

NEW ZEALAND SPORTS CAR CLUB.

BULLETIN

Vol.4 No.1 .

January, 1948.

EDITORIAL.

No doubt many of our members have wondered impatiently why no Bulletin has been produced of recent months.

The Committee realises that members living away from Wellington obtain little more than the Bulletin for their annual subscription, and for this reason the Bulletin has always been considered of first rate importance. However, it has been expensive to produce and for this reason it has been necessary to patronise a publishing company which quoted a considerably lower rate than other companies.

The Editor produced an excellent Bulletin some six months ago which was sent to the publishers in the normal fashion, but in spite of every effort being made by the Editor and individual members of the Committee to expedite printing, no concrete results have been obtained. Quotes were obtained from other firms, which in all cases were nearly three times as high as the amount paid hitherto, and which represented a sum which the Club could not under any conditions afford to pay.

Under these conditions it was decided to produce an interim cyclostyled Bulletin in order that outside members could be brought up to date with the current affairs of the Club, while every effort will be made to return in future to the usual printed Bulletin.

The recent formation of the Association of New Zealand Car Clubs, to which the N.Z.S.C.C. is affiliated, marks a very definite step forward in the organisation and control of motor sport in this country. In a sport such as ours, a measure of control, which while not interfering with the internal affairs of the various clubs, but tending to the co-operation and broad

organisation of all bodies interested in motor sport, is vitally necessary.

COMING EVENTS

Paekakariki Hill Climb - February 21st.

There is every indication that a record entry will be received for this year's Paekakariki Hill Climb. The A.N.S.C.C. has been approached for permission to term the event the N.Z.Hill Climb Championship for 1948.

If such permission is granted, this will be the first N.Z.Championship event held under the jurisdiction of the Club and every effort must be made to ensure that the organisation is as near perfect as possible. In order to bring about this happy state of affairs, an adequate number of marshalls will be necessary and volunteers for such duties are requested to hand in their names to the Club Captain or Secretary.

FIFTY MILE BEACH HANDICAP -- MARCH.

Although the Club has run a number of highly successful sprint events in the last two years, it has not been possible as yet to have any genuine racing. Several road racing projects have been investigated and have had to be regretfully discarded in the meantime, while nothing in the way of suitable unused airstrips is available.

The only alternative appears to be beach racing, but the time during which a beach is in a suitable condition for racing is limited, while the prize money for a succession of short races would be beyond the Club's financial resources, but, in an effort to lay the basis of a classic event, which would come in time to be regarded as New Zealand's premier beach race, it has been decided to run a 50 mile race, drivers being handicapped on the capabilities of their individual cars. This will ensure that owners of fast and slow cars have an equal chance of success. The length of the straights has not yet been decided and intending competitors with strong views on the subject are asked to bring their ideas to the notice of the Secretary for discussion by the Committee.

Trials.

During the summer months the emphasis has been on speed events, but trials enthusiasts need not fear that they are forgotten, as an interesting trial on English sporting half day lines is in course of preparation for April - more details later.

SECRETARY'S NOTES

Trevor Wickham recently relinquished the position of Hon. Secretary, which he had held for several years, to take up the position of Hon. Secretary to the newly formed Assn. of N.Z. Car Clubs. Trevor is too modest a person to let anyone know just how much he has done for the Club, but the success of the Club during his period in office is the best testimonial to his hard work.

The full story of the negotiations leading up to the use of Aotea Quay for the recent standing quarter mile sprint would fill a fairly large book, but it is sufficient to say that without Trevor's efforts the event would have been impossible. His enthusiasm and sheer hard work overcame many similar obstacles and the A.N.Z.C.C. can count itself fortunate in obtaining the services of such a capable secretary.

Several interesting "specials" are being constructed by club members and it is gratifying to see this attempt to overcome the shortage of competition machinery.

Fordy Farland has a V8 as a basis for his car and hopes to give it its first run at Paekakariki. Bert Creswell is selling his Sunbeam 16 and is using a Sunbeam 25 Engine, with an Austin chassis (ex Stone, but not an Austin 7 !!!) with an Ansaldo rear axle. Another project based on a big engine in a small chassis is the Easterbrook Smith effort, consisting of a Sunbeam Speed 20 engine mounted in a Marendaz Special cum Ansaldo chassis, with 12/50 Alvis rear axle. Roy Cowan is another "specialist", with a Rover Meteor as the patient. It is hoped to provide a detailed description of one of these cars in the next Bulletin.

Morry Proctor recently purchased Doug Kay's Brooklands Riley engine, together with many spares, and the Riley is at present being attended to by Dick Lawton. Carburation by four Amals should make it go faster than ever at Paekakariki.

Roger Harding has sold his big Sunbeam and now has a very nice line in 30/98's.

Les Stone's time of 23 secs. in the standing quarter mile is worthy of further comment. While some knowledgeable character will no doubt immediately tell me I am wrong, research on my part has failed to show a better time recorded by an unblown 750 in either England or Australia of recent years. Furthermore, this shows what can be done with a basically standard Austin 7, as in spite of the car's very "special" appearance, the engine runs on a compression as low as 6.3 :1 and has not even the benefit of double valve springs as an aid to high r.p.m.

THE STANDING QUARTER MILE.

On Nov. 29th the first sprint event of the season was held on a service road owned by the Wellington Harbour Board. The previous week was spent in prolonged negotiations with this local body before permission was finally given for the use of the road, but a long spell of fine weather and a fine entry promised an interesting event for competitors and spectators.

The event was due to start at 11.30 a.m. and the early morning saw final preparations under way in an atmosphere of oppressive heat. At 11.15 the drivers gathered around Michael Ferlong to be harangued in traditional fashion and at 11.30 Stone took his Austin 7 off to a crashing start. The Austin, looking very smart in a new aluminium single seater body, crackled up the course in 23 secs., which comfortably won him the 850 c.c.class, ahead of M.Laughton (P type Midget) and M.Stewart (Fiat 500).

First of the 1100's to get away was H.Logan with his much lightened and beautifully prepared le Murs Singer. Logan made no mistakes in a run occupying 20.4 secs. Merry Procter was next with his famous Brooklands Riley, but the high bottom bear showed up to disadvantage and his start was slow, the run taking 22.4 secs. Watson's Riley, running with four Amal carbs. seemed more hindered than helped by this multiplicity of instruments and took 26 secs.

The 1500 c.c.class promised fine competition between Hollis' T type M.G. and Farlands N type Magnotto. Hollis had first run and took his beautifully prepared car off the line perfectly, snapped the years through with precision and

recorded 20.6 secs. Farland followed with a good run, but could not better 21.8 secs. G.Easterbrook Smiths 1925 12/50 Alvis came to the line next and departed with the usual leaping up and down of the rear axle peculiar to this car. The gears were changed with considerable energy and the time was 22.6 secs., fast enough to win the Vintago Trophy as the same car did in Atkinson's hands last year. Errol Arsell, making a welcome reappearance in competition, struck fuel feed bothers in his proselector Riley saloon and registered 24.4 secs. while Jock Brough, who struck a new sartorial note by driving with bare feet recorded the same time in the same car. Bob Shand, with grim facial expression, took 3rd place in his M.G. with 22.4 secs. P.Jacobson in his fully equipped open Vauxhall completed the class in 25.4 secs.

The 3000 c.c.class was opened by H.Green with a Welseley running with six stub pipes and much consequent noise - time 20.6 secs. An eagerly awaited event was the appearance of Roy Cowan with the 1922 T.T.Sunbeam, the actual car which won that long ago event in the hands of the late Jean Chassagne. Beautifully restored by Cowan, the car looked excellent, but unfortunately the complications of the old Claudel Hobsons had not been fully discovered with the result that the mixture was hopelessly rich. This class was enlivened by a terrific battle between Bert Crosswell and W.Easterbrook Smith, both driving Sunbeam 16's. Crosswell, with his much lowered example crackled up the course in 23.8 secs. while an identical time was registered by Easterbrook Smith, both drivers handling cars which are really far too heavy for sprint work, in masterly fashion. The class was completed by J.McDough (Citroen) in 24.4 secs., with much front wheel spin, J.McIntosh (Vauxhall) with 24.8 secs. A.Freeman (Triumph) with 25.4 secs., E.Hubbard (SS) with 26.1 secs. and F.Gits (Legonda) with 26.6 secs.

The Unlimited Class provided ultimate f.t.d.but on his first run Fred Sharman could not beat 22 secs. with his Railton, due to petrol starvation while the same trouble beset Bill Cope with his Ford V8. Collins with another V8 recorded 23.4 secs. and Roy Cowan in the gigantic 5.5 litre Sunbeam, running fully equipped and with hood erect thundered up the course in 24.4 secs.

The first runs over, the heavens let go and the northerly head wind freshened, with the results that few competitors beat their morning times, while the event took on the aspect of a speedboat regatta.

Individual runs would take up too much space to describe, but Sharman brought his time down to 20 secs. in the Railton to record f.t.d. - a very meritorious performance under the circumstances.

The Easterbrook Smith - Cresswell - Sunbeam battle continued unabated, Cresswell finally winning with a time of 23.4 secs. Cowan was seen running with G.Easterbrook Smith as passenger, the latter refusing to leave the shelter of the Sunbeam hood except for brief intervals in taking the Alvis up the course.

Hollis and Logan battled hard to better their times but found conditions impossible, while Green in the Wolseley got into a terrific snake on the wet road. Stone made one run in the Austin stripped to the waist while Jock Brough continued to paddle round happily in bare feet and as a grand finale Watson's Riley set its four Amals on fire.

Throughout these difficulties the organisation functioned faultlessly, Forlong as imperturbable as ever on the public address system, and each competitor moving smartly up to the line, with the result that each competitor had a fourth run. Hard working officials who must come in for honourable mention are Chief Marshal N.Cramer, Clem Atkinson, who smoothed out many difficulties, Mike Forlong, who kept the crowd happy through all the rain with his lively commentary, Trevor Wickham with the thankless job of timekeeper, Bob Baron and Barney Ferrier who acted as starters and Clappenden and his gang of travelling motor cycle marshalls.

Class Winners: 850 c.c. L.Stone (Austin) 23 secs.
1100 c.c.H.Logan (Singer) 20.4 secs.
1500 c.c.H.Hollis (M.G.) 20.6.secs.
3000 c.c.H.Green (Wolseley) 20.6 secs.
Unlimited F.Sharman (Railton) 20 secs.
Vintage G.Easterbrook Smith (Alvis) 22.6 secs.

The fastest twelve competitors were as follows:

- 1. Sharman (Railton) 20 secs. 2. Logan (Singer) 20.4 secs.,
- 3. H.Hollis (M.G.) and H.Green (Wolseley) 20.6 secs.,
- 5. Cope (Ford) 21.4 secs., 6. Farland (M.G.) 21.8 secs.,
- 7. Shand M.G. and Procter (Riley) 22.4 secs.
- 9. G.Easterbrook Smith (Alvis) 22.6 secs., 10. L.Collins (Ford) and Cresswell (Sunbeam) 23.4 secs. and
- 12. W.Easterbrook Smith (Sunbeam) 23.4 secs.

HANSON TROPHY POINTS.

This trophy is awarded to the competitor obtaining the greatest number of points in all events through the season. Points to date are as follows; H.Hollis 11, A.Farland 9, A.Freeman 5, R.Tolley 5, L.Stone 5, R.Watson 5, R.Cowan 4, W.Easterbrook Smith 4, H.Logan 4, R.Crone 4, W.Cope 4,

C.Easterbrook Smith 3, M.Proctor 4, M.Laughton 4, H.Cresswell 3, E.Vogther 2, R.Shand 2, H.Green 4, F.Sharman 5, and B.Ferrier, N.Jackson, G.Vogther, W.Tucker, H.Wallace, W.Bellamy, R.Clapperton, K.Hemus, R.Harding, M.Stewart, J.McDonagh, J.McIntosh, A.E.Ansell, J.Brough and P.Jacobson 1 each.

THE ANNUAL RALLY.

The first Annual Rally began at midnight on Sept. 26, cars setting out from Wellington, Auckland, Palmerston North and Hastings for New Plymouth.

Each group had to travel approximately 250 miles on main roads with a time allowance equal to a 35 m.p.h. average, plus one hours break, A mild night with no wind and the absence of opposing traffic made for pleasant and uneventful driving and the 35 m.p.h. average could be easily maintained under these conditions.

The three southern groups met at Palmerston North, where thanks to good organisation by Palmerston North members, a restaurant and service station were open in the early hours of the morning. After a one hour break the drive was resumed and incidents seem to have been few. W.Easterbrook Smith lost 18 minutes through a headlight failure, but by determined driving made the Wanganui check on time and L.Stone was slowed on the final run to New Plymouth by a broken spring, loosing 9 points on time.

When they had checked in at New Plymouth, competitors retired to their hotels. They were free for the morning, some to do repairs, some to sleep while one or two of the more energetic drove up Mt. Egmont, then at its most resplendent with a new coat of snow.

After lunch, all competitors gathered at Bell Block aerodrome where a road had been secured by the efforts of Jim Bird, and there went through a series of special tests.

The first, slowest time over 100 yards, without benefit of clutch, went to L.Stone in 2 min. 15 secs. and all other competitors were penalised a point for each second in excess of this. An impressive demonstration of determination not to touch the clutch was given by Bill Cope (Ford V8) who left his seat and stood on the running board.

Test two, acceleration over 100 yards from a clutch start, was Fordy Farland's (M.G.Magnette) with a time of 8 secs, all others loosing a point per fifth second in excess of this time.

Brakes were tested next, from acceleration over 30 yards, with scoring as for test two. There were some very neat four square pull ups and on the other hand, the test showed plainly cases of faulty brake adjustment, a few cars facing all ways.

McIntosh (Vauxhall 14) returned fastest time in 7 secs, Farland did 7.2 secs. and Easterbrook Smith, Thomson and Clapperton all recorded 7.4 secs.

The final test entailed accelerating over 30 yards, braking to a standstill and reversing back to the starting point, competitor standing outside the car at the start, with the engine stopped, as a test of accessibility and easy starting. F. Pierson (Singer 9) put up the excellent time of 14.8 secs. followed by Hollis and Farland, both with 16.2 secs., Some very rapid take offs occurred, as an attendant photographer failed to "Stop" Bill Cope embarking at 1/1000 sec. exposure, and the "funny men" act was provided by W. Easterbrook Smith and Roy Cowan. The Sunbeam had a u/s starter and they were seen before the test bringing the car to the boil. On the word "go" there was a simultaneous pounce for the wheel and the crank handle and with a perversity born of age the old car started at the first pull up.

This concluded the special tests, which were designed and conducted by Geoff Easterbrook Smith, and aggregate points were then totalled.

Results for the Rally were:- 1st A. Farland (M.G. Magnette)
18 marks lost.

