E. Conroy D.Etherington. Cortina.		1E	2E	2L	2E	4L	1E	12	1st
13.	C.Witherick. R. Silbery Cortina		4E	2E	8L	30mc.	9L	5E	58	11th
14.	Parnell.C.Sordon Fiat "BLUE"		30mc.	6E	2L	5L	6L	3E	52	8th
15.	I.Foster. F. Casey Fiat		3E	2L	0	2E	30mc.	5L	42	3rd.

T.C.1. Dee Street T.C.4 Goldies Brae

T.C.2. Butt Street T.C.5 Euston Road

T.C.3. Gloucester Street.

A FULL REPORT ON THE MARCH NIGHT TRIAL WILL APPEAR IN THE APRIL BULLETIN. -EDITOR.

----- FEBRUARY CLUBNIGHT -----

The guest speaker at the Wellington Car Club's February clubnight was Mr Malcolm Kenyon of Dunlop's racing department. Mr Kenyon had just completed a tour of the circuits with the Tasman circus and gave a very informative talk on the current development of racing tyres.

Some interesting facts on the tyres used in the Tasman series were revealed and also on the present tyre war between Firestone and Goodyear. A large number of questions on all types of sporting tyres were answered by Mr Kenyon following his talk.

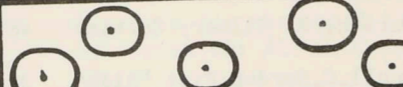
The first of the three Dunlop films - 'Project Nigeria' - told of the development of a new rubber plantation in Eastern Nigeria. Interesting features included the grafting of new stems onto a rubber tree and how the rubber is first tapped from the mature tree. The economic and social affect of the new plantation on the local African community was also dealt with. With the widespread devastation that the present civil war has brought to this area the survival of this plantation is probably very much in doubt.

The complete construction of the tyre from it's raw rubber state to the finished product was shown in the evening's second film - 'A Tyre is built'

'The Road-holders' was a new film depicting all the abuse to which the average tyre is subjected and described how to obtain the maximum life from a set of tyres.

All films were supplied by Dunlop and were screened on Dominion Motor's projector. The club is extremely grateful to Mr Kenyon for making his time available to us.

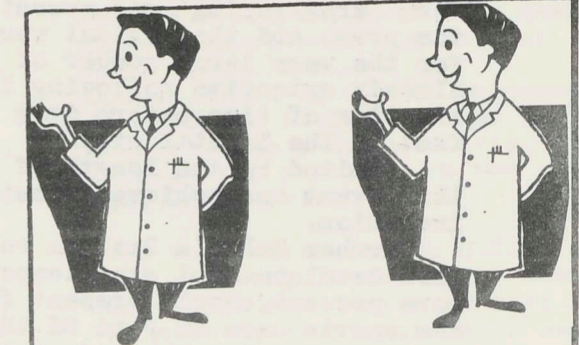
G. J. L.

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- *ALL MECHANICAL REPAIRS
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PORT ROAD SPRINT

Over 70 cars and a number of motor-cycles participated in the Hutt Valley Motoring Club's Port Road sprint on March 24th. For the first time in the Wellington area the term 'drag racing' was associated with a speed event by the press and the magical words were no doubt responsible for the very large number of spectators present. With an already extensive following in Auckland it is surely only a matter of time before drag racing becomes an established fact in the Capital city.

Limited by the length of the road to a standing 1/4th mile this event has achieved considerable popularity since its inception.

Graham McRae's Brabham recorded fastest time, but given more developmental experience, the dragsters, of which two were present, should present formidable opposition. Of the few sports cars at Port Rd the U2s of Hogan and Parsons were unbeatable. The technical interest of Trevor William's twin-engined Mimi special attracted a great deal of attention.

A seemingly endless number of Anglias fitted with a bewildering assortment of engines were pitted against Cortinas, Zephyrs and at least six Alfos. The Houghton Bay duel between Bill MacPherson and Gary Carvell was continued with Bill's hotter machine emerging triumphant.

Considering that this was the first 'recognized' drag race meeting in the Wellington area press coverage of the event was disappointingly poor apart from a brief T.V. coverage.

G. J. L.

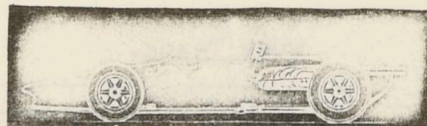
CARRINGTON GRAVEL HILLCLIMB

Held by the Wairarapa Car Club on the day following Houghton Bay this event attracted twenty-one competitors. The venue, the Hinau Gully Road, has an excellent gravel surface completely devoid of crowns or ruts and off-road pit areas are available at top and bottom. All competitors received an ample number of runs.

Fresh from their Houghton Bay successes Bob Gibbons and Doc Cowie recorded some very fast times in their Mini-Coopers.

G. J. L.

the track



NO DOUBT PROMPTED BY THE ACTIONS OF ESSO, B.P. AND FIRESTONE TO REDUCE OR WITHDRAW FROM MOTOR RACING IN THE MEANTIME. THE R.A.C. ARE TO ALLOW ADVERTISING ON RACING CARS. NO AD WILL BE ALLOWED TO BE ANY LARGER THAN 55SQ INS, BUT AS MANY SUCH PANELS AS POSSIBLE WILL BE ALLOWED ON A CAR. LETS HOPE THAT F1 CARS DONT START LOOKING LIKE INDY MACHINES.

AS A RESULT OF ESSO PULLING OUT OF MOTOR RACING AND FIRESTONE REDUCING EXPENDITURE, TEAM LOTUS HAVE APPROUCHED AND ARE TO RECIEVE SUPPORT FROM JOHN PLAYER & SONS, THE CIGARETTE MANUFACTURERS. THE TEAM WILL NOW BE KNOWN AS THE GOLD LEAF TEAM LOTUS, WITH THE CARS PAINTED IN THE RED AND WHITE OF GOLD LEAF, I HOPE THE CARS DONT END UP BEING CALLED, GOLD LEAF FILTER TIP SPECIALS.

DENNY HULME, DRIVING HIS FIRST RACE FOR BRUCE McLAREN, DROVE THE BRM POWERED CAR INTO 5TH PLACE IN THE SOUTH AFRICAN G.P ON JAN 1ST. JIM CLARK

NOTCHED UP ANOTHER WIN THUS BRINGING HIS NUMBER OF CHAMPIONSHIP WINS TO 25, BREAKING FANGIO'S RECORD BY ONE.

JACKIE STEWART IN THE MATRA FORD V8 WENT VERY WELL IN S.A. LOOKING ALITTLE UGLY WITH A LARGE FRONTLE AREA. INTERESTING TO NOTE THE CAR CARRIED CALTEX DECAL ON THE NOSE.

JACK BRABHAM IS REPORTED TO BE USING AMPOL FUEL DURING THE AUSTRALIAN TASMAN RACES. THE POSSIBILITY EXISTS THAT HE MAY USE THE SAME BRAND IN F1. AMPOL BEING AN AUSTRALIAN COMPANY, BUT HAS NO ORGANISATION IN U.K.

ANOTHER REPORT ON J.B. SAYS THAT AS A RESULT OF ESSO HAVING WITHDRAWN FROM MOTOR RACING AT PRESENT JACK IS UNABLE TO AFFORD PAYING A NUMBER 2 DRIVER. AND AS A RESULT, HAD TO RELEASE DENNY HULME. THIS I FIND VERY HARD TO BELIEVE. JOCHIN RINDT IS NO2 AT BRABHAMS AS REPORTED IN LAST MONTHS BULLETIN AND DROVE HIS FIRST F1 RACE FOR THE TEAM IN THE S.A. GRAND PRIX.

OVER THE PAST YEAR THE U.S.A.C. HAVE ORGANISED A NUMBER OF REAL ROAD RACES FOR INDY TYPE CARS. THE CARS HAVE IN MOST CASES HAD SYMMETRICAL SUSPENSION FITTED ALONG WITH 4 SPEED GEARBOXES. DURING 1968 MOST OF THE USAC EVENTS WILL BE CIRCUIT EVENTS IN PREFERENCE TO THE OVAL SPEEDBOWL.

BIGGEST NEWS ON THE LOCAL SCENE IS THAT GRAEME LAWRENCE IS TO JOIN McLARENS THIS COMING SEASON. IT IS NOT AS YET CLEAR IN WHAT CLASS HE WILL BE DRIVING, BUT WITH BRUCE & DENNY TO GUIDE HIM GRAEME SHOULD GO A LONG WAY IN INTERNATIONAL MOTOR RACING.

PROVISIONAL RESULTS OF THE 1968 MONTE CARLO RALLY, GIVE 1ST PLACE TO VIC ELFORD IN A PORSCHE, 2ND TO PAULI TAIVONEN ALSO PORSCHE MOUNTED AND IN 3RD PLACE RAUNO AALTONEN DRIVING A BMC COOPER 'S'.

FORMER AUCKLANDER PHIL KERR WHO IS A DIRECTOR OF THE BRABHAM ORGANISATION, IS RESIGNING. HE SAID THERE IS NO DISAGREEMENT BETWEEN HE AND JACK, BUT THAT VARIOUS AMBITIONS HAD BEEN REALISED AND THERE WERE OTHER THINGS THAT HE WANTED TO DO IN MOTOR RACING.

MORE TRACK.

JACK BRABHAM HAS BEEN APPOINTED A TECHNICAL ADVISOR TO AMPOL PETROL UM THE AUSTRALIAN FIRM WHO'S PRODUCTS HE USED IN THE AUSTRALIAN SECTOR OF THE TASMAN SERIES.

THE RUMOUR THAT J.B. MAY USE AMPOL PRODUCTS IN EUROPE WAS COUNTERED RESENTLY WHEN THE ANNOUNCEMENT WAS MADE THAT THE BRABHAM ORGANISATION WILL BE USING 'GULF' PETROL UM PRODUCTS IN THE WORLD CHAMP; EVENTS. 'GULF' ARE SPONSORING ONLY THE BRABHAM TEAM IN F.1, AND THE J.W. AUTOMOTIVES TEAM OF MIRAGE.

AS EARLY REPORTED PHIL KERR FORMERLY OF BRABHAMS, HAS JOINED THE MCLAREN ORGANISATION. TO DATE THE TESTING OF THE NEW MCLAREN F.1 CARS HAS GONE VERY WELL WITH LAPS AT BRANDS BEING IN THE REGION OF 48.00SEC.

IF YOU ARE THINKING OF GOING MOTOR RACING NEXT SEASON, YOU HAVE A FEW CARS TO CHOOSE FROM. RED DAWSON HAS THE BRABHAM AS WELLAS THE MUSTANG UP FOR SALE, HE IS REPORTEDLY GETTING A NEW MUSTANG FOR NEXT YEAR.

MORE BRABHAMS ON THE GOING LIST ARE THOSE OF BRIAN FALLOON, AND WE HEAR, THAT GRAHAM MCRAE. WE MAY SEE SOME NICE SHINNY NEW MACHINERY AROUND THE CIRCUITS IN THE COMING SEASON WITH ALL THE SALES COMING UP.

WE RESENTLY HEARD THAT SPORTS CAR CHAMPION FOR THE PAST 2 YEARS, ANDY BUCHANAN HAS ANNOUNCED HIS RETIREMENT FROM THE SPORT. NOW THIS IS A NICE CAR FOR SOME ONE TO GET THERE HANDS ON. ONLY TROUBLE IS, THERE WOULD BE NO COMPETITION.

TALKING OF NEW MACHINERY, WE NOTE WITH INTEREST THAT THERE IS A DISTINCT POSSIBILITY THAT BOTH THE HULME BRABHAMS, THE GOOD ONE PLUS THE WRECK, MAY HAVE BEEN SOLD TO N.Z.ERS. THE PIERS COURAGE MCLAREN MAY ALSO HAVE GONE TO A LOCAL DRIVER, I HOPE SO I SHOULD LIKE TO SEE SOME ONE HAVE A GO AT JIM PALMER.

AND SPEAKING OF JIM PALMER, WE HE. THAT HE IS TAKING PART IN AN EVENT IN SINGAPORE IN THE NEAR FUTURE.

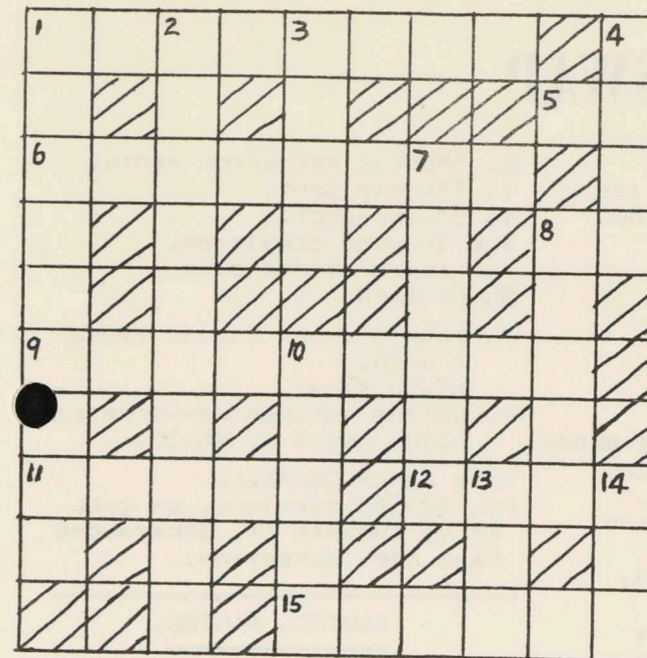
GEORGE BEGG, THE MAN WHO HAS CREATED SUCH THINGS AS SINGLE SEATERS WITH A VARIETY OF ENGINES AND NEW ZEALANDS FIRST GROUP 7 SPORTS RACER, HAS UP AND LEFT OUR SHORES. GEORGE AND HIS FAMILY ARE HEADING FOR THE LAND OF M.R. BRITAIN, WHERE HE IS TO SPEND A YEAR WITH THE MCLAREN TEAM.

LEO CELLA THE ITALIAN RALLY AND RACING DRIVER WAS KILLED RESENTLY WHILST TESTING ONE OF THE NEW ALFA-ROMEO TYPE 33'S BEING DEVELOPED FOR SEBRING AND LEMANS.

TWO RATHER INTERESTING ITEMS BOTH ONLY RUMOURS, THAT B.M.C. ARE INTERESTED IN TAKING B.R.M. OVER FROM THE OWEN ORGANISATION. AND THAT FIAT ARE MORE THAN KEEN ON TAKING OVER FERRARI, RATHER THAN HAVE ONE OF THE AMERICAN GIANTS MOVE IN.

WE HEAR THAT CLUB MEMBER GRAHAM MCRAE MAY HAVE THE HULME BRABHAM, FVA, AND ALL.

ALSO IAN PINKERTON IS VERY VERY SILENT ON WHAT HIS FUTURE PLANS IN MOTOR RACING ARE.



R	A	C	E	A	B	O	U	T	
O	O	M	D	O	R				
C	O	M	M	O	D	O	R	E	
K	M	N	M	A					
E	L	A	N	L	E	A	D		
T	N			T				S	
		D	O	B	L	E		H	
A	C	E	E	R	A	K	E		
J	R	O	L	L	R	L			
S			L	A	M	A	L		

Results of Crossword 16

CROSSWORD NUMBER 17

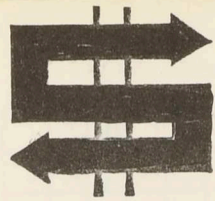
CLUES - ACROSS.

- I. Armstrong -----
- 5. Green light means this.
- 6. New front-wheel-drive Oldsmobile.
- 8. Replaced the P.A.Vauxhall.
- 9. Jeep-type vehicle.
- II. Australian petrol.
- I2. Mauri ----, won Indianapolis in a Maserati.
- I5. Belgian national racing colour.

CLUES - DOWN.

- I. Recent high-performance Plymouth model.
- 2. British speed equipment manufacturer.
- 3. European circuit used for formula 2 and 3 races.
- 4. Set new land speed record in 1947.
- 7. Controls the vehicle
- 8. Spare -----.
- IO. Builder of Pathfinder saloon.
- I3. Lubricant.
- I4. East German car maker.

G. J. L.



SELL 'N' SWAP

SET OF INDIA RADIAL PLY TYRES AND TUBES. ONLY DONE 18 PRACTICE LAPS OF PUKEKOHE, AND ABOUT 1800 ROAD MILES.

SIZE. 165x13.

PRICE, \$50-00, THE SET.

PHONE MIKE BRADY,
PH. 70-509 x 9, BUS;
PH. 53-870, PTE
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BMC 1100 ENGINE. INCLUDING THE BLOCK CRANKSHAFT, FLYWHEEL AND CLUTCH, PISTONS AND RODS, HAMLIN HEAD, ROCKER-GEAR, 2A 948 CAMSHAFT AND 4.133:1 FINAL DRIVE.

ALL THIS GEAR IS IN GOOD ORDER,

ALL ENQUIRIES,

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Mk2 RILEY ELF,
\$1190-00

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PH. 50-007 x 343.
OR CALL 3 BOSWORTH TCE.

2. 5" LUCAS PROJECTOR SPOTS.

1. 7" LUCAS SPOT.

1. 5" HAND-SPOT.

ALL IN GOOD CONDITION.

ALL ABOVE LIGHTS ONLY

\$4-00 EACH.

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³/₃ WORN.

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GOING CHEAP AT \$8-00.

RING DEREK CAMPBELL

PH. 18-565 EVENINGS, OR CALL
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PARK FOR INSPECTION.

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0-6000.

PHONE ALAN SMART

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PH. 26-936, PTE.

SECRETARY,
WELLINGTON CAR CLUB INC;
P.O. BOX 5142
LAMBTON QUAY.

PLEASE NOTE MY CHANGE OF ADDRESS.

NAME:

NEW ADDRESS:

OLD ADDRESS:

.....

.....

.....

.....

.....

.....

OLD PHONE No;

NEW PHONE No;

THIS ADVISE SHOULD NOT BE USED FOR A TEMPORARY CHANGE OF ADDRESS.



This Manthel Motors' HOLDEN travelled from Wellington to Auckland, practised at Pukekohe, raced in the gruelling Wills 6 Hour then travelled back to Wellington all on less than a pint of Shell Super Motor Oil.

Manthel Motors Holden confirms the advantages of Shell Super Motor Oil in gruelling Wills 6-hour

Shell Super rated 98% perfect in the world's toughest tests for motor oil—the AMA MS Sequence Tests. Now, Manthel Motors prove this for themselves in a tough practical test. Their HOLDEN, entered in the Wills 6 Hour, was driven from Wellington to Auckland, then practised at top speed, raced in the gruelling Wills 6 Hour and then was driven back to Wellington. A check showed that under 1 pint of Shell Super Motor Oil was used on this tough test of car and oil. **Longer Engine Life** The remarkable results of the AMA tests and the many millions of miles of practical tests show that Shell Super is superior to any other motor oil in the world in protection against rust and corrosion and in resistance to sludging. It is the first true 10W/40 motor oil to exceed the requirements of all car manufacturers.

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super

MOTOR OIL



NO OTHER OIL
PROTECTS AS WELL!

NO OTHER OIL
OUTLASTS IT!

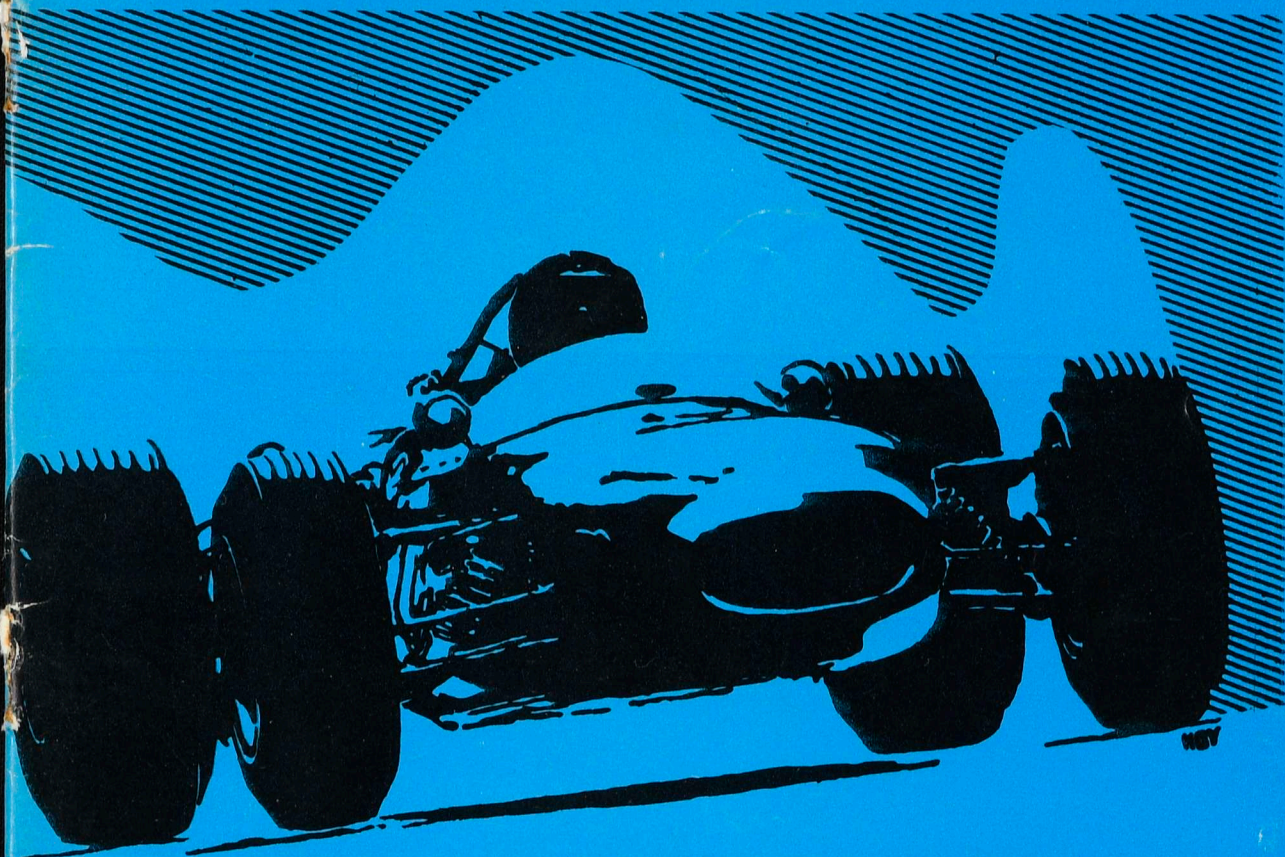
BULLETIN

58

MAY



WELLINGTON CAR CLUB



NSV

JACK BRABHAM 1966 WORLD
CHAMPION INSISTS ON REPCO, ISN'T IT
TIME YOU ALSO INSISTED ON GENUINE
REPCO PRODUCTS?

BULLETIN

WELLINGTON CAR CLUB INC

BOX 5142 WELLINGTON

MAY 1968

EDITOR
NORM HARVEY

CONTRIBUTORS

ED CONROY
LEONE BROUGH
K. FOULKES
GARY LONG
PAT TOLLAN

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B.68-507,

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1 POOLE ST;
TAITA.
PH.H.693-869,
B.56-580,

check

FORTH COMING EVENTS.....

7TH MAY.
MONTHLY NIGHT TRIAL,
STARTS AT THE CLUB ROOMS,
AT 7:00PM.
ORGANISERS; JEFF & JANE MORRIS.

18TH MAY.
PALMER-HEAD HILLCLIMB.
PLEASE NOTE! THIS EVENT REPLACES
THE ALEXANDER RD CLIMB, WHICH WILL
BE HELD AT A LATER DATE.
SCRUTINEERING AT THE TOP OF THE HILL,
FIRST RUNS START 10AM.

21ST MAY.
MONTHLY CLUB NIGHT,
CLUB ROOMS RUSSELL TCE,
START 8:00PM.

25TH MAY.
SATURDAY;NOVELTY TRIAL.
ORGANISED BY RORY HOY &
BRUCE MCLEAN. STARTS AT
CLUB ROOMS, 7:30PM SHARP.
TEAM ENTRIES ONLY ACCEPTED,
INVITATION PERMIT BEING SOUGHT,
SO AS MANY ENTRIES AS POSSIBLE.
WELLINGTON AREA MAPS MAY BE USEFUL.
TRIAL WILL CONSIST OF 2 INTERESTING
AND FUNNY SECTIONS- NO TRIAL HAS
BEEN ORGANISED LIKE THIS BEFORE.
BRING YOUR WIFE OR GIRLFRIEND,
RESULTS AND SUPPER TO FOLLOW.
DURATION 2½-3HRS.

4TH JUNE.
MONTHLY NIGHT TRIAL,
STARTS AT THE CLUB ROOMS, AT THE
USUAL TIME 7:00PM.
ORGANISER; TED BROUGH.

15TH JUNE.
ALEXANDER RD HILLCLIMB,
MARSHALLS ARE REQUIRED FOR THIS
EVENT.PLEASE ASSIST. IT IS
POSSIBLE THAT A WORKING BEE WILL
BE HELD TO CLEAN UP THE AREA AROUND
THE BOTTOM OF THE HILL, IF YOU CAN
HELP PHONE COLIN TAYLOR PLEASE.

18TH JUNE
MONTHLY CLUB NIGHT
AT THE CLUB ROOMS, RUSSELL
TCE;STARTS AT 8:00PM.

29TH JUNE.
IT IS HOPED THAT WE WILL BE
HOLDING A PRE "SILVER-FERN"
RALLY, ON THIS DAY OR NIGHT.

30TH JUNE.
GYMKHANA AT WRIGHTS HILL
IN KARORI.SCRUTINEERING 1:00PM
BE THERE EARLY.
HOW TO GET THERE, CONTINUE
ALONG KARORI RD,TURN LEFT
INTO CAMPBELL ST,RIGHT INTO
VERVIERS ST, LEFT INTO KANO
ST, AND THEN RIGHT AT SLOPING
T INTO WRIGHTS HILL RD.

EDITOR'S

COMMENT

THE A.G.M. IS OVER, AND WE CAN NOW START THE PROCESS OF SETTLING DOWN. WITH SUCH A LARGE NUMBER OF THE PREVIOUS COMMITTEE RETIRING, THERE WAS SOME DOUBT AS TO THE NUMBER OF PEOPLE WHO WOULD BE PREPARED TO TAKE ON A COMMITTEE POSITION. WE WERE VERY FORTUNATE THAT THOSE WHO WERE NOMINATED, AND THOSE EVENTUALLY ELECTED ARE ACTIVE MEMBERS. ACTIVE IN THE SENSE, THAT NOT ONLY DO THEY TAKE PART IN MOST EVENTS HELD BY OUR CLUB, BUT MORE IMPORTANT THEY ARE WILLING TO HELP ORGANISE EVENTS.