2nd. A. Thomson (M.G. 1 1/2 litre 24 marks lost.

3rd E. Vogther (Riley) 30 marks lost.

Each club participating had designated a team of three cars and the Team Prize was won by the Manawatu Car Club with the Hawkes Bay Car Club second.

All competitors, whether successful or not, seemed very happy and voted the event a great success.

From a study of the detailed results it is clear that the placings rested on the special test scorings, which were each capable of producing differences of up to 40 marks, while for the road section penalties did not exceed 15 marks, showing a need for point allocation giving greater importance to the road section. With the present petrol stringency we can understand the necessity for restricting the rally mileage to the minimum, but hope that when supplies are freer rally routes will be such as to test more efficiently the cars abilities on all classes of New Zealand roads.

Credit is due to Trevor Wickham and Clem Atkinson for their work in preparation of this event, to Hugo Hollis for his research into road section mileages and to the many other who did marshal duty or assisted in the organisation of this very successful event.

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NEW ZEALAND SPORTS CAR CLUB

BULLETIN.

Vol. 4 No. 2.

March 1948.

EDITORIAL.

This will be the last Bulletin that members will receive before the Annual General Meeting, which is to be held on April 21st. Members will be notified by circular of the place of the meeting.

It is not out of place therefore to mention several matters that may well be raised at the A.G.M. The first of these is the question of the subscription rates to the club. Ten shillings a year is perhaps the smallest subscription paid in any Sports Club in this country. The Committee find it almost impossible to manage the affairs of the Club in a reasonable manner owing to the continual need for watching pennies at a time when their expenditure might well pay a reasonable dividend. For example, advertising, which would almost certainly be repaid tenfold, is practically impossible. Certain equipment necessary for better organisation of events cannot be afforded. It appears likely that a motion to raise the subscription will come before this meeting.

The officers to be elected are Club Captain, Vice - Captain, Secretary, Treasurer, and eight Committee members. With the increase in membership, and the greater number of events being run, the demands on the time of the Secretary have increased considerably. The appointment of an Assistant Secretary to take over much of the routine work and leave the Secretary free to see the many people, write the many letters, and make the many phone calls necessary when organising events on Public Roads might be considered. Under the rules of the club, members who cannot attend the A.M.C. but who wish to nominate some member for office, may do so in writing as long as the nomination reaches the Secretary a day before the meeting.

Another aspect of Club activities that appears to need discussion is that of organising socials after events.

The appointment of a small Committee to look after this side of activities might well be a wise move, as when events are being run the members of the ordinary Committee are usually extremely busy.

Now that petrol rationing is once more with us, there will undoubtedly be some considerable discussion as to what form our events should take. It is to be hoped that as many members as possible will find urgent businews in Wellington on April 21st.

FIFTY MILE BEACH RACE. 10th. APRIL 1948.

On the Regulations which have been sent out for the 50 Mile Beach Race the date is set down as being the 20th. March. We have since found out that the Marine Department were in error when they gave us permission to use Waikanae on that day, as they had already given prior permission for a motor cycle meeting. The event has therefore been held over until SATURDAY 10th. APRIL... Low water on this day is at 2 P.M. so the race is timed to start at 1.30 P.M. Cars must be present for scrutineering at 12 noon. The last date for entries has been set back to 17th. March. As handicapping will take some time no late entries will be received (this means you, Morrie.)

Hugo Hollis, George Bray, and Clem Atkinson are the official handicappers for the event.

PLIMMERTON HILL CLIMB.

On 31st. January the Club held the first Plimmerton Hill Climb. As is usual with our speed events rain fell heavily during the time in which the event took place

The Climb was to have been held in conjunction with a carnival by Plimmerton Local Residents. This was cancelled owing to the Polio epidemic so the Club event was held alone. It is hoped that it will be possible to make it an annual affair.

The course consists of approximately half a mile of very rough gravel surfaced road. There is no real straight, but the least twisty section is about three hundred yards long. From the start cars run into a thirty yard straight ending in a moderate left-hand bend followed immediately by a more acute right-hand bend adversely cambered. Then follow the continual series of short curves mentioned before ending in an abrupt left bend which leads into a sharp right hand hairpin bend about fifteen yards further on. This is immediately followed by another abrupt left-hand bend leading up to the short finishing straight. The surface was extremely bumpy, clay welling up through the gravel in the rain aided this roughness in providing a severe test in road holding.

The Club's hockey stick starting apparatus was used for the first time, to the obvious bewilderment of some of the drivers who seemed sceptical of the statement that they could start whenever they wanted to.

Allmand's well preserved M Type M.G. was first up, with a high pitched noise in second gear resulting in 69.2.sec. King's Singer 9 Sports could not manage better than 72 sec. for its first run. A polished drive by Hugo Hollis resulted in the time of 56.4. sec. This was immediately challenged by Geoff. Easterbrook-Smith in the Vintage Alvis 12/50 who registered 56.6 sec. Farland in his Magnette was next on the line. He departed rapidly and on selecting second gear snapped a half shaft. Freeman in his perfectly standard Triumph Dolomite worked hard to bring it up in 63.2 sec. Toby Easterbrook-Smith, who like his brother showed his mistrustful attitude towards the hill by wearing a crash helmet, managed 62.8 sec. in the long, heavy Sunbeam. Bert Cresswell, driving another Sunbeam 16, much modified and lowered, was two seconds faster, returning 60.8 sec. The Clapperton Model A Ford was driven up very smartly in 58.8 sec. Bill Cope in his Ford V8, driven with much wheelspin at the rear and driving seat, managed 62 sec.

In the later runs Allmand improved to 68 sec, and Freeman, by using first and second only, came down to 60.4. Toby Easterbrook-Smith resumed his usual duelling with Bert Cresswell, but could come no nearer than 61.6, while Cresswell could not again break 61 sec. With his front axle moving in

a most alarming manner Bill Cope cut his time down to 58 sec. but Clapperton could not improve. Geoff Easterbrook-Smith and Hugo Hollis provided fine exhibitions. On his second run Hugo returned 55.6 sec., and Geoff urged the Alvis up in 55.2. The third runs were magnificent. The T.Type Midget was held in close, in controlled slides, actually clipping the grass at the top hairpin and the time was 54.8 sec. Easterbrook-Smith looking as if he was doing all he knew to disprove the nasty things that have been said about the Alvis road holding, howled up the hill to be one-fifth of a second faster than Hollis.

	1st.Run.	2nd. Run.	3rd.Run.
Allmand, M Type M.G.	69.2 sec.	68sec.	69.Sec.
King, Singer 9.	72. "	71.4	74.2.
Hollis, T Type M.G.	56.4	55.6	54.8
G.Easterbrook-Smith,12/50 Alvis.	56.6	55.2	54.6
Freeman, Triumph Dolomite	63.2	60.6	60.4
W.Easterbrook-Smith,Sunbeam 16.	62.8	61.6	62.6
Cresswell, Sunbeam 16.	60.8	61.6	61.2
Clapperton, Ford A.	58.8	59.4	59.8
Cope, Ford V8	62.	61.4	58.

Fastest Time of Day. G.Easterbrook-Smith, Alvis, 54.6 sec.
 Three Most Consistent runs. H.Cresswell, Sunbeam 16.
 Handicap (run on last run) W.Cope, Ford V8.

As the rain increased not only did the surface become exceedingly treacherous, but also visibility suffered, screens and goggles becoming opaquely covered. Cresswell was seen with his head hanging out the side like a locomotive driver, while three drivers attempted cannoning of the banks at various bends, alarming tail wag developing in others. Altogether a most successful do, and one to be repeated.

After the event, the sun came out and the rain ended.

PLIMMERTON POSTSCRIPT.

For the benefit of the uncertain, the hill is at Karehana Bay, Plimmerton. We understand one Club Member was later discovered at the Paekakariki Pub, loudly claiming

that he had tramped all over Plimmerton looking for hill climbs and could not find any.

PAEKAKARIKI HILL CLIMB.

This celebrated Hill Climb Event was held this year, on February 21st. Long before the event, furious preparations were reported to be occurring in many of Wellington's garages and back yards. As the entries came to hand it became clear that many interesting and redoubtable cars would contest the climb.

True to form, the day dawned sullen and misty, but thereafter gradually improved although a damp mist clung to the upper half of the hill for the morning runs.

The work of laying cables and flagging the course began early, and about nine o'clock competing cars began to arrive. Scrutineering, carried out by Sam Gibbons and Eddie Sharrock began. For some time there was a failure to establish telephone communication, delaying the start, and in this emergency the officers of the Traffic Dept. who all through the day did valuable essential work in controlling hill traffic and the crowd, helped by transmitting times on their car radios.

First away, was the only entrant to arrive in the 750cc. Class, R.Roycroft in the Blown Austin. His acceleration was hard to believe, promising a most impressive time. Unfortunately a carburettor breakage reduced the car's speed to the time of 4min. 46.8 sec. Next was Hugo Hollis in the well tuned 1500cc. class, TA M.G. cutting his 1947 time very substantially to 2 min. 54.2 sec. Following came Jock Brough driving a lightened Singer 9 saloon in the 1100cc class. His time, was 4 min. 17.2 sec. The Easterbrook-Smith Alvis then appeared on the line and departed as usual with the rear axle leaping up and down. The Alvis roar sounded more business than usual and shortly an excited traffic officer's voice came over the radio, 2min.48.6 sec. a new hill record. Fordy Farland was next but the Magnette did not seem as happy as usual and the time was 3 min. 33 sec. Roy Cowan then appeared on the line with the magnificently restored 1921 T.T.Sunbeam. His first competition drive in the car gave him one or two uneasy moments and 3min. 13.4 sec. The remainder of the first runs in the 3000cc Class were Cresswell, Sunbeam 16, 3min.22sec. Clinkard, Speed 20 Alvis, 3 min24.8 sec and McIntosh, Vauxhall; Freeman, Triumph; Harding, Bentley, none of whom came under three minutes.

The unlimited Class began with the Model B Ford engined Speed Car driven by R.Roycroft. Acceleration and progress were shattering. With a smell of burning rubber it hurtled to the top to smash Geoff Easterbrook-Smith's new record. Time 2 min.32.2 sec. An amazing figure and performance.

Ken Hemus in his OE 30/98 Vauxhall gave a masterly display on his first run on the hill to return 3.13.2. Clapperton urged his Model A up in 3.20, while Bill Cope's V8 suffered acute starvation, and barely managed to cross the line in 4.26.2. Farland's shortened V2 chassis appeared to suffer similar trouble and did not complete. Morris Proctor, who had arrived late, completed the morning runs by a run of 2.52.8 to lead the 1100cc Class.

For the afternoon runs the mist had lifted and some beautiful driving was seen. After a very poor start Proctor managed to drive the Riley up in 2.49.4 to better his last year's time. Hollis clipped his time down to 2.50.4 in a very neat run. Geoff Easterbrook-Smith however slid rather wide at the water trough bend and, taking the wrong line at the cutting got into trouble with a front wheel slide to clock 2.52. Cowan made a fine run of 2.59.8 the old 'Beam presenting a wonderful sound and sight. McIntosh's run of 3.19.2 in a standard Vauxhall was the result of really excellent driving. The rest of the 3000cc Class all improved Harding in the Bentley coming down to 3.20. and Clinkard, Alvis to 3.10. The Farland Ford V8, driven impressively by Faulkner returned 2.54 after a quiet, neat run. Hemus, 30/98, drove beautifully clocking 2.57, remarking afterwards, "Now perhaps they won't laugh at old cars!" Andrews, Morris, improved to 3.15.2. As Roycroft came to the line with the Midget the crowd stood to watch and in spite of misfiring it again turned in an excellent time, although slightly slower than its first run. Time 2.34.4. Altogether three cars had broken the previous record, and there had been eleven runs of under three minutes. A magnificent day's motor sport.

<u>Driver.</u>	<u>Car.</u>	<u>1st. Run.</u>	<u>2nd Run.</u>
<u>750cc CLASS.</u>			
R.Roycroft.	Austin (s)	4.46.8	not timed.
<u>1100cc CLASS.</u>			
M.Proctor	Riley.	2.52.8	2.49.4
J.Brough	Singer	4.17.2	3.48
<u>1500cc CLASS.</u>			
G.Easterbrook-Smith	Alvis	2.48.6	2.52
H.Hollis	M.G.	2.54.2	2.50.4
A.S.Farland	M.G.	3.33	3.16.8
<u>3000cc CLASS.</u>			
R.Cowan	Sunbeam	3.13.47	2.59.8
M.Clinkard	Alvis	3.24.8	3.10
J.McIntosh.	Vauxhall	3.32.8	3.19.2
R.Harding.	Bentley	3.32.6	3.20
M.Cresswell	Sunbeam.	3.22.	
<u>UNLIMITED CLASS.</u>			
R.Roycroft.	Midget	3.32.2	2.34.4
A.Faulkner.	Ford V8	2.54.
K.Hemus 30/98	Vauxhall OE	3.13.2	2.57
R.Clapperton	Ford A.	3.20.2	3.11.
W.Cope	Ford V8	4.28.2	3.15.4
L.Andrews.	Morris.	3.35.	3.15.2

Fastest Time of Day. R.Roycroft. Midget, 2.32.2.Hill Record.

Fastest Vintage Car. G.Easterbrook-Smith, Alvis, 2.48.6.

SNAPSHOTS. Two elderly ladies discussing the driving with some knowledge ... the terrific tyre deflection on the 30/98 as it came round the corners....the rapid way in which the Auckland drivers, many of whom had never seen the hill, made themselves at home on it.....valiant work being done with collecting boxes by two prominent members' wives..... a very happy and successful "do" afterwards.

APPRECIATION.

The Club's deepest gratitude is due to Chief

Inspector Ainsworth and the other officers of the Transport Department, whose assistance in the running of the event was invaluable. We are most fortunate in this country to receive co-operation and assistance of this type. It is up to club members to show their appreciation by setting a standard of driving manners to other road users. Thanks also to the local bodies whose permission was so readily given.

GENERAL NOTES.

Les Stone has sold his Austin and bought a Ford V8 with a view to turning it into a special. George Bray reports an Austin Special being prepared in the Hutt Valley. Both cars should be ready for the Beach Race.

The Club now possesses an electrical timing set. This is yet to be subjected to tests.

The Manawatu Club are running a Hill Climb on April 17th and it is rumoured, a Road Race on June 20th. Nice work.

HANSON TROPHY POINTS.

These points show the state after Paekakariki Hill Climb.

H.Hollis, 17 points; G. Easterbrook-Smith, 12 points;
A.Farland, 11 points; A. Freeman, 10 points; W.Cope, and
R.Roycroft, 9 points; R.Cowan, and M.Proctor, 8 points;
H.Cresswell, 7 points; W.Easterbrook-Smith, 6 points;
L.Stone, R.Tolley, R.Watson, F.Sharman, R.Clapperton, 5 points
each; K.Hemus, J.McIntosh, 3 points each; R.Harding,
E.Vogther, R.Shand, 2 points each; A.E.Ansell, W.Bellamy,
B.Ferrier, N.Jackson, P.Jacobsen, J.McDonald, M.Stewart,
W.Tucker, G.Vogther, M.Wallace, 1 point each.

FOR SALE: Alvis 12/50, fast and reliable, seven tyres
(two new) many spares. Excellent order throughout. Apply
G.Easterbrook-Smith, 14 Hildreth St. Wellington W.3.

Late 1938 TA Series M.G. Excellent condition
and performance. Only reason for selling, owner bought new
M.G. Apply, H.Hollis, 43 Rawhiti Tee. Wellington W.1.

Sunbeam 16.9 H.P. late 1930, mechanically
sound, tyres excellent, body fair, 22m.p.g. Apply.
W.Easterbrook-Smith, 48 Richmond Avenue, Wellington W.3.

The appointment of a small Committee to look after
the work of the various departments in a more efficient
manner is being considered and the various departments are
being re-organized.

The work of the various departments is being done with
the same efficiency as in the past and the various
departments are being re-organized in a more efficient
manner.

REPORT OF THE BOARD OF DIRECTORS - APRIL 1908.

The Board of Directors have had the honor to receive
from the various departments reports on the work done
during the past year. The reports show that the various
departments have done a very good deal of work and
that the work has been done in a very efficient
manner. The Board of Directors are pleased to
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SWIFT

BULLETIN-



GYMKHANA RESULTS!

STOP PRESS

GYMNANA - 15th May, 1948.

The first event of the season held in rather muddy conditions at Chaytor Street Reserve, Karori, resulted in a win for Hugh Hollis with his new TC type M.G. with Alan (Fritz) Freeman piloting a Morris Minor saloon in second place, R. Clepperton this time forsaking his Model 'A' ran an Austin Seven, occupying third place.

The Tests consisted of a 'Wiggle-woggle' around a series of pylons, the second test was conducted on a marked out cross-roads and consisted of much reversing around corners with sprints over the cross-roads interspersed between. Best time in the Wiggle-woggle was made by HOLLIS, IAN Lowe in Austin 7 with 23.2 seconds, the cross-roads best time was by Freeman in 32.2 secs. Test 3 produced a best time of 13.2 seconds by Freeman again, this consisted of moving a car from a parked position in a bay and replacing other-way round.

Event 4 was completely different, here the driver left a line - with much 'foot-slip' in some cases, ran to his car, fitted a plug and left at Velocity for line B., S. Ansell made the surprising fast time of 22.4 seconds with his Riley. The last test brought in passengers, here the driver had to pilot the car around a pylon marked course, slowing or stopping at each pylon for his passenger to drop a potato into the tube provided at each point, an ultra neat show on the part of Hollis and Hollis (Hugh and Miss) produced a time of 46.8 seconds which proved so fast the bulk of the entry lost the maximum of 10 points on this test.

MATSON TROPHY - as result of the above event positions are now:-

H. Hollis 4 points. A. Freeman 3 points.
R. Clepperton 2 points. The following have 1 point each as starters:- M. Carr, R. Haynes, S. Ansell, C. Hesterbrook-Smith, H. Robieson, Jack Cotterell, C. Andrews, E. Cope, R. Tolley, R. Cron, D. Bagnall and I. C. Lowe.
H. Birkham being unable to start does not score a point.

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EDITORIAL.

It seems to be becoming a habit to devote the Editorial to talking about the Bulletin, but hope that this will be the last time for a while that it will be necessary to do so.

In this Bulletin traces of amateur typing and duplicating will glare at you. The reason for this is the terrific rise in printing costs, and the decision of the A.G.M. not to raise the Club subscription. These two facts mean that the Club cannot afford to maintain the high standard of their previous publications. It is hoped to produce instead, at least four Bulletins in this form, and, if finances permit, a printed year book, listing the results and giving photos of the year's events.

In the past the Bulletin has received considerable praise from overseas. This is mainly due to the work of the previous Editor, Michael Forlong who handled it when it was in printed form. It is only right the Club's appreciation of his service should be placed on record. We regret that the pressure of other work has caused him to stand down, and hope we will not let the Bulletin Fall too much in comparison.

.....
ANNUAL GENERAL MEETING.

Secretary's Notes.

As a comparative newcomer to N.Z. Motor Sport, I feel a bit diffident at taking on the job, as I feel I don't know enough of the Club's members or workings. However having been voted into office at the A.G.M. on 21st. April, an honour I greatly appreciate, I will say only that I hope I may do nearly as well as my predecessor, Geoff Easterbrook-Smith.

The A.G.M. brought together 46 members and was opened by Kempie Atkinson, our unobtrusive and hard working Captain of last season, who dealt with the nature of the items on the Agenda. The Report and Balance Sheet were adopted after a short discussion regarding the amount of the Club's carry forward by the amount of £43.17.7. Hugo Hollis pointed out that this was caused, in the main, by non-recurring amounts mainly on Capital expenditure.

The Captain then presented the Hansen Trophy for the best aggregate performance to Hugo Hollis who had won it by his exploits in his TA M.G. A further award was the presentation of the Southward Award for the best trier of the year. This was made to Les Stone amidst loud applause.

The election of officers resulted as follows :-

CLUB CAPTAIN	R.J.Cowan.
VICE CAPTAIN	G.Easterbrook - Smith.
SECRETARY	W.J.Cope.
TREASURER	Mrs. P.M.Cope.
BULLETIN EDITOR	W.Easterbrook - Smith.
COMMITTEE	D.Bagnall, R.Clapperton, A.Froeman, H.Hollis, E.Honey, Mrs.J.Stone, L.Stone.

The meeting was then taken over by the newly elected Captain who opened by thanking the retiring officials, and in particular the Captain, for their extremely sound efforts

on the club's behalf last year. He then threw the meeting open for general business.

A proposal to increase the subscription to £1 and £1.5s. for man and wife resulted in the motion being carried by 23 votes to 18. However as Rule 16 of the Club's constitution requires a two-thirds vote to alter the Club constitution the annual subscription remains at 10/-, or 15/- for man and wife. Subscriptions for the present year now being due, the Treasurer, Mrs. P.M. Cope has a nice big receipt book all ready. Her address is 48 Richmond Avenue, Karori, Wellington W.3.

Also under discussion came Rule 23 which deals with the period of grace in paying subscriptions. On a unanimous vote this was amended to read, "If payment is not made three months after the subscription is due, the member will be removed from the Club roll." Every one agreed that the original period of nine months was absurd, so this amendment comes into effect forthwith.

Future programmes of events, matters connected with the A.N.Z.C.C., possible establishment of N.Z. National Records, entry fees, and prizes were other points touched upon before the end of the meeting.

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COMPETITION CALENDAR.

1948 - 49.

13th. June, 1948,	Ten Mile, Follow my Leader Trial.
17th. July "	Night Trial.
15th. August,	Treasure Hunt.
11th. September	Plimmerton Hill Climb.
17th. October	Mystery Event.
20th. November	Standing Quarter Mile Sprint.
Late December	Plimmerton Hill Climb.
15th. January 1949	Gymkhana.
12th. February	Paekakariki Hill Climb.
Early March	50 Mile Beach Race, Waikanae.

Regulations, Closing dates, Entry Forms, and other details of events will be issued later in the Bulletin and the monthly Circular.

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MANAWATU ROAD CIRCUIT.

The Manawatu Club is pressing on with their negotiations for a Road Circuit, south of Palmerston North. At present it looks as if they are going to be successful, and they plan to run an unpublicised trial event, late in June. If this shows the course to be suitable, a major Road Race is planned for around Christmas or New Year. The Course is just over a mile long, half bitumen and half gravel. It has two hairpins and a series of fast curves calculated to keep the drivers busy and the spectators interested. A hill in the centre of the circuit provides a natural grandstand from which the whole course may be easily followed. Being mainly on private property crowd control and collection of gate money should be far easier than with events held on public roads.

WAIKANAE 50 MILE BEACH RACE.

In an attempt to make up for all their previous dereliction of duty the weather folk for once turned on perfect conditions for the event on the 10th. April. The receding tide left a firm, smooth beach with soft patches just clear of the end of the half mile straights.

By 11.30 most of the cars had arrived and were drawn up outside their pits, where equipment lay piled. As the crowds went for lunch the pits were left forlorn except for the sweating pit crew of the Proctor Riley who were wrestling with changing tyres.

As the starting hour of 1.30 approached, all the spectators emerged from their picnic lunch hideouts to watch the last minute moves, checking of signals and general pit-to-do. Then, almost unexpectedly the limit man was away. This was Cotterell who was on a shortened and skeleton Austin Special with a twenty-one minute handicap. Haines, Fiat Mouse, should have been first but a runaway trip down hill had made rather a mess of the Fiat a day or two before. The Austin's second lap was in 93sec. and by his sixth he had improved to 88 sec. The back markers pits began to show consternation, for if this kept up the scratch man would have to lap at 64.6 sec - a practically impossible task, Thompson, driving the ex-Easterbrook-Smith Alvis was unable to start owing to a blown gasket, so Ansell in his 1½ litre Riley was next off eleven minutes. He was rapidly followed by Slade-Jones making a welcome reappearance with his B.S.A., and then Ron Clapperton's most amazing looking Model A Ford with a frightful "Chuff chuff" exhaust was next off 9 minutes. Geoff Easterbrook-Smith left at eight minutes. This car after its very good performances at Pimmerton and Paekakariki, was a favourite. Joan and Toby Easterbrook-Smith in charge of his pit looked almost cheerful. Alan Freeman in the smart Thompson Special departed on six minutes.

At this point the frantic calculations of the back markers on the Austin 7 stopped, for so had the Austin. This first retirement was pushed off from the South hairpin with a fractured fuel line. Very bad luck as its nine laps had worried the others considerably.

Les Stone entered the fray off 3 minutes with his much stripped and lowered V8 chassis. Rather odd not to see him in an Austin. Then Proctor snarled off in the Brooklands Riley to be followed by the Farland Ford V8 with Faulkner at the wheel. This car was obviously potent and looked most interesting with its Bren gun radiator and half elliptic front springs, but as it braked hard from speed on the first lap entering the South hairpin the front axle bent into an aesthetically satisfying, but mechanically useless bow and the car was withdrawn. The other two V8's, Stone's and Fritz Freeman's ran through the race although not without pit stops.

Geoff Easterbrook-Smith also ran into trouble. Stopping at the North end to remedy a small defect he got into the soft sand and stalled his motor. The Alvis refused to start for eight minutes. Toby was seen to be sprinting the half mile down the beach with a tool kit but as he reached the car it got going so a return sprint began. Neither his time for the mile nor his comments are recorded. (Fortunately.-Ed.) But for this Geoff would have finished well up the field.

At ten laps the position was Ansell, 1; Slade -

Jones, 2: Clapperton, 3. Proctor was lapping in 78 sec. Stone 78.4, Freeman 83.2 Ansell 88, Clapperton 87 and Slade Jones 88. Stone, needing only 1/5 sec per lap to hold Ansell was given a faster signal and turned in a lap of 76.4 sec - only 1/5 sec slower than Proctor's fastest lap. By 15 laps he was in second place, but a plume of steam told of Mr. Ford's exhaust manifolding and he made a lengthy stop for water.

At 20 laps the leaders were the same. Lap times were little altered except for Clapperton, who now that his three gallon sump of oil was hot was closing the gap by lapping at 86 sec. At 22 laps both Clapperton's and Stone pits held out faster signals. The Alvis pit also had this permanently showing in an effort to make up for the earlier blotted copy book, and Geoff was lapping at just over 80 sec. Freeman made two stops at his pits, one for water, and a later one with gearbox trouble. This left him with top only available and his lap speed dropped to 87.

At 33 laps The leaders order was the same but Ansell averaging 87 sec. had opened up his lead on the BSA to 96 sec while Clapperton was gaining 4 secs a lap on the Riley. At 35 laps Clapperton was given the Flat Out signal and promptly responded with, 81, 81, 81, 79.2, 79.6, and 79.4 sec. Also involving himself in a dogfight with the Stone V8 which ran at 78, 78.4, 78, 78, and 78.2

At 43 laps the BSA was beginning to slow after a very consistent run and Proctor had moved up to third place, with only 92 sec. between between first and fourth cars. The Model A however was gaining 7 secs a lap on Ansell. To the surprise of certain pit staffs the final flag came down and the provisional results were announced. However on investigation it was found that Ansell had been flagged in a lap early and the final results were announced as :-
1. R. Clapperton, Model A Ford, 9 min. 1st. Time 1hr. 10 min 18.
2. A.E. Ansell, Riley 1 1/2 Litre, 11 min. Time 1hr. 13 min. 36 sec.
3. M. Proctor, Riley, 2 min. Time 1 hr. 5 min. (Fastest Time.)
4. C. Slade-Jones, BSA, 10 min.,
5. L. Stone, V8 Ford, 3 min.
6. G. Easterbrook-Smith, Alvis 12/50, 8 min.
7. A. Freeman, Thompson Special, 6 min.

From the first lappery committed by the club much was learnt about race organisation. More attention and care will have to be given to timing and lap scoring for one point. However the vast amount of work done by Kempie Atkinson, and his assistants in running the race deserves appreciation from the Club.

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POSTSCRIPTS.

Transmission troubles caused one competitor to state that his race cost him 21 a mile - without the petrol Papa!

The National Film Unit filmed the race under the direction of Mick Forlong. It is now showing through the country. National Film Unit Gazette No. 348 and its well worth seeing.

Out of the welter of recent Governmental statements on Beach racing it looks as if we shall still be able to do it. It is on the Calendar for next year anyway.....



TROPHIES AND CUPS.1947 - 8 AWARDS.

HANSON TROPHY	Best aggregate performance.	H.Hollis.
ATKINSON CUP	Best performance	A.S.Farland.
TOLLEY TROPHY	WINTER RALLEY. 3000cc Class	H.Green.
JUBILEE ROSE BOWL	QUARTER MILE. Fastest Time.	F.Sharman.
SLADE-JONES TROPHY	QUARTER MILE. Up to 1500cc.	H.Logan.
VINTAGE ROSE BOWL	QUARTER MILE. Fastest pre-1931	G.Easterbrook-Smith.
GIBBONS TROPHY	QUARTER MILE. Fastest Time	R.Roycroft.
MAGNUS "AUSTIN" CUP	PAEKAKARIKI. 850cc. Class	R.Roycroft.
D.P.FISHER LTD. TROPHY	PAEKAKARIKI. 1500cc. Class	G.Easterbrook-Smith.
WICKHAM TROPHY	PAEKAKARIKI. Fastest pre-1931,	G.Easterbrook-Smith.
SOUTHWARD AWARD	PAEKAKARIKI. Best trier of year.	L.Stone.