THE BUSINESS OF ORGANISING EVENTS THIS YEAR, WILL BE EASED IT IS HOPED BY THE SETTING UP OF SPEED AND TRIALS SUB-COMMITTEES. THE CHAIRMAN OF THE SPEED SUB-COMMITTEE BEING CLUB CAPTAIN COLIN TAYLOR, AND TRIALS SUB-COMMITTEE CHAIRMAN THE NEW VICE CAPTAIN TED BROUGH.

TO THOSE OF THE PAST COMMITTEE WHO HAVE RETIRED WE CAN SAY LITTLE MORE THAN THANK YOU FOR YOUR EFFORTS. NOW THAT YOU HAVE RETIRED FROM AN EXECUTIVE POSITION IN THE CLUB, PLEASE DON'T START COLLECTING OTHER INTERESTS, WE NEED YOUR EXPERIENCE, NOT ONLY THE CLUB, BUT MOTOR SPORT AS A WHOLE.

AT THE A.G.M., A MOTION INCREASING OUR ANNUAL SUBSCRIPTION WAS PASSED WITH SOME DEBATE, HOWEVER, THE NEW SUB WILL STAND AT \$5.00 PER ANNUM BASIC. WE ARE OF THE OPINION THAT THIS NEW RATE IS NOT EXCESSIVE, AND WHEN ONE TAKES INTO ACCOUNT THE NUMBER OF EVENTS HELD BY OUR CLUB, \$5.00 PROVES MOST REALISTIC. IT MAY INTEREST MEMBERS TO KNOW THAT THE WELLINGTON CAR CLUB HELD MORE EVENTS IN A YEAR THAN THE OTHER AREA CLUBS COMBINED, NOT TOO BAD FOR \$5.00.

THE COMING YEAR WILL SEE WE HOPE, AN INCREASE IN CLUB PUBLICITY, A HUGE NUMBER OF PEOPLE JUST DON'T KNOW WHAT A CAR CLUB IS, AND MANY WHO ARE INTERESTED IN OUR ORGANISATION DON'T KNOW HOW TO CONTACT US. IT IS TO OVERCOME THESE SHORTCOMINGS THAT WE WILL BE PLACING IN THE SUNDAY TIMES AT LEAST ONCE A MONTH AN ADVERTISEMENT GIVING DETAILS OF EVENTS AND CLUB NIGHTS. IT IS HOPED THAT THIS WILL DRAW ATTENTION TO OUR ACTIVITIES AND MAY HELP IN SOME WAY. I WOULD ASK ALL CLUB MEMBERS TO FIND OUT WHAT THE REACTIONS TO THESE ADS ARE.

WE MUST NOT OVERLOOK THE FACT THAT THE BEST PUBLICITY AVAILABLE IS FROM OUR MEMBERS, DON'T FORGET HOWEVER THAT AT TIMES THE ACTIONS OF SOME MEMBERS CAN DO US GREAT HARM, AS THERE IS NOTHING LIKE MISUSE OF A MOTOR VEHICLE TO ROUSE PUBLIC OPINION AGAINST US.

MARCH MONTHLY NIGHT TRIAL.

"TWICKY NITE TWIAL!"

THIS EVENT COULD HAVE BEEN CALLED "THE BROUGH ACUTE LOOP TRIAL;" AS IT WAS CONTAINED WITHIN A RADIUS OF $4\frac{1}{2}$ MILES FROM THE CLUB ROOMS. IT WAS A GOOD EXERCISE IN LOCK-TO-LOCK DRIVING.

FROM THE START AT THE CLUB ROOMS, WE DID "THE HILLCLIMB" AND TURNED INTO "BROUGH RD" TO GO DOWN INTO ISLAND BAY. LOOPING AROUND ON BACK ROADS TO GET TO BROOKLYN, THEN MORE LOOPING GOT US INTO OHIRO RD, THEN ARO ST.

THE NEXT SECTION WAS A "TULIP". HAVE YOU EVER MADE A ROAD JUNCTION FIT A DIAGRAM? IT WAS ACUTE LEFT-FUNNY- YET WE MET ANOTHER COMPETITOR AT THE TOP OF THIS NO EXIT ROAD. THE NEXT ACUTE LEFT (AND CORRECT ONE) WAS TO Highbury, Northland and Wadestown. THEN USING ACUTES, LOOPS, AND MANY BACK ROADS WE MADE OUR WAY DOWN ONTO THE HUTT ROAD. BACK UP TO WADESTOWN, OVER TO NORTHLAND, THEN ACROSS TO KELBURN, DOWN INTO TOWN AND ON TO THE FINAL CONTROL, IN WILLISTON ST. AND SO OVER THE ROAD TO PARTICIPATE IN THE USUAL CONSUMPTION OF COFFEE, AND AWAIT THE RESULTS. (IT'S NO WONDER SOME PEOPLE THINK MY NAVIGATOR IS LOOPY!)

IT WAS AN EXCELLENT SHORT SHARP TRIAL, AND MOST ENJOYABLE. WE WILL ALL BE SORRY TO SEE ALAN LEAVE OUR SHORES, EVEN THOUGH HE FOUND JUST ABOUT EVERY ACUTE TURN IN WELLINGTON. THANKS ALAN, AND GOOD LUCK, PERHAPS YOU CAN COME BACK SOME WEEK-END AND ORGANISE ANOTHER TRIAL FOR US.

ED CONROY.

APRIL NIGHT TRIAL.

THE FIRST SIGNS OF WINTER, SEEMED TO DETER COMPETITORS, AND ONLY SEVEN EAGER CREWS TURNED OUT FOR THIS EVENT.

THE START CONSISTED OF A QUICK TRIP AROUND PART OF NEWTOWN, UP Mt VICTORIA, DOWN TO COURTENAY PLACE, ALONG CABLE ST TILL BEARING RIGHT TO FOLLOW THE "QUAYS", AND STRAIGHT AHEAD RIDE TO THE PETONE OVERBRIDGE. UNFORTUNATELY A PEASANT IN A MORRIS MINOR DECIDED LANE HOPPING WAS FUN, AND THAT THE BROUGH ZEPHYR DIDN'T REALLY WANT TO GO STRAIGHT AHEAD, SO WITH MUCH FRANTIC DRIVING ON AN ISLAND, JUST MISSING A POST, IT SUCCEEDED IN GETTING BACK ON COURSE. ONLY TO FIND A MINOR CALMLY DRIVING ON. HOWEVER, AFTER FLASHING SPOTLIGHT, STRONG WORDS, AND TEACHING THE DRIVER TO SPELL, ALL WAS WELL APART FROM A SMASHED PARK-LIGHT SURROUND.

AFTER A SHORT TRIP AROUND PETONE AND ALONG THE STOP BANK, IT WAS OFF TO NAE NAE, WITH SOME TRICKY STREETS BETWEEN FACTORIES THROWN IN, AND EVENTUALLY ON TO THE EASTERN HUTT RD. THEN ALONG S.H. 2, TURNING AT MOONSHINE RD FOR THE OLD FAMILIAR BEAT OVER THE HILL TO HAYWARDS, A BIT OF STRIFE WITH INSTRUCTIONS ROUND BELMONT, THEN CONTINUING BACK TO WELLINGTON, DECIDING THAT 2ND LEFT INTO WILLESTON ST AFTER GOING THROUGH THE "QUEENS TRAFFIC LIGHTS", COULD BE INTERESTING. BUT 2ND RIGHT WAS MUCH MORE WORTHWHILE.

LEONE BROUGH.

RESULTS NOT YET TO HAND

CASA FONTANA COFFEE LOUNGE

• FINEST COFFEE LOUNGE IN THE CITY.

• WHERE THE CLUB MEMBERS MEET

• TOASTED SANDWICHES.

• PRIVATE BOOKING.

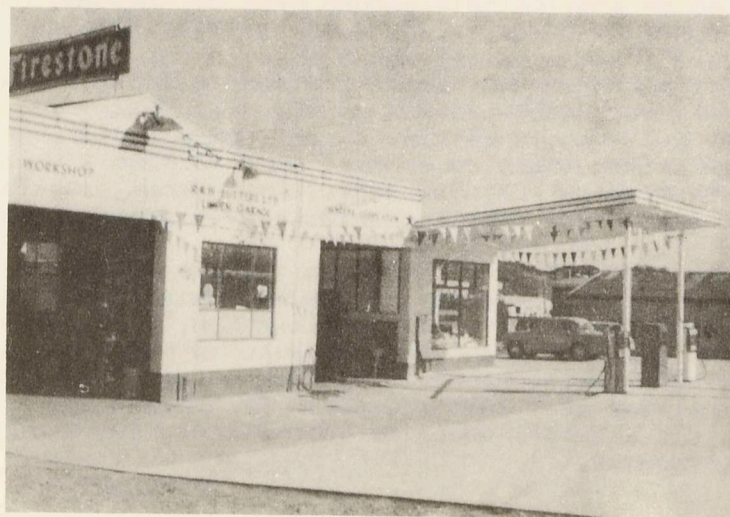
• MINE HOST. JOHN SUTTON:

38 VICTORIA ST
CITY.



R.&W. BUTTERS LTD

LINDEN GARAGE



CALTEX SERVICE.

ALL REPAIRS.

MARFAK LUBE

FIRESTONE TYRES.

37 HINAU ST

LINDEN

PH. 2940

THAT WHICH IS PAST

PART FIVE - 1949/50

The Club had now discarded the Karehana Bay venue, but were able to find a substitute near what was then known as Tawa Flat. The road, again under half a mile long, was on private property, which made marshalling a lot easier, if nothing else. Allan Freeman took a well-deserved FTD in the blue Thompson in 31 seconds, with Hugo Hollis's M.G. 'TC' - now supercharged - just over half a second slower. A brilliant effort was that of Bob Gibbons, still better known as a sprint motorcyclist. He drove a standard Sunbeam-Talbot up the hill to take third FTD in 32.4 seconds. Novice award, and fourth FTD, went to motorcyclist Rob Bagnall in a special comprising a Ford V8 motor in a Citroen chassis converted to swing-axle front suspension. Yet another prewar motorcyclist, John McMillan, was a shade slower in his D8 Delage. Six months later McMillan rose to the top of the motor-racing ladder by winning the first New Zealand Grand Prix at Ohakea.

On January 28th, 1950, the annual Petone sprint took place, and it was New Zealand Hillclimb Champion Ewen Faulkner who took FTD. The Ford-Morris's time of 17.7 seconds was a new Club Standing Quarter record. Hollis in the blown MG returned 18.25 seconds to beat Geoff Easterbrook-Smith into third place. Easterbrook-Smith's car was made up from parts of many vintage cars, among them Marendaz, Ansaldo and Alvis, and was powered by a three-litre Sunbeam motor. Toby Easterbrook-Smith shared the wheel in this event - and most others - and shared fourth FTD with Earl Fisher in an alcohol-injected Buick Eight (!)

Paekakariki was a Roycroft benefit. The South Auckland driver rocketed the historic Austin up the hill in 2 min 29.6 sec to better his own outright record by 2.6 seconds. It is interesting to note that this car is now in Wellington, being one of Lester Reader's stable. Hugo Hollis (M.G.) knocked over ten seconds off Farland's 1500 c.c. class record to take a brilliant second FTD in 2 : 29.9. These two drivers were outstanding, as thick mist reduced the visibility to almost nil. Allan Freeman in the Thompson Special was again third fastest, with Geoff Easterbrook-Smith fourth in the Sunbeam Special. He reduced Cowan's class record by three seconds.

Fifth FTD went to Hawkes Bay driver Bill Hanna, later to gain note as mechanic for Angus Hyslop, Jim Palmer and Ecurie Rothmans. Hanna's

car was a stripped and much-modified M.G. 'TC'. Class winners were Freeman, Easterbrook-Smith, Hollis, Jock Brough (Singer) and Roycroft.

On April the first yet another sprint venue was used. This was near Martinborough - we don't exactly know where, but it wasn't the Te Maire Road of more recent memory. In the Standing Kilo part of the competition the fastest three cars returned times within a tenth of a second of each other. Ewen Faulkner (Ford-Morris) was fastest in 34.85 seconds, with Earl Fisher's rather special Buick Eight just a shade slower. Hugo Hollis in the M.G. 'TC' was next best. Faulkner also made best time in the Flying 1/4, but was not as fast as he had been the previous year. Hollis and Fisher were second and third.

The Waikanae beach races were run again in April. This time there were three preliminary events as well as the Waikanae Fifty. Austin 7 enthusiast Jack Cottrell won the four-mile scratch race for under 1500 c.c. cars in a Ford 10 Special. The similar race for over 1500 c.c. machinery went to Ewen Faulkner (Ford-Morris) from Fordy Farland who was driving his latest and best known special. This basically consisted of a Singer chassis and a Buick Eight motor, but it had already taken third place in the Grand Prix at Chakea.

Winner of the six-mile Open Handicap was a Ford V8 roadster driven by Hamilton speedway man Frank Shuter. Shuter moved to Christchurch later in the year, and over the next five or six years rose to be one of New Zealand's top three racing-drivers, along with George Smith and Ron Roycroft. He drove V8 specials, and later a series of old Maseratis. His last important win was with a Ferrari in the first Renwick race (1960).

But to get back to Waikanae. Shuter won the race from Cottrell and Faulkner, the three cars finishing hard on each others heels. The Waikanae 50, also a handicap, went to Farland by a comfortable margin from Shuter.

PRE GOLD-STAR NIGHT TRIAL.

THIS TRIAL STARTED FROM AN UNUSUAL BUT PRACTICAL PLACE, THE RIMUTAKA SUMMIT TEAROOMS, WHICH PROVED TO BE VERY ENJOYABLE AND IN SOME WAYS EVEN EXTRODINARY.

USE OF THE "TARGA" SYSTEM OF TIMEKEEPING, AND RELATIVELY EASY INSTRUCTIONS FOR NAVIGATING, CERTAINLY MAKES TRIALS MORE ENJOYABLE AND ORGANISER JOHN REID MUST BE CONGRATULATED ON THIS FORMULA.

FROM THE START WE SET OUT TOWARD THE EASTERN WAIRARAPA, AND QUICKLY FOUND THAT AVERAGES WERE SET TO TAKE ADVANTAGE OF THE WIDE OPEN SPACES. AFTER PASSING THROUGH MARTINBOROUGH AND GLADSTONE, THE TRIAL WENT OVER THE BACK ROADS TOWARD HINAKURA. NO REDUCTION IN THE AVERAGES AT THIS STAGE MADE US SUSPICIOUS, BUT WE FOUND THAT WE WERE EXPECTED TO OPEN AND SHUT GATES ETC; AND STILL MAINTAIN A BRISK SPEED. GOOD VALUE IN A RATHER OLD "WORN AT THE HEELS" HILLMAN HUSKY. AFTER REACHING MARTINBOROUGH, WE WERE GIVEN A STRAIGHT FORWARD MAP READING SECTION, DESIGNED TO TAKE US BACK TO THE START VIA, THE BACK ROADS OF TAUHERENIKAU AND FEATHERSTON. (USING THE PIG FARM OF COURSE)

AT THE FINISH, TOASTED SANDWICHES AND COFFEE WERE SERVED, AND ONLY JUST CONSUMED BEFORE THE RESULTS WERE 'POSTED'. ALL IN ALL A GOOD PREVIEW OF THE MORE HECTIC TYPE GOLD STAR TRIAL, AND A GOOD SHAKE-DOWN (UP?) FOR OUR CREW.

OUR THANKS TO THE ORGANISER, AND THOSE PEOPLE WHO "CHECKED", SOME OF WHOM WENT MILES INTO THE BACK OF BEYOND ON THIS OCCASION. -G.K.F.

ORGANISOR JOHN REID :

MARSHALLS; RORY HOY. MIKE HOPLEY.
ROSS DOLIMORE. RODNEY SHORT.
MIKE BURCH.

PLEASE NOTE T.C.5. WAS OMITTED DUE TO THE DEMISE OF A MARSHALLS CAR.

RESULTS PAGE 10 & 11.

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RESULTS. PRE GOLD-STAR NIGHT TRIAL.

			East Machin	Admiral	Admiral	East Machin	Machin	Control	Pig Farm	Ford	Featherston	Control	Points	Place
			TC1	TC2	CB3	TC4	CB6	TC7	CB8	CB9	CB10	TC11		
G H Pattinson	K Inyell	A 60	5L	0	0	5L	0	0	0	0	0	10L	20	4
Mike Grace	Phil Deese	Super Minx	3L	0	0	6L	0	0	0	0	0	9L	18	3
L E Smith	G W Maddock	Oxford	2L	6L	0	16L	30MC	30MC	30MC	30MC	30MC	30MAX 30MC	204	12
Gordon Gandy	Norman Gandy	Fiat 500	0	4L	0	2L	0	4L	0	30MC	30MC	30MAX	100	10
Ian Dinnard	Mike Reid	Imp	3E	retired										
Alan Cole	Betty Gordon	M G B	3L	0	0	11L	0	3L	30MC	30MC	30MC	26L	133	11
John Waller	E L J Collins	Vanguard 6	2L	1L	0	1L	0	1E	0	0	0	6L	11	2
Alan Ted Braugh	Alan Braugh	Jeppys 4	2L	3E	0	3L	0	0	30MC	0	30MC	22L	90	9
Colin Taylor	K Faulkes	Hillman Cab	0	3E	0	4L	0	1L	0	0	0	2L	10	1
R K Barley Russell	C E Russell	Meris 1100	1L FE	2L	0	0	0	0	retired					
Graham East	Kim Taylor	Mini	6L	3E	0	3L	0	1L	30MC	0	30MC	12L	85	8
Jeff Morris	S Edwards	Corval MK2	1L	1L	0	5L	0	0	0	0	30MC	16L	53	7
Bruce Paine	John Stadhill	VW	2L	3E	0	2L	0	1E	0	0	0	13L	21	5
Colin Witterick	Bob Elbery	Castrol	0	3E	0	2L	0	1E	0	0	30MC	16L	52	6

NEW YORK TO PARIS 1908.....
the greatest race or the greatest farce ?

City to city racing was almost as old as the automobile itself when the greatest ever overland contest was planned - a 20,000 mile event between New York and Paris to be sponsored by 'Le Matin', a Paris newspaper.

The intrepid Prince Scorpione Borghese, victor of the Peking to Paris race was not overly enthusiastic about the new venture and commented that as part of the proposed route lay through untracked wastelands, there would be no witnesses to the event's most gruelling stages and therefore little publicity would be gained. Undaunted, the organisers proceeded with the proposed route - New York through Canada and Alaska, across the Bering Sea by boat to Vladivostock and thence across Siberia to Moscow and then on to Berlin and Paris. The route was recommended to the organisers by one Fred de Windt who claimed to have walked around the world, and who certainly possessed a vivid imagination.

Few took the proposed event seriously. The so-called 'Napoleon of the Automobile', G. de Bouvier St. Chaffrey entered a De Dion, while a Sizaire-Naudin and a Motobloc were also forthcoming from France. Germany produced a Protos and a Werner for the event and a Zust upheld the Italian colours. If all the rumours concerning the proposed entrants were true then a truly formidable field would present itself, but by the starting date all the great names were conspicuously engaged elsewhere.

A 60hp American-built Thomas Flyer was rushed to the starting line as a late entrant and special permission was given for this vehicle's preparation to be continued en-route. St. Chaffrey's De Dion was quite a competition veteran and had a splendid record for endurance. In view of the conditions to be expected the wily St. Chaffrey enlisted the aid of Hans Hansen, an Arctic explorer, who fitted a socket to the vehicle for holding a mast and sail. Hansen anticipated that this would aid their progress across the Soviet hinterland.

The Motobloc was commanded by Charles Goddard, who had only just talked his way out of the considerable legal and financial tangles that beset his venture in the Paris to Peking race. Another Paris to Peking veteran was to pilot the Sizaire-Naudin - namely August Pons, who seemed to specialize in picking unsuitable mounts for his epic journeys - Pons had almost perished in a Manchurian desert when his frail Contal three-wheeler expired in the Paris to Peking event. His mount for this classic was

hardly any better, for although Sizaires had a good racing record they were hardly long distance vehicles and their eccentric transmission in which pinions of various sizes were forced

unwillingly into mesh with a long-suffering and solitary crownwheel to give three forward and reverse speeds promised a short and brutal life. Needless to say, the Sizaire's transmission ground itself to pieces shortly after the start and Pons reluctantly retired.

The German Protos was crewed by several members of the Kaiser's General Staff and boasted the only six-cylinder engine in the race. The Italian Zust was driven by Scarfoglio and was burdened with so much equipment that its chain drive seemed somewhat reluctant to move its now immense weight.

In a last minute decision the organisers altered the route to pass through San Francisco and decided to ship the cars direct to Alaska and, providing the ice on the Bering Sea was sufficiently hard, the cars would be driven to Siberia under their own steam.

Le Louvier, the commander of the German Werner, disagreed with the new route and decided that he would have a race of his own and travel the original route. The Werner departed a day before the other vehicles and was bedecked with so many flags and streamers that Le Louvier had considerable difficulty maintaining a straight course. After a short time Le Louvier's companions, one of whom was described as a submarine commander, became disenchanted with his ability as a driver and organiser. 'You are incompetent', they declared, and refused to go any further.

A quarter of a million New Yorkers are reported to have watched the start of the official race.

The Motobloc crashed into a ditch shortly after leaving the start and the crew of the Zust were forced to stop every few miles to shovel snow into their badly leaking radiator. After leaving Hudson on the second morning Scarfoglio was stopped by a policeman and fined three dollars for frightening a horse. At Buffalo, the Thomas was taken to the local agent where further preparations were carried out. This irritated the other crews considerably who claimed that the Thomas was receiving an unfair advantage.

The Zust was experiencing difficulty with its chain drive and just outside Toledo the vehicle skidded to a halt and fell on its side. Snow was falling heavily in Chicago and the Thomas made its way across the 'Windy City' with the aid of a tow from a trolley car. The cars were now covering only a few miles a day and consequently the race was beginning to pall in the eyes of the public. The crews of the Zust and the De Dion protested that the Thomas had been travelling on the railroad track to obtain a smoother ride. The charges were probably correct as the Thomas is reported to have broken two wheels while making a hurried exit from the tracks in the face of an oncoming express.

the track

+ WHILST ON THE WAY BACK FROM THE "RACE OF CHAMPIONS" AT BRANDS HATCH, THE BRM TRANSPORTER WAS INVOLVED IN AN ACCIDENT. A CAR CUT ACROSS IN FRONT OF THE TRANSPORTER, CAUSING THE ACCIDENT. PEDRO RODRIG Z CAR WAS RATHER BADLY DAMAGED, YET MIKE SPENCE'S CAR RECEIVED ONLY SLIGHT DAMAGE.

+ IN LAST MONTH'S PUBLICATION WE SAID THAT GRAEME MCRAE HAD PURCHASED THE GOING HULME BRABHAM. THIS IS NOT CORRECT. GRAEME HAD AN OPTION ON THE CAR, BUT AS MANY OF THE INTERESTING BITS WERE TO BE REMOVED HE TURNED IT DOWN. THE CAR IS REPORTED TO HAVE BEEN SOLD TO MAX STEWART (OF RENMAX FAME) AN AUSTRALIAN.

+ THE MCLAREN FVA RUN BY PIERS COURAGE IN THIS YEAR'S TASMAN SERIES HAS BEEN SOLD TO ANOTHER AUSTRALIAN, THIS TIME NEIL ALLEN. NEIL HAS AMONG HIS CARS, THE EX MATCH ELFIN SPORTS CAR, (THIS I THINK BEING THE FIRST OF ELFINS BIG BANGERS) AN BRABHAM CLIMAX RACED BY FRANK GARDNER DURING THE 67 TASMAN SERIES. THIS CAR STARTED OFF AS AN F2 AND WAS RUN BY JOHN COOMBS FOR GRAHAM HILL IN 1966. INCIDENTLY THE MCLAREN RACED BY PIERS COURAGE OUT HERE, WAS THE CAR HE DROVE FOR JOHN COOMBS LAST SEASON.

+ WE HEAR THAT B.P.(NZ) LTD MAY DROP OUT OF MOTOR RACING SOON. IT WAS REALLY ONLY A MATTER OF TIME. THIS WOULD LEAVE SHELL HOLDING THE BASKET, AND I CAN'T SEE SHELL STAYING IN FOR LONG UNDER THOSE CONDITIONS. ANYWAY I HEAR THAT B.P MAY BE BACKING A NEW TEAM OF F2 MCLARENS,

+ PETER YOCK IS SAID TO HAVE SOLD THE LOTUS 33, THE ENGINE IS NO MORE AFTER DROPPING A VALVE AT TIMARU. NEW OWNER COULD BE GARY SPRAGUE OF CHRISTCHURCH. (IT IS SAID THAT MR YOCK IS RETIRING FROM OUR SPORT)

+ ROLY LEVIS WILL WE ARE TOLD, TURN UP WITH A VERY NEW BRABHAM FOR NEXT SEASON. SOME PEOPLE SAID THAT HE COULDN'T STAY OUT OF THE SPORT FOR LONG.

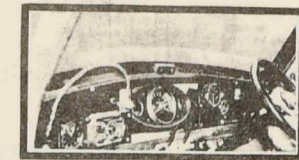
+ AS WE SAID IN THE LAST BULLETIN ANDY BUCHANAN HAS RETIRED, WE HEAR THAT THE ELFIN HAS BEEN SOLD TO GRAHAME HARVEY OF AUCKLAND, LESS ENGINE. THE NEW BRABHAM GRAHAME HAD THIS SEASON HAS BEEN SOLD TO A GENT FROM THE SOUTH ISLAND (WHO FLIPPED IT IN HIS FIRST RACE)

+ TALKING OF SPORTS CARS, LOOK FOR ROBBIE FRANCEVIC IN A MATCH SR5 NEXT SEASON, SOME ONE IN AUCKLAND HAS ONE.