PEIMMERTON HILL CLIMB. This was run with the assurance that there were three cups from the local Ratepayers Association for competition. Despite assurances they have not yet come to light. When they do so the awards are:-

Fastest Time.	G.Easterbrook-Smith.
Handicap.	W.J.Cope.
Three most consistant	H.Cresswell.
Runs	

Since the Annual General Meeting, Messrs, DOBBIE BROTHERS of Dixon St. Wellington have kindly offered a Trophy for Annual Competition. At the moment we have no further details. Would anyone knowing of people likely to donate trophies please get in touch with the Club Captain or Committee?

COMMITTEE CARICATURED.

Captain. R.J.Cowan, 52 Connaught Tee. Brooklyn Wellington. A quietly determined man owning at present three and a half cars. Hobbies: photographing people in undignified places.

Vice-Captain. 14 Hildreth St. Karori, Wellington. Co-perpetrator of a special at present building. Hobbies: Alivivacity and taking a gloomy view of motor sport.

Secretary. W.J.Cope, 148 Richmond Ave. Karori. The man with the hat. Hobbies; Fuel starvation and Fords. Poor man.

Treasurer. Mrs.P.M.Cope. Wife of above. Poor woman.

Editor. W.Easterbrook-Smith, Community Centre, Feilding. Jesus want me for a Sunbeam. Cars mysteriously disappear at Income Tax time. The other half of the Special building brotherhood.

CCommittee. "This wicked band of me"- Churchill.

D.Bagnall, ex-owner of many many cars- about 50 I believe.

R.Clapperton. Had a Model A once, Henry wouldnt know it.

A.Freeman. Has the worst luck in the Club.

H.Hollis. Ex-Treasurer - the club finances are poor but Hugo has a new TC M.G.

E.Honey. A newspaper man - he might abuse me back.

Joan and Les Stone, who work awfully hard but are slightly special happy, having learnt to walk on Austins are now galloping with a V8.

This is libellous and I for one am suing the Club. - Ed.

GENERAL NOTES .

Having finished his Rover Meteor remodelling the Club Captain has with Hugo Hollis purchased a White Steamer. So that the winter nights will not drag too slowly he also intends cutting about 30 in. out of the chassis of the 5½ litre Sunbeam, removing about 20 of the 45 odd hundred weight, and fitting a light single seater body. Ratios of 3.3 and 2.8 are contemplated. No one can call him a lazy man.

Ken Hemus is reported to have made F.T.D. with his 30/98 at a recent Northern Sports Car climb. Another triumph for the Vintagentry.

Specials are flourishing in the Manawatu. As well as the Farland V8, Sandy Lloyd, and Ewan Faulkner are working with these motors. The former will have i.f.s., and the latter is going into a modified Morris chassis. Dudley Payne is working with a Singer 12 in a Morris Minor chassis.

A blower is now under the bonnet of Dick Tolley's Ford 10 but apparently pinking troubles are presenting a problem.

A new member is Michael Logie who has purchased Toby Easterbrook-Smith's 16.9 Sunbeam. We hope to tell something of the Scurry of Sunbeams in the next issue.

The Manawatu Club's Saddle Road Hill Climb was enjoyed by various N.Z.S.C.C. members, Morrie Proctor, Riley, winning the open, with Fritz Freeman, Thompson Special second, while Bud Harding, Bentley, won the Handicap.

Talking of Specials, while it is understandable that in the mad rush to prepare a car for its first appearance, the minor item of bodywork is apt to be passed over, it is felt that there is no need for this to continue, event after event. Apart from the fact that naked skeletons are apt to give the public the idea that there is something of the circus clown about those who indulge in Motor Sport, a cockpit and some form of bonnet are necessary precautions against fire or any other accident. The Transport Department, whose assistance to us has been so great, have also signified that they regard the continued racing in chassis form with a rather jaundiced eye. There will probably be a Committee ruling on the matter shortly. In the meantime, SPECIALISTS, YOU HAVE BEEN WARNED.

John McMillan we hear has acquired the 6½ litre Hispano Suiza, once owned by Ken Hemus. The D8 Delage is, we understand, at present in pieces undergoing a major overhaul. At New Year John was mumfuring something about a low pressure blower. It all sounds very interesting.

With H. Green's Wolsley Special doing 17.4 sec at the Dunedin Standing ¼ Mile, and all the other Specials on the stocks, this year's Wellington event should prove most interesting.

The ex-Gibbons 4½ litre Invicta is reported to be in Palmerston North with a broken piston, waiting a replacement set from England.

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CONTRIBUTIONS for the Bulletin are invited eagerly. Please give them to a Committee member or post direct to the Editor.
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ADVERTISEMENTS will be accepted at 2/6 a time. Please be reasonably brief, and send cost in postal notes.

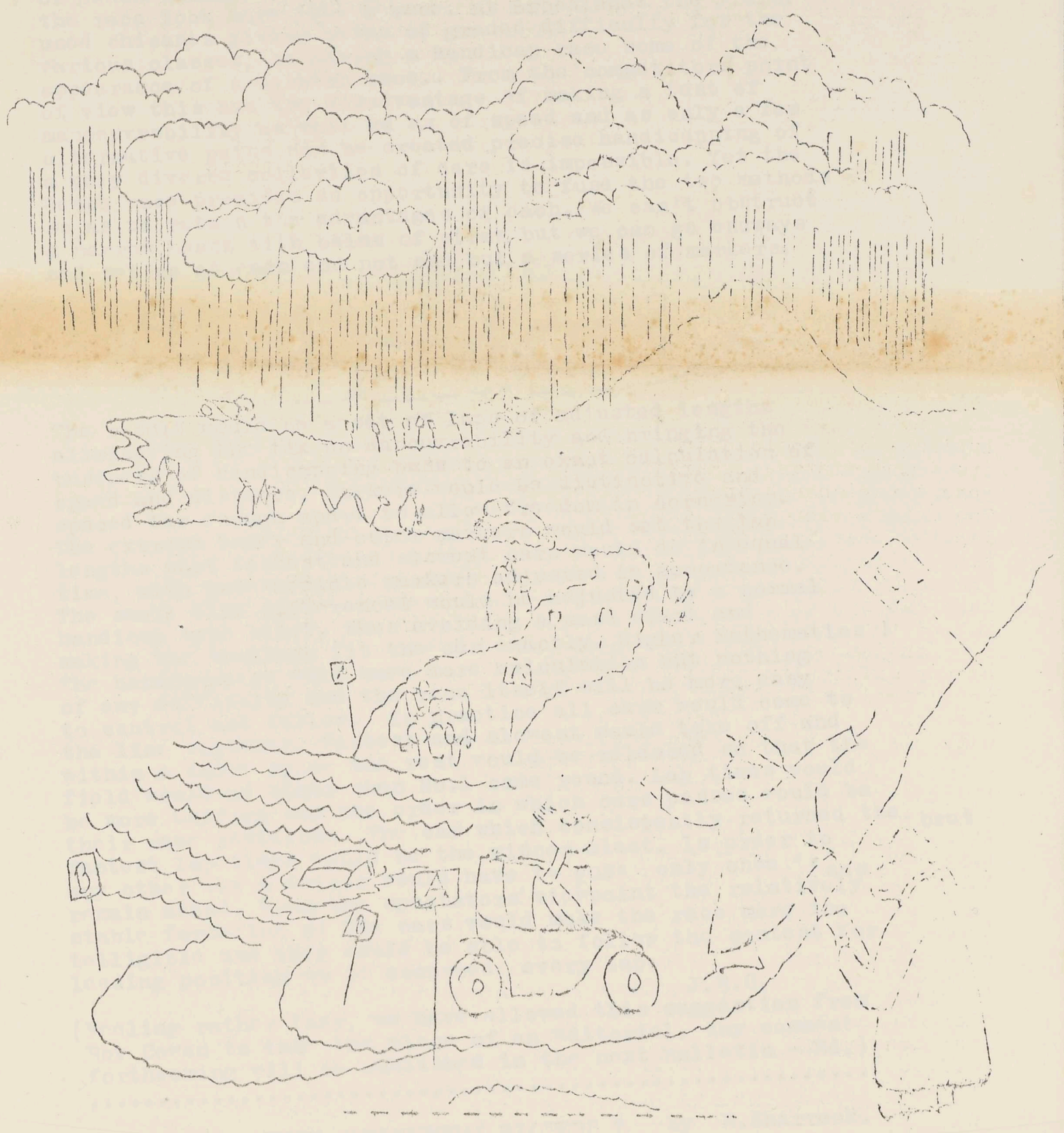
WANTED TO BUY. 4.50 X 19 tyre in reasonable condition. Reply to G. Easterbrook-Smith, 14 Hildreth St., Karori.

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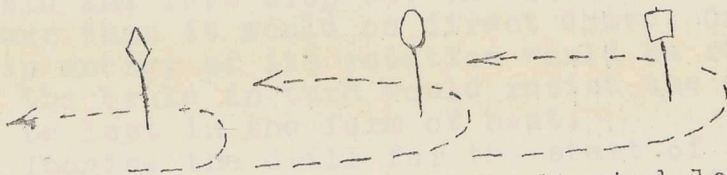
NZSoc

Bulletin



EDITORIAL.LAP NONSENSE.

The question is ; do spectators count or don't they ? No doubt they knew almost nothing of what went on during the Beach race, in part due to the need for continuous P.A. work and an explanatory leaflet. If the public is to enjoy lap racing the battle must be made visible, not left enmeshed in profound calculations. This obscure handicapping system I tender as the real weakness of Beach Racing, and to interest the public we must make the race look more like a race. At Brocklands the J.C.C. used chicanes giving paths of graded difficulty for the various classes, so giving a handicap race some of the appearance of a scratch race.. From the competitors' point of view this has the disadvantage of making a test of manoeuvrability as well ~~as~~ as of speed and as only a few alternative paths can be created precise handicapping of a very diverse collection of cars is impossible. Yet the Beach race provides an opportunity to fuse the two methods so as to retain the advantages of each. We can't obstruct a narrow beach with bales of straw but we can go endways and set up at each end not one but a series of markers.



The result would be a set of laps of adjusted lengths eliminating the tax on manoeuvrability and bringing the business of handicapping back to an exact calculation of speed and distance. Markers would be distinctive and spaced far enough apart to allow freedom in cornering. The extreme inner and outer markers would set the lap lengths that fastest and slowest cars would do in equal time, with intermediate markers adjusted in accordance. The small time differences would be adjusted by a normal handicap type start, thus avoiding a mass start and making the handicap fit the car exactly. Higher Mathematics ! The handicappers will have more calculation but nothing of any difficulty and the race itself will be more easy to control and follow. In practice all cars would come to the line together. Fastest and slowest would take off and within a short space the rest would be released so that the field would be clear when No.1 came round. Lap times would be more uniform and the order in which cars passed would be their race positions. The car which consistently returned the fastest lap times would be the winner elect. In order to beat any other car a driver would have to pass only once and remain ahead. From the spectators' viewpoint the relatively stable formation of the cars would make the race more intelligible and they would be able to follow the contest for leading position as it occurred every lap.

J.R.C.

(Feeling rather lazy, we have allowed this suggestion from Roy Cowan to take the place of an Editorial. Any comment forthcoming will be published in the next Bulletin - Ed.)

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WHAT'S WRONG WITH CENTRIFUGAL BLOWERS ? by E. Sharrock.

When considering the supercharging of engines especially those intended for racing or high speed touring, the

centrifugal blower is discarded with a shrug and "No good for acceleration, old Boy !"

Now being a querulous type I question any foregone conclusion in engineering. I think it can be shown that a centrifugal blower of a certain type can give everything that is provided by the Roots or Zoller types, and in fact provide such acceleration as would greatly embarrass such transmissions as exist.

First of all we must analyse what happens on a Roots blower when the throttle is flicked open at 1000 r.p.m. The charge enters the blower propelled by a pressure difference considerably less than one atmosphere. I contend this to be because the rotors will not be moving at speed enough to provide a complete depression in their wake. If the charge is entering the blower at a difference of one atmosphere then the ultimate air velocity through the carburettor venturi has been achieved and we know this is not so. But we do know that at low and medium revs the blower casing filling will be good with high output to each cylinder. With the increased cylinder charge engine speed will increase. This increase is opposed by the inertia of the motor and transmission. The load to be overcome is the mass inertia of the car as a whole and also (NB) the inertia of the blower and the work done in pumping against the existing manifold charge. The effective result is good but here is where it can be bettered.

The proposed unit consists of a normal centrifugal impellor fan, with a small flywheel and a cam and roller clutch unit on the impellor spindle drive (a type of freewheel) so that it is free to rotate independent of the motor should it be rotating at more than engine speed. Then if you shut the throttle the revs drop but the blower continues to turn at higher revs than it would on direct drive. On a direct drive the kinetic energy of its rotation would be returned to the engine where the brake in turn would resist the drive and the energy would be lost in the form of heat.

Imagine the drill for the start of a hill climb. Motor at peak revs and blower howling round at 20,000 r.p.m.; shut down engine revs to 1500, let in the clutch and open up. Here care is needed as a wide open throttle and you will be operating at more than maximum boost. The result is more urge than you or your motor can use. In effect what you do is provide a carry over of blower kinetic energy and exploit it as an overblow on acceleration. Not only is the engine freed from the job of overcoming blower inertia and pumping the charge, but it is overboosted to the point where the motor is close to peak revs when it once more takes over the job of driving the blower. I don't claim this has advantages that make all others obsolete, but I think it does give the centrifugal blower a place in the sun for acceleration and the poor man a chance to do some supercharging.

Some rather intriguing possibilities come to mind. Could you not for instance use second or third for initial getaway taking advantage of the overblow. Increase in B.M.E.P. should be really high and provide torque into wheelspin point, and you could save the time involved in the extra change. Also when approaching a slow corner after a straight in which we will assume high engine revs were attained, the normal procedure is to change down and take hold of the maximum power for acceleration. Why not lift your foot, letting the blower spin and on coming out open up again still in top. The power output would still be high. For long winding sections or uphill work the lower ratio would be necessary but then the blower would function normally. The whole project has the effect of emergency output in the lower acceleration ranges rather similar to override power in aircraft. At maximum revs you cannot obtain more than the set boost, nor can you overblow for any length of time as the effect is only during acceleration. The trouble is that the overblow would be very solid on internal vitals and until understood would wreck a few engines and transmissions. Now before you all rush off to

to make one of these new plants there are some points (alleged by the best authorities to be correct) that you should know.