+ WE HAVE BEEN TOLD BY A MOST RELIABLE PERSON THAT THE CHASSIS THAT WAS BENT WHEN HULME AND BROWNLIE TOUCHED AT PUKEKOHE, HAS BEEN SENT TO AUSTRALIA FOR REPAIRS. IT IS QUITE POSSIBLE THAT FEO STANTON HAS BOUGHT THE HULME WRECK, AND INTENDS TO ADD IT TO THE OTHER CAR IN THE RORSTAN TEAM. ONE INTERESTING POINT, THE CHASSIS BENT BY PAUL BOLTON AT LEVIN LAST NOVEMBER MAY ALSO HAVE GONE OVER. THE REASON THEY ARE GOING TO AUSTRALIA? SOME ONE OVER THERE HAS A JIG. DRIVING FOR RORSTAN NEXT YEAR WILL BE DENNIS MARWOOD, WHO DROVE THE ROTHMANS COOPER A COUPLE OF SEASONS BACK.

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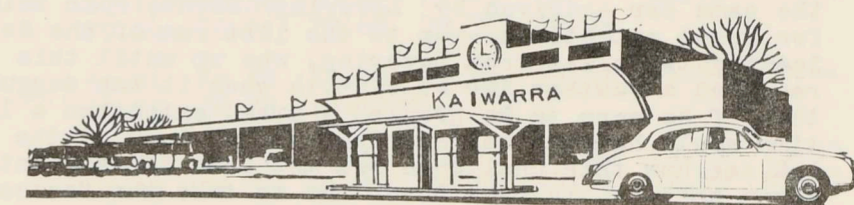
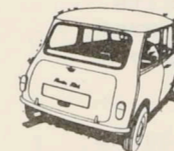
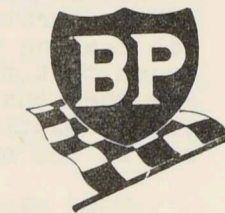
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LEVIN SPRINT-27TH APRIL 1968.

The laugh this time is on those who stayed at home, those who braved the Wellington elements and went to Levin enjoyed a warm sunny on the Golden Coast.

In all some nine competitors turned up for this Levin, quite a change from the usual vast numbers we attract to these events. Those who did arrive for the event enjoyed themselves and for once the event was closed down before time as all competitors had had their fill of runs before the permit ran out.

Fastest man of the day was Johnny Mines in his own built JRM (a pretty little thing). Johnny suffered from the dreaded oil cooling problems in the morning and it wasn't until after lunch that the full speed of the car was sustainable and it was then that Johnny showed us the potential of this fine little car by putting in a lap at 57.54 to take the honours of the day, and as the only car in his class a class win.

Next class was the surprise of the day, as may be gathered from the results the car that finished one-two in this class was the same car - driven by Lovering/ Burns, both being observed for speed extensions. Up to the last run of the day Burns was leading the class from Lovering, who up until this time had recorded a fastest lap at 1.15.14 when it was suggested to him that if he were to be granted a speed extension a little faster time would have to be recorded by him. Look at the results and see how this challenge was met ! an improvement of over seven seconds, to beat Burns and so take the fastest time in class and second fastest all day!!

Though Roger Morrell took the little car class quite comfortably all the competition in this class was coming from the lower placings. John Marslin's Minor had 42 timed laps of the circuit (shares by John and Alan Brough) and Colin Whitterick put in twenty two laps before the final placings could be announced in the class. Heard John Marslin mentioning things like Dunlop, Firestone and other like words, wonder why?

(Times in Seconds)

J.Marslin	88.38	78.15	78.68	78.57	77.63	87.46	76.48
	75.38	75.29	75.01	75.00	76.03	76.13	75.08
	74.96	74.62	76.03	75.59	75.48	73.99	<u>73.67</u>
	74.84	74.31	74.39	89.27	75.64	73.69	
J.Duff	94.96	93.93	91.30	90.09	89.30	86.24	85.08
	85.38	87.18	84.94	85.37	84.10	83.12	82.31
	82.64	84.62	82.93	82.38	81.88	81.66	83.04
	81.67	81.13	81.09	<u>80.48</u>	81.48	80.90	
R.Morrell	79.79	76.33	75.23	75.72	73.98	73.31	72.28
	73.37	74.74	72.38	71.84	72.10	72.36	72.83
	72.06	71.78	71.84	<u>71.49</u>	72.48	72.81	72.68
	72.01	72.20					
A.Brough	79.36	78.78	77.86	76.72	77.60	78.32	76.02
	76.89	76.58	76.01	76.36	76.11	75.64	75.70
	<u>75.00</u>						
C.Whitterick	77.03	74.36	76.04	75.16	74.83	73.94	73.38
	<u>73.44</u>	74.04	73.79	75.28	74.72	73.93	75.14
	74.03	76.19	74.90	73.47	73.86	74.04	73.84
	74.16						
D.Lovering	89.50	84.94	83.86	83.58	84.50	81.85	81.03
	82.18	82.22	80.92	81.12	80.37	80.18	80.50
	79.84	79.91	79.68	<u>79.36</u>	80.02		
J.Burns	69.81	69.78	68.96	69.46	69.57	75.53	70.64
	69.75	<u>68.78</u>	retired				
C.Lovering	90.08	82.26	79.68	78.73	77.30	79.11	75.30
	75.13	75.36	76.06	75.64	74.05	72.95	69.78
	68.54	70.54					
J.Mines.	59.96	59.88	60.50	58.37	<u>57.74</u>	58.48	62.33
	60.02	58.84	59.68	59.90			

SPORTS CARS

J. Mines JRM Ford 57.54 FTD.

SALOON CARS over 1500cc.

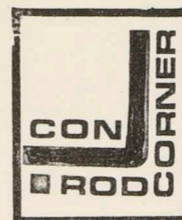
C. Lovering	Certina 1650	1.08.54	2
J. Burns	Certina 1650	1.08.78	3
D. Lovering	Holden	1.19.36	
J. Duff	Vauxhall	1.20.48	

SALOON CARS under 1500cc.

R. Morrell	Minin	1.11.40	4
C. Whitterick	Certina 1498	1.13.44	5
J. Marslin	Minor 1098	1.13.67	
A. Brough	Minor 1089	1.15.00	

M
ORGANISERS -:

Clerk of Course	Pat Tollan
Scrutineer	Murry Ravencroft
Timing	Ray Duffell
Marshals	Bob Silbery
	Ted Brough



MIKE BURCH FOUND A PHOTO OF HIMSELF IN A RECENT COPY OF AUTONEWS NZ, DRIVING THE FORD BEASTY. SOMETHING ABOUT NOT HAVING TO SPEND THOUSANDS ON MR, LETS HEAR WHAT MR BURCH HAS TO SAY ABOUT THAT.

WE HEAR THAT GRAEME MCRAE HAS STARTED BUILDING HIS NEW SINGLE SEATER FOR THE 68-69 RACING SEASON. IF THE CAR LOOKS AS GOOD AS HIS PAST ONES HAVE, WELL IT WILL BE A BEAUTY. AND IF IT GOES AS WELL AS THE BRABHAM DID AT LEVIN, THEN I SAY MCRAE FOR NATIONAL FORMULA CHAMP.

NEW COMMITTEE MEMBER GRAHAM EAST MANAGED TO BALANCE HIS MINI ON A FAIRLY HIGH ROCK DURING THE AIR NZ G S TRIAL. OFTEN WONDERED WHAT WAS MEAN'T BY BALANCING A CAR.

LAST WEEK WHILST DRIVING AROUND THE BAYS ON MY WAY HOME, I WAS PASSED BY A WELL KNOWN ANGLIA, STILL CARRYING COMPETITION NUMBERS, NOT COVERED UP. THIS DOES NOT DO CLUB PUBLIC RELATIONS ANY GOOD, AND WHILST THE PERSON IN QUESTION IS A DRIVER OF NO MEAN ABILITY, IT HAS THE MOST UNDESIRABLE AFFECT OF ENCOURAGING THE ROUND TOWN BOY RACERS.

IMMEDIATE PAST PUBLICITY MAN DEREK ETHERINGTON HAS PENNED A MOST SEARCHING EDITORIAL IN THE LATEST EDITION OF AUTONEWS NZ NOW AVAILABLE IN THE SHOPS. IT IS WELL WORTH GETTING A COPY, AND READING WHAT HE HAS SAID. COME TO THING OF IT WHY NOT GET AUTONEWS EVERY TIME IT COMES OUT.

PETER JACKSON, NOT TO BE OUT DONE BY RORY HOY HAS FITTED SOME GO O O O-FASTER BITS TO HIS HILLMAN IMP. MENTION WAS MADE OF WEBER TWIN-CHOKE CARB, MANIFOLD ETC, ALSO A SET OF AIR HORNS, LOUD AS HELL AND HOYS.

COLIN TAYLOR AND K FOULKES, DRIVING ONE OF THE "SABRE TEAM" CARS, ARE PLACED SECOND, ACCORDING TO THE PROVISIONAL RESULTS OF THE AIR N.Z. GOLD STAR TRIAL.

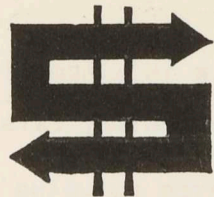
GOOD NEWS ABOUT THE SABRES TO, ACCORDING TO THE TEAM DRIVERS THE CARS WENT VERY WELL, AND WILL BE ENTERED IN MOST GOLD STAR EVENTS HIS SEASON. WE WISH THE CHAPS ALL THE BEST.

ANOTHER CLUB MEMBER IS GOING OVERSEAS, THIS TIME IT'S DAVE WEBER FROM MIRAMAR NORTH MOTORS. DAVE IS DUE TO LEAVE OUR SHORES IN AUGUST. WE ALSO SAY GOOD-BYE AND GOOD LUCK TO ALAN BROUGH, WHO IS GOING TO AUSTRALIA IN THE VERY NEAR FUTURE. WE CAN'T AFFORD TO LOSE ANY MEMBERS, LEAST OF ALL MEMBERS AS ACTIVE AS THESE TWO.

SAD TO SAY IT, BUT WE HEAR THAT "TEAM MIRAMAR NORTH MOTORS" HAS BEEN DISBANDED, IN ITS PRESENT FORM. I DO HOPE THAT WE SHALL SEE THE NAME AGAIN IN THE FUTURE, AND NOT TOO DISTANT AT THAT.

GUESS WHAT, JEFF AND JANE MORRIS HAVE THE JAG GOING AGAIN. THEY ENTERED THE A.N.Z. GOLD STAR, BUT DUE TO A FEW BOTHERS DID NOT COMPLETE THE COURSE.

BY THE WAY WE COULD HAVE HAD MORE PEOPLE AT THE A.G.M. LAST MONTH. OUR MEMBERSHIP IS WELL OVER 300, AND ONLY 50 ODD CAME. WE SHOULD DO BETTER THAN HIS. I WONDER IF THOSE WHO DID'NT COME WERE SCARED THEY MAY BE ASKED TO HELP, FOR A CHANGE. (THERE ARE EXCEPTIONS, THEY KNOW WHO THEY ARE.)



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OLD ADDRESS:

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.....

.....

OLD PHONE No;

NEW PHONE No;

THIS ADVISE SHOULD NOT BE USED FOR A TEMPORARY CHANGE OF ADDRESS.



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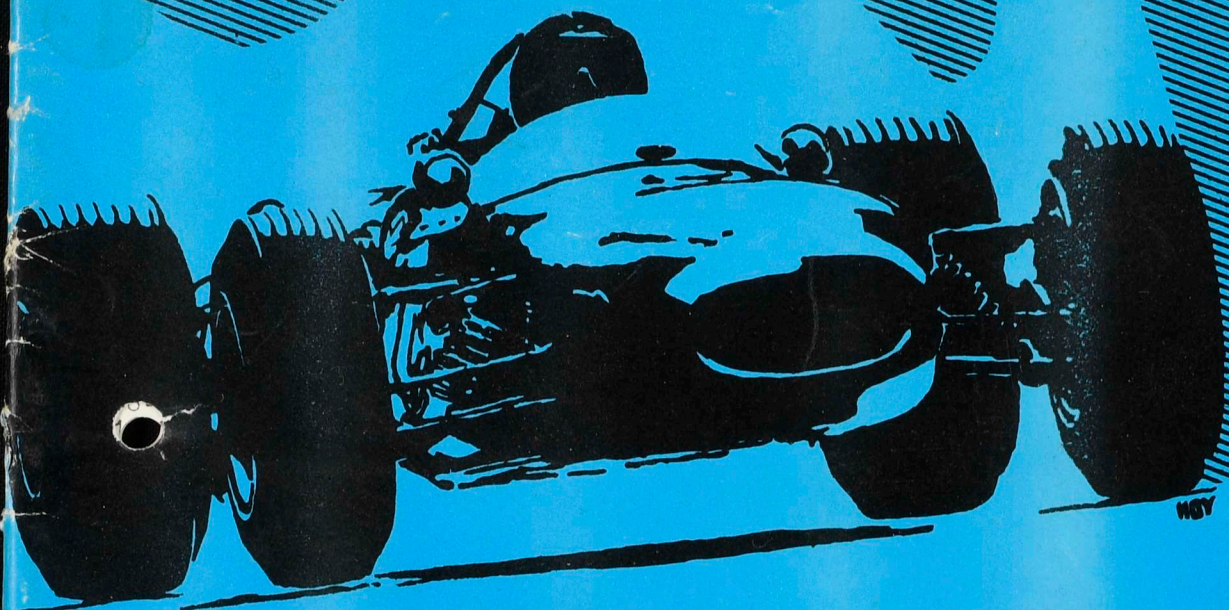
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BULLETIN

July 68



WELLINGTON CAR CLUB



JACK BRABHAM 1966 WORLD
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REPCO PRODUCTS?

BULLETIN

WELLINGTON CAR CLUB INC

BOX 5142 WELLINGTON

JULY 1968.

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EDITOR- NORM HARVEY.
CONTRIBUTORS.....
GARY LANG.
JOHN GLADHILL .
JOHN THOMPSON.

URGENT.

The Editor requires the services of one club member, to handle Advertising for this publication. Would the persons willing to undertake such a position please contact me as soon as possible. Norm Harvey.

+++++

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check

FORTHCOMING EVENTS.
WHAT'S ON.....

2nd July.

Monthly Night Trial.
Organiser, Ed Conroy.
Starts ClubRooms, 7:00pm.

6th July.

BARN DANCE.
Ohariu Valley Hall.
Starts 8:00p.m.
Music by the Southern Cross
Cheilli Band.
Flat Beer, will be free of charge,*
thereafter, \$0-20c per jug.
Please provide your own HIGH octane.
Punch will also be available.
* the first 9gals-free. Once this is
used, pay as you drink.
CHARGE \$1-00 single .
\$1-00 double.

13th July.

Levin Sprint,
Organiser; Mr Bob Silbrey.
NOTE. Scrutineering, at the south
gate, Hokio Beach Road, 8:30am.

16th July.

July Club Night.
Social Convenor, Graham East has
arranged for Major Stanley of the
Free Ambulance, to speak, on the
subject of "Extracting people from cars".
Starts sharp on 8:00pm.

20th July.

Winter 100 Trial.
Organised by Jeff Morris.
Starts;
To Be Advised.
Maps;

6th August.

August Monthly Night Trial.
Starts at the Club Rooms,
7:00pm.

8th-11th August.

Silver Fern Rally,
Starts at Taupo, see
Advertisement, page

17 August.

Palmer Head, Hillclimb,
Scrutineering, at top of
hill. Starts at 8:30 am.
(Restricted- all area clubs
are invited.)

17th August.

We propose to hold a Club
Dinner on this evening. It
is to be held, either at a
Hotel or a Restaurant.
START making up your party
NOW! NOW! NOW!.....
A deposit of \$1-00 can be
paid to any committee member
DON'T FORGET, ORGANISE
YOUR PARTY

=====

TAKE NOTE OF THESE DATES

6th of July, BARN DANCE.

17th of August Dinner Date!

=====

*See also page 8

Levin Speed Weekend.

+++++ SPECIAL ITEM+++++ SPECIAL ITEM+++++ !

ALL THOSE PEOPLE WHO ARE CONSIDERING ENTERING IN THE
SILVER FERN RALLY, TAKE NOTE- IT IS IMPERATIVE THAT
YOU HOLD A COMPETITION LICENCE, WITH SPEED EXTENSION,

In one of the first articles I wrote after becoming the Bulletin Editor, I indicated the healthy state of single seater racing in this country. Undoubtedly single seaters are the premier class of Motor-Racing, no matter what part of the world.

In New Zealand last year we had the prospect of the new McLaren-FVA of Jim Palmer, Peter Yocks Lotus-BRM, and the Rorstan Teams Brabhams.

Yet look what happened, Paul Bolton was fast in the Rorstan cars, but crashed with monotonous regularity. Peter Yocks Lotus went very well on the odd occasion, and as for Jim Palmer he swept all before him.

We now hear that Jim is giving up single seaters, and will be seen driving a Ford Escort next season, the McLaren having been sold to an Australian, Tony Osborne. Thus the top driver in the country is leaving the Premier class of motor racing and moving to saloons. Is it a case of having no opposition, and saloons can provide this.

There are few Tasman formula cars in this land of ours, we have a few Brabham-Climaxs! and a Cooper-Climax, and we had a McLaren FVA—which has now gone.

In the single seater class, people are more prepared to put money into a less expensive 1.5 litre car than go spending it on a Tasman Formula car. The fact that the National Formula, for 1.5 litre cars has been both an asset, and a greater liability cannot be over-looked. The Tasman Formula was established, in an attempt to place the local drivers on a more competitive footing with the over-seas drivers, when in this part of the world. And to foster competition between the Australians and the New Zealanders.

We have not seen much in the way of trans Tasman competition, not in single seaters though other classes are getting into the act. Nor has the formula made the local drivers more competitive, any initial advantage has been lost, with the use of the FVA and now modified Formula 1 engines.

It is now rumoured that the maximum capacity of the National Formula may be increased from 1500cc to 1600cc—though FVA engines would not be eligible. The reason for the possible increase, is to reduce the large speed differential between the majority of NZers' and the drivers from overseas. If this is so then the FVA motor is the only way in which it can be done, as the power increase in a Lotus Twin-Cam, to be gained from an extra 100cc, is precious little. Thus increasing the capacity will have achieved nothing.

If MANZ don't see reason the health of Tasman Formula racing in this country will decline so quickly that it will become the sick man of motor racing in this country. With the final blow being struck when Australia adopts a national formula of 3 litres.

"For there is none so blind as he who will not see." is an oft quoted phrase, but none the less applicable on this occasion.

Norm Harvey

In the last Bulletin, an article appeared in "The Track" inferring that B.P. were sponsoring a team of Formula 2 McLarens. This is not correct as B.P. have withdrawn from International Motor Racing. We take this opportunity to apologise to B.P. for the error.—Editor.

Jim Clark dies after car leaves track



We have recently seen the end of a great era in Motor Racing. The end of the Jim Clark era.

The shock of being bolted from half sleep to full awakesness, by the first item on the 7:00am news on Monday the 18th of April is indescribable.

Jim Clark who for the last 8 years has raced solely for Team Lotus seemed indestructable, and if one were to mention that Jim Clark may get killed, the normal reaction was; "don't talk rot", or "you must be mad". However this is the case, Jim Clark is now a name of the past, in Motor Racing.

We in New Zealand were lucky, for we had the chance of seeing Jim race during his 5 visits to this country. His outstanding record, of 25 Grands-Prix victories, 2 World Championships, and victory at Indianapolis in 1965, is indeed formidable. Interesting to note, is the fact that prior to his first single seater drive, in December 1960 Jim Clark already had an impressive record of 37 outright and class wins to his credit. Achieved in a number of cars, though mostly in his Porsche or the Border Reivers D type Jaguars.

Shortly after his first drive in a single seater, he was approached by Mr David Brown of Aston Martin, and Colin Chapman of Lotus Cars. After testing the new F1 Aston, he signed with this team, but shortly afterwards, the team retired from racing and was again offered a position with Team Lotus.

1962 saw the combination of Chapman, Clark, the new 1½ litre Coventry Climax engine and the all new Lotus 25 of monocoque construction, all but take the world championship, for both drivers and constructors, of that year. The following year, 1963, it was though, which saw the

Lotus driven by Jim Clark win 7 championship Grands-Prix, and the Championship titles so narrowly missed the year before. 1965 saw Jim Clark again take the world title and crown, the last year of the 1½ litre formula 1.

After the rough season of 1966, when he managed only one victory, that of the Grand Prix of the United States. 1967 with the prospect of the new 3litre Ford V8 engine and the new Type 49 chassis looked much brighter. And so it was to prove, with Jim Clark taking the new car to victory on it's first race, the Dutch Grand Prix. And in all winning 4 championship Grands Prix, Dutch, British, United States and Mexican.

This year 1968, had started off, with Jim winning the South African G.P. and following this up he won the Tasman Championship for the third time, indeed the year looked as if it would be another good year for Jim Clark and the new "Gold Leaf Team Lotus", until that fatal day at Hockenheim.

It seems somewhat unbelievable that no more will Jim Clark appear on the winners dais, no more will we have the thrill of watching this great driver, exhibiting his skill. Lost to the world forever, one of the greatest men in Motor Sport.

For Jim Clark, the chequered flag will be received no more.

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NEW YORK TO PARIS 1908..... Part Two
the greatest race or the greatest farce ?

The De Dion's crew was breaking up under the strain. Hansen resented St. Chaffrey's reluctance to assist in digging out their frequently stuck vehicle. St. Chaffrey certainly appeared to be of doubtful character for at one point he forced local residents to dig his car out at gunpoint. This was too much for Hansen who promptly resigned. The Motobloc had all its equipment and its crew's luggage stolen while crossing Indiana whereupon its driver promptly retired from the race and sold the car to a nearby farmer. The crew of the Protos had split up in Chicago because they considered that their helmsman, while of little ability, was stealing altogether too much of the limelight. Without further ado the Protos' driver hired himself a new crew. Several spare crew members followed the Thomas by train in the hope that any of the current crew might desert - this happened with monotonous regularity.

The sea trip to Alaska raised the spirits of the remaining contestants but all were in for a shock upon the vessel's arrival in Valdez, Alaska. Fred de Windt's feasible route across Alaska was a product of his vivid fancy and it was obvious that the only way the cars would cross Alaska was in pieces. Worst of all there was no ice pack across the Bering sea - only a 50 mile stretch of icy water. After considerable argument it was decided to return the cars to Seattle and thence on to a steamer to Vladivostok via Japan. It now came to light that the Protos had travelled part of the journey on a railroad flatcar but in view of the small number of competitors left in the event it was decided to overlook this fact in the interest of the sport.

The cars were received with great enthusiasm in Japan as they were among the first automobiles to set tyre upon Japanese soil. A cable awaited St. Chaffrey in Vladivostok instructing him to withdraw the De Dion. The annoyed Count thereupon bought up all supplies of petrol in the district and refused to supply the other competitors unless one of them agreed to add him to their crew. The crew of the Zusta agreed and petrol flowed freely to everybody but when the Count presented himself at the point of departure the following morning it appeared that all cars, including the Zusta had already departed.

From Vladivostok the road deteriorated and the Protos and the Thomas took to the Trans-Siberian Railway track which, if a little hard on tyres, was at least solid. The Zusta suffered a major gearbox catastrophe in the Manchurian wastes and Scafoglio trudged miles on foot to the nearest telegraph station. The telegraph operator only spoke Russian and refused to transmit Scafoglio's cable for spare parts. Fearing Scafoglio

to be a spy sending a secret message, the operator summoned the authorities and only after considerable explanation was Scarfoglio allowed to send his message.

By the time the Zust reached Ormsk it was in poor shape, having been completely rebuilt countless times en-route, and was in no position to catch the Thomas or the Protos. Petrol supplies being rather sporadic in Siberia the cars were forced to fill every spare inch with bottles of fuel and even carried drums on their laps.

With Paris growing increasingly suspicious of the Kaiser's rapidly expanding armed forces, the French organising committee decided that the German Protos must be prevented from winning the event at any cost. A complete blackout on news of the progress of the race was imposed, the competing cars arriving in a completely dis-interested France. French border Customs managed to hold the German Protos long enough for the Thomas to reach Paris first.

Meanwhile the Zust lurched its way through the Soviet countryside at full speed reportedly 'spreading fear far and near'. Unfortunately a horse bolted as the Italians hurtled by and in the resulting melee a small boy was killed by the fleeing animal whereupon the unfortunate Scarfoglio was seized and hurled into prison. The Italian's co-driver continued on but fell asleep and the car struck a tree and was wrecked. The remains were loaded on to a cart and returned to the Zust factory where the car was painstakingly rebuilt and placed on display in the company's London showrooms but whilst on a demonstration tour ~~xxxx~~ a careless garage attendant set the much-travelled car ablaze causing much damage.

After weeks of heated argument the Thomas was declared the winner but no one was really interested any more.

G. J. L.

Levin Motor Racing Club.

Speed Weekend.

27th July.

- * Bent Sprint; scrutineering,
9a.m. Beach Rd. Runs 10:00am.

8:00pm, Annual Social,
Durham St Hall, bring own
refreshments. \$1-00.

28th July.

Hillclimb, Kahinaw Rd Shannon.
sealed 1/2 mile hill.
Scrutineering 9:00am
Entry Fee \$2-00.

- * Entry for sprint, \$2-00.
ALL Entries close 20/7/68.

BARN DANCE OHARIU-VALLEY HALL

6TH JULY.

\$1-00
DOUBLE &
SINGLE.

NOVELTY NIGHT TRIAL 25th MAY. BY- John Thomson.

How many little red boxes (with windows even!) do you know of around the southern half of Wellington?

Rory Hoy and Bruce McLean as organisers of the novelty trial, found a good supply of them and set those club members participating to see if they could come up with the same 'number' in the "Tour de Telephone" section of the trial.

The trial was for two car teams so another section, with 'way-out' multiple-choice answers to the questions supplying the running instructions, kept team car out of reach on a second course around the southern half of town. This could be termed a "find the right way if you find the right answer" section of the trial.

Both sections started and finished at the clubrooms, I sometimes wonder where we got to in between, with plenty of time to complete the course. There was even enough time to pass a microwave speed detector and go see how John Reid was making out with his lonely vigil at the Byrd Memorial.

Results over page.

RESULTS- Novelty Night Trial, 25th May 1968.