Firstly the rotating mass, consisting of the impellor, spindle, flywheel etc. must be of sufficient weight to retain enough kinetic energy to do the job. A very light impellor and spindle would slow down too quickly. Remember if the unit is going to do mechanical work in pumping charge mass it must have sufficient momentum to do it. Frankly the unit would have to be bench tested with literal time trial taken of its pumping capacity during its free running period. Do not think that the mass would have to be confined to the impellor as that object should be of a correct size and shape dictated by the required pressure, charge volume, and estimated revolutions. I have in mind an external flywheel acting in addition to the impellor. In case you have the impression that the unit will slow down too quickly I submit the findings of mathematics. H. Atkinson Jnr. Club Member, agrees that a unit consisting of a rotating mass of flywheel impellor, spindle, and inner races, of 10lb. and 12 in. diameter at the moderate rate of 20,000 r.p.m. give us 10 BHP up our sleeve. For these calculations it was assumed that the flywheel which would carry its greatest weight near its circumference would offset a spindle etc. to such an extent that a total effective shape was a solid and uniform disc. This was necessary to calculate the radius of Gyration. Furthermore if anyone is interested they can calculate the work that the 10 BHP can do in the matter of charge compression over say five seconds during initial acceleration.

I think we have something. What do you think?

(To be continued Next Issue.)

10 MILE TRIAL - 10th. JUNE.

Twenty three cars, representing rev. counters, vintagents, body beautifiers, egg and spooners etc. arrived for the Trial. Morrie Proctor was even on time, and Fritz Freeman exhibited his usual luck by breaking both front springs at a pot hole just before the start.

TEST 1 was an easy starting test. The Riley proved too tight a fit for Morrie (has he heard of power weight ratio) and his and Ossie Hawkins combined efforts resulted in a time of over 50 sec. The best time was by Davidson in 4.2 sec. Haines, Cope, Ansell, Atkinson, and Gibbons were also withing a second of this time.

Test 2, a reversing and acceleration test uphill left Roy Cowan with reverse jammed in the 5½litre Sunbeam. Fastest were Proctor and Cope with times of 12 sec. Jack Cowan and Clapperton were rather slow but the remainder were all fairly close in time.

Test 3. was reverse of No. 2, being a freewheel down the slope. Times were all very similar. Dick Tolley created something of a sensation by forgetting to brake at the bottom, people scattering more than somewhat.

Test 4. Just how fast or slow is 6m.p.h.? This simple question caused much difference of opinion. Times over the 880 yd. section varying from Andrews 6min 47 sec to Markhams 4min 48 sec. Clapperton being the only one not losing marks.

Final placings were :- W.J.Cope (FordV8) -4, 1st
W.J.Bellamy (M.G.) H.Hollis (M.G.) -9, 2nd equal, H.G.Markham (Ford 10) -10, 4th. G.Easterbrook-Smith (Alvis) A.C. Atkinson (Riley) - 11, 5th equal, M.Proctor (Riley) -13 7th., E.Ansell (Riley) R.Gibbons (Sunbeam Talbot) - 14, 8th equal, J.Clapperton (Austin) -16, 10th. S.Kirkaldie (Alvis) -15, 10th, L.Davison (Morris)-20, 12th, equal with

D.Connor (Hillman), R.Haines (Fiat) -23, 14th, R.Tolley (Ford s.)-25, 15th., M.Logie (Sunbeam)-26, 16th. R.Watson, (Singer)-27, 17th., C.Andrews (Nash) R.Crone (Fiat) -29, 18th equal J.Cowan (Hotchkiss) -33, 20th. R.Cowan (Sunbeam) retired.

At the conclusion the crowd moved off to the direction of the Bagnall tea brewery. We understand the Bagnalls are contemplating installing elastic walls to cope with such influxes. The club's thanks are due to Bob and his wife who aided by Mrs. Ansell and Mrs. Cope fed the multitude.

.....

BRAINS TRUST - CAR QUIZZ.

At the June meeting five intrepid brains faced the Question master, Geoff Easterbrook-Smith. They were Errol Ansell, Clem Atkinson, Phil Fouke, Hugo Hollis and Les Stone.

The first question on the advantages of S.U. type carburettors over fixed choke types was talked over by Errol and Hugo, the answer being that there were definite advantages if you had sufficient range of needles or were clever enough to make your own.

Weight distribution for high speed road work with cars with normal springing involved discourse on over- and under steering without much conclusive result. Trial and error being the recommendation to special builders.

Whether trials or speed events did more damage to cars was answered by saying that it depended on the car and the driver, opinions differing widely.

A query on safety in cornering with F.W.D. was naturally started by Errol whose experience with a blown Citroen were interesting. The venue shifted from N.Z. to Indianapolis and back again. Out of it all came the fact that F.W.D. gave excellent cornering up to the point at which you ran out of urge, when things became very hectic.

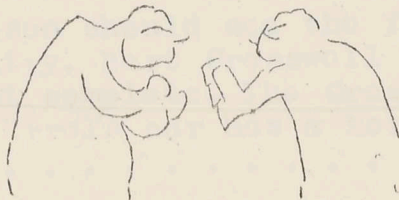
Midget cars led to heated discussion as to eligibility. When the contestants were separated and the tumult died the Q.M. could find nothing conclusive and proceeded to the next question which was whether a normal sports car could ever beat the present Paekak record. The brains thought it possible with the proviso that they knew of no such car in the country at the present time.

The Vintage question was (a) Are vintage cars liable to remain serious contenders in competitive events, and, (b) do Vintagents really believe in Vintage cars or is it all a pose? To the first part Phil Fouke replied that vintage jobs with a favourable power-weight ratio had no roadholding and that those with roadholding had a poor power weight ratio. It was generally agreed that Vintage models had still opportunity in NZ but that against really modern machinery they had no chance. The second part of the discussion led to definite division. "Old Crock!" and rosy reminiscences varying. It was agreed however that a few hundred spent on a vintage job gave more satisfaction than most new cars.

Les Stone was in his element with the question as to why certain "Special" drivers had sacks of sand all over the rear of their chassis. The feeling appeared to be that the questioner should try driving a V8 chassis without the sand!

The final question asked whether specials should be allowed to drive without bodywork. Shelsley etc. were quoted by the pro side, maintaining that skeleton appearance and noise were half the charm of specials. The cons plumped for safety and a compromise ending on the necessity for some sort of bonnet and bulkhead was arrived at.

We know now who not to get involved in arguments with whom.



STARTING A SPECIAL.

What follows comprise^s excerpts from two letters received by the Editor. We know the correspondents for quiet, truthful men, and recommend the style as an example of plain, factual, unemotional prose.

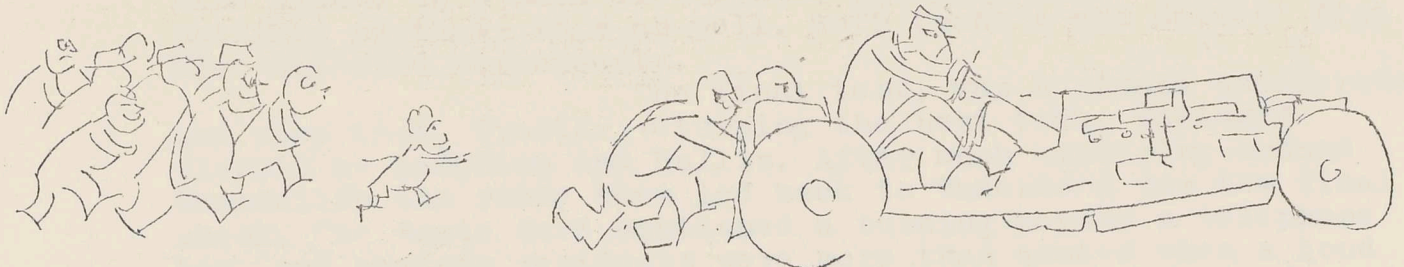
"At the appointed hour Hugo and I gathered at Hildreth St. with half the constructors and viewed the most alarming creature. Geoff permitted himself a smile as we pushed it into the street, saying, "Itvis ready". We pushed it in first, second third, and top, with Geoff in the seat, feet on pedals and choke string in hand.....

.....We towed it behind the Hotchkiss with no result at first except a yard long sheet of flame. A checkover showed I had not set the tappets (He was told to six months ago - Ed.) and also I had crossed the leads to Nos. 5 & 6 cylinders. These small matters we tried again....

..... a large quantity of water gushed from No.1 cylinder, pops, bangs, a sheet of flame, and then all six ran in docile fashion, and heads appeared from windows all down the street.....

.....the noise with no exhaust manifold was terrific and most of the football spectators left the park to watch us, while a gross of small boys arrived from the other end of the street, so we retired deaf but happy.....

.... the situation then became out of hand. Stone, Cramer, Cresswell, the Copes, a new and unknown member, Harding pere and fils all arrived. The stret began to look like a Mardi Gras or lynching mob scene.....



.....as there were no brakes we wore out several pairs of shoes stopping it, and once only kept out of Karori Park by ramming the Hotchkiss.....

..... they all said they didn't believe it had been running. "Feel the block", we said. "A Blow torch", was the reply. So out it went again.....

..... I felt a nerve storm coming on so I retired to bed screaming and sobbing softly to myself.

.....

WE SAID WE WOULDN'T TALK ABOUT THE BULLETIN, BUT, it has been suggested that we go back to the type set effort and make a charge of 1/6 per copy. Would you please send in your opinion to the Committee.

.....

500 c.c. CLASS

this season should see the first Class I efforts in action in this country. Bert Cresswell and Errol Ansell each having cars almost complete. The Cresswell uses a tubular frame with i.f.s. and Errol's car has a Morgan based chassis.

.....

NIGHT TRIAL 17th. JULY.

Of the 17 entrants there was only one non-starter, Robieson (Riley) being unable to make it.

Starting from Ballance Street the course lay up to Makara hill where a "Stop-go-stop" test was held. Hugo Hollis, Proctor, Fouke, and Crone all blotted copy books here. Errol Ansell (Riley) and Dick Tolley (Blown Ford 10) making the stoutest efforts. The test consisted of starting with front wheels on a line, accelerating and stopping astride another line, reversing clear, and accelerating away again. Piteous were the noises from the cogs.

Cars then proceeded to Johnsonville through a 1 mile timed section to be covered at 20 m.p.h. exactly. Casualties here were less than in the previous trial. Hugo apparently overcome with the joy of a newly run in motor returned 2min 10 sec, while Page (Morris) dallied a little returning 3min 50 sec. but the rest were all fairly close.

Down the Ngahauranga Gorge and then up to the Ngaio Gorge Rd was the next instruction. There the marshalls conducted a "Go" test where Phil Fouke excelled with a time of 3.2 sec. The Clapperton Austin 7 was rather asthmatical in 6.2 sec for slowest. Haines (Fiat mouse) drove smartly to return 3.8 sec.

Up at the top of the hill the Marshalls waited with a test labelled "Speedy Return". This was starting with a dead engine and rolling down hill from Line A to stop astride Line B, where the engine was started and cars accelerated in reverse back over line A. Laughton M.G., was smart here with a time of 13 sec, which netted him 3 bonus marks. Hollis, Wallace, Markham, Bellamy and Proctor also picked up a mark or two here on their score sheets and possible on their cogs as well. Both Crone's and Haines' Fiat mice objected strenuously.

The final test, was a simple accelerate and stop test, Proctor returning the best time, followed closely by Laughton and Hollis. After much wandering around Khandallah the route then led back to Wadestown for the final check. The Route Card mentioned a turning beyond a telephone box, and certain residents were more than amazed when a loud car turned smartly at a phone box outside their house, buzzed smartly up their drive, accelerated even more smartly out again and didn't even leave a visiting card. There were two telephone booths it turns out.

The crowd then repaired to a Grill Room in town to explain to each other just what had happened. Eric Honey was noted to be carefully keeping his coat on, having ledt the seat of his pants in the car during a hurried exit. Roy Cowan's Rover on its first marshalling outing sprang a considerable radiator leak to add to the rather moist night and was towed home. (Wasn't there something about which takes the most out of a car - Trial or Speed events? - Ed.) Two cars towed in two trials is not a bad record Roy. Another casualty among the Marshalls was the chief perpetrator, Bill Cope who arrived at the Grill with only top gear available. That'll teach him! Why doesn't he buy a new hat.

.....

RESULTS. Laughton (M.G.) -1, 1st., Ansell (Riley) -3, 2nd.
 Fouke (Riley) -6, 3rd., Tolley (Ford) -11, 4th., Hollis (M.G.)
 Markham (Ford) -15, 5th. equal, Proctor (Riley) -16, 7th.,
 Freeman (Morris) -20, 8th., Clapperton (Austin) -22, 9th.,
 Wallace (Willys) Bellamy (M.G.) -23, 10th. equal, Haines (Fiat)
 -29, 12th., Andrews (Nash) Page (Morris) -31, 13th equal, Crone
 (Fiat) -45, 15th.

HANSEN TROPHY POINTS.

These include the results of the Night Trial.

H.Hollis, R.Clapperton, E.Ansell, 7 points each; W.Cope, A.Freeman, 5 points each; M.Proctor, R.Laughton, W.Bellamy 4 points each; R.Haines, G.Easterbrook-Smith, C.Andrews, R.Tolley, 3 points each; J.Cotterall, R.Crone, P.Fouke, H.Markham, 2 points each; H.Robieson, R.Bagnall, I.Lowe, C.Slade-Jones, L.Stone, M.Wallace, ?.Page, A.Atkinson, R.Gibbons, S.Kirkaldie, J.Clapperton, L.Davison, D.Connor, M.Logie, J.Cowan, R.Cowan, R.Watson, 1 point each.

COMING EVENTS.

15th. August	Treasure Hunt.
11th. September	Plimmerton Hill Climb.
17th. October	Mystery Event.
20th. November	Standing Quarter Mile.
Late December	Plimmerton Hill Climb.
15th January 1949	Gymkhana
12th February	Paekakariki Hill Climb
Early March	Waikanae 50 Mile Beach Race.

We have been pleased to have entrants from the Manawatu Club in our recent events. The Manawatu Club plans to hold the following events shortly.

4 th. September	Standing quarter mile
Labour Weekend.	
23rd. October	100 Mile Rally, Starting Wellington Hastings and Palmerston North.
24th October	Picnic
25th October	Hill Climb

The Hawkes Bay Sports Car Club will hold :-

22nd August	Gymkhana
11th. September	Standing Quarter Mile
9th. October	Hill Climb.

A CAR I HAVE DRIVENby R.TOLLEY.

My elder brother who is a farmer, has always had a keen eye for the thoroughbred, be it horse motorcycle or car, and once owned a very interesting car which I frequently drove during the holidays on his farm.

The car was a Colonial Model Maudsley of 17h.p., imported in 1913 by the late William Nelson, a well known squatter of Hawkes Bay. The huge wheels had tyres of a very awkward size, 915 X 105, the idea being to increase the ground clearance so that streams in flood could be forded. This was a fallacy as the huge flywheel would dip into the water and throw it up to the mag mounted just above on the dash. The anxiety with which the numerous water splashes were approached can be imagined. The usual technique of using a lower gear to keep up the revs was useless if the water reached that flywheel as it flooded up with amazing force as I gave it the gun. A stoppage entailed drying out the H.T. leads at the Mag, rigging a temporary shield, removing boots and socks and wading through icy water to crank the motor, as the luxury of a starter was non-existent. The care with which I used to coax her slowly through can be imagined.