Competitors	Team name	Section Alpha	Section Omega	PLACINGS Teams	TOTAL POINTS	
					Individual	
Alan Cole	Antony	160	150	-	310	5th
Ian Foster	Cleopatra	-	-	-	retired	
Alan Brough	Napoleon	265	10	1st	275	4th
R. Thomson	Josephine	95	65	1st	160	2nd
R. Cannons	Laurel	414	85	4th	499	8th
Terry Hvid	Hardy	440	70	4th	510	9th
Noel Kelly	Abbott	450	150	3rd	600	10th
D. Wilson	Costello	50	135	3rd	185	3rd
Colin Taylor	Gilbert	325	0	2nd	325	6th
K. Foulkes	Sullivan	295	50	2nd	345	7th
J. Morris	Rodgers	105	0	-	105	1st
B. Worthington	Hammerstein	retired	250	-	250	retired

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ALEXANDER ROAD HILLCLIMB 15/6/68

McRae sets new Record.

Driving his 1.5 litre Brabham-Ford for probably the last time, Graham McRae of Wellington set a new record time of 59:36sec at the Wellington Car Clubs Alexander Road Hillclimb on June 15th. Breaking the previous record of 63:69sec set last year by John Nicholson in the Lotus 27.

An entry of 43 competitors and fine though at times cool conditions, made for an interesting day's motor sport. The quickest car entered was with-out any doubt, the McRae Brabham, the only other single seater entered was that of Peter Ransom, a Lotus 22.

Among the sports cars were Lester Reader in the LJR-Ford, John Miles in his JRM-Ford, who had a head gasket blow, and had to replace it, and in so doing lost 2 runs. Only 3 production sports-cars were entered, the two Spitfires of Richard O'Neill, Ian Renfrew and the Left Hand Drive MGA of Dave Young. The latter looking very like Jo Bonnier in his early hillclimb days.

Saloons as is usual made up the bulk of the field, among them were Trevor Eve in a "fast back Anglia"- one has almost forgotten what these look like. Peter Bennett had his very quick Lotus-Cortina and his performance earned him 2nd fastest time of the day. Terry Huxford drove 1260cc Anglia, but his time of 1-24:26 was 13:51sec slower than his best time in July 1967. Four A40 Farina's were present, the fastest being the Dark Blue car of Murray Ravenscroft who put up the best time in the 1001-1300cc class; with a time of 68:05sec. It is interesting to note that Peter Bennetts fastest time last year was 67:93, his best this year was 67:51sec an improvement of 00:42sec. Robin Smith, this year driving his Cortina set a time of 75:18sec. Improving his time of 75:32sec set last year in an Corsair GT by 00:14sec.

Unfortunately during the third run of the day one of the competing cars left some oil on the rather tricky "dipper", and at the completion of the run, The MANZ steward and a number of the officials made an inspection along with some of the quicker drivers, the verdict being to abandon the meeting due to the danger involved.

The day was not without it's mishaps, Mr Oakley from Lower-Hutt driving his U2 took leave of the roadway on his first run at the aforementioned "dipper", with more damage done to the car than Jack. Graham McRae had a universal break after his first run, and went home to replace it, and was able to return and so set FTD. Lester Reader spun his rapid LJR Ford on a rather slippery corner, forcing the marsh-hall to leap into the air in an attempt to avoid being Hit. Unfortunately the airborne marshall was tripped up by the underpassing car, though without being seriously injured.

A regrettable situation arose over the interpretation of "restricted permit". The result being that members from uninvited clubs arrived and were most annoyed when told that they could not enter unless they were prepared to join one of the invited clubs. This resulted in a most unhealthy atmosphere hanging over the event. It is to be hoped that similar situations don't arise again.

(results over page)

ALEXANDER ROAD HILLCLIMB 15/6/68.

CAR	Run.	.1st.	.2nd.	.3rd.
1-Kinsella, Cooper S.	X	X	<u>1-14:23.</u>	1-16:72.
3-Kerr, Anglia Van.		1-41:49.	1-17:56.	<u>1-17:54.</u>
4-Morrell, H; Imp.		1-29:84.	1-27:62.	<u>1-27:31.</u>
5-McEwen, A40.		1-26:97.	1-24:30.	<u>1-16:85.</u>
6-Hood, A. Mini.		1-56:78.	<u>1-41:05.</u>	1-42:99.
7-Donohue, Anglia.		1-33:01.	<u>1-29:50.</u>	1-31:27.
8-Renfrew, Spitfire.		1-23:50.	<u>1-20:68.</u>	1-21:10.
9-Christian, Fiat 1500.		1-25:32.	<u>1-22:14.</u>	1-22:34.
10-Jamieson, Anglia.		1-33:50.	<u>1-32:12.</u>	1-32:76.
11-Smith, Cortina.		1-19:52.	<u>1-15:18.</u>	1-15:61.
12-Mines, JRM Ford.	X	X	X	<u>1-09:02.</u>
13-Lang, A40.	M.T.	1-16:72.	<u>1-16:03.</u>	
14-Huxford, Anglia.	<u>1-24:26.</u>	1-26:28.	X	
15-Bennett, Lotus Cortina.	1-11:90.	1-07:57.	<u>1-07:51.</u>	
16-Boyle, Vauxhall.	1-18:70.	X	X	<u>1-12:45.</u>
17-Hayman, Prefect.	X	X	X	<u>1-28:76.</u>
18-Perkins, H; Imp.	X	X	X	<u>1-31:80.</u>
19-Mune, H; Imp.	X	X	X	<u>1-18:14.</u>
20-Howe, Lotus 6.	1-26:31.	1-20:38.	<u>1-16:26.</u>	
21-Camm, M; Minor.	1-19:37.	<u>1-15:86.</u>	1-16:65.	
22-Corrick, A50.	1-20:86.	1-17:82.	<u>1-17:17.</u>	
23-Hare, Imperell.	X	X	X	<u>1-14:34.</u>
26-Robinson, V.W.	1-24:52.	<u>1-20:79.</u>	X	
27-Young, M.G.A.	1-21:99.	1-20:78.	<u>1-19:84.</u>	
28-Robson, Vogue.	1-21:07.	1-18:68.	<u>1-17:90.</u>	
29-O'Neill, Spitfire.	1-22:69.	<u>1-18:22.</u>	1-28:76.	
30-Reader, LJR Ford.	X	X	X	<u>1-07:67.</u>
31-Tonks, Zephyr.	<u>1-21:17.</u>	1-19:61.	<u>1-19:46.</u>	
32-Eve, Anglia.	M.T.	1-12:43.	<u>1-08:41.</u>	
33-Taylor, Herald.	1-18:98.	<u>1-15:19.</u>	1-15:21.	
34-Fletcher, A40.	1-21:86.	<u>1-17:83.</u>	1-18:64.	
35-Harvie, M.G. 1100.	1-19:98.	2-29:02.	<u>1-18:77.</u>	
36-McRae, Brabham 1.5.	1-07:39.	X	X	<u>0-59:36.</u> F.T.D.
37-Gwynne, Anglia.	1-26:28.	1-22:75.	<u>1-21:38.</u>	
39-Ransom, P, Zephyr.	X	X	X	<u>1-18:44.</u>
40-Barnard, Anglia.	X	1-09:21.	<u>1-07:88.</u>	

ALEXANDER ROAD HILLCLIMB 15/6/68

SALOONS	CLASS RESULTS	TIME
0-1000	1. G. LANG A40	1-16-03
	2. B. MCEWAN A40	1-16-85
	3. G. GWYNNE ANGLIA	1-21-83
1001-1300	1. M. RAVENSCROFT	1-08-05
	2. G. KINSELLA A.CPRS	1-14-23
	3. A. TAYLOR T. HERALD	1-15-19
OVER 1300	1. P. BENNETT LOTUS/C	1-07-51
	2. P. BARNARD ANGLIA	1-07-88
	3. T. EVE ANGLIA	1-08-41
SPORTS CARS	1. L. READER L.J.R-FORD	1-07-67
	2. J. MINES J.RM-FORD	1-09-02
	3. HARE IMPEREL	1-14-34
RACING CARS	1. G. MCRAE BRABHAM 1.5.	59-36
	2. P. RANSOM LOTUS 1.5.	1-08-02

OVERALL RESULTS

1. G. MCRAE BRABHAM	59-36
2. P. BENNETT LOTUS/C	1-07-51
3. L. READER .J.R-FORD	1-07-67
4. P. BARNARD ANGLIA	1-07-88

(Continued from preceeding page)

	.1st.	.2nd.	.3rd.
41- , Hillman.	X	X	<u>1-26:10.</u>
42-McPherson, Holden.	X	X	<u>1-13:28.</u>
150- , Anglia.	X	X	<u>1-23:82.</u>
122-Ransom, Lotus.	X	X	<u>1-08:02.</u>
38-Ravenscroft, A40.	1-12:96	1-14:06	<u>1-08:05.</u>
106-Robinson, Heron.	X	X	<u>1-39:62.</u>

*Times underlined, indicate the individual f.t.d.

MAY NIGHT TRIAL.

Thanks to Jeff and Janie for organising the monthly night trial at such short notice. Apart from a little boob the instructions were very good. From the club rooms we were allowed 15mins to get to the Ngauranga Gorge, where the mileage started from.

Down the motorway and left to visit the Brough's who were the control at Porirua, the end of the first section. The next section took us to Porirua East, where we circumnavigated the "Driver Cres" loops twice. After visiting the Brough's again, this time as a check we motored off down the old road into Tawa. Along the now familiar 7'-0" wide "road" between the houses and then up Lincoln Ave and most of the western side of Tawa. Next through the Glenside loop to an unmanned check and on to Johnsonville. Another loop and a time check then over Makara to visit "Pinkie" at the top of the hill.

Around Karori and another unmanned check, and on to the loop off Willis St, with a tonsils check, and so on to the final control in Willeston St, followed by the usual coffee and post mortem at the Casa Fontana.

All the time we could'nt help thinking "we have done this before" after a little research, we dug up the night trial for 7th of March 1967. Would you believe that even the speedo correction was the same. Only a few subtle changes to catch out anyone who remembered last years trial; like the loops taken backwards.

I'm afraid I cannot raise much enthusiasm for the new system of timing. Whilst it undoubtedly simplifies calculations for the organisers it does have a few major disadvantages; for the competitor.

The new system being that the marshalls clocks are preset, by the organiser so that the competitor gets the same time at every check. Theoretically that is. The competitor on the other hand has check on the accuracy of the marshalls clocks, or as to how accurately they have been preset, or wether or not the second hand has been synchronised.

Often it is difficult for the competitors to see the marshalls clock and so verify that the time written down is in fact correct. Another point is, that this system is used by no other major trialling club for serious competition. For our 2hr events it may be a good thing but please do not use it for any of our larger trials or the Wall-Cup trial. Unless we have some method of checking each marshalls clock for accuracy.

Anyway not to worry, we still had a good time, and enjoyed ourselves and I'm sure nearly everyone else did. SEE YOU ON TUESDAY 4TH OF JUNE FOR ANOTHER EVENINGS FUN.....

J.A.G.

Note the "Targa" system of timing is intended for our monthly club trials only, and not for such events as the Wall Cup series.

-ED.

The person who has
Dave Mowatts Supercharger
is asked to contact Dave or
Hilary Mowatt at;
Tel Ph 35-108.

14

PROGRAMME

WEDNESDAY 7 AUGUST

1800 hours Rally Headquarters will open at the Lake Hotel, Taupo, for documentation and issue of road books, vehicle service plates etc.

1800 hours Merideth Hollis Motors will open for scrutineering of cars.

THURSDAY 8 AUGUST

0600 hours Rally Headquarters and Merideth Hollis Motors re-open for the continuance of documentation and scrutineering.

0900 hours First car will leave the start in Taupo.

FRIDAY 9 AUGUST

1600 hours First car will arrive in Auckland city to compete in speed tests. Driving time approximately 28 hours including meal breaks. Rally headquarters, Auckland, at South Pacific Hotel.

SATURDAY 10 AUGUST

1100 hours First car leaves Auckland for N.Z.I.G.P. Association circuit at Pukekohe to compete in speed tests.

SUNDAY 11 AUGUST

1500 hours First car arrives at finish in Wellington.

1600 hours Provisional results.

THE SECRETARY,
SHELL SILVER FERN RALLY,
WELLINGTON CAR CLUB INC.
P.O. BOX 5142
WELLINGTON.

Dear Sir,

Please send me the Supplementary Regulations for the Silver Fern Motor Rally.

Please Print

Name

Address

1968



15.

MARCH CLUBNIGHT.....19-3-68

The programme for the March clubnight opened with a new Firestone colour film - 'Showdown in 67' - a report on the first five major racing events in the United States for 1967. Three Nascar and two sports car events were covered.

The 'Motor Trend 500' is one of the few events that take late-models onto a true road course. Thought by many Europeans to be incapable of mastering anything other than banked left-handers, the round and round pilots have proved otherwise by putting their heavy iron around the Riverside sports car course at speeds that put some of the sports car hotshots to shame. The 1967 event featured in this film was won by Parnelli Jones in a Mercury.

The Daytona 24 Hour Sports Car Race saw a 1-2-3 Ferrari sweep with Chris Amon sharing the Winning machine with the late Lorenzo Bandini. Unfortunately this event has never really 'caught on' and consequently suffers from a world-wide lack of interest with an entry list very poor for a major FIA fixture. Magazine reports frequently mention the poor spectator attendance and this was borne out by the film with just a few scattered bunches of people to be seen around the circuit.

When the stockers arrive at Daytona the position is completely reversed with hardly a square inch of viewing space left. Lapping the triangular Daytona track at over 180mph the NASCAR machines leave little doubt that late model stock car racing is the most exciting form of motor sport in the world.

Mario Andretti's Ford crossed the line first in the 1967 event.

On to Sebring and the 12 hour race for FIA sports cars and prototypes. Here the Ford money machine and computers show themselves superior to good old fashioned 'know how' with a full 1-2-3 sweep at this wasteland airfield in the Florida backwoods. The scene of an annual pilgrimage from all over the United States this event receives considerable attention from manufacturers and is usually a good test-run for Le Mans. Regretably the enchantment of the Ferrari-Maserati-Jaguar duels of a decade ago is long gone.

The Atlanta 400 Stock Car Race brought this excellent film to a close. Won by Lee Roy Yarborough's Mercury this race featured some spectacular 'dings' amongst the tightly packed field on this relatively short track.

(cont over page)

One never tires of seeing the excellent Shell 'History of Motor Racing' films. Part 6me - 'The Heroic Days' - could not have been better titled. To drive those early monsters at all required courage but to handle them at racing speeds required a certain amount of madness as well as courage. The news that the rest of the series is to be screened again at subsequent clubnights was received with considerable enthusiasm.

Dominion Motors once again made their projector available for the evening.

G.J.L.

1968 AUCKLAND GOLD-STAR TRIAL.

This year the Auckland Car Clubs top event started from the Sulfa City, and motored straight into the forests. No mucking about. Around the block to get rid of the speedo check and then into it man.

Average speeds way up on the private roads. Skodas flat slats, and doing about 5 million revs for about 2hrs it seemed. The slowest average in the forests was (from memory) 38mph. the highest 59.6mph, mighty fun. The instructions were easy to follow and we just went flat out, and only lost time going up steep hills with a 54mph average, but with only 25mph on the speedo! but down the other side you couldnt see us for dust man.

I wish I wasn't leaving for England until after the "Silver Fern" Rally, as this type of motoring is very enjoyable.

There were two major forest sections and the usual map reading, which was very easy for a change. Another good thing was that the trial was only 11hrs long, including the meal break. This makes a change from the longer trials which tend to drag on a bit, into the early hours of the morning.

We were very naughty and were dinged 50pts for having an inaccurate time-piece. It was set to within the old 5% tolerance regulations, which have been changed with the new "Green Book". This proved a very expensive lesson as we only lost 101pts on time.

Provisionally we came in 6th, so if....., Still thats half the fun of trialing, the if's. We weren't the only ones though, four cars were outside the tolerance (2½mins + or - in 12hrs). Apart from the nasty shock at the end of the event, we thought that this years trial was one of the best ever.

J.A.G.

1968 SPANISH GRAND-PRIX.

The misfortunes of G.L. Team Lotus over the past 6 weeks, were halted with Graham Hills victory in the Spanish G.P. at the Jarama circuit.

The race was threatened with losing championship status, if certain safety measures were not taken before the race.

Chris Amon in a Ferrari set fastest lap in practice, with a time of 1:27:9sec, and sharing the front row of the grid with him were Pedro

Rodriguez in the BRM and Denny Hulme in the No 1 works McLaren. Bruce McLaren was on the second row, with Jean-Pierre Beltoise, who was driving the Matra International Ford V8 powered car, as Jackis Stewart was still out of racing following an accident during a F2 race on the same circuit last month.

Unfortunately BRM like Lotus were running only one car teams, BRM number 1 driver Mike Spence, having been killed during practice for the Indy 500. Though Piers Courage was driving the Parnell entered V12 BRM.

Jack Brabham had his new 68 car along, a BT26, whilst Jochen Rindt had a BT24. Neither car going as one is used to seeing a Brabham go, the new car non starting and Rindt's car completing only 12 laps of the race.

At the fall of the flag it was Rodriguez in the BRM who hit the front with J-P Beltoise very close behind, these 2 pulling out a small lead, the Frenchman having his first race in a 3litre GP car. The Matra started blowing out blue smoke, so Rodriguez dropped a little behind, not wishing to have the blue Matra seize in his tracks. Amon then took up where

the Mexican left off, and took over the lead when the Matra pitted for the first time on lap 16. At this stage the order was Amon, Rodriguez, Hill Hulme, Surtees in the latest Honda, McLaren and the scrapping pair of Redman and Scarfiotti, both driving Cooper BRMs'

On lap 52 Amon suddenly pulled off, the problem being fuel pump failure, so passing the lead onto Graham Hill in the Lotus. Denny Hulme was a very close second in the McLaren with John Surtees in the new Honda a very good third, until gear troubles put him out on lap 74.

Denny Hulme was pushing Hill very hard, and did in fact get within 1/2sec of the Lotus, only to be forced to drop back, after being affected by fumes from the Lotus. On lap 77, Bruce McLaren retired with failing oil pressure, and at about the same time Denny Hulme lost the use of 2nd gear in his car, and he concentrated more on finishing than taking the lead off Graham Hill.

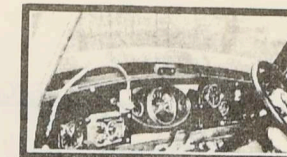
With Hulme no longer a threat, Graham Hill went on to record his first Grand Prix win for Gold Leaf Team Lotus, with Denny Hulme second and the Cooper BRMs' of Brian Redman and "Lulu" Scarfiotti third and fourth.

RESULTS.

1. G.Hill Lotus Ford.
2. D.Hulme McLaren Ford.
3. B.Redman Cooper BRM.
4. L. Scarfiotti Cooper BRM.

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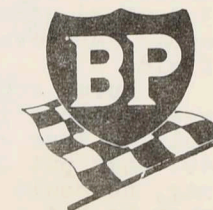
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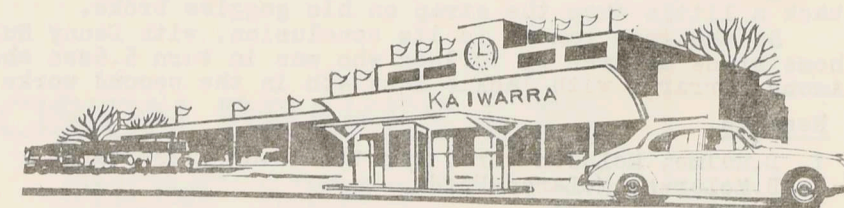
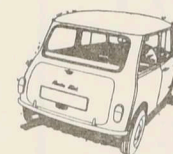
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TARGA* TO VIC ELFORD.

After losing 16 mins on the first lap, the Porsche 907 of Vic Elford and Umberto Maglioli went on to win this years Targa Florio by 3mins from the Alfa -Romeos' of Galli/Giunti and Lucien Bianchi/Casoni.

Elford who drove 7 of the 10 laps, made fastest practice time, and set a new race and lap record. The race time being 6hrs 47.9 mins', an average speed of 69.04 mph.

Results.

1. Elford/Maglioli- Porsche 907.
2. Galli/Giunti- Alfa Romeo T33.
3. Bianchi/Casoni- Alfa Romeo T33.

INTERNATIONAL TROPHY RACE -SILVERSTONE

27/4/68.

The International Trophy Race, run on the Silverstone circuit, is the second F1; race run in Britain this season . The race run over 52 laps of the circuit, a total of 152 miles, was in every sence of the word a McLaren benefit, with Denny Hulme winning by 10.9sec from B.McL in the second works car. Bruce it was who led initially from Mike Spence in the BRM justholding off Denny Hulme. On lap 3 Hulme passed the BRM, Spence however was having none of this and on the 4th lap Spence in the BRM took not only Denny but Bruce as well. Hulme countered by moving passed his boss, and clung to the tail of the BRM. On lap 6, a stone thrown up by Spences car, smashed Denny's goggles. Hulme dropped back to seventh place, and by lap 7 he was begining to recover from the shock. On lap 8 Hulme moved up to fifth, and by lap 13 he had taken 3rd place. Mike Spence, held McLaren at bay until lap 10, when the amber car moved into the lead and proceeded to open up a gap on the field.

Hulme soon caught his team mate, and took the lead, then once again Spence in the BRM had a go, and took McLaren for second place, only to lose a certain second place when the timing chain broke on lap 40. This put Chris Amon in the Ferrari in third place and try as he may, he could not catch McLaren. His efforts were rewarded on lap 44 when he set a new lap record of 1:25:1- 123.83mph, and though this brought him closer to the leading McLarens, the next lap saw Chris drop back a little when the strap on his goggles broke.

So the race ran on to its conclusion, with Denny Hulme leading home Bruce McLaren by 10.9sec who was in turn 5.6sec ahead of Chris Amons Ferrari, with Jackie Ickx 4th in the second works Ferrari.

Results.

1. D.Hulme, McLaren-Ford. 1hr 14m 44.8s (122.17mph).
2. B.McLaren, McLaren-Ford.
3. C.Amon, Ferrari.
4. J.Ickx, Ferrari.

CLUBNIGHT.....TUESDAY 21 MAY

Those who neglected the May clubnight certainly missed a treat, the evening's programme of Monte Carlo Rally films making exciting entertainment.

'Special Section' - a Rootes Group film dealing with the 1965 Monte Carlo Rally - was screened first and featured some exciting photography taken from Peter Harper's Sunbeam Tiger during one of the events closed stages. Harper's lightning quick reflexes and gearchanges were shown to advantage on the narrow and winding mountain passes.

A brief film in the British series 'Calendar' gave a layman's view of the European Winter Classic and provided interesting viewing.

The speed tests on the Monaco Grand Prix circuit following the Monte Carlo Rally are seldom seen in detail on film so Rootes' film on this subject was particularly interesting. A driver's eye view of a full high speed lap of this famous round-the-houses circuit was the highlight of this film. Starting at five second intervals all cars remaining in the event after the road sections are set off on a three lap timed dice of the circuit.

The evening concluded with Part Three in the Shell 'History of Motor Racing' series - 1929 to 1935. - The difference between the sport in Europe and that in America was very noticeable, the Indianapolis 500 surely requiring one to be in an advanced state of lunacy to participate in those days.

Films were generously supplied by the Shell Company, Wakefield Motors and the National Film Library. Dominion Motor's projector was once again made available for the evening.

G. J. L.

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the track

* Whilst the works F1 cars are going so well in Europe, the McLaren Gp7 sports cars are going very well in the USA. In the USRRC championship events, the McLaren of Moises Solana won the first race in Mexico, Mark Donohue and Lothar Motschenbacher took first and second places in the champ race at Riverside., driving McLarens. And the third race of the series resulted in another McLaren benefit, with Donohue and Motschenbacher 1st and 2nd again. Donohue setting a new lap record of 108.53mph, faster than the record set by B.McL during the 67 CanAm series.

* Lotus have a new F1 car, which reportedly looks similar to the new F3 car. Though taken to Jarama for the Spanish G.P the cover was not lifted. Ferrari had a new car at the Spanish; but did a Lotus and kept it under a blanket. (The new Lotus has since won the Monaco G.P.- driven by Graham Hill).

* Many plans were under way, for the installation of FVA motors into such things as Ford Escorts. The FIA have just announced that Four valve units are out O.U.T. for Group 5. Now that is going to upset more than one person in this country. (if we follow suit.)

* As you may remember, in last months Bulletin we reported that Rob Walkers racing premises had been burn't out. Well Rob and his Swiss co-entrant Jack Durlacher, have purchased one of the Tasman Lotus'49T!s for their driver Jo Siffert.

* The last report we have on Chris Urwin, who crashed his Ford prototype during the practice session for the Nurburgring 1000kms, says, that he is due to fly back to Britain from Germany very soon.

* Rothmans have sold the Cooper-Climax, to Auckland Peter Moloney. Peter intends to enter in all major races during the coming season.

* Well we hear that Jim Palmer has sold his McLaren, and will be going the saloon car way. Jim is reported to have purchased a Ford Escort, powered by an FVA motor. (as yet the locals are not sure whether they will let FVAs! past or not)

* Following the deaths' of Jim Clark and Mike Spence, there have been a few team changes. Piers Courage will probably move from the Parnell BRM Team up to No2 in the Works BRM Team. And Jackie Oliver will be No2 to Graham Hill in the Lotus camp.

* local chaps are off over the water to the land of M.R the U.K. Bill Stone is off to try his hand at F3(a wise move we think). And that man from Hawkes-Bay Clive Bush is on his way also.

* Well big news is, Graeme Lawrence, has left the Chequered Flag-McLaren F2 team. Graeme we believe has bought the McLaren he has been driving for the team, and is coming back to New Zealand. His driving in Europe has been described as smooth and steady, rather than fast and hairy. Graemes place in the team will be taken by Frank Gardner & Roy Pike. These two drivers taking turns, or something like that.

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Results of Crossword I7

CROSSWORD NUMBER 18

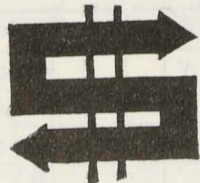
CLUES - ACROSS

1. Pre-war Hudson.
6. ----- Chalmers tractors.
7. 1967 World Champion.
8. The Ford 'Fiasco'
10. The Daimler SP250 and Dodge share this name.
12. Swedish racing driver.
14. ----- Fraschini.
15. Formula using Volkswagen motors.

CLUES - DOWN

1. Ford commercial vehicle.
2. Silver Cloud.
3. Italian company formed by ex-Ferrari staff.
4. French sports car of the thirties.
5. Designer and racer of Napier cars.
9. This Italian team handed over it's cabs to Ferrari for the 1956 season.
10. First Austin A40.
11. Leyland truck.
13. --- counter.

G.J.L.