A two seater body was fitted, comfortable bucket seats with a flat platform behind from which could be raised an admirable folding dickey seat. Then there was a tailboard which when let down disclosed a very neat chest of drawers for tools and spare parts. The hood, on the rare occasions when it was raised gave a very pram-like effect, but the windscreen was a masterpiece of ingenuity having three panes of glass and folding in six places. It could be adjusted to all heights and manners of slopes.

Mechanically however this car had many features well ahead of its time. The whole engine was beautifully machined and polished. On the left hand side of the crankcase were four inspection plates opposite each of the crank throws. Thus by removing one a porthole was disclosed through which it was easy to remove a con rod and piston without disturbing the rest, enabling an overhaul to be carried out piecemeal. There was an overhead camshaft driven by gears from the front, carried on at the rear to drive the mag, and ending yet further in a small brake drum encircled by a lined band, adjustable by a hand screw. My discovery of the purpose of this enabled me to eliminate a bad knock which occurred when the engine was idling. My brother was delighted and was from then on able to keep the timing knock at bay by adjusting the brake even when in motion. Four forward and one reverse gears were provided. Third was direct, top being an overdrive of high ratio near 3:1. The charm of driving this car was realised on a fine day, hood down, screen flat, and preferably a small following wind. Then with the overdrive engaged speeds well in excess of 60 m.p.h. could be sustained with a petrol consumption of over 30 m.p.g. Speed was of necessity a near guess as the Speedo was driven by a V-belt and could easily be set to register over 100 m.p.h.

My most thrilling drive was not at speed however. One moonlight night, with one of the station hands for company I set out from Hastings to cover the 23 miles to the farm. Ten miles out the battery failed and a glimmer from the side lamps was all we could raise. Our enthusiasm was at a very low ebb when we remembered the water splash to be negotiated. We got through eventually, by much striking of matches and occasional walks ahead, arriving at the farm in the wee small hours.

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NEW ZEALAND SPORTS CAR CLUB (Inc.)

Club Captain.	R.J.Cowan, 52 Connaught Tce. Wellington
Vice Captain.	G.Easterbrook-Smith, 14 Hildreth St. Wgton W.3
Secretary.	W.J.Cope, 48 Richmond Ave. Karori, Wgton W.3
Treasurer.	Mrs. P.Cope, as above.
Bulletin Editor.	W.Easterbrook-Smith, c/o Community Centre, Ferguson Street, Feilding.
Committee.	D.Wagnall, R.Clapperton, A.Freeman, H.Hollis, E.Honey, Mrs.W.Stone, L.Stone.

.....

CONTRIBUTIONS.

Contributions to the Bulletin, on technical and non-technical lines, personal experiences, interesting cars, and any form of Motor Sport are invited. Please send them direct to the Editor.

It is intended to print Letters from Members in the more frequent Newsletter, so please hand those in to a Committee member or the Secretary.

EXHAUST NOTES.

Please remember when you are moving about the countryside to take the list with you and look up any out of town members. Most of us are only too grateful for such visits, and there is a lot more to a Club like ours than events and Club Meetings.

.....

Joan and Les Stone are expecting to leave for Australia shortly on the first step of a round the world, work your way, jaunt. If they are not too aged when they return, we expect a good car to return with them.

.....

The Editor has done it again. Another Sunbeam! It is a 20/60 this time. He has stated that it has a rougher body than either of the preceding Sunbeams so we are awaiting its first Wellington appearance with our teeth firmly clenched.

.....

The Marendaz-Ansaldo-Sunbeam-Easterbrook-Smith-Brothers (Very Vintage) Special has been started as announced elsewhere. It is now being supplied with brakes and having all the loose ends tied together (or concealed from the scrutineers' view) and is not expected to appear until the Standing Quarter mile in November.

.....

Talking of the Quarter-Mile, H.Green's Wolsley Special is reported to weigh under eight hundredweight. That is I think slightly less than the weight of the 5½ litre Sunbeam Engine and Gear box. Wellington Special builders apparently have quite a bit to learn in the art of adding lightness. It has also been reported from the South that the same Special is inclined to have a way of its own when it comes to handling in Hill Climb events and such.

.....

As mentioned in these notes in the last issue the Club Captain is a very busy man, and so had to pass his share of the White Steamer on to Hugo Hollis, who we understand would be very pleased to her of tyres to fit it. We do not know the size but if anyone has any clues please contact Hugo.

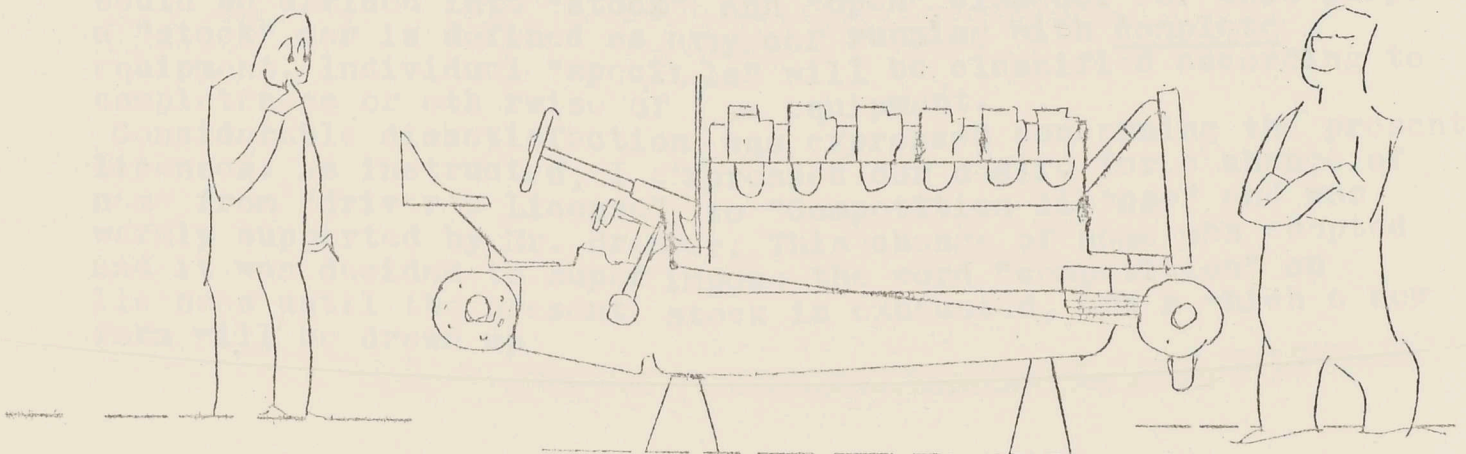
.....

Ian MacDuff reports from Nelson that there are plans under way to form a Nelson Car Club. They do not expect to be in full operation until near the end of the year.

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Please, per-lease WRITE FOR THE BULLETIN won't you ?

.....



The ASSOCIATION OF N.Z. CAR CLUBS' Delegates Meeting

On 24th July I had the pleasure of representing the N.Z.SCC at the Delegates Meeting of the A.N.Z.C.C. at Christchurch.

This meeting was called as a preliminary to the Association Conference, which is to be held in Wellington on 23th August. Clubs throughout N.Z. were well represented, those present including P. Hoare (President), R. Grierson (N.Z.M.R.D.A.), W.J. Cope (Hawkes Bay Car Club), A. Farland (Manawatu Car Club), G. Easterbrook Smith (N.Z.S.C.C.), J. Brewer (Canterbury Car Club), A. Anderson (Vintage Vehicles Assn.) and Mrs S. Lupp (Otago Car Club). H. Logan, representing the newly formed Nelson Car Club arrived at the conclusion of the meeting, having mistaken the starting time.

The President welcomed the delegates to the meeting and proceeded with the formal business by reading the minutes of the previous meeting, held in Wellington, which were adopted. Mr Hoare mentioned the resignation of the Secretary, Mr. Wickham, and advised that he had received offers of assistance from Mrs. S. Lupp and Mr. W.J. Cope, but that he preferred to carry on the work himself until the time of the Annual Conference.

The financial statement disclosed a credit balance of 44/18/-. Finance was discussed at considerable length and it was finally decided that as the Assn. had been to some extent moribund during the 1947/48 year, that all affiliation fees and competition license fees should be carried forward to 1948/49. As an incentive to newly formed clubs to join the Assn. it was decided to allow such clubs one years free affiliation.

At the previous meeting of the Assn. it was decided to become an incorporated body, but when this matter was investigated it was found that a minimum of five incorporated member clubs was necessary. Six clubs are now incorporated and it was decided to proceed with this matter.

The Assn. rules were discussed very fully and it was decided to have printed copies of the rules made. Copies will be distributed as soon as possible to club secretaries, and it is hoped that an early distribution will be possible to the holders of competition licenses.

The matter of affiliation with the Royal Automobile Club, London, is being proceeded with, and it is hoped that this matter will be finalised by the time of the Annual Conference.

As instructed by my committee, I queried Rule 20(a), which stated that protests in championship events had to be made in writing within 15 minutes of the conclusion of such an event, accompanied by a fee of 10/-. This rule appeared rather severe and it was finally altered to read as follows: "Notification of intention to protest is to be made verbally to the Chief Marshall within one hour of the announcement of provisional results and is to be supported in writing, together with a fee of 5/-, within 24 hours after the announcement of provisional results, such fee to be forfeited if the appeal is disallowed or declared frivolous"

Methods of classifying cars for record attempts and championships events were discussed at very considerable length and it was decided that for such events the recognised international capacity classes would apply. Furthermore, each class in championship events would be divided into "stock" and "open" classes. For this purpose a "stock" car is defined as any car running with complete equipment. Individual "specials" will be classified according to completeness or otherwise of all equipment.

Considerable dissatisfaction was expressed concerning the present licenses. As instructed, I expressed our desire for a change of name from "driver's License" to "Competition license" and was warmly supported by Mr. Brewer. This change of name was adopted and it was decided to superimpose the word "competition" on licenses until the present stock is exhausted, after which a new form will be drawn up.

The question of the setting and recognition of N.Z. records was considered and the President informed delegates of correspondence he had received from the R.A.C., from which it appeared that distances from 1 kilometre to 10 miles must be timed to 1/100 th sec. and longer distances to 1/5th sec. Mr. Brewer, on behalf of the C.C.C. offered the use of his club's electric timing set, which records to 1/1000th sec., to any club willing to pay the expenses of the attendant operator.

Another subject which raised very considerable interest was the proposed Assn. magazine. This matter was thoroughly thrashed out and it was decided to produce an experimental number, which our Club Captain, Roy Cowan is to edit.

The Assn. is going to provide a challenge trophy and miniature for fastest time of day in N.Z. championships, plus certificates for class winners. The allocation of championships for the 1948/49 season will be decided at the annual Conference.

I brought to the notice of the meeting our views on the absolute necessity of adequate spectator control and as a result of the ensuing discussion each delegate was instructed to bring the views of his committee to the notice of the Annual Conference for consideration and collation.

The question of bodywork on "specials" came up for discussion and all delegates expressed some anxiety at the way in which this type of car is developing. I explained to the meeting that a rule specifying minimum bodywork had recently been embodied in our own competition rules and this rule was incorporated, with no dissentient votes, in the Assn. competition rules.

I also queried the practice of some clubs in allowing spectators to compete at the end of a meeting and emphasised the serious manner in which my club viewed such laxity of control. Mrs. Lupp and Mr. Grierson differed from our views, explaining that such action was taken only as a means of encouraging interest, and that all cars were adequately examined. This question was discussed at some length and it was finally decided that in the Assn. news letter it would be pointed out that while the Assn. does not ban such competition, it requests clubs to exercise extreme care in holding such events. While not entirely satisfactory, I feel that this is a step in the right direction and has brought forcibly to delegates' attention the possible repercussions of such laxity.

Finally, I must mention the cooperative spirit shown by all present. Naturally, there were differences of opinion, but in all cases a spirit of compromise was evident and differences were settled in a most amicable spirit.

The Assn. of N.Z. car Clubs has undoubtedly come to stay and is going to play a most important part in N.Z. motor sport.

G. Easterbrook-Smith.

1968

BULLETIN.

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VOLUME. 4.

NO. 5.
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EDITORIAL.

With the coming of the summer season, the Club's activities once more turn mainly to speed events, and once more we realise the difficulties implicit in the necessity we are under of holding our events on public roads.

When considering the plight of our confreres in England this may sound a strange statement. We are deeply grateful for the permission and co-operation that is granted us, but nevertheless there are serious drawbacks, which become more and more marked as the size of the fixtures grow.

Firstly there is the uncertainty which is attached to the matter. We cannot be sure from year to year that a classic climb like Paekakariki will be available to us, and every time an event has to be arranged, the various local bodies and interested organisations have to be consulted, a process which takes up much official time - how much those not on the executive would find it hard to believe. Secondly, being public roads, we will always have the difficulty of delays for through traffic; delays which can infuriate competitors, and bore spectators. The third difficulty is that we cannot enforce any admittance charge and must rely on the generosity of spectators when the collection box is rattled under their noses. This latter is a serious difficulty for speed events are the only events at which we can gain financial support from the general public.

However we must count ourselves lucky in what we have, and no club member should allow his actions to endanger our present relations with those powers controlling roads. To this end we reiterate our previous call to observe the very best of driving manners and road standards while events are in progress to ensure our continued use of public roads. But keep your eyes open and notify committee members of any possible private courses.

WHAT'S WRONG WITH CENTRIFUGAL BLOWERS ?

Continued from the last issue.

by Ed. Sharrock.

.....

CONSTRUCTIONAL POINTS. The impeller could be made of steel or aluminium alloy although manufacture would be difficult in this country, balancing being the greatest snag. Generally speaking there are three basic types; the star type in which the vanes are separate from each other and integral with the boss only; the shrouded, or webbed type which has a disc on the rear side of the impeller joining all the vanes and the fully shrouded type in which the vanes virtually lie between two discs the intake side disc having an aperture to act as a charge inlet. The Germans experimented with fabricating impellers of the latter type and they seemed quite successful. Of the three the fully shrouded type is the least sensitive to wall clearances and if it could be made would be the best to employ. It has the further advantage of not being subject to a loss of efficiency due to the charge spilling over the sides of the vanes via the axial clearances.

Most Impellers are splined to the shafts and have a provision either at the locating race or the base of the splines for positioning the impeller relative to the casing. "Master" splines are never used as these would upset the balance, the general practice being to etch one spline on both the shaft and the impeller and always fit in that position. Balancing should be carried out with the spindle fitted unless both are separately balanced within limits. Naturally the impeller should be tested for possible "run-out" of any of the vanes, although trouble in this direction is usually confined to the simple star types.