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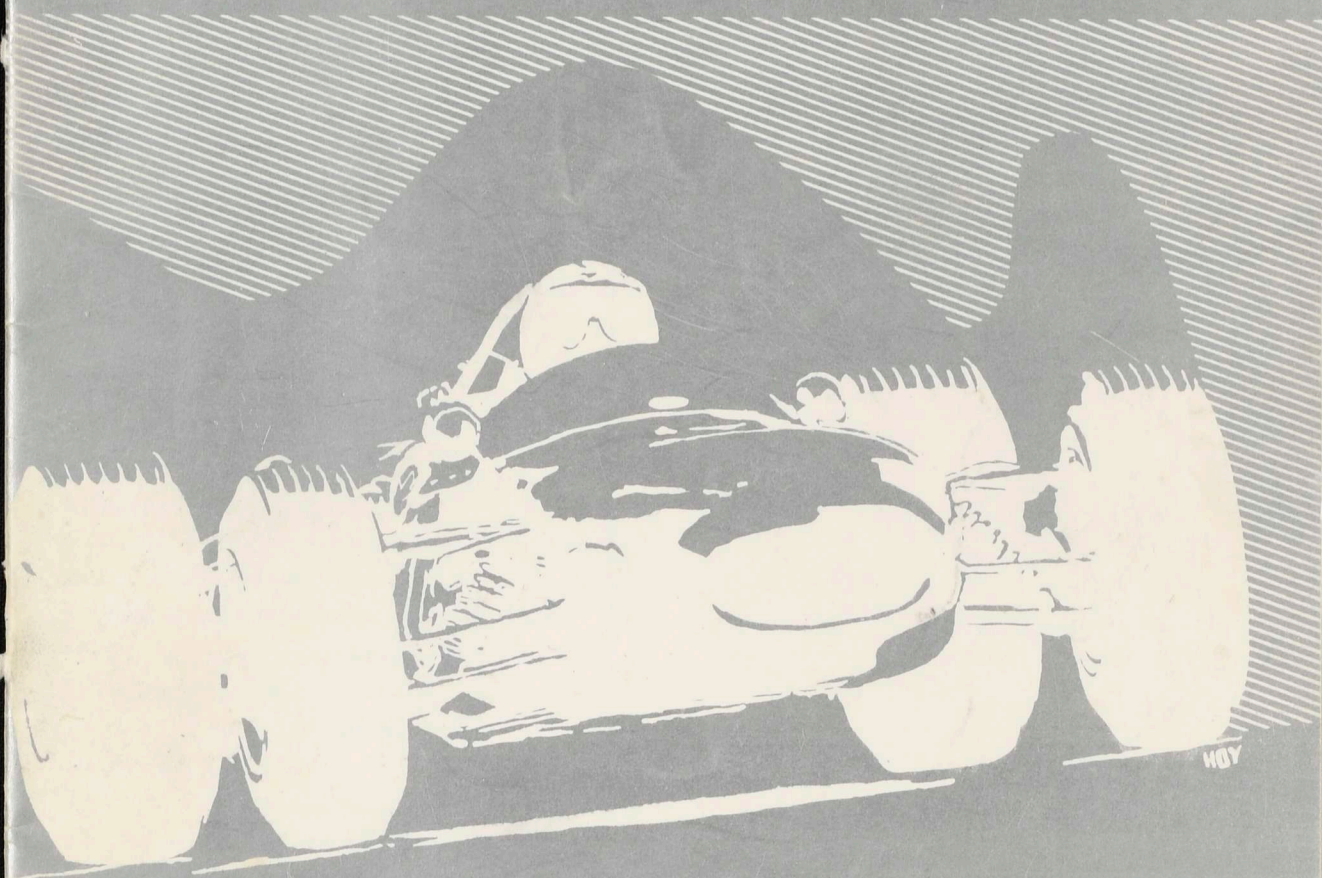
MOTORING NEWS

Aug 68



BULLETIN

WELLINGTON CAR CLUB



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MOTORING NEWS

BULLETIN OF THE ~WELLINGTON CAR CLUB~

AUGUST

EDITOR --NORMAN HARVEY.

CONTRIBUTORS--GARY LANG.

JOHN REID.

TED BROUGH.

BRUCE PAINE.

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B.68-507

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B.56-580

FORTHCOMING EVENTS

25th August.

Mudplug-Follow the arrows
on the Horokiwi Rd.(off Hutt Rd)
Starts at 1:30pm.
*Mudgrips or Chains not permitted.

3rd September.

Monthly Night Trial,
Organised by Brian Worthington.
Starts at Club Rooms 7:00pm.

14th September.

Club Racing.....
Organised by the Manawatu.C.C.
Races for Touring type sports cars,
Saloons and Formula V. It is intended
to give all competitors 2 races at
least.Entry forms available from,
Miss D Towers, P.O.Box 542,
Palmerston North.

17th September.

September Club Night.
Starts 8:00pm.

22nd September.

* Honey Pot Trial(Wall Cup)
Details to be advised.
Watch the Dominion.

1st October.

Monthly Night Trial,
Starts at the Club Rooms
at 7:00pm.
Usual maps required.

12th October.

Levin Sprint.
2 cars per run.
Scrutineering starts 8:30am at
the circuit.Hokio Rd Entrance.
Entry Fee \$1-00.
All area Clubs' invited.
MARSHALLS REQUIRED.

*See Page4.

20th October.

Gymkhana, venue to be advised
at later date.

22nd October.

Monthly Club Night,
Starts 8:00pm.

5th November.

Monthly Night Trial.
The Guy Fawkes Rally.
Details to be advised.

16th November.

ALEXANDER ROAD HILL CLIMB.
This event will start at
9:00am. Scrutineering; time
and place, will be advised,
or phone Colin Taylor, or
Colin Witterick B.49-585
Entry \$2-00. Ptve42-750.
All area clubs are invited.

19th November

Monthly Club Night,
Starts at 8:00pm.

24th November

Autocross- venue to be
advised.

3rd December.

Monthly Night Trial
Novelty Event.

7th December.

Sprint at Loop Line.

Would People willing to act
as MARSHALLS at Club Events,
PLEASE phone one of the
Committee members.

At our speed events it is
necessary for us to have a
vehicle which can be used as
an Ambulance. Would any Club
Member who has a suitable
vehicle, ie; Station Wagon,
and is prepared to assist in
this way please phone Colin
Taylor.

WELLINGTON CAR CLUB.
1968 "HONEY-POT" TRIAL.

Sunday 22nd September 1968.

Start, 10:00AM-Sharp.....S.H.1 Levin South 785007, N152.

Lunch, Approx-12:30PM.....Palmerston North.

Finish, Approx-4:00PM.....Palmerston North.

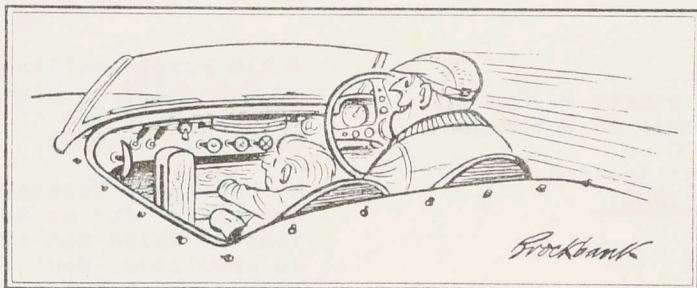
Total Mileage, Approx. 210 miles.

Essential Maps.....

- .N152 Levin, 3rd edition-Feb'59.
- .N148 Tangimoana, 2nd edition-Sept'53.
- .N149 Palmerston Nth, 3rd edition-Dec '65.

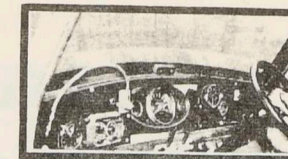
29th August 1968. Entries close with the New Zealand International Grand Prix, Box 17 037 Auckland 5, for the 1968 Benson & Hedges 500 race for N.Z. assembled saloon cars and Group 5 Championship races. Regulations now available from the above address.

19th October 1968. Benson & Hedges 500 mile race for N.Z. Assembled saloon cars, with 2 group 5 championship races in the morning. At Pukekohe circuit, commencing 11 a.m.



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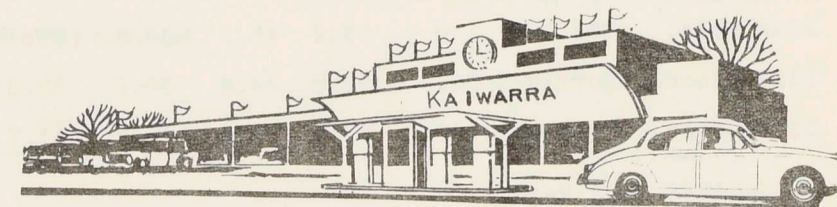
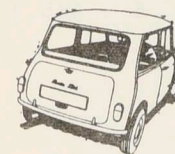
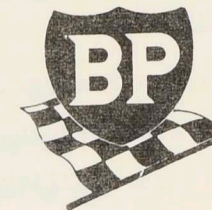
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WRIGHTS HILL GYMKHANA-----IS IT THE RIGHT PLACE???

A small but hardy band of stalwarts turned out for this event held on the bleak, barren parade ground at the top of Wrights Hill. Despite a very small entry, competition was fierce, and Dave Money, who was gymkhanering his Triumph 1300 for the first time, got the hang of things quickly and won the event overall, after getting fastest time in each of the last three tests. Bill Alcock ignored sounds of pending doom from the transmission, and really hurled his Minor 1000 around to manage an exceptional 2nd overall in what most people would consider an unlikely car for this sort of event.

Fiat 500s', are handicapped by a very low top speed in reverse but Ian Foster put up some very good times, to come 3rd overall, even though all the tests were fast and open.

A big crowd of spectators must have been disappointed by the small number of competitors. Would gymkhanas' be more popular if we could find a more congenial site than Wrights Hill.

* John Reid...

<u>Results.</u>	1	2	3	4	5	Total.
3. Ian Foster....Fiat 500.	23.5	34.1	36.9	33.6	20.6	148.7
Alan Brough...Zephyr 4.	26.8	31.8	45.2	35.9	23.5	163.2
Ross Dollimore A35.	31.2	41.6	43.7	38.0	26.1	180.6
4. Wayne Johnston. A35.	25.7	32.5	41.0	34.8	22.8	156.8
Alan Cole....MGB	23.2	45.2	38.8	33.7	26.1	167.0
2. Bill Alcock..Morris 1000.	22.8	29.8	38.9	32.8	21.5	145.8
1. Dave Money...Triumph 1300.	23.1	34.0	35.7	31.7	20.6	145.1

ORGANISER-John Reid.
MARSHALL- Colin Witterick.



MOTORSPORT ASSOCIATION NEW ZEALAND

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10 July, 1968

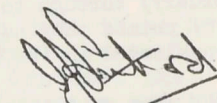
CIRCULAR MEMORANDUM TO:

AFFILIATED CLUBS

GROUP 5 REGULATIONS

Further to my circular of 20 June, 1968 listing amendments to the Group 5 Regulations, a further amendment has now been agreed in respect to F.V.A. motors.

Would you please note and inform your members that for the coming season the fitting of F.V.A. motors is not permitted under the Regulations. This decision is, however, subject to confirmation by the Executive at its next meeting on 16/17 August; any change in the decision will be immediately notified.


CHIEF EXECUTIVE OFFICER



Rally Round-up.

In recognition of the growing importance of Monthly Night Trials, a new trophy has been donated to the Club, to go each year to the crew scoring the greatest number of points in these events. As the present club scoring system is in some ways not suited to the purpose, a separate method of scoring is being introduced for the new trophy, based on the M.A.N.Z. Gold Star points system, but with provision for organisers, marshals and unplaced finishers also to earn points.

Points are awarded as follows:

1st	...	...	...	...	...	...	20 points
2nd	...	...	...	...	...	...	15 points
3rd	...	...	...	...	...	...	12 points
4th	...	...	...	...	...	...	10 points
5th	...	...	...	...	...	...	8 points
6th	...	...	...	...	...	...	6 points
7th	...	...	...	...	...	...	4 points
8th	...	...	...	...	...	...	3 points
9th	...	...	...	...	...	...	2 points
10th	...	...	...	...	...	...	1 point

Finisher	1 point
Organiser	20 points
Marshal	2 points

Any crew can only earn "Organisers'" points once in any year, for obvious reasons. If a crew organises more than one trial they get "Marshals'" points for all after the first.

Also note that points will be awarded only to the Entrant, as shown on the entry form. The reason for this last provision is that a trial is a competition between crews. Car, driver, navigator and timekeeper all work together. To prevent an undue share of the glory going to the owner or driver of the car, crews may consider entering under some ^{team} name. Any name would do but remember that if you call yourself "The Nongs" you may be stuck with this for some time. It is hoped also that this concept of "crews" will encourage navigators and timekeepers to accept more responsibility for helping with the preparation of the car and equipment than they generally do at present.

The points are being accumulated from the first Monthly Night Trial this year (February) through to March next year, so any crew that is worried about the fate of points they have already won should wait until the first progress total is published in the bulletin, then see the Trials Convener.

If all goes well this new trophy will encourage a greater spirit of competition among the more expert triallists in the Club, without lessening the enjoyment of more light-hearted competitors.

'The Tiger Sharpens It's Claws' was the title of a Rootes Group film screened on the June clubnight.

With the introduction of the Ford V8 engined-Sunbeam Tiger the Rootes Group gained a foothold in the high performance field and this film depicted the car's first taste of competition - the Geneva Rally and the Le Mans 24 Hour race. The Geneva Rally, with it's high average speeds and winding mountain roads, presents a formidable challenge to even well-seasoned machinery but the Tigers acquitted themselves with honour. For the Le Mans 24 Hour Race two special alloy-bodied coupes were built but both unfortunately succumbed to teething difficulties and withdrew before full distance.

The extensive testing given the then new Anglia over East African roads in 1958 was the subject of another film. With the aid of a myriad of special instruments Ford engineers proved that the Anglia's specifications were ideal for smooth tarseal or rugged outback tracks.

Paul Fahey and Jim Palmer drove their Lotus Cortina to victory in the 1965 Wills Six Hour Race and this was featured in the evening's final film. Now restricted to New Zealand series-produced saloons the event serves a much more useful purpose.

The evening's films were generously supplied by the Ford Motor Company and Wakefield Motors and screened on Dominion Motors projector.

G.J.L.

CLUBNIGHT JULY 16th 1968

The highlight of the July clubnight was an extremely interesting talk by Major Stanley of the Wellington Free Ambulance - the subject being 'The Rendering of First Aid at a Motor Accident'.

The two main points of Major Stanley's talk were that great care must be taken to avoid any unnecessary movement of an injured person and that it is very important to stop the flow of blood from any severe wounds.

An interesting film in the 'World in Action' T.V. series featured Jim Clark. Made several years ago, before Clark reached his greatest heights, the film gave a layman's view of the Grand Prix driver. The film contained a fair amount of sensationalism which, although distasteful to the enthusiast, probably appeals to the masses. The commentary contained a few juggled facts as appears normal in films of it's type.

The evening concluded with Part three of 'The History of Motor Racing' - 'The Titans'. Featuring the glorious years 1935 to 1939 the film depicted the mighty pre-war Mercedes Benz and Auto Union cars and the men who drove them - truly Titans.

The club is indebted to the Shell Oil Company, The National Film Library and Dominion Motors for the evening's entertainment.

T R NIGHT. A L.

-JUNE RESULTS:

Number	CK/B We	TC2 Alex. Rd.	CK/B Are	CK/B Not	TC5 End Air Port	CK/B Lost	TC7 as Paterson	CK/B Yet	TC9 Alex. Rd.	Control	Total points Lost	Place
2	C. H. Cannons R. A. Cannons A40 Farina	30mc 10L	0	30mc	18L	30mc	1L	30mc	8L	4E	161	Disqualified 30min. late
4	Team Morris. Jeff, Jane, Diana, Morris Jaguar	0 4E	0	0	11L	0	1L	0	3E	5E	24	First
6	C. A. Craighead. R. Wilson Hillman minx	0 11L	0	0	15L	0	3E	0	1L	5E	35	Third
8	Ray Duffell M. L. Duffell Triumph Herald	0 4L	0	0	19L	0	7L	30mc	8E	6E	74	Fourth
10	John Thomson. V. C. Holmes Holden	30mc 4L	0	0	17L	30mc	2E	30mc	12L	6E	131	Seventh
12	B. Worthington D. Rakate Volkswagen	30mc 14L	0	0	6L	30mc	30mc	0	6L	7E	123	Sixth
14	D. Hunter D. Wilson Zephyr Mk. 111	30mc 2L	0	30mc	30mc	30mc	30mc	30mc	30mc	9E	221	Eighth
16	D. Money J. Millington Triumph (1298)	30mc 11L	0	0	6L	0	18L	30mc	12L	0	117	Disqualified 30min. late
18	G. East. Kim Naylor Mini S	0 1E	0	0	14L	30mc	14L	0	18E	7E	84	Fifth
20	Ed. Conroy Gavin Beaumont Cortina Mk. 2	0 9L	0	0	3L	0	8L	0	2E	7E	29	Second
22	Colin Witterick J Duff Husky	0 10L	0	0	2L	0	18L	0	7L	6E	43	Disqualified 30min. late

CK/ Board (We) Loop off Alexander Road Marshalls TC2 and TC9 Leonie & Alan Brough
 TC2 Alexander Road TC5 Rosalie Ellis & John Reid
 CK/ Board (Are) Mt. Crawford New Subdivision TC7 Janet Harniss & John Marslin
 CK/ Board (Not) Palmer Head(Hillclimb) Control Ted Brough
 TC5 South End airport
 CK/ Board (Lost) Bolt St. Rongatai
 TC7 Tirangi Road. "
 CK/ Board (Yet) Buckingham St.
 TC9 Alexander Road
 Control Willeston Street.

ORGANISERS JOHN REID/ BROUGH'S


AUGUST NIGHT TRIAL

Thanks to Mike Read and Ian Drummond for organising the August monthly night trial.

From the club rooms we proceeded to the Hutt Valley by the shortest route under the Petone Overbridge and on to Melling with speedo checks at the Aotea Quay 40 m.p.h. sign and Melling Bridge. From the Melling Bridge, continued to Fraser St to find Jeff and Janie at the rear of the "Family" and then on to Petone via a round the houses or were they factories to find a delightful come-on check. Don't think everyone pussy-footed through the flats complete with check board to go round the block and on to a VW with what appeared to be rather peculiar feet. More round the factories or were they houses to see Jeff and Janie again and the end of section one.

Section two (map reading) took us north staying as close to but not using or crossing High St to use all of Roberts St. Would you believe a slight discussion took place about a check on some unnamed loop off Roberts St. On to High St and turning south headed for Rutherford St and Barry McMurdie staying as close to the Hutt River without using Hathaway Ave, Mills St and Melling Rd. Heading north again the going got a little messy (some mins were observed unloading passengers in the middle of a lake or was it only a puddle) to find that we had only $3\frac{1}{2}$ m to go to Ohope Beach via the Mokerua Gorge Rd. Round the houses at Avalon, back to Barry at Rutherford St and then on to the final control in Willeston St with the usual post mortems in the Casa to complete a pleasant evening.

B.P.


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Place.	No.	Team.	tc1	cb36	cb15	cb1	tc5	tc6	cb2	dc.	cb47	tc10	cb11	cb3	tc13	control
6.	2.	Pullen/Silbery.	30	.0	.0	.30	.12e	.6L	.0	.30	.0	.3e	.0	.0	.1L	.1e.
9.	4.	Marslin/Thomson.	9e	.0	.30	.30	.2L	.3L	.30	.30	.0	.2e	.0	.0	.1L	0.
1.	6.	Payne/McGuire.	6e	.0	.0	.0	.0	.2L	.0	.30	.0	.2e	.0	.0	.1e.	2L.
8.	8.	Sanders/Ryan.	10e	.0	.0	.30	.7e	.5L	.0	.30	.30	.4L	.0	.0	.14L	0.
2.	10.	Webley/Burnette.	15e	.0	.0	.0	.2e	.1L	.0	.30	.0	.5e	.0	.0	.4e.	3e.
		12.Cannons/Ross.														
11.	14.	Money/Millington.	16e	.0	.0	.30	.6L	.9L	.30	.30	.0	.4e	.0	.30	.4L	7e.
10.	16.	O'Conner/Gordon.	9e	.0	.30	.30	.4e	.7L	.0	.30	.0	.3L	.30	.0	.0	.4e.
4.	18.	Christian/Reid.	5e	.0	.0	.30	.2e	.4L	.0	.30	.0	.3e	.0	.0	.1L	0.
7.	20.	Duffell/Duffell.	13e	.0	.0	.30	.4e	.7L	.0	.30	.0	.4L	.30	.0	.3L	.6e.
5.	22.	Conroy/Beaumont.	12e	.0	.0	.30	.1e	.11L	.0	.30	.0	.2L	.0	.0	.6L	.1L.
3.	24.	Brough/Brough.	14e	.0	.0	.0	.1L	.1L	.0	.0	.0	.6e	.30	.0	.13L	.4e.

Points lost per Car.

No2, 113; No4, 137; No6, 43; No8, 130; No10, 60; No12, -; No14, 166; No16, 147; No18, 75; No20, 127; No22, 93; No24, 69;

Organiser, Mike Reid.

Marshalls-J.Morris, B. Worthington, B.McMurdie.

tc1-Fraser St, cb36-CokeCola, cb15-Rokfire, cb1-Hardham Cres, tc5-Tennyson St

tc6-Fraser St, cb2-Bristol Sq, dc-Directional Check, cb47-Ropata Cres,

tc10-Rutherford St, cb11-River Loop, cb3-River Loop, tc13-Rutherford St,

Control- Willeston St.

tc=time check.cb=Check board.

MONTHLY NIGHT TRIAL

JULY.

This event was Ed Conroy's contribution to the series, and a very good contribution it was too. Instructions were clear and speeds moderate, but the route was so varied that boredom was never a problem to say the least. It deserved a much larger entry.

Very elementary instructions took the trial past the odo check at Kaiwarra and up the gorge to Newlands, where there were so many twists and convolutions around the deserted new housing blocks, that a marshall could'nt find his way to place an unmanned check. This caused some concern to competitors, who thought they may have slithered past it on a muddy track, where the driver was too busy to look and the navigator too scared to open his eyes. A time check would have found nearly everyone late at this point.

The route went down Glenside, round a loop in Tawa to a further set of rapid fire instructions in Porirua. Some divergance of opinion as to the right route now became discernable, and at one stage the whole trial seemed to be passing through one service station at the same time in different directions. An unmanned check was found here with considerable relief.

Easy "Tulips" then led through Karehana Bay, over Airlie Rd, always good value, to Pauatahanui, from where narrative instructions took the trial around the usual loops off Haywards Road and back to the Casa Fontana. Results were quickly announced.

Amost enjoyable event that provided just the right combination of physical and mental exercise.

-John Reid.

No.	Ent.	Car.	CK1	CK3	CK4	CK5	CK6	CK7	CK8	Town Cont;	Total Lost	
2.	Broughs'	Zephyr	1e.	4.	0.	0.	9.	0.	1e.	2e.	17.	3rd
4.	Gladhill.	Sabre,	1.	0.	0.	0.	8.	0.	1.	3e.	13.	2nd
6.	Stocker.	MorrisMinor,211.										RETIRED.
8.	Thomson.	Holden,										RETIRED.
10.	Foster.	Fiat 500,	4.	1.	0.	0.	16.	0.	4.	5e.	30.	5th
12.	Webley.	Morris1100.	2e.	6.	0.	30.	7.	0.	1e.	5e.	51.	6th
14.	Worthington.	VW,										RETIRED
16.	Reid, Morgan,		2e.	1.	0.	0.	2e.	0.	2e.	0.	7.	1st
18.	Duffell,	Triumph H,	1.	2.	0.	0.	12.	0.	3.	3e.	21.	4th

Marshalls:- Team Morris,
Gavin Beaumont,
Ian Renfrew,
Jillian & Barrie McMurdie,
Janette Harniss & John Marslin,

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MOTOR RACING IS DANGEROUS.....

.....but just how dangerous? In an attempt to discover the true facts on this ever-posed question Dr Michael Henderson recently completed an extensive survey, the results of which were published in a recent issue of 'Autosport' magazine. Carried out at British club-racing level to ensure maximum accuracy, one basic fact became apparent - risk of death or injury is only about three times as great as driving on the public roads.

For the purposes of the investigation cars were divided into four classes - single seaters, open sports cars, closed sports cars and saloon cars. No one class of car was more accident-prone than another - the number of accidents involving each different type of car being proportionately equal to the relative popularity of each class. However, the injury risk in each particular vehicle varied considerably - single seaters, 38%; open sports cars, 37%; closed sports cars, 17%; saloon cars, 19%.

Saloons are almost twice as likely to invert themselves in a shunt as open cars although landing upside down, even in an open machine, does not necessarily expose the driver to greater injury than in any other shunt.

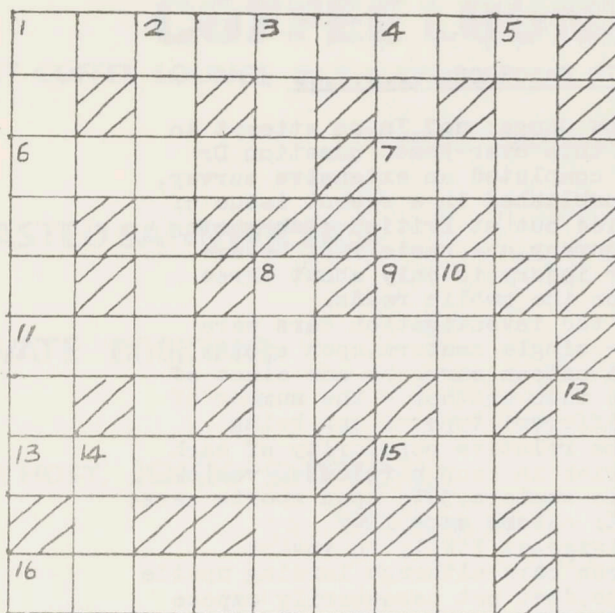
Open cars are frequently fitted with roll-over bars but regrettably many of these are very crude affairs and do nothing to protect the driver from the main danger of an open car - ejection.

In the incidents studied drivers who left their cars received more severe injuries than those who remained with their cars. From investigations it seems that partial ejection is more dangerous than complete ejection. A point revealed in the survey was that the cramped and narrow cockpits of modern single seaters, whilst certainly helping keep the drivers within their vehicles, are responsible for a considerable amount of leg fractures. Dr Henderson believes that safety harnesses are of definite advantage in an open car. Of all the drivers involved in the study only one can be said to have been fortunate to have been thrown from his mount.