In a unit that is being built up from scratch it is wise to have provision for adjustment of the clearance between the vanes and the casing on both sides. In this connection the Germans have carried out extensive experiments which save us the trouble of guessing at a few things.

In the German Year Book "Luftahrtforschung" a Dr. Ing Von der Mull says "the simple star type of impeller although it gives no axial thrust and is suitable for high speeds, is

not really efficient. The webb type (i.e. shrouded on one side only) is much more efficient but gives a degree axial thrust. The two types when tested with varying axial gaps showed that small gaps were most effective when dealing with small volumes of air, but a large gap was most suitable for large volumes. The gaps used were 10 and 30 thou with the star type and 30 and 60 thou with the webb type. Such an effect on overall efficiency was noted that it was thought that it may pay to vary mechanically this gap using a small at low altitude and a large at high levels. Tests showed that a small high compression engine would function best with a small gap. The question of the use of diffuser vanes led them to think that on a blower with a long outlet their use was not worth the extra problems involved."

So far as the carb attachment is concerned German tests have proved that a straight lead in pipe is best so you could abide by their ruling and have a down draught on a vertically mounted blower, or a horizontal on the other type.

Bearings seem to be a moot point. The English, employ high speed ball races - small balls and shallow races giving good oil drainage, the Germans use ball and roller races, and the Americans use almost exclusively plain bearings. A rather cunning method is to mount the impeller bearings on a shaft that extends through the centre of the hollow impeller spindle and that is turning in the same direction as the impeller. This cuts down bearing speeds and shares it out with other drive bearings. This, however, is only obtainable when a multiple gear drive is used. Personally I favour ball races though I will admit freely that others are equally efficient.

Lubrication is a problem as the impeller tries to draw the oil from the bearings to the detriment of the bearings and the charge. A fairly common method of overcoming this is to run a duct from either the charge outlet or the atmosphere to an annulus machined in the casing immediately between the bearing and the impeller. This has the effect of satisfying the depression and leaving the bearing alone with its oil. There are other types of oil seal but these are expensive to make and as Rolls Royce use a scheme similar to the one outlined I think it should be satisfactory. Oil drainage is a factor that is important and enables a fairly high flow of fresh oil

to be maintained. This is one reason why a vertical impellor shaft is preferable. Aircraft use a horizontal spindle but this is in the main, dictated by length and other structural considerations.

One little point to be kept in mind is that the walls of the casing on both sides should be kept quite rigid. Contrary to belief it is a fact that the depression in the impellor will cause the walls to bow especially if they are light and of a large area. A depression over one square inch may not be much, but over a larger area it amounts to quite a reasonable figure. It might pay to work out the possible load on the walls before finally determining their size, shape and strength.

The drive is one of the most vexed problems. My own "mental" set-up envisages a V-belt drive from the motor to a larger pulley on an initial drive shaft. This shaft would carry a bronze skew gear driving the vertical spindle (here I have in mind a part or two from the humble cream separator) Now here, depending on the bits available, the "free wheel" would be on the vertical shaft or the initial shaft. The former is the obvious place but the latter is more discreet. On the vertical spindle is the impellor mounted upside down with the intake at the base and the inlet passage sweeping up from a horizontal carb. I know this latter is not 100% but at best most things become a compromise. Above the impellor and the casing the flywheel spins in splendid isolation.

The lower bearings would have a plentiful supply from possibly the main engine oil supply and drain via a pipe to the sump. The upper bearing, isolated as it is from most of the unit would be lubricated by a sight feed constant loss system based on blower outlet pressure operating over a sealed separate oil container. Compromise No. 2.

This reversing the impellor has some advantage, one being that the chances of the blower pumping raw spirit into the cylinders is less than with a down draught. Also it does not require any system of casing drainage.

These are of course only my ideas and are certainly capable of improvement. I should like to hear other peoples views.

Acro Practice - Bearings and Clearances.
Rolls Royce. (Kestrel) Ball race at one end and two concentric bearing sleeves to reduce rubbing speeds at the other.

Clearances between sleeves and sleeves, sleeves and shaft, sleeves and outer casing, all $1\frac{1}{2}$ thou. End float of Ball race 6 - 15 thou; Impellor clearances not quoted.

BRISTOL (Mercury) Both ball races. Clearances : between front of impellor and casing 68 - 81 thou; rear of impellor and casing 15 - 27 thou ; impellor wobble 5 thou max. end float of locating race 7 - 12 thou.

Wright. (Cyclone) Plain bushes, end thrust taken on bronze retaining plates and a spherically seated thrust washer. Clearances: rear of impellor 50 thou; front of impellor 30 - 66 thou; bearings 2-5 thou; end float 5 - 14 thou.

Allison. Plain floating sleeve bearings. Clearances; rear of impellor 23 - 41 thou; front of impellor 35 - 55 thou; bearings 2 - $3\frac{1}{2}$ thou and $1\frac{1}{2}$ - 3 thou; end float 5 - 9 thou; wobble 5 thou. Pratt & Whitney (R2800); Plain bushes with the spindle located axially by two split bearing plates engaging in a groove machined in the spindle. Clearance : rear of vanes 25 thou; front of vanes 37 - 45thou; bearings 5 - 7 thou; end float 3 - 10 thou.

All these engines are of a very large swept capacity but the clearances may be of some assistance.

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LIST OF CLUB MEMBERS. as at 20th. September, 1948.

To save space the names of wives of members who are also members, have been omitted.

- H.M.Allmand, 9 Alpha St., Wellington.
- A.Anderson, 7 Service Rd., Waterloo, Lower Hutt.
- H.R.Anderson, 3 Normanby St., Dunedin.
- C.Andrews, 22 Victoria St., Lower Hutt.
- P.Andrews, Box 236, Palmerston North.
- A.E.Ansell, 23 Maire St., Lower Hutt.
- Hugh Archer, C/- Barclays Bank, Kingston, Jamaica.
- H.N.Arthur, C/- New Plymouth Motors, Devon St., New Plymouth.
- A.C.Atkinson, "Nothwood", York Bay, Eastbourne.
- H.H.Atkinson, College House, Rolleston Ave., Christchurch, or Kelbourne St., Nelson.
- D.R.Bagnall, 41 Nicholson Rd., Khandallah, Wellington.
- R.Baker, 11 Travancore St., Island Bay. Wgton.
- Mrs. W.Barr-Brown. 20 Ridout St. Hamilton.
- R.Barron, 30 Bell Rd. Lower Hutt. W.J.Bellamy, 100 Oriental Pde. Wellington.
- A.B.Bennett, 12 Vigor Brown St. Napier.

L.Beck, 26 Marshall St., Wellington W.3.
 D.Beharel, 19 Liverpool St. Miramar, Wellington.
 J.S.Bird, 7 Barton St., New Plymouth.
 E.J.G.Boyd, Cnr. Duke & King Sts. Dunedin.
 G.Bray, 267 Cockayne Rd., Wellington.
 S.Brewer, 28 Hallawell St., Wanganui.
 J.Brough, 36 Hall Cres., Lower Hutt.
 A.J.Carroll, The School, Riverhead, Auckland.
 Paul Chalmers, 45 Queen St., Petone.
 C.H.Chatteris, 63 Maskell St., St. Heliers, Auckland.
 J.N.Clapperton, 45 Simla Cres., Khandallah, Wellington.
 R.Clapperton, " " " "
 Lt. B.H.Clinkard, R.N.HNZS Tamaki, Devonport, Auckland.
 K.Constable, 125 Melbourne Rd., Island Bay, Wellington.
 D.S.Connor, 12 Buckingham St., Lyall Bay, Wellington.
 W.J.Cope, 48 Richmond Ave., Wellington.
 O.B.Cottrell, 41 Queen Rd., Lower Hutt.
 J.H.Cottrell, " " " " "
 J.Cowan, 52 Connaught Tce., Brooklyn, Wellington.
 J.R.Cowan, " " " "
 M.R.Cramer, 16 Reef St., Wellington.
 H.V.Cresswell, 16 Aranoni St., Wellington.
 R.E.Crone, C/- Govt. Film Studios, Miramar, Wgton.
 R.B.Curtis, 12 Clutha Ave., Wellington.
 J.R.Dalrymple, Mangaweka.
 Bruce Davis, C/- Bank of N.Z.Otorahanga.
 R.H.Davidson, 31 Salek St., Wellington.
 P.H.Dodds, 113 The Parade, Island Bay, Wellington.
 A.Don, 34 Queens Drive, Lyall Bay, Wellington.
 D.Deighton, Kawhatau, Mangaweka.
 Mrs. F.Duffel, 52 Kauri St., Miramar, Wellington.
 R.Dyson, C/- Dept. of Labour, Box 165, Te Aro, Wgton.
 G.Easterbrook-Smith, 14 Hildreth St., Karori, Wgton.
 W.Easterbrook-Smith, C. The Community Centre, Feilding.
 A.S.Farland, 28 Manson St., Palmerston North.
 E.H.Faulkner, C/- Box 70, Palmerston North.
 W.Fleet, 419 Jackson St. Petone.
 M.Forlong, 41 Tannadyce St., Wellington.
 P.B.Fowke, Gordon Rd., Plimmerton.
 A.T.Freeman, 10 Washington Ave., Wellington.
 S.A.Gibbons, 35 Brassey Rd., Wanganui.
 W.J.Glasgow, 281 Trafalgar St., Nelson.
 H.Green, 13 Meadow St., Papanui, Christchurch.
 G.H.Hall, Terrace Station, Hororata, Canterbury.

F.S.Hamlin, Tompkins Line, Rongotua, Palmerston North.
 R.L.Hatherley, 10 Dowling Street, Dunedin.
 R.Harding, C/- Engineering School, Ardmore via Papakura.
 S.E.Harding, 63 Matai Rd., Hataitai, Wellington.
 A.C.Harding, 361 Willis St., Wellington.
 E.N.Higgins, 97 Pirie St., Wellington.
 R.D.Haynes, C/- H.F.W.Silver Ltd., Dixon St., Wellington.
 K.Hemus, 48 Shore Rd., Remuera, Auckland.
 H.Hollis, 43 Rawhiti Tce., Wellington.
 Capt. H.Hollis, 43 Rawhiti Tce., Wellington.
 P.M.Hoare, 440 Papanui Rd., Christchurch.
 E.W.Honey, C/- Box 1493, Wellington.
 R. de C.James, 289 Castle St., Dunedin.
 S.A.Jensen, Kairanga P.D. Palmerston North.
 I.V.Jones, C/- Tourist Dept., Te Aroha.
 S.M.Kirkaldie, 52 The Parade, Lyall Bay, Wellington.
 M.Laughton, 12 College Tce., Palmerston North.
 F.A.Lloyd, 16 Frederick St., Palmerston North.
 M.J.Logie, 22 Donald Cres. Wellington W.3.
 I.C.Lowe, 25 Queens Rd., Lower Hutt/
 A.K.Luttrell, Carlton Club Hotel, Hastings.
 W.McDonald, 10 Fife St., Wanganui.
 I.M.MacDuff, Rocks Rd., Tahunanui, Nelson.
 A.McKenzie Douglas, 116 Pownall St., Masterton.
 J.McMillan, C/- N.W.Thomas & Co. Ltd., Ghuznee St., Wellington.
 D.McWhirter, Te Haroto, Hawkes Bay.
 J.N.MacKintosh, No. 1 Line, Wanganui.
 G.S.Maslen, 7 Liffy St., Wellington.
 H.G.Markham, C/- J.Ilett Ltd., Wellington.
 R.Maxwell-Stewart, Box 1438, Wellington.
 J.R.Mitchell, 12 Jenkin St., Invercargill. E.J.Mitchell,
 F/Sgt. Morgan, Sergeants Mess. R.N.Z.A.F.Ohakea. 10 Balmoral Tce.
 D.E.Morrish, 47 Everest St., Wellington. Wgton.
 C.H.Murphy, 113 Constable St., Wellington.
 D.J.Nairn, Box 1578, Wellington.
 Sgt. R.K.Newcombe, C/- Sergeants Mess. Ohakea.
 G.Nicol, 473 Old South Head Rd., Rose Bay. N.S.W.Australia.
 A.G.Nisbet, Main St., Greytown.
 Tom Nixon, 84 High St., Carterton.
 J.R.Oliver, 4 Allen St., Nelson.
 C.R.Poulter, Jellicoe St., Martinborough.
 R.B.Pritchett, 1 Phillip St., Neutral Bay, N.S.W.Australia.

- M. Proctor, C/- Central Fire Station, Wellington.
- F.J. Proctor, 28 Pirie St., Wellington.
- P.J. Righton, 55 Bridge St., Wellington.
- H.N. Robieson, Box 208, Wellington.
- R.G. Robinson, 26 Carlton Tce., Wanganui.
- F.P. Shand, 119 St. Andrews Square, Christchurch.
- F. Sharman, 97 Glendovey Rd., Christchurch.
- E.C. Sharrock, Customs Dept., Auckland.
- Capt. C.E. Slade-Jones, R.N.Z.E.M.E., Waicuru M.C.
- J.E.M. Smith, Wendonside R.D. Gore, Southland.
- G.H. Sorenson, Box 53, Levin.
- R.V. Stevens, C/- N.Z. Railways, Otaki.
- R. Tolley, C/- U.C.S. Dixon Street, Wellington.
- W.F.W. Tucker, 303 Lascollas St., Hastings.
- J. Veitch, 158 Khandallah Rd., Wellington.
- G. Vogther, Box 71, Hastings.
- E. Vogther, " " " " " "
- H.M. Wallace, Auto Supplies Ltd., 2 Faramaki St. Wgton.
- H.K. Wallace, 20 Ridout St., Hamilton.
- R. Watson, 225 The Terrace, Wellington.
- J. Ware, 345 Main Rd., Karori, Wellington.
- J.T. Wickham, Supply Stores Ltd., Te Horo.
- M.C. Wille, Opawa Station, Albury, Stk. Canterbury.
- G. Withers, C/- Liscarth Ltd., Box 1063, Wellington.
- H.L. Withers, "Beacheside" Great North Rd., Wanganui.
- Mrs. R. Withers " " " " " "
- E.L. Young, C/- Literary Staff, "Dominion", Wellington.
- L. Stone, Australia, present address unknown.

CLUB OFFICIALS.

- | | |
|---------------|--|
| Club Captain. | R.J. Cowan. |
| Vice Captain. | G. Easterbrook-Smith. |
| Secretary. | W.J. Cope. |
| Treasurer. | Mrs. P. Cope. |
| Editor. | W. Easterbrook-Smith. |
| Committee. | D.R. Bagnall, R. Clapperton,
A. Freeman, H. Hollis,
E. Honey, G. Markham, G. Bray. |

CONTRIBUTIONS:

In future please send all articles, letters to the Editor, queries, etc. direct to the Editor. The Secretary has sufficient to do without having to re-address my mail. - Ed.