The advantage of seat belts has been proved countless times in saloon cars. Many drivers have suffered severe bruising from their safety belts after impact. This undoubtedly shows that without the restraint of a harness these drivers would almost certainly have suffered critical injuries.

A complete book on the subject of safety in motor racing, authored by Dr Henderson, is at present in publication.

G. J. L.



CLUES - ACROSS.

1. This Texas-built sports car has an automatic transmission.
6. ----- Puch.
7. Part of a battery
9. Holden model introduced in 1964.
11. American carburettor.
13. Japanese motor cycle.
15. 'Big ----', part of motor.
16. ----- Benz.

G.J.L.

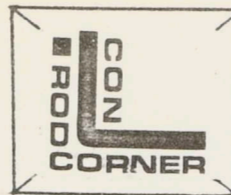
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V	E	E	A		N			N	

Results of Crossword 18

CROSSWORD NUMBER 19

CLUES - DOWN

1. English builder of Ford racing engines.
2. Dan Gurney's 'All ----- Racers' team.
3. This cools the Volkswagen's motor.
4. ----- Schneider, French saloon of the 20's.
5. John Surtees drove this car to victory in the 1966 Can-Am series.
8. French classic car.
10. Walter -----, designer of Jaguar motor.
12. Oil company.
14. 998cc Anglia has a --- litre motor.



* The Royal WE, have hear'd that Graham McRaes new car for the coming season is progressing well. Nobody is saying anything about engines though, could it be something other than a Ford?

*John Duff has purchased a space frame and Mini engine, says a voice. What for says WE?

* I wonder, if we shall be seeing Team Miramar North Motors this coming season? WE has heard noises.

* WE, spotted Terry Huxfords Anglia recently, painted a Yellow shade of Lemon.

*WE,wishes to congratulate Louise and Ray Duffel on the recent arrival of a daughter. And to Mr & Mrs Ed Conroy on the arrival of their 4th son.

*John Gladhill is on other side of the world WE hear. Belting around with THE PRATTS, and their nice new Alfa-(made en Etaly)Romeo.

* WE, have been told that club member Dave Weber is off to the U.K. in the near future. All the best Dave.

*John Swan has a new Mk11, Hillman Hunter WE believe. And whats this, Red with Vin top, plus MODS . sounds interesting.

*Did you know that a Motor Court will be opening shortly in the Display Centre- should prove popular.

*From a roving member, we hear that a number of Vauxhall 2000s', and Viva S.L.s' are on the Wellington waterfront, who can be getting nice cars like that.

* By the way, WE has been told that Colin Witterick has something up his sleeve at present, just what you will have to wait and see.

*Our club Sec Rory Hoy will be going overseas later this year, for the Trade Fair in Sydney.

*WE here that the Editor be-came engaged a couple of months ago, keeps things qu don't he.

* We, see that Secretary Hoy has had his car painted, a very nice two tone green. It looks great.

*WE, have seen a number of Ford Escorts around town, who is going to be the first club member to get one?

*Congratulations to Peter Bennett And Jan Haste on their recent engagement.

SELL'N'SWAP

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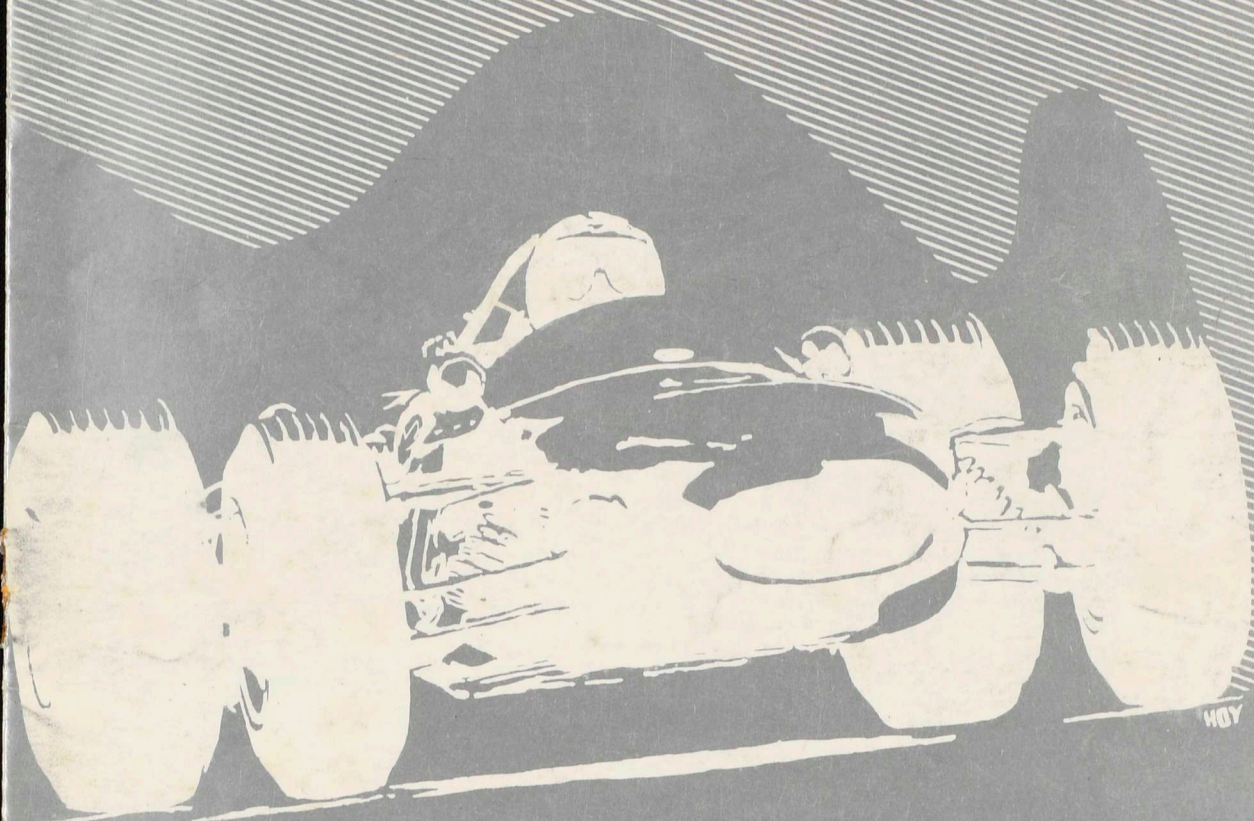
MOTORING NEWS

BULLETIN

WELLINGTON CAR CLUB



Sept 68



WORLD CHAMPION 1966-1967
REPCO-BRABHAM ISN'T IT
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MOTORING NEWS

BULLETIN OF THE
~WELLINGTON CAR CLUB~

SEPT/OCT

EDITOR-Norm Harvey.

CONTRIBUTORS-Gary Lang.
Ian Drummond.
Peter Martin.
Leonie Brough.

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COMMENT

Another racing season is upon us, and in the middle of the season comes the highlight of Motor-Racing in this part of the world, the Tasman Series.

Shock news so far, has been the news that BRM will not be sending a team this year. Sir Alfred Owen, head of the Organisation has said that there was too much indecision over a possible change of Formula.

On top of this let us not forget the cost of a trip to the circuits Down Under is hardly low. It is obvious to many people that the next change in the Tasman Formula will have to be in line with the Formula 1 regulation.

On page 12 Gary Lang sets out the alternatives to the current regulations- Alternatives which must, before the end of this season be seriously considered.

Norm Harvey

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FORTHCOMING EVENTS

20th OCTOBER.

Gymkhana- This event will be held at Queen Elizabeth Park. McKays Crossing entrance. If the Day is fine the event will start at 11:00am-So bring your lunch. However if the weather is doubtful the start will be at 1:30pm. ENTRY FEE \$0-50c
Clerk of Course-Ed Conroy.

22nd OCTOBER.

Monthly Club Night,
Starts at 8:00pm.

26th OCTOBER.

LEVIN SPRINT.
2 Cars per Run!
Runs will begin at 10:00am SHARP.
Entry Fee \$1-00.-
-An invitation is extended to all area Car Clubs.
Scrutineering;Friday Night at The Airport Service Station; 7:00pm
Also at the Circuit, though a small charge of 25cents will be made. Note scrutineering at the circuit is mainly for Late Entries.
MARSHALLS ARE REQUIRED PLEASE.

5th NOVEMBER.

The Guy-Fawkes Rally,
This is a Novelty Event, that is being organised by John Swan.-If anyone can organise a novelty event its J.Swan.
Note Map NZMS 17 WELLINGTON required.

9th NOVEMBER.

ALEXANDRA ROAD HILLCLIMB.

*PLEASE NOTE THE CHANGE OF DATE.....

=====
This event will start at 9:00am SHARP
*An invitation is extended to all Car Clubs in the Area.

+ SCRUTINEERING -At this time we are unable to give details of where and when scrutineering will take place.However this information will be given when it comes to hand.

*ENTRY FEE. \$2-00.

***Scruineering will be at The Airport Service Station-Starts at 7:00pm.

24th NOVEMBER.

INTERCLUB GYMKHANA-

This event is being organised by The H.V.M.C.
The VENUE is Blacks Farm at Whitemans Valley.....

23rd. NOVEMBER.

On this Night we are going to have ourWELLINGTON CAR CLUB CHRISTMAS PARTY.--You remember what a success the past 2 Barn dances have been, and more latterly the GREAT evening at THE BEEFEATER ARMS? Well this is going to be GREATER Still- But dont forget that it is YOU who makes it GREATER.
CHARGE \$2-00 per head OR!
Just \$3-00 Double.....

3rd DECEMBER.

Monthly Night Trial-
BEWARE NO ORDINARY TRIAL IS THIS ONE!*****Say this IS TOO Much
TWO Novelty Trials in 2 months.
AND Whats More it is organised by Mr Patrick(PPT)Tollan- If this Event is along the usual TOLLAN Novelty lines- Then Believe ME, Your going to need those Xmas Holidays to get over it.....

7th DECEMBER.

SPRINT AT LOOP LINE.....

2/11/68.-Wanganui C.C. Ngutuwere Hill

Climb. Venue to be signposted from Waitotara-20miles Nth of Wanganui on Main Nth Road. Start 9:00am
Entry Fee \$2-00.

AUGUST CLUBNIGHT.....20-8-68

Sergeant Murie of the Police Driving School was the guest speaker at the Wellington Car Club's August clubnight.

With considerable experience at the British Police Driving School at Hendon, Sergeant Murie is at present supervizing the Police Driving School in Wellington. An extremely able and personable speaker, Sgt Murie gave some very sound advice on attentive driving and it's technique.

Two films were provided by Sgt Murie to support his talk. The first showed the Hendon school in action and police driving methods on the road. The other was a very interesting film made by the Chicago Police and entitled 'Defensive Driving Tactics'. This film depicted the various psychological ^{factors} that go to make a driver a menace on the road.

The period 1949-1951 was featured in Part Six of Shell's 'History of Motor Racing'. During this period Juan Manuel Fangio started his rise to fame at an age when most other drivers have retired. A highlight of this film was the first appearance of the 'racing car to end all racing cars'-the VI6 B.R.M. However, the car failed to leave the line on it's initial appearance as the driveshaft failed as French veteran Raymond Sommer let in the clutch.

The evening concluded with an excellent Castrol film on the 1963 Alpine Rally.

The club is indebted to Castrol, Shell and Dominion Motors for their assistance in the evening's entertainment.

G. J. L.

Voted a big success by all who attended was the dinner held recently by the club at the Beefeater Arms Licenced Restaurant. Forty three persons attended the function which was preceded by a 're-fuelling' session in the cocktail lounge. The success of this venture may encourage the club to repeat it.

WAIARAPA CAR CLUB - Standing and Flying Quarter - 8-6-68

An excellent entry of 48 cars turned up for the Wairarapa Car Club's Standing and Flying Quarter Mile Sprint held on the Loop Line at Masterton recently.

Upon arrival many competitors found the road a little damp and reduced tyre pressures accordingly.

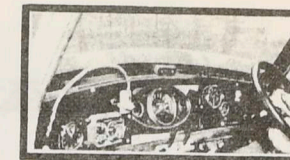
Bob Gibbons recorded the day's fastest speed - 136 mph in a 4.2 litre E type Jaguar while the quickest standing quarter mile was run by Peter Ransom in his Lotus 22.

Other interesting times - R. Fuller, new-type Lotus Cortina, 112mph; Doc Cowie, Mini Cooper S, 106mph; M Boyle, Cresta, 113mph; John Sutherland, Holden V8, 106mph; Jack Oakley, U2, 121mph; Bruce Cook, Porsche, 108mph; Peter Ransom, Lotus 22, 125mph.

G. J. L.

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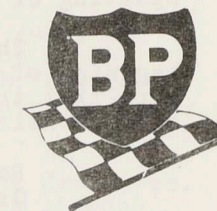
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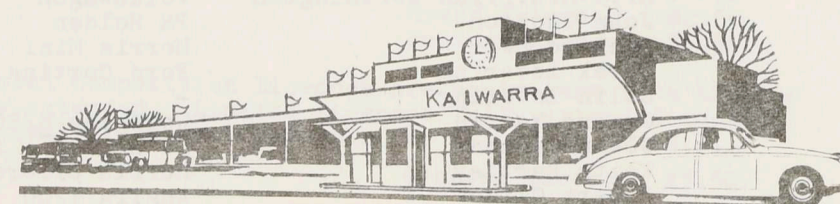
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TREASURER'S ROYE

Since the new subscription rates were introduced at our A.G.M. in April, 220 subscriptions have been received. Although on an average with the past two record years, this figure represents just under 80% of our membership with half the financial year already past. Why do members wait until they are taken off the mailing list before renewing their subscription.

Those who haven't yet paid their subscription have received their final reminder account and Bulletin. Their addressograph plates have been withdrawn from the mailing list, so if you hear of someone who isn't receiving a Bulletin - suggest he checks if he is a financial member. Below are the current rates.

Ordinary Subscription	£5.00
Junior Subscription	£2.50 (under 18 years.)
Country Subscription	£2.00
Husband & Wife Subscription	£6.00

When paying subscriptions, please fill in and return the typed particulars sheet which has been inclosed with past Bulletins. If you have renewed your subscription and forgot to return this form, please return it now. These sheets have proved invaluable in the updating of membership cards and addressograph plates.

The following new members have been received since the begining of April. The committee welcomes them into the club, and hope that they will benefit from their membership, and in turn will assist their Club in its projects and promotion of Motorsport.

Ross Donohue	Anglia 105E
Graham Carter	107E Prefect
John Brownlie	Hillman Minx IIIc
Mr. & Mrs. Brian Worthington	Volkswagon
John Thomson	FE Holden
Richard Kerr	Morris Mini
Derek Lovering	Ford Cortina
Colin Lovering	-
Graeme Martin	Wolseley 6/80
Glenn Cannons	FH Holden - A40 Farina
Keith Hartley	Morris Oxford
Robert Climo	Anglia 1200
Peter Mair	Hillman Imp
Anthony Sanders	100E Prefect
A Taylor	Triumph Herald
Norman Kerr	Hillman Californian
Malcolm Coffey	-
Kevin Baston	A40 Farina
David Cragg	-
David Hunter	Zephyr Mk3
John Hungerford	Humber 80

James Harvey
John Christian
Wayne Johnston
John Fletcher
Graeme Kinsella
John Tonks
David Brocklehurst
Allan Harvie
Miss Marilyn Kuchen
Ross Monk
David Anderson
Mr. & Mrs. John Millington
John Graham
Nicholas Undrill
Richard Verry
Bryan Townsend
David Varley
Colin Parkin
Michael Horvat
David Denton
Bernard Ryan
Brian Pomeroy
Paul Barnard
Bruce Nelson

Morris Mini Cooper
Fiat 1500 Mk2
-
Austin A40
Austin Cooper S
Zephyr Mk3
Austin Cooper S
M.G.1100
-
Singer Gazelle
A30
Austin Healey Sprite
Ford Anglia
Morris Mini Cooper
Viva
Austin 7 - Ford V8
Velox EIP
Jaguar Mk7
Zodiac Mk2
-
Zephyr Mk1
Jaguar Mk5
Ford Anglia 105E
Viva

- o - o - o - o -

1967/68 Competition Licences expired on 31st July, and renewals are now being issued for the coming year. Cost of the Licence includes the new, bright red, Motorsport Year Book which incorporates the National Competition Rules and Motorsport Calender for the 68/69 season.

Limited Competition Licences are issued by the Treasurer. When renewing your licence, please produce your previous licence.

Basic Licence	£1.50
Speed Extended	£2.50
Racing Extended	£3.50

General Competition Licences are equivalent to a Limited licence, fully extended. Limited Licences fully extended must be renewed as General Licences. Renewals are issued by M.A.N.Z.

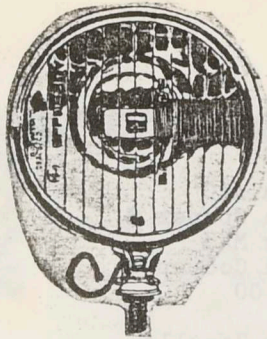
General Licence £3.50

F.I.A., Licences, (International), are issued by M.A.N.Z.

F.I.A. Licence £4.50

- o - o - o - o -

SAVE DELAYS ? RENEW BY POST TODAY



NIGHT MONTHLY TRIAL

3rd September 1968.

Whether it was the fine night or a bulletin fresh out, it was very encouraging to see a larger number of entries.

Starting at the club-rooms, we travelled through Berhampore and up to Brooklyn, passing a check car on the left, which had to be ignored until doing a trip around the block. We proceeded through Brooklyn, passed Central Park, and then an acute right into Nairn St, back down to Webb St, then through traffic lights at Buckle St-around Ellice St - Paterson St area where you spotted Check 4 before Check 3, a cunning arrangement.

The instructions then took us out to Kilbirnie, Lyall Bay and around the Airport. By this time we realised we were heading for Palmer Head and as our driver had much difficulty keeping at 18m.p.h., and being 3 minutes early, decided to stop. Unfortunately seen by Check car- time right but "Loitering" deserved. Up Palmer Hillclimb and then down behind Airport to the trial section, which certainly has not improved with time. Five minutes ahead for Check this time, so decided to put a large hill between ourselves and Check. Continued round Marine Drive, through Seatouns many cross-roads; Marine Drive again then up through Seatoun Heights, Miramar- Cobham Drive- Evans Bay and Oriental Parade with another 5 minute stop. Then through the city with a "straight line" diagram. Not having had a "straight line" diagram on a Night Trial for a long time and it required more thought, the odd street names proved very helpful.

Thank-You Brian Worthington and Mike Reid for an enjoyable trial...

ORGANISER. Brian Worthington...

-Leonie Brough...

MARSHALLS

Ian Drummond;

Chris Gordon;

Jeff & Jane Morris

Mike Reid;

SEPTEMBER RESULTS.....

CAR NO.	CAR MAKE	TEAM	CK 1 UM HARLAND ST	CK 2 DOWN TOWN MILLS RD	CK 3 UM AUSTIN	CK 4 UM	CK 5 MORRIS	CK 6 MORRIS	CK 7 UM	CK 8 TPRU HAMP	CONTRX	TOTAL LOSS	PLAC
2.	MORRIS 1100	STORRESS.	MC 30	6L	✓	MC 30	4E	9E	MC 30	11L	16L	136	10
4.	FIAT 500	FIAT TEAM.	✓	5L	MC 30	✓	7L	8E	✓	8E	2L	60	5=
6	M.C.B.	A. COLE	✓	27L	✓	✓	0	8E	✓	25	3L	40	2
8	ZEPHER MKI	B RYAN	MC 30	9L	✓	✓	2E	8E	✓	5L	6E	60	5=
10	MINI S.	G. EAST	✓	8L	✓	MC 30	3E	8E	✓	25	2L	53	3.
12.	CORTINA 1200	Barnet.	MC 30	6L	MC 30	✓	6L	7E	✓	11L	19L	109	9
14.	NOODY KIA	SOK.	✓	3L	MC 30	MC 30	3L	5E	✓	1E	2L	74	8
16	Daimler	A SMART	✓	5L	MC 30	✓	13L	5E	✓	5L	5L	73	7.
18	TRIUMPH 1500	D MONEY	MC 30	15L	✓	✓	2L	6E	✓	2L	16E	71	6
20	HOLDEN HK	ALCANTONS	MC 30	7L	MC 30	MC 30	5E	9E	MC 30	7E	19L	146	11
22	ANGLIA	J TYLER	MC 30	7L	MC 30	NA 25	1E	9E	MC 30	MC 30	28L	190	12.
24	CORTINA MKII	E CONROY	MC 30	5L	✓	✓	2E	9E	✓	8E	2L	56	4
26	VALEANT	BROUGH	✓	6L	✓	✓	✓	✓	✓	✓	4L	10	1

Supermarkets sell Batteries.

Up in the Queen City, a number of Supermarkets have been selling car Batteries at prices well below those charged at Service Stations. The reduction has been approximately 20%. The Service Station Proprietors Association, have written to the manufacturers supplying the batteries telling them that unless the practise stops, the Associations members may "Boycott" the offending companies.

THAT WHICH IS PAST

PART 6 -1950-51.

The club now entered one of its low periods. The usual late-year hillclimb was not held, nor was the usual Standing Quarter Sprint.

The Waikanae beach races should have taken place on January 20, 1951, but the Ixion Motorcycle Club Booked the beach ahead of us. So we planned to shift the venue to Otaki Beach- but here again arrangements fell through.

High spot of the year was again the Paekakariki Hillclimb, held once more in brilliant weather. But this to had its unfortunate results. Popular Roly Clapperton rolled his Austin 7 Special, with fatal results.

A new name appeared on the winner's cup in 1951, that of R.A. Gibbons. Bob Gibbons, son of the Bentley and Invicta driver, was already a sprint motorcyclist of some note, and at this stage had competed in just a handful of fourwheel speed events, driving a Sunbeam-Talbot convertible. He brought to Paekak not only a gleaming new XK120 Jaguar- the first to appear in competition in the district; but also a professional approach to the sport, which has not since been equalled.

In the absence of Ron Roycroft(now also XK120 mounted) Gibbons made FTD, and knocked half a second off the hill record, despite alot of loose gravel on the surface. For the best part of 10 years Gibbons was to win practically every hillclimb he entered, through-out the length and breadth of the North Island.

Ewen Faulkner, winner in 1949, was second fastest in his Ford-Morris Special, with third spot going to a new car from Otaki, the E.J.Special. This unwieldy car was powered by a Bren-Gun carrier engine, and was driven by both constructors, Don Edhouse and Mick Jones, in this event. Jones was the faster, beating Allan Freeman in the ex-Hollis M.G. T.C. and South Islander Rob Shand in a big sports Railton. Edhouse being sixth fastest.

With conditions being far from favourable, the over 3000cc class record was the only one broken. Class winners were, Gibbons, Ray Watson (Jeep powered "chain-gang" Frazer-Nash, Freeman, Jim O'Callaghan (Morris 8) and Olly Cottrell(Austin 7 Special). A name familiar to followers of salloon races about five years ago appeared in fourth place in the results of the 1501-3000cc class: that of Alistair McBeath, in those days driving a Rover Special, created by Roy Cowan.

But of course the reason that the 1951 Paekak will be remembered mostly is that it was the last. Public outcry following the fatality resulted directly in the closing of the hill for competition, but at the same time brought about the compulsory wearing of crash helmets in all speed events.

(part 6 cont)

In April the old Judge-ford Hillclimb was revived, and used for the first time since the war years. Mick Jones was fastest in the monstrous E.J.Special at 1min 34.0sec, while 'Fritz' Freeman easily beat Hugo Hollis, to win the smaller class and make second FTD. Hollis was now at the wheel of an M.G.'TD', which never seemed as fast as the old 'TC' had been. Ray Watson made 1min 40sec for fourth with the Frazer-Nash-Jeep.

The Otaki Beach races finally took place in April. Proceedings got under way with a Standing Half Mile sprint, won by John McMillan. The latest McMillan Special was a lightweight spaceframe monoposto, with a jeep motor mounted transversally in the rear. McMillan went on to win the 5 mile scratch race from the V8 Specials of Ewen Faulkner and Mick Jones. Freeman in the MG won the 10 mile handicap, with Faulkner second again, and went on to win the main race of the day, a 15 mile handicap.

The 10th of May was another milestone in the Club history. At the AGM, that night, 36 members voted for a change in the Clubs name; only 5 voted against. The New-Zealand Sports Car Club became the Wellington Car Club forthwith. The main reason for the change was that there were now many more clubs through-out the country, and with the birth of the A.N.Z.C.C. four years earlier, the Clubs name was becoming confusing. It was also a little misleading, for 78 of the 95 members lived in the Wellington district.

There had been another controversy the previous year, when a number of members broke away from the N.Z.S.C.C. to form the Hutt Valley Motoring Club.

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TASMAN FORMULA

HOBSON'S CHOICE, BUT WILL MANZ FACE THE FACTS.?

Probably more has been spoken and written about the future of the Tasman Formula than any other motor sporting subject in the country, so at the risk of being repetitious this article will attempt to examine the pros and cons of all suggestions made to upgrade the formula.

It is no secret that some Australian promoters, having leant on New Zealand during the formative years, would dearly like to go it alone and, with their country's current prosperity are probably in a position to do just that. Unfortunately, Australians have been fed a considerable amount of ill-informed and unnecessary criticism concerning our half of the Tasman Series by certain Australian journalists and other interests.

The glorious days of Ardmore have long gone and with them a good deal of public interest in the New Zealand Grand Prix. The transfer of drivers between both countries has completely broken down and the whole series has been broken into two separate units.

A hope for the exchange of resident drivers would seem to be for leading drivers of each country to be contracted and paid in a similar manner to the overseas entrants, a condition being that they must compete in all races in the series. An alternative would be a considerable increase in starting money with prize-money paid in substantial amounts right down to the minor placings.

There are four possible roads for the series to follow - retain the present 2½ litre limit, go Formula One with a 3 litre limit, upgrade the present 1600cc National Formula or change to big capacity sports-racing cars. Whatever formula is chosen the cost to entrants and promoters will always remain enormous and will certainly become more expensive every season.

There would seem to be little point in continuing production of a competitive 2½ litre motor for a brief series of races that offer little financial return. Admittedly some current Formula one units can be adapted but surely this is an expensive and unnecessary proposition just to satisfy a group of minor promoters especially as the better 1½ litre units are completely satisfactory on all but the fastest circuits. Overseas teams have recently been reluctant to leave their 2½ litre powerplants here and locally-owned Climaxes are ageing rapidly. In short - lets not prolong the agony!

Going 3 litre Formula One gives rise to many interesting possibilities and also a few problems. A key point to realise here is that the eight race Tasman Series would cram into as many weeks almost as many races as there is in the entire European season - there being virtually no Formula One races in Europe other than the World Championship events.

A 3 litre Tasman Formula would certainly please overseas constructors as it would allow them to make maximum use of their investment before obsolescence. If we go Formula One, then do we want a World Championship event? The Australians almost certainly would and there is no reason why New Zealand, as the originator of large scale Grand Prix racing in this part of the world, should not have one, too. Overseas entrants may not wish to do the entire series but by judicious date juggling of the two championship events an arrangement suitable to all could probably be achieved.

Present 2½ litre machinery in both countries would certainly be made obsolete by current Formula One cars but European works teams would find a ready market for last season's cars in Australia and New Zealand and sufficiently financial locals would soon be able to equip themselves with relatively competitive cars. Our present crop of 2½ and 1½ litre cars would remain reasonably competitive for all National events.

The highly developed Formula Two cars would make an attractive but still expensive alternative to a 3 litre formula. In their present advanced technical state the European Formula Two cars are every bit as fast as any cars ever seen out here. Most leading Formula One drivers at present participate in F2 racing so it is reasonable to suppose that, given sufficient financial inducement, these drivers could be persuaded to race their cars in the Tasman Series.

Australia and New Zealand already have a considerable number of competitive 1½ litre cars and a good deal of technical knowledge of these motors is available here. Such a move would upset those who already have a substantial investment in 2½ litre cars but such is the price of progress.

It has been suggested that a move to large capacity sports-racing cars would make an exciting change - in other words - a little league Can-Am Series. However interesting a proposition it cannot seriously be considered as a replacement for the present formula. Although Group Seven cars are becoming popular across the Tasman they are still on a shaky footing here.

There are not a great many Group Seven sports cars in Europe and it is not likely that the Americans could be offered sufficient financial reward to entice them here.

After examining all possibilities it would appear that a three litre formula (with or without a World Championship Event) would probably be in the best interests of all concerned.

G. J. L.

Note - This article was written prior to articles on the same subject that appeared in recent New Zealand publications.

BOSCH SPARK PLUGS TO BE MADE IN N.Z.

As from November this year, German Bosch spark plugs are to be manufactured in this country. Par-Wood Motor Electrics Ltd (the firm formed earlier this year by the amalgamation of Parlours Wholesale Ltd of Auckland and F.J. Woodbury Ltd of Christchurch.) In the past Bosch plugs have been imported. In time it is hoped to manufacture Bosch coils as well.

WELLINGTON CAR CLUB SEPTEMBER CLUBNIGHT

Thanks are due to the Goodyear Tyre and Rubber Company for providing the entertainment at the September clubnight.

The evening's programme opened with an excellent film on the 1967 Indianapolis 500. A good deal of the film was devoted to the qualification runs held on weekends prior to the Memorial Day Classic. The qualification runs bring some of the fastest laps ever turned at the Speedway and are certainly responsible for a good deal of destruction to both man and machine.

The 1967 event was red-flagged half way through owing to rain and was restarted the following day, each car starting in the order it finished the previous day. It is indeed fortunate that racing at the brickyard ceases for rain as the thought of lapping the billiard table smooth surface at 170 mph is indeed frightening.

The ease with which Parnelli Jones' turbocar dominated the event has certainly set the pattern for the future. An unfortunate drive-train failure on the turbocar four laps from the end gave victory to A.J. Foyt, who had to wend his way through a last-lap multi-car pile-up in order to cross the line.

'Nine to Noon', a fairly dated but very interesting film was screened next. Featuring the complete manufacturing process of Goodyear tyres, this film was made at least 15 to 20 years ago and manufacturing techniques have no doubt changed since then.

The Darlington Speedway was the scene of the next film - the 1964 Southern 500 Nascar stock car race. All Nascar races are exciting and this one was no exception, Buck Baker's Dodge came through to victory after all the front runners had either crashed or blown-up.

The Ford dead-heat in the 1966 Le Mans 24-hour race was seen in Goodyear's next film. Ford at last succeeded in toppling Ferrari from their pedestal - money and computers defeating good old-fashioned know-how.

The evening's programme was screened on Dominion Motors' projector.

G. J. L.

Firestones new Idea.

In Britain the regulations governing the relatively new Formula Ford, stipulate the use of road tyres, as opposed to racing tyres. To date the most successful tyre in this class, has been the Firestone F100 radial. To advertise the fact that every day motorists are able to buy the same type of tyres as those used on racing cars, the Firestone Coy in Britain have made two special transporters. The vehicles based on Ford Cortina Estate wagons, carry a Formula Ford car on the roof and have display panels on the sides. - Certainly a novel idea.

the track

*Tasman Topics.

We have heard that the BRM's will not be coming out for the 1969 Tasman Series, - We hear that Piers Courage will be coming back, this time driving a Brabham, powered by a Ford 2.5 DFW engine, the car will be entered by Frank Williams Racing. Team Lotus will be coming, with it is said a new car. - A wedged shape, with deDion suspension, lets just wait and see - testing has been going on with a prototype. We may also see the Matra team out here.

*Big News In UK.

Recently the BRSCC & The Motor Circuit Developments Ltd jointly announced a new Formula, Formula 5000. This is Britains version of the SCCA's Formula A.

The formula, will be for single seater racing cars powered by mass-produced V8 pushrod engines or specialised racing engines. A full season of National and Open events are planned, with prize money of \$5000 per race. Capacities are. Pushrod V8's 5000cc

Racing Engines, 2000cc
Graded drivers will not be eligible.

BRM Changes.

Bobby Unser of the USA is said to have replaced Dickie Attwood in the BRM team. we also hear that Mario Andretti could be seen driving a Lotus..

Tyrrells Two.

The French driver Johnny Servoz-Gavin has joined Matra International he is to be No 2 to Jackie Stewart.

McLarens at the Can-Am.

Driving the latest McLaren M8A, Denny Hulme and Bruce McLaren came home 1st and 2nd in the first round of the Can-Am series at Elkhart Lake. 3rd and 4th places were filled by the McLarens of Mark Donohue and Peter Revson. Jim Hall driving last years Chaparral 2G finished 5th. His latest car the 2H failed to appear.

And in the Can-Am round 2 at Bridgehampton, it was Mark Donohue, in his McLaren who was first. Both Denny and Bruce failed to finish. Jim Hall was second and Lothar Motschenbacher in a McLaren was 3rd.

Dan Gurney is to drive a McLaren M7A for the remainder of the F.1 season. His new Eagle will not be ready until next year.

The Canadian G.P. 3rd to last round in the World Championship was won by Denny Hulme. Second home was Bruce McLaren in the second team car. Pedro Rodriguez was 3rd in the BRM and Graham Hill G.L.T. Lotus was 4th. Chris Amon looked all set to lead a Kiwi 1-2-3- until the Ferrari up and chewed the crown wheel. Championship points at this stage were. Hill-33.

Hulme-33.
Stewart-27.
Ickx-27.
McLaren-15.
Rodríguez-15.

(cont on page 20)

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MUD-PLUG

25th August 1968..

This event was held on the usual Plud Lug course, on Mr E.J Cottles Farm. The site chosen was a grassy slope, which at the beginning of the event was on the damp side, though with the "traffic" dried out. The result being much faster times, and most competitors succeeding in reaching the top of the hill.

The small field of competitors(9) enjoyed themselves no-end though John Reids Cooper !S! ran out of brakes half way through the day. Thus making Johns down hill runs more than interesting: not only for John, but the people watching also.

Our thanks to Mike Reid for organising another most interesting event.

-Ian Drummond*

RESULTS.

No.	Make.	Entrant	TESTS				Total	O'all Place	Class	
			1	2	3	4			A.	B.
1	Cooper 'S	J.Reid	11.6	18.0	24.0	31.0	84.6	2	2	
2	Imp	I.Drummond	11.0	18.0	24.0	29.5	82.5	1	1	
3	Triumph	S.Money	17.2	26.4	35.0	42.0	120.6	6	5	
4	Damiler	B.Paine	17.0	26.4	41.0	44.0	128.4	9		4
5	Triumph	D.Money	17.0	25.0	25.4	33.5	100.9	4	4	
6	Morris	B.Sturgess	13.0	18.0	22.9	33.1	87.0	3	3	
7	A40	A.Barrett	14.8	22.0	33.0	38.0	107.8	5		1
8	Ford 100e	P.Scott	18.0	21.0		37.5	122.5	8		3
9	Damiler	A.Smart	13.1	29.1	36.0	46.1	122.3	7		2

Class:

A= Engine over wheels.

B= Conventional.

23rd of NOVEMBER 23rd of NOVEMBER
23rd of NOVEMBER

KEEP THIS NIGHT FREE- THIS NIGHT MUST BE KEPT FREE

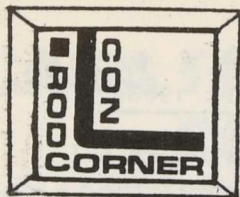
23rd of November—This is the NIGHT to be at the CLUB ROOMS for our 1968 CHRISTMAS PARTY.

THIS WILL BE THE FUNCTION OF THE YEAR—SO DON'T FORGET—23rd of NOVEMBER—WELLINGTON CAR CLUB—

CHRISTMAS ---- PARTY.

DANCE AWAY THE NIGHT TO THE MUSIC OF !

.....SIR RICHARD AND HIS KNIGHTS OF MUSIC.....
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*In last months Bulletin we said that Graham McRaes single seater was coming on very well. The car now has a very neat body, not unlike that of a Ferrari. We are still not able to discover what type of motor is to be used-though we have been told that it was due to arrive in the near future.

*Dick Sellens, one of our members who last year raced a Mini Cooper S with some success, has rebuilt the car, ready for this coming season.

*John Gladhill, who is now in the UK, recently purchased a built up Mini Cooper; consisting of a 1960 shell with very warm donk. The engine turns out 103 bhp on the bench, and 78 bhp at the wheels. Talking of wheels, the car had a couple of sets with it when sold.

*More news of people overseas. Dave Weber, formerly of Miramar Nth Motors, will shortly join the well known DOWNTON organisation. This firm specialises in development work on BMC products.

*Allan Pratt, yet another Club member who is over on the other side of the world, recently purchased an Alfa-Romeo, Allan is due back in N.Z. in about a years time.

*Congratulations to Alan Brough on turning 21, a rather good time was had by all guests so we hear

*Talking of Alan Brough, we were told not so long ago that Alan is to take up Racing, with a Mini. We wish him all the luck in the world.

*Gary Huxford, one of our keener speed boys was married recently, congratulations and all the best to Gary and his wife.

*Graham Davidson, the man who can push a 3.8.Jag around Levin in a most impressive manner, is getting a 1300 Ford Escort we have been told.

*If you want a rather nice little car to go sports car racing in why not contact Johnny Mines. He has his JRM-Ford up for sale. Congrat's to John, one his second placing at Bay Park recently.

*That Man from the NZBC Mr Dave McKinney is in the Hospital, not good news is it. Dave would be more than pleased to see any Club members- he is in Ward 2 at the Public Hospital. Hope yah get well soon Dave- C ya at the B & H 500?

A NOTE TO ALL DRIVERS:

A driver has TWO eyes and ONE mouth; Therefore he should SEE twice as much as he says.....

1		2		3					
								4	
5				6					
7							8		
							9		
10		11							
									12
13								14	
		15							

C	H	A	P	A	R	R	A	L	
D	M		I		O		O		
S	T	E	Y	R		C	E	L	L
W	R					H	A		
O	I		D	E	H				
R	O	C	H	E	S	T	E	R	
T	A	L				Y	E		
H	O	N	D	A		E	N	D	S
						G	E	S	
M	E	R	C	E	D	E	S	O	

Results of Crossword I9

CROSSWORD NUMBER 20

CLUES - ACROSS.

1. The Le Mans Fords were designed by this machine.
5. Relatively new component in car electrical systems.
7. The ----- Sidecar Company became Jaguar Cars Ltd.
9. Old time cars had a solid one of these at the front.
10. Medium size English Ford.
13. General Motors truck.
14. --- turbine.
15. Stirling Moss drove this 500cc car.

CLUES - DOWN.

- I. Rambler.
2. Current French F.I. car.
3. The Ford --- motor was used in more specials than any other motor.
4. ----- Campbell
6. Brand of N.Z. retreads.
8. Rodger ----, Indianapolis 500 winner.
- II. Lime ----, American sports car racing course.
12. German company building Wankel motor.

G.J.L.

The Track-cont...

FORDS WIN LE MANS.

Pedro Rodriguez and Lucien Bianchi, won the 1968 Le Mans 24hrs driving one of the English J.W.Gulf sponsored Ford G.T40s'. A very strong Porsche attack was expected, however the works cars seem to have traded reliability for speed or passed it on to The Auto-Delta Alfa-Romeos'. For a private Porsche gained second place, with one of the works cars driven by Neerpasch/Stommelen third. The next 3 places were filled by the Alfa-Romeos', which showed not only great speed but also reliability. After a season or two of sorting out, ex Ferrari man Carlo Chiti must be feeling much happier.

The Sports Car Championship rested on this event, with only a few points separating Ford and Porsche. So by winning this event, Fords won the Championship as well.

Can-Am m m. Round 3

From GO to Whoa- Mr Denny Hulme driving the No1 Team McLaren M8A led round three of this years Can-Am series, Bruce McL was second- and as if to RUB the Salt into the Lola Wounds, Mark Donohue in yet another McLaren was 3rd.

Championship Formulae.

In the USA there has been a slight rearrangement in championship formulae. The USRRC has announced that the single seater champ will be for Formula A cars, Sports cars- Group7 the CanAm series. And the Trans-Am series will be for Sedans(Saloons).

NEWS FLASH. NEWS FLASH.....

Teams for the Tasman series signed so far, are.

Ferrari; Amon & Bell
Brabham; Brabham & Rindt.
Lotus; Hill & Oliver.

Frank Williams Racing; Brabham-Ford.V8. Courage, and wait, we think that Laurance Brownlie could also be seen in a Williams Brabham, though FVA powered.

The N.Z. National formula is now for single seater racing cars of up to 1600cc- Though FVA motors will not be eligible for this class.

-N.H.H.

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NEW ADDRESS

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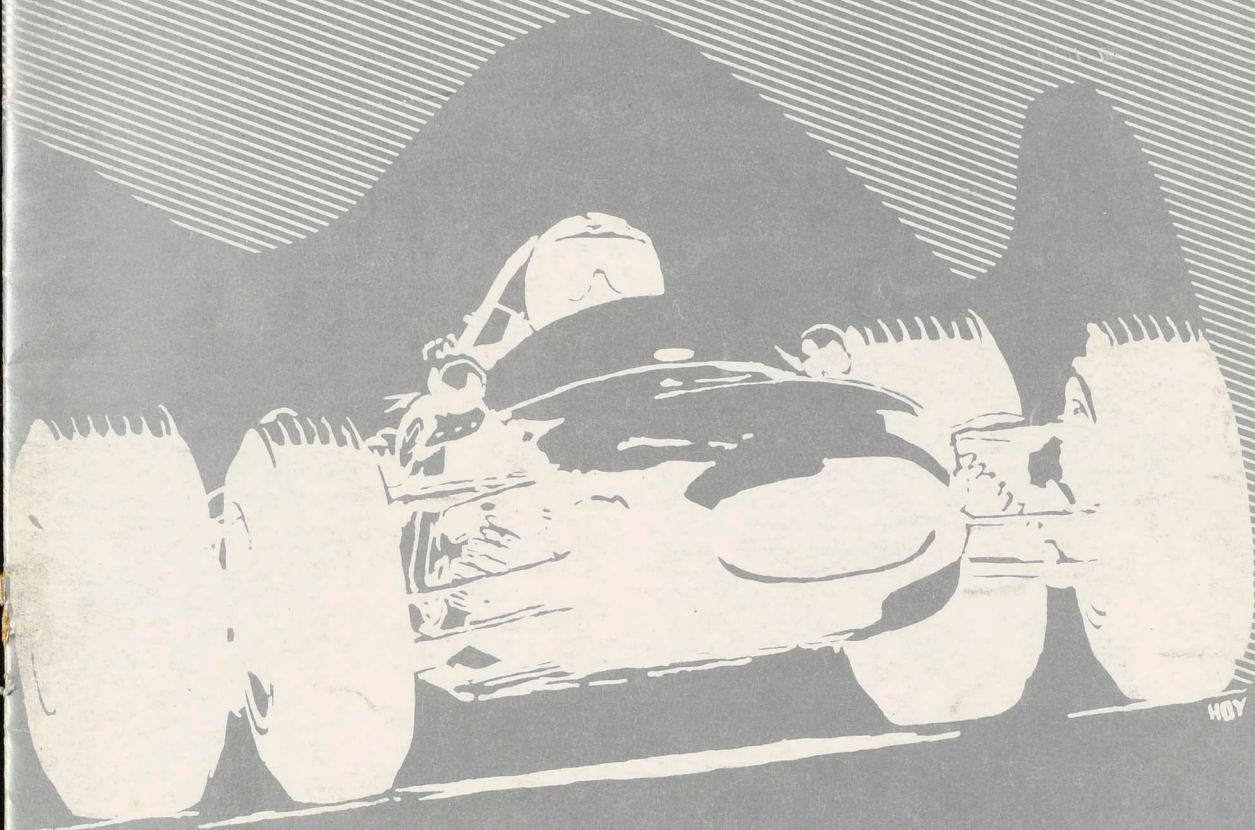
MOTORING NEWS

BULLETIN

WELLINGTON CAR CLUB



NOV 68



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MOTORING NEWS

BULLETIN OF THE
~WELLINGTON CAR CLUB~

NOVEMBER.

Editor- Norm Harvey.

Contributors- Gary Lang.
Dave Money.
Ted Brough.

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17. Firestone Quit.
18. The Track.
20. Sell'n' Swap.

COMMENT

The announcement that the Firestone company have withdrawn from motor racing is a rather hard pill to swallow.

In the 4 years they have been in Grand-Prix and Sports racing they have won an impressive string of victories. It has not been the policy of Firestone to disclose how much they have spent on racing, though it has no doubt been a huge sum. But has it been of benefit to the sport? If one looks at the technical side of the story, one cannot say that the money provided has done a great deal for anything but tyres. And this was undoubtedly

Firestone's whole objective, to start with. Yet when one thinks upon the statement of Raymond Firestone, that as a result of not entering into any new contracts last year the company saved 14 million dollars one can hardly sit back without wondering.

The sums that Firestone were paying teams such as Lotus & Ferrari were huge, many many times greater than one sponsor has put into the sport before. Initially this may be quite alright, but when it was announced last year that the Firestone company had actually purchased teams, it disclosed for the first time the true extent of this company's involvement in the sport.

Cont. page 20.

FORTHCOMING EVENTS

DECEMBER. 7th.

Our Loop Line Sprint is cancelled. Road declined.

DECEMBER. _____.

There will be no Clubnight this month.

DECEMBER. 14th.

South Rangitikei Car Club Inc., have invited us to a Hillclimb to be competed for on Log Whare Hill situated on Leedstown Road, north of Marton. For a report on the Hill by someone who has competed there before, ring Gary Lang (59-485 B). The day starts at 8.30am with an entry fee of \$2.00. We are also invited to their Prizegiving and Dance to be held in the evening. \$3.00 double. Billets are available, and if required please contact Allan Buchanan, tel. 2422 or P.O.Box 119 Marton.

JANUARY. 20th.

We will be holding our New Year Gymkhana on this day, being the Monday of Anniversary Weekend. This is always a very popular event, so make a New Year resolution and be there. The venue **

JANUARY. 21st.

No.1 Clubnight for 1969 to be held at our Clubrooms Russell Ter. at 8.00pm. Come and find out how you fared in the Gymkhana and see the latest in Motor Sport films.

JANUARY. 25th.

Hutt Valley Motoring Club Inc., invitation Gymkhana. We have no excuse not to participate in force, having polished up our driving at our Gymkhana. The venue **

FEBRUARY. 1st.

We will be running a Straight Sprint at Te Marie Road out of Featherston. This will be an invitation event, so be there to show our flag.

FEBRUARY, 4th.

Monthly Night Trial starts from the Clubrooms at 7.30pm. Never been in a Trial before ? Then see you there on Tuesday 4th.

FEBRUARY. 8th.

Port Road Sprint, held by the Hutt Valley Motoring Club Inc., who extend an invitation for us to compete with them.

Coming Events Cont. Page4.

** For further particulars, ring a Committee member.

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CLUBNIGHT - OCTOBER 15th 1968.

Ford and Castrol films were screened to an enthusiastic audience at the October clubnight of the Wellington Car Club.

The first film, from Ford-Australia, contained excerpts from several events in which Australian-built Fords competed. Included was one of the gruelling Armstrong 500 races held on the rugged Phillip Island circuit. Known as a car wrecker, this track was recently re-surfaced and re-opened after several years of disuse. In the event featured Bob Jane and Harry Firth emerged triumphant in their Ford Falcon from a full field of standard production sedans.

The first overseas event for Australian-built Falcons - the East African Safari - was also featured with the cars aquitting themselves well. An event not normally seen in New Zealand - a relay race - was seen on the old Fisherman's Bend circuit. This very interesting event is very popular in England and is ideally suited to the wide open spaces of airfield circuits.

Imagine three V8 Maserati engines to propel your transport! Well, one of the craft in the 1964 Daily Express International Power Boat Race was so equipped. Dozens of boats, each costing a small fortune, and powered by a mouth-watering selection of machinery, take part in this annual event and we were indeed fortunate to have a Castrol film on the subject.

'Falcon makes History' was a Ford film of a 70,000 mile endurance run by a team of Ford Falcons on Ford's Australian test circuit. Driven 24 hours a day at full racing speeds by a team comprising some of Australia's leading racing drivers the cars stood up to the punishing ordeal remarkably well although several managed to leave the circuit with damaging results.

Dominion Motor's projector was once again made available to the club for the evening.

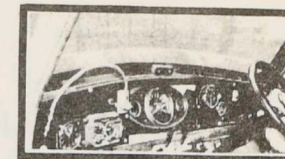
G. J. L.

- FEBRUARY.** 9th. Invitation Hillclimb.
15th. Family Saturday Night Trial.
16th. Interclub Gymkhana. M.G. Car Club contribution.
18th. Clubnight, Russell Ter., 8.00pm.
23rd. Sunday Economy Run.

- MARCH.** 1st. Invitation Twin Car Sprint at Levin.
4th. Monthly Night Trial.
8th. Invitation Levin Sprint. Hutt Valley Motoring Club.
9th. Gymkhana.
15th. Houghton Bay Gold Star Hillclimb. National Open.

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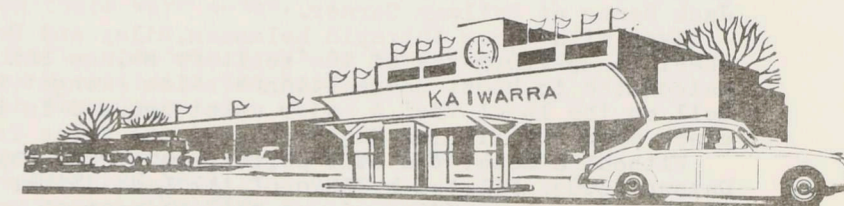
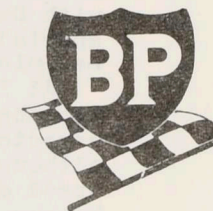
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BENSON AND HEDGES 500

Many people believe Le Mans to be the only circuit in the world offering entertainment on and off the track but spectators at the Benson and Hedges 500 at Pukekohe can certainly claim to receive maximum value for money.

As expected, the event for Group Five tiddlers was dominated by Roy Harrington's Hillman Imp. With Rodger Anderson operating in a different class at the moment none of the Minis carried enough steam to topple Harrington and had to rely on the Imp's unfortunate, but all too frequent, mid-race exit to win. Former Group Two hero Barry Phillips' Austin Mini eventually won with Clyde Collin's PDL Cooper second and Graeme Watson third.

Interest in the big Group Five event centred on the mysterious John Turtle and his Camaro entered by the Black Mfg Co. The driver of course turned out to be Spencer Black as all power-boat fans were quick to deduce. Starting from an unfavourable grid position the yellow brute thundered through the field like a dose of salts. Meanwhile, in his customary position, the P of P & R kept a watchful eye on his mirror for a certain thing made by people who supposedly don't wish to know about motor racing. Sad to report Black lost the Camaro, smoking brakes and all, in the biggest possible way in the esses and deposited it in the track-side slush. End of scene. Rod Coppins, minus a little of his or his car's usual verve, trailed Fahey at a respectable distance with Dave Simpson's twin-cam Escort close behind. Simpson's car sported wheel arches to end all wheel arches. Fahey undoubtedly has plenty in reserve and sped on to another easy win.

At 1pm the pick of New Zealand's own assembled on the grid for the start of the longest motor race ever held in N.Z. As expected the 3.3 litre Victors surged ahead on acceleration although it became obvious that the Zephyrs' higher terminal speed on the back straight would ensure a close race. The honour of the first pit-caller went to Bruce McLean who popped in for a while to replace his radiator after trying to do a Jack Nazer at Railway Corner.

Even with those intrepid helmsmen, Riley and Dawson, at the wheel the performance of the solitary Holden can hardly be calculated to boost no-remittance sales amongst the jet-set. Roll on the local V8s! A major upset occurred in the 1600-2500cc class when the Hillman Hunter downed the three Triumph 2000s.

Without a doubt the star performers of the day were the Datsun 1600s. Piloted by some of the best driver combinations of the day - Innes/Marwood and Watson/Anderson - they circulated like clockwork for the entire 500 miles, holding the big stuff on the straights and carving them up on the curly bits. Honourable Nippon received the best boost it's cars have ever had here.

Brake problems troubled the faster cars at some time or other but the expected repetition of last year's dreaded Vauxhall disease did not materialise - the lighter Victors being easier on brakes than last year's heavier Crestas.

The Baker Brother's Escort fell over at Railway corner and lost a windscreen early in the race and had a new one fitted in just a few minutes. The rapidly slowing Victor of Brent Hawes and Leo Leonard brought home the bacon just after 9pm with the Sprague family Zephyr steadily overhauling them.