CARS IN CHRISTCHURCH.

Snatching a week's holiday in Christchurch, the Editor was shown many interesting cars. One of the first things that strikes the eye is the number of vintage cars. No doubt the flat countryside lessening the stresses encountered in a lifetime contribute to their longevity.

Singers of the 1929-32 period abound, possibly in part as a result of the Tench brothers racing successes with that marque at the time. However, the most amazing thing about Christchurch is the number of Bentleys. The massive radiators abound - eighteen in all I am told. The Editor's wife spotted the first one, a 4½ litre, and with a cry of "Look" and a pointed finger, brought the pedestrian traffic of Hereford Street to a stop as the uninitiated gazed wildly to see what the excitement was about.

Spotting Bob Shand's TA M.G. I mounted guard over it until the owner arrived which he did with Fred Sharman. Bob constituted himself into a guide for the next two days, carrying me swiftly to and from motors of interest in the TA. Inspection of Scotts showed a 4½ litre Bentley undergoing a very thorough reconditioning the ex-Sybil Lupp 4½ litre rebuilt beautifully after its argument with a train and for sale at, in my opinion, an inflated price, and, best of them all, Wellesley-Collie's Speed 6. I had not seen the 6½ litre for seven years, so I gazed for some time at the most desirable property in N.Z. Fred Sharman's Railton was also there having a new bottom gear fitted, the case hardening having been removed from the other one.

A visit to Hec. Green's place of work resulted in being shown some bits and pieces of a new special. Although there was an aura of high secrecy, I gathered the car was for Pat Hoare and consists of a Singer motor in a tubular chassis, with Fiat i.f.s. and Fiat rear axle modified to take a Morris crown wheel and stronger half shafts. Hec. Green's single seater Wolsley which was seen the next day is now fitted with hydraulic front brakes. Other machinery viewed included another 4½ Bentley, a 1910 Fiat, a 1911 Talbot, and "Handy" Anderson's Panhard-Levassor.

While driving my brother-in-law's Triumph Super Seven, a machine with a 6:1 top gear, no acceleration, and the fiercest clutch I have ever met, a 16.9 h.p. Sunbeam was spotted. A wait beside it revealed it to be a 1929 model with a N.S.W. registration sticker still on the windscreen. The owner said that he had owned it for twelve years, and bought it with him from Australia as he hadn't known if there were any decent cars over here! Other cars spotted in odd cruising included one Ansaldo, five Minervas, two Delages, a Clyno, a Speed 20 Sunbeam, and a Darracq of about 1920 Vintage.

As piece de resistance, Bob finally took me for a drive over the road circuit for which negotiations were completed while I was down there. Approximately a four mile lap, it is sealed for all the length except a couple of furlongs. It is roughly rectangular, one stretch having a slight bend, and undulating slightly. The road has wide grass verges, and has plenty of room giving all appearances of a fast course. Still, no doubt most of you will see it for yourselves in February, especially with your appetites whetted for road racing by our own race at Carterton in January.

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PLIMMERTON HILL CLIMB.

Of the cars entered for the first speed event of the 1948/49 season only two failed to appear, the non-starters being Murray Wallace and his Willys, and the Editorial Sunbeam which feverish work just couldn't get finished in time.

The course was drier than at the last climb with a looser surface. Practice times showed that the hill record of 54.2 sec. held by G. Easterbrook-Smith's Alvis was not likely to stand, as M. Proctor took up his Riley only .2 sec. slower on his first run at the hill, and indeed he was to do more exciting things than that before the day had finished.

Hugo Hollis's first run with his TC M.G. returned 54.8 after a quiet and very polished climb. Phil Fowke and Errol Ansell, both driving the same Riley went up in 59.6 and 60.6 respectively, it being Phil's car he no doubt felt more able to take liberties with it. Dick Tolley

took up his Nordec blown Ford 10 in 61.0 in a very steady climb. Ray Watson drove his Frazer Nash very well to record 56.0 which he later improved to 55.6. Laughton came up in his PA M.G. in a burst of noise (I should like to have seen his rev. counter.) and returned 57.8. He also drove most consistently, improving on his second run to 56.8 sec. to win the prize for the Fastest Newcomer. The Cottrell's Austin sounded a little fluffy in the motor towards the end of the day. Driven alternately by father and son, both eventually returned the same best time - 60.4 sec. R. Clapperton in the other Austin 7 was rather cautious on his first run, perhaps due to having scraped the bank in practice. His first run was 61.4, and his second run gave him his best time of 57.6 sec. Alan Freeman exhibited his usual wretched luck by suffering from petrol blockages and failed to finish his first run, barely finished his second and in spite of repeated starvation managed to get down to 62.6 on his last run. The usual terrific noise told the crowd that the Alvis was on the line. It came up steadily to register 55.6. Proctor and the Riley took off next. The car shot up to the top U-bend and then drifted off the road in a front wheel slide, fortunately stopping only a few feet down the bank without rolling. It was lifted back on the road and returned to the bottom to re-submit to scrutineering.

After the first runs it was apparent that there was going to be a three cornered battle between Hollis, Proctor, and G. Easterbrook-Smith, with the possibility of Freeman, Watson and Roy Cowan joining in. On his second run Hugo reduced the hill record to 53.4 sec, Geoff, troubled by a slightly blowing gasket could only get down to 54.4 sec., and Morrie, after exuberantly spinning the Riley right round, was given another run which was .4sec. slower than the M.G. Roy seemed to have the measure of the hill and the Rover better, and came down to 56.8 which he did not better later. With the Alvis not au fait, the third runs were obviously between the Riley and the M.G.

Then Hugo put on the finest performance we have seen from him yet. Making not one error he drove up to set a new hill record of 51.8. In the fully equipped T.C. M.G. he might well have been touring, a slight shade more exhaust sound, beautifully judged cornering, he made it look easy. Morrie took off rapidly and appeared to be fighting the Riley at times. The distinctive scream of this motor in high revs bounced off the sides of the valley as he scuttled up to return 53.2 sec.

Although the main spectator interest had been concentrated on this battle the remainder of the cars had been without exception whittling their time down too. Gordon Markham in his stock Ford 10

had come down to 62.6, Dick Tolley was down to 58.8 and Jock Brough had thrashed the Singer up in 62.2. Jock's driving style is so polished that we wish we could see him at the wheel of a more potent car again. Many of our less experienced drivers would be well advised to watch him and learn by what he does. Ray Haines was making his usual gallant effort in the Fiat Mouse, reducing his times from 76.6 to 71.8 sec. The spectators may have found it mildly humorous but the fastest cars do not necessarily have all the share in sportsmanship.

Fastest times for each driver were :-

- H.Hollis, TC M.G. 51.8 sec. A new Hill record.
- M.Proctor, Brooklands Riley, 53.2 sec.
- G.Easterbrook-Smith, 12/50 Alvis, 54.4 sec.
- R.Watson, Frazer-Nash, 55.6 sec.
- M.Laughton, PA M.G. 56.8 sec.
- R.Cowan, Rover Meteor, 56.8 sec.
- R.Clapperton, Austin 7.57.8 sec.
- R.Tolley, Ford 10 (s). 58.8 sec.
- P.Fowke, Riley, 59.2 sec.
- E.Ansell, Riley 59.8 sec.
- O.Cottrell, Austin 7, 60.4 sec.
- J.Cottrell, Austin 7, 60.4.
- J.Brough, Singer, 62.2 sec.
- A.Freeman, Thompson Special 62.6 sec.
- G.Markham, Ford 10, 62.6.sec.
- R.Haynes, Fiat Mouse, 71.8 sec.

PLACINGS:

Fastest Time of Day.	H.Hollis M.G.
Fastest Newcomer,	M.Laughton M.G.
Fastest Time Open Class,	M.Proctor, Riley.
Stock Cars up to 1000 c.c.	M.Laughton M.G.
" " " " 2000 c.c.	H.Hollis M.G.
" " " " 2000 c.c.	No Starters.

POSTSCRIPTS. Roland Clapperton is another rapidly improving driver, his handling of the biscuit tin Austin being very pleasing in the later runs.

Roy Cowan appeared to find the length of the Rover rather much at some stages, things moving rather quickly.

Watching the start and the top U-bend was very revealing in the matter of times. Hand timing on the second and third runs, Hollis, Easterbrook-Smith, and Watson were fastest through the bend, and Hollis, Proctor, and Laughton were quickest from the start to the first bend.

HANSEN TROPHY POINTS (as at 30th Oct.)

The present state of the Hansen Trophy points show the present holder of the Trophy to be building up a very big lead over his nearest rivals. Unless there are several upsets in the rest of the year's events it is beginning to look as if Hugo Hollis will once more be the recipient of our aggregate performance prize.

- 20 Points, H.Hollis.
- 12 Points, R.Clapperton.
- 11 " A.E.Ansell.
- 10 " W.J.Cope.
- 9 " D.Bagnall, J.R.Cowan, G.Easterbrook-Smith.
- 8 " A.L.Freeman, M.Laughton, M.Proctor.
- 7 " R.Haynes, R.Tolley.
- 6 " A.C.Atkinson, H.G.Markham.
- 5 " P.N.Fowke.
- 4 " D.Horrihan, A.R.Barton, H.M.Wallace, C.Andrews, W.J.Bellamy.
- 3 " J.Clapperton, J.Cottrell, H.Robinson, R.Crone, R.Watson, G.Bray, J.Brough, R.Curtis.
- 2 " J.Cowan, E.Honey, Mrs. P.Cope, N.Gramer, D.Naimn, E.N.Higgins.
- 1 " A.S.Farland, L.Stone, C.E.Slade-Jones, I.Love, D.Connor, S.Kirkcaldie, M.Logie, L.Davison, W.Easterbrook-Smith, I McDuff, A.Anderson, J.McMillan, A.C.Harding, C.Murphy, R.Baker, P.Chalmers, C.Withers, L.Dyson, O.B.Cottrell.

The above list includes all marks gained this season under the new regulation by which the Chief Marshals at any event are awarded 2 points each, and ordinary Marshals, one point each. For the benefit of new members ordinary scoring is :- Speed events 5 points for Fastest Time of Day; 4 points for 1st. in class; 3 points 2nd in class; 2 points 3rd in class; and 1 point for all competitors completing one run or one lap. Trials and Races 4 points for 1st, 3 points for second, 2 points for third and 1 point for completing.

Last year the trophy was won by H.Hollis with 17 points G.Easterbrook-Smith 12 points being the next nearest.

MANAWATU CLUB LABOUR WEEKEND.

A large number of N.Z.S.C.C. members competed in the Manawatu Club Rally at Labour Weekend. Held in appalling weather it was won by R.Clapperton in his Austin 7, a really first rate performance. The Teams Prize was won by N.Z.S.C.C. No.2. Team so altogether it was a very satisfactory Rally from the Club's point of view.

The Manawatu Club managed to get an area of the main Square set aside for the special tests. It is to be hoped that other municipalities will follow suit. Held in heavy rain the tests soon showed whose brakes were soured with water and whose had reasonably dry linings. The N.Z.S.C.C. No. 1 Team was well in the running until the acceleration/braking/reversing test was run. Hugo Hollis took his machine through this in easily the fastest run of any competitor, but was disqualified as he had accelerated up to the braking bay through the wrong corridor of pylons. Alan Freeman also was disqualified in this test when he paralysed the crowd, competitors, and constabulary by braking the Thompson Special too late and swinging round sideways to demolish every pylon in the braking bay. The third member of the team, Club Captain Roy Cowan was more modest, losing ten points only. The Rover's brakes were not what they might be after the drive up in the rain and failed to stop him in a sufficiently short distance as he charged the bay. Evasive action by ducking out of sight into the cockpit as the car went under the end bar saved any damage to Roy, the Rover or the Pylons. A most thoroughly blotted copybook all round.

The sight of a 1910 Rolls Royce 50, and a 1922 Rolls Royce 25, entangling their bulk and length in the peculiar figures of the Rally test was rather unseemly, like a stately duchess attempting to dance the can-can in Westminster Abbey. However, their drivers handled their mounts extremely well, and the crowd around the two most distinctive radiators was a continual one.

On Monday the Saddle Road Hill Climb was held in even worse weather. Official results have not yet been issued but M.Proctor, H.Hollis, and R.Clapperton were acquitting themselves well as the Editor started on his journey home after removing most of the clutch lining from the Sunbeam in his practice run.

STANDING QUARTER MILE PROSPECTS.

Last year before the sprint event the question which was asked was "Will anyone beat 20 sec?" This year it is phrased rather differently - "How many cars will beat 20 secs?" But for the ghastly weather there is no doubt the figure would have been cracked at the last event, but this year it is a certainty that a new time will be established.

A quick consideration of the people and cars who are likely to be at Petone on 20th November, show the following as likely to beat this time.

Hec. Green and his Wolsley Special are likely starters this car having recorded times down to 17 sec., in South Island events. It is not known what further horses may have been extracted during the winter, but on paper this seems the logical combination for F.T.D.

Fred Sharman and his Railton have recorded under the twenty mark and will almost surely be here. Another special from Christchurch which may be ready in time is that of Pat Hoare which is mentioned elsewhere in this issue. This, if it is ready should be a force to be reckoned with.

From the Manawatu, Ewen Faulkner's Morris V8 will be down. This car has recorded around the 18 secs. mark, but was then in chassis form. It will be interesting to see the effect of a body. There is a faint possibility that Sandy Lloyd's V8 Special may also be ready for this event.

Of the Wellington cars, now that its carburettion is solved the Club Captain's T.T.Sunbeam should be capable of beating the existing figure, if it can pass the scrutineers Morrie Proctor's Riley-Bugatti Midget, certainly is, and Alan Freeman has already done so this season with the Thompson Special but may not have it repaired after its Labour Day gearbox contretemps. The Easterbrook-Smith brothers' Sunbeam Special will be making its first appearance but being in the nature of a test run its performance cannot be expected to be at peak. Capt. Slade-Jones BSA Special and Bert Cresswell's Cresswell, may also provide surprises.

It is obvious that we can expect a big entry, and that this year's Standing Quarter Mile is going to provide the best collection of interesting cars that we have had at any meeting so far. For complete success all that we want now is the certainty of fine weather. After the amphibious operations which were the Quarter Mile last year we rather feel we deserve it.

MYSTERY EVENT.

"The Event of the Month" for October was a Mystery Trial held on Sunday 17th October. The Organisers were Gordon Markham and Roland Clapperton.

The proximity of Labour Weekend, with its demand on petrol supplies must have discouraged quite a few Club members from participating, but the ten stalwarts who turned out had a thoroughly enjoyable time.

The start was on a side road off Ngahauranga Gorge. Here