Of the original entrants there were only two non-starters and this let in two reserves, one of which, the fast Taupo-entered Victor of Marshall and Dawson had a very nasty moment with the fencing near the Elbow. A different type of guard rail is needed here before something really unpleasant happens.

In the race's final stages many officials found it necessary to race back and forward across the track near the pits and there were a few close shaves - one of the Simcas had to brake sharply to avoid metal to flesh contact.

There were many interesting performances off the track as well as on it and for those who tired of motor racing there were many interesting games to play - 'Knock the policeman's helmet off with a beer can', 'See how many tiny pieces can be made from one beer bottle', 'Play Vietcong and build broken bottle booby traps', and loads of exciting co-educational games for two or more.

The Benson and Hedges 500 is certainly not an event to be missed.

G.J.L.

LEVIN MOTOR RACING CLUB KAHINAU RD HILLCLIMB 28-7-68

Ten little motor cars sitting in a line,
A Cooper-Norton broke it's clutch
And then there were nine.

Nine little racers, surely tempting fate,
An A40 mixed it's oil and water
And then there were eight.

Eight little tin-tops, with engines all a-revvin',
A Mini cracked a vital part
And then there were seven.

Seven little speedsters, out to show the hicks,
A Cooper 9 collected the bank
And then there were six.

Six little leadfoots, on a Sunday drive,
One revolved and hurt it's donk
And then there were five.

Five little pilots, each departing with a roar,
A Cooper drove into the swamp
And then there were four.

Four little survivors, just once more were mustered,
Then packed it in and all went home
Before they themselves were busted.

G.J.L.

MONTHLY NIGHT TRIAL

OCTOBER MONTHLY NIGHT TRIAL - "TEE FOR TWO"

Funny things, these mid-week night trials. A crew can muddle along month after month, missing turns, driving straight past check boards etc. Then, alluvasudden comes a trial when everything just clicks neatly into place and apart from being a few minutes late somewhere we couldn't seem to do much wrong. Next month we'll probably repeat our August performance and finish last.

Organised by the Brouchs and blessed with a large entry of 16, this trial of 38 miles was almost entirely in the Eastern and Southern suburbs of Wellington passing into the city only for the finish. There were lots of narrow, winding roads and despite the low sounding averages there were only a few parts where time could be made up.

From the clubrooms we went past the zoo then along Daniell and Owen Streets to go down Crawford Rd. then a loop around the White Heron Lodge to find the first check board in Ross St. Next we found Ted Brough in Resolution St., then two more check boards in quick succession, more Brouchs in Lyall Parade, a check board close to the airport then back to Ted Brough. The scene then moved to the Miramar North area for a couple more check boards until up in Newport Terrace, Nick in the back seat announced that (a) we were several minutes early (b) that he had 'lost' us on the map and (c) he didn't feel well. We squealed to a halt, Nick tossed the map at John and I in the front and made a rapid exit out of the door. While Nick was depositing his dinner on the verge we got 'found' on the map then Nick hopped back in and we drove off down Awa Rd. to find a check in Worser Bay where we were only seconds into the wrong minute. John Marslin manning this check had a lonely time as less than half the entry spotted him. One who missed was the flying Messerschmitt Me 191 entered by Herman Goerring and navigated by someone who looked like John Reid. The pilot applied full boost and they actually passed another car - driving straight past the check in the process. This spoiled what might have been a 'clean sheet' but then 200 yards from the finish the battery lead fell off and the crew had to push to the Control.

After another visit to the Brouchs at Lyall Parade there was a long run around the bays to go up Happy Valley Rd, to check board Omega at the bottom of Ohiro Rd. and thence to Willeston St and the Casa.

We thoroughly enjoyed it organisers. Thanks.

Dave Money

CheckBoards...1-Alpha-Ross St.
3-Triick-Palm Ave.
4-Treat-Apu Cres.
6-Lopez-Bridge St.
8-Heart-Miramar Nth Rd.

9-Court-Mapier.St.
11-Tacan-Sidlaw St.
12-Loran-Rodrigo Rd.
14-Omega-Ohiro Rd.

NOTE LOSS OF 30POINTS,
INDICATES A MISSED CHECK.

No	ENTRANT.	CAR.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	Contd	Place.
2	FIAT 500 TEAM	FIAT 500	30	0	30	0	4L	30	6L	0	0	1e	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	9th	
4	R. F. MONK	Singer-Gazelle	30	29L	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	404	10th	
6	D. MONEY	Triumph 1300	0	1L	0	0	0	0	4L	0	0	1L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1st.		
8	M. S. REID	Austin A 50	0	16L	30	30	12e	0	11L	0	0	6L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	10th		
10	J. B. CHRISTIAN	FIAT 1500	0	30	0	0	2L	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	7th		
12	C. EAST	Mini's	0	30	0	0	1e	0	1L	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	5th		
14	R. G. UNDERWOOD	Vaux-Niva	30	16L	30	0	3L	0	30	0	0	12L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	12th		
16	NBG TRAINING CAR 2	A.60-VAN.	0	30	0	0	5e	0	1L	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	8th		
18	NBG TRAINING CAR 3	Mini-VAN.	30	6L	30	30	0	0	1e	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	14th		
20	TEAM PAINE	Domier	0	2L	0	0	1e	0	1L	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	4th		
22	E.D.V. CONROY	Cortina MK 2	0	3L	30	0	2e	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	7th		
24	H. GOERRING	Messerschmitt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	3rd		
26	NBG TRAINING CAR 1	Triumph-Nisse	0	1e	0	0	2e	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	11th		
28	AL. CANNONS	Triumph-Herald	30	30	30	0	5L	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	8th		
30	R. DUFFELL	Triumph-Herald	0	0	0	0	5e	0	5L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	2nd		
32	B. WORTHINGTON	FIAT 1500.	30	30	0	30	2L	30	30	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	243	15th		

OCTOBER--TEE FOR TWO.

RESULTS (PICNIC) GOMKHANA.

at Queen Elizabeth Park 20th October.

	Test 1	Test 2	Test 3	Test 4	Test 5	Test 6	Test 7	Test 8	Test 9	Unofficial	Number of first placings
<u>MOTOR OVER WHEELS</u>											
John Marslin Mini	-	-	121.6.2nd	10 $\frac{1}{4}$ " 5th	60.0 4=th	-	-	-	-	-	0 out of 8
Alan Brough Mini	23.0 2nd	34.2 1st.	132.2.3rd	3" 2 $\frac{1}{2}$ "	45.0 3rd.	40.8 2nd	32.0 4 $\frac{1}{2}$ "	67.2 2nd	32.5 2nd	-	1 out of 8
John Reid CooperS (Beacon)	22.0 6th	35.0 3rd.	114.4.1st.	9 $\frac{1}{2}$ " 4=	40.5 1st.	37.2 1st.	30.0 1 $\frac{1}{2}$ "	61.4 1st.	32.1 1st.	-	5 out of 8
Terry Hvid Fiat 500	22.9 1st.	35.0 3rd.	144.6 4th	6 $\frac{3}{4}$ " 3.	44.5 2nd	47.0 4th	31.1 8 $\frac{1}{2}$ "	75.3 3rd.	37.5 4th	-	1 out of 8
H.J.Harris Imp	23.2 3rd	36.3 5th	161.0 5th	2 $\frac{3}{4}$ " 1st.	62.2 5th	44.6 3rd	-	-	-	-	1 out of 8
R. Morrell Imp	23.7 4th	34.4 2nd	172.6 6th	9 $\frac{1}{2}$ " 4=	62.2 6th	49.8 5th	31.8 2 $\frac{1}{2}$ "	-	35.2 3rd.	-	0 out of 8
Mrs. H.J.Harris Imp	25.7 5th	35.4 4th	217.2 7th	13 $\frac{3}{4}$ " 6.	60.0 4=	56.7 6th	-	0	0	-	0 out of 8
<u>CONVENTIONAL DRIVE.</u>											
R.A.Canhons A40	26.7 3rd.	36.1 1st.	145.7 2nd	1 $\frac{1}{2}$ " 2nd	43.7 2nd	52.8 2nd	31.9 2nd	78.0 4th	40.0 4th	-	1 out of 8
B.A.Nelson Viva	24.7 1st.	36.2 2nd	149.7 3rd	5" 1st	47.5 4th	52.4 1st	31.7 1st.	72.7 3rd	36.1 2nd	-	4 out of 8
Keith Hartley Morris Ox.	27.5 4th	38.5 4th	191.0 5th	8 $\frac{1}{2}$ " 4th	56.3 5th	56.6 4th	34.8 4th	84.0 6th	-	-	0 out of 8
Alan Cole M.G.B.	28.2 5th	37.9 3rd.	142.5 1st	11 $\frac{1}{2}$ " 5th	30.8 1st.	53.8 3rd	32.0 3rd	69.9 2nd	35.8 1st	-	2 out of 8
Ted Brough Crysler	30.7 7th	40.2 5th	-	-	-	-	-	-	-	-	0 out of 8
Ed Contoy Cortina	26.5 2nd	37.9 3rd	-	2 $\frac{1}{4}$ " 3rd	-	-	-	-	-	-	0 out of 8
B.Ryan Zephyr Mk 1.	31.0 6th	44.9 6th	154.4 4th	15 $\frac{1}{4}$ " 6th	46.0 3rd	57.0 5th	35.8 5th	79.7 5th	42.7 5th	-	0 out of 8
Dave Mowat Prefect	-	-	-	-	-	-	-	66.2 1st.	36.5 3rd	-	1 out of 8

TEST 1. WIGGLE WOGGLE

Best of 3 Attempts

ORGANISER Ed.Conroy.

TEST 2. HOLDING ROPE FROM POLE
(Three laps (Forward))

" " " "

MARGHALLS John Tompson

TEST 3. POTATOE RACE

Best of one Attempt

Ted Brough

TEST 4. JUDGE DISTANCE FROM 30FT.

Best of three Attempts

Leonie Brough

TEST 5. HOLDING ROPE FROM POLE
(Three laps (Reverse))

" " " "

Hartley Brothers (Bruce etc.)

TEST 6. GARAGING

" " " "

TEST 7. AROUND MARKERS

" " " "

TEST 9 (UNOFFICIAL) AROUND MARKERS (Le Manns Start) Best of three attempts.

TEST 8. GATES

" " " "

THAT WHICH IS PAST

PART 7, --1951-52.

First undertaking of the new Wellington Car Club was the acquisition of land at Pautahanui. Every week-end members worked on the land in preparation for the building of New-Zealands first genuine racing circuit, but eventually lack of time and money bought the venture to a halt.

With Paekakariki no longer available, the Club was forced to find a substitute, and came to light with a much shorter venue, on the Plimmerton-Pautahanui road. For a while this half mile course was the Clubs main climb, and later it supplemented the big annual event at Houghton Bay.

The first event was held in shocking weather on October 1951. FTD went to Bob Gibbons in his black XK120 Jaguar, in 34.1sec. Hugo Hollis in the blown "TD" M.G. was not within a second of this time, but took second-FTD after a stirring tussle with Don Edhouse in the E.J. Special. Their best times were 35.55 and 35.60 secs' respectively. Newcomer Bruce Cook took 4th place with his K2-Allard tourer; he is another member still competing in Club events today. Class winners were ; Gibbons, Olly Cottrell (Ansaldo Spl), Hollis and Miles Hurst-house (M.G.-P.A.).

On January 26, 1952, a standing and flying quarter-mile sprint was held, again in the Sth Wairarapa. A rear-engined Cooper "1000" was the star attraction, this being the Vincent powered car Dunlop man Arnold Stafford had brought out from England, it reached the end of the 440yds in a time of 16.6.seconds, the best run of the day. Bruce Cook's Allard clocked 18.3, and Hollis' M.G. 18.4 Bob Gibbons in the XK120 could not better 19.35 sec's but he won the flying quarter, averaging 105.5MPH on one run. Hollis 96.6 and Cook 92, were next best with Don Edhouse in the E.J. Spl averaging 85MPH to take fourth FTD.

A second Plimmerton Hillclimb was held on February 16, and was graced with the entry of two genuine factory built single seaters

Crowd-drawer of the two was the 1½litre supercharged Maserati 4C of Australian veteran Tom Sulman, filling in time before the racing season. But he was forced to give best to "Independent Motors" new 1100cc Jap-propelled Cooper.

This car was the first of its type to appear in a Wellington District hillclimb, but was soon to be followed by many more. Driver on this occasion was Bob Gibbons. He set a new record of 30.1secs' and beat Sulman by 2.2secs'.

Bruce Cook was a fine third, knocking over a second off Gibbons' class record and comfortably heating Hollis and Edhouse, both of whom had been faster than the Allard in the October event. Class winners were Cook, Jock MacIntosh (Vanguard), Sulman, Gibbons and Jack Kennedy (Austin 7 Spl) and due to the drier surface, all set new times for their respective targets.

Among the entries were two more names which have become familiar to motorsport followers in more recent years. One was Tom Doyle, who brought his Nash down from Taranaki for the event, and the other was the Masterton doctor, Graham Cowie, who drove a Jowett Javelin to good effect. Doyle was to be Gold Star trials champion a few years later; Cowie still competes regularly with a Mini-Cooper. (recently sold)-Ed.

On March 8th the Club had the honour of running the fifty mile New-Zealand Championship beach race at Waikanae. There was tremendous interest in the race, but a lot of it went when Tom Sulman had to scratch the Maserati with blower trouble. George Smith, THE figure in New-Zealand motor racing at the time, was End-to-End winner in his GeeCeeEss, a Ford V8 powered car with transverse leaf springs front and rear. Despite many theoretical disadvantages, there were few cars in the country that could catch it, and Smith added the Beach Championship to his other national tittles: those in road racing, hillclimb and sprint categories.

John McMillans rear-engined (3.8.litre V8) McMillan Spl was a fairly close second until he broke an axle after 24 of the 40laps, leaving Ron Roycroft's G.P. Bugatti to take a distant second. Fordy Farland was several laps back in third place after the early retirements of Ewen Faulkner and Aucklanders Fred Zambucka (Desoto Spl) and

Ron Sutherland (Willys Spl).

There were also two handicap races. In the first, a five-miler for sports-cars and saloons, Aucklanders Ralph Watson took the in his front-wheel-drive B.S.A. Spl. Later of course, he was to gain international fame as designer-builder of the immortal Lycoming Special. Second place went to a Ford V8 coupe driven by Barrie Jonathon, another man to gain fame later on. He's the same guy who cleans up all the big Kart races these days.

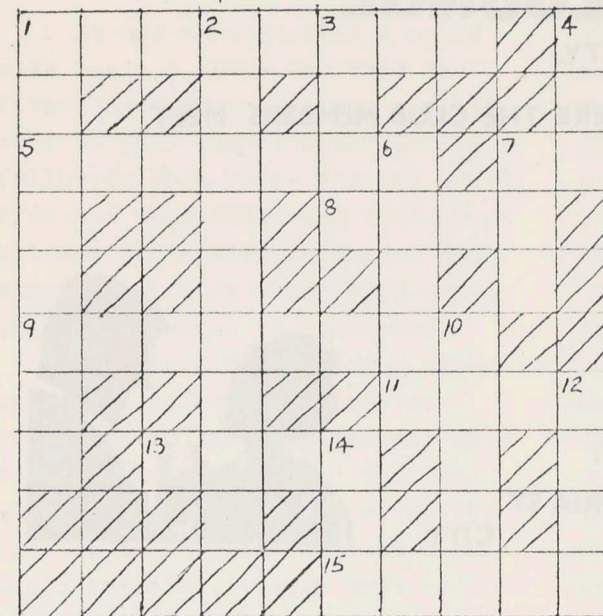
Watson won the 10mile Allcomers Handicap, Olly Cottrell in his Ansaldo-engined Cotti Spl was second with Smith Third.

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		O	N		D				N
G	M	C		C			G	A	S
		K	I	E	F	T			U

Results of Crossword No.20

CROSSWORD NUMBER 21

CLUES - ACROSS.

1. Recent Chevrolet model.
5. French vintage sportscar.
7. Citroen --19.
8. Norm Beechey raced this Chevrolet model in Aust.
9. Chrysler luxury car.
11. Built by Eric Broadley.
13. Fairthorpe ----.
15. British racing colour.

CLUES - DOWN.

1. Studebaker.
2. British motor cycle.
3. Carburettor setting.
4. American name for petrol.
6. Australian Chrysler.
7. --- Gurney.
10. American spark plug.
12. Winner of 1968 N.Z.G.P.
14. Abbreviated name for the Morgan.

G.J.L.

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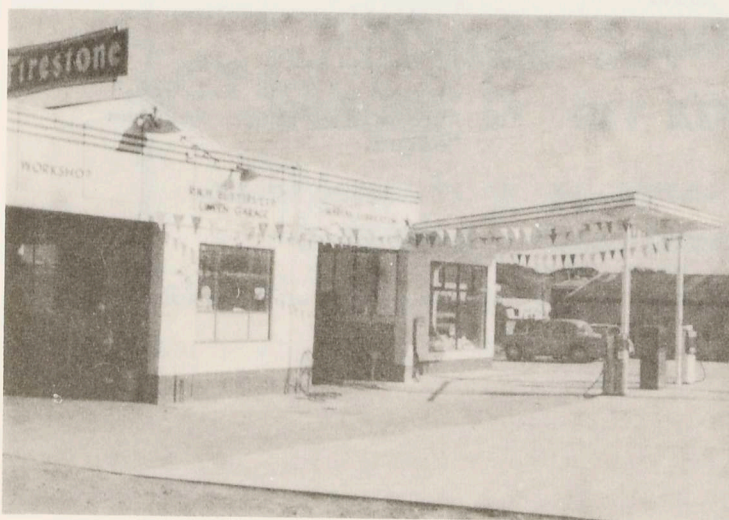
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FIRESTONE QUIT

It was announced on a world wide basis 3 weeks ago that the Firestone Tyre and Rubber Coy Ltd were to pull out of Motor Racing following this years Mexican Grand Prix. And that following that event all contracts with Formula 1 and Sports Car teams which were still in effect, would be withdrawn.

This news broke just 3 weeks ago, just before the Firestone test week at Indianapolis was due to begin. It is believed that the only contract to remain effective will be the 4 year contract with Mario Andretti, though this is in no way certain.

The announcement means that the major Formula 1 Teams in the U.K. and Europe contracted to the American company, will now have to open or attempt to open negotiations with either Dunlop or Good-Year. Both these tyre manufacturers have stated that they have no intention of increasing their spending during 1969. Thus, Lotus, Ferrari, Honda, Cooper, RRC Walker and J.W. Automotive Engineering will have new sponsors from somewhere.

It was disclosed that Firestone were paying Lotus and Ferrari large sums of money well in excess of \$US100,000. with lesser amounts going to Honda, Cooper and the others. It is also interesting to note that at

the time the announcement was made Firestone and The Cooper Car Co were negotiating a new \$US 100,000; contract. And the withdrawal will have come as a very hard blow, especially at the present time, as Coopers are due to take delivery of the first of the new Alfa-Romeo F1 engines during November. And whilst at the time of writing, Coopers have not got a new sponsor, the Team will continue in Racing.

To overcome the problem created by Firestones action, either Dunlop or Goodyear, or more likely both, will have to come to the aid of a few of the now stranded teams. On the assumption that the remaining Big Two keep to their word regarding not increasing their expenditure, it means that the same amount of money will have to be spread among additional teams, or that more tyre manufacturers will need to come into the sport.

Michelin have been dabbling in M.R for a couple of years, having made tyres for Matra and the new Alpine F1 car. And Pirelli of Italy have shown some interest in the sport, and are now receiving encouragement from Ferrari.

Early last year, Firestone opened a new factory at Brentford in England, especially for the construction of racing tyres. This factory will switch to the manufacture of truck and heavy duty tyres.

And the large technical staff? The company have offered them new positions, without a pay cut. However at the present time it looks as if the majority of the technical will leave. Many of the having made applications to join Dunlop and Goodyear.

Late last year, when Mr Raymond C. Firestone said that his company were to reduce their motor racing budget, this was interpreted as meaning no more contracts, though the company would continue to manufacture racing tyres. Yet as we now know, this is not so.

The withdrawal of the Firestone Company from Motor Racing is a hard blow to the sport, for it will take some time for the sport to recover from the results. -NHH.

the track

*The 1968 World Champion Racing Driver is the Gold Leaf-Team Lotus leader Graham Hill. The title went to Graham when he won the Mexican Grand-Prix. He was followed home by Bruce McLaren in second place with his team mate Jackie Oliver third. Denny Hulme lost any chance of retaining the title, when on lap 10 a suspension arm gave way, and the resultant sparks set exhaust fumes alight. For the race, Denny had a brand new car, to replace the one that was bent during the U.S. GP.

*Can-Am round 4.-Well Well B. McL and D.H. were out McLarened at Laguna-Seca, venue for the 4th round of the Can Am series. First was the Canadian driver John Cannon in his McLaren Mk3 Chev. of 1966 vintage, with our man Denny 2nd, and yet another Mk3 McLaren driven by George Easton in 3rd place. The race was run in heavy rain, and it was a case of the man with the best

rain tyre first. Cannon's car was fitted with the very latest and possibly last set of Firestone YB11 rain tyres with the 125 pattern.

*Ford F1. You may recall talk some time ago of a Ford F1 car, the car is designed by Cosworth Engineering, and will be built by them also. Latest news on the project is that Ford are going to withdraw from the venture. When announcing this move, Mr Walter Hayes Director of Ford's Public Affairs Dept of the Ford Motor Co in Britain said, that at the time the project was first discussed at last year's German G.P. and indeed up until 3 months ago Aerofoils were not in vogue. The car will be of monocoque construction with Four Wheel Drive, and as such, according to Keith Duckworth of Cosworth the fitting of an Aerofoil would detract from the performance of the car. Mr Hayes went on to say that Ford's though that it was far better that Formula 1 remain the preserve of the independent constructor. Despite this, the Cosworth Engineering Co are to continue with the car, and hope to race it next season.

*We have heard that Feo Stanton of Rorstan Racing Team, is keen to promote Formula Ford in this country.

*The Bathurst 500 race in Australia for touring cars, was a Holden walk over. NZ Champ Jim Palmer was teamed with Phil West in a Holden GTS were placed 2nd behind another GTS driven by Bruce McPhee/Barry Mulholland- and ahead of yet another GTS.

*Jo Siffert who drove Rob Walker's Lotus 49B to victory in this year's British GP. Has been offered an F1 and Sports Car contract by Ferrari. As yet he has not accepted.

cont-

* In the near future the C.S.I. are to discuss the question of wings or "aerofoils" on Formula racing cars. Tyre widths will also be discussed.

*Dan Gurney plans to run two Eagles next year. One car will have the Weslake type V12 engine, whilst the other one will have a Ford V8 engine which Dan says is just too good to be without.

*Ferrari have sent a 2 car team to Argentina for the Temporada Series, which this year is for F2. Drivers are Tino Brambilla and possibly Andrea de Adamich.

*Tim Schenken, the young Australian driver who has won more Formula Ford events in Britain than any other competitor in the class this year, is to move into Formula 3. He will be driving a 1969 Brabham BT28.

*Frank Williams Racing, plans to run a Formula 1 car for Piers Courage next year; providing that a sponsor can be found. Over the past year, Frank has been running an F2 Brabham for Piers, and has every intention of running a F2 team next year also. *Aucklander Bill Stone who is in Europe at the present time, is racing under the wing of the Frank Williams Equipe more or less, in F3. Piers Courage will be driving a Brabham Ford V8 for Frank Williams in the coming Tasman Series- 1 for one think this car will be hard to beat.

*Masten Gregory, who in 1959 was a member of the Cooper works team, is moving to Europe to live in Rome. He is hoping to drive Sports Cars this year.

Ernesto Brambilla looks like becoming Italy's new hope in Formula 1. He recently gave Ferrari their first F2 win, by taking first place at the Formula 2 race at Hockenheim in Germany. Two weeks later he

followed this up with a win in the F2 event at Vallelunga in Italy.

*Round 4 of the Can-Am series was run at Riverside, and once again it was the McLaren Team which took the laurels. Bruce McL won the race with Mark Donohue in a McLaren 2nd and Jim Hall in the Chaparral 3rd. Denny Hulme finished 5th after going off the road whilst trying to avoid a back marker. At this stage Denny Hulme leads the series with Bruce and Mark Donohue 2nd equal.

*If you have a good memory, you will remember that I made mention in this column of the possibility of Roy Winkleman running a Formula 1 car for Jochen Rindt. -Well this year it seems that it will happen, and we may see Jo Rindt in a Winkleman entered McLaren or Brabham.

*Hulme wins Can-Am series. The last event in this year's Can-Am series was the Stardust Grand Prix at Las Vegas. And it turned out to be a Hulme DO from GO to WHO. Denny drove his usual M8a and lead from the flag fall. Bruce finished 6th after recovering from a moment when he was hit by Mario Andretti. During the race Lothar Motschenbachers McLaren and Jim Hall's Chaparral touched, Hall's car was sent flying through the air with both cars catching fire. Hall was taken to Hospital with Burns and a broken leg, whilst the German driver was suffering from superficial burns. So for the second year running the Can-Am series was won by the McLaren team. This year with Denny first and Bruce in second place. -NHH.

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Comment cont-

And as a result of this involvement is the sport going to be better off in the future? This must be a question that is going through the minds of many people at the present time.

Consider for a while the implications of the Firestone withdrawal. It means that teams such as Lotus, Ferrari, and others are now faced with the task, indeed a huge task, of trying to get contracts with either Goodyear or Dunlop. Both of these companies have very large racing programmes, and both have said that under no circumstance are they prepared to increase their respective racing budgets.

Another thing worthy of thought, is this point, can the other tyre companies afford to pay huge sums to new teams. They don't appear to be willing to do so. What then is the answer? More companies in the sport is one way out. Another is, that the tyre companies involved at present in the sport make smaller grants to their

contracted teams.

Now are the companies prepared to do this? Once again I think not.

It would appear then that in the long run the effect of the expenditure by Firestone on motor sport will not be beneficial. It is known that the sum paid to Lotus and Ferrari exceeded \$250,000 each, this year alone. Can they hope to find another sponsor who is prepared to pay this sort of money.

There can be little doubt that the tyre war of the last 4 years has done the sport much good, but it has also done the sport much harm financially.

Was it necessary for the Firestone Tyre & Rubber Coy Ltd to pay such fantastically large sums to contracted teams? Certainly not- The sport now has to find a huge amount of money and as yet no one knows where it is to come from. -NHH

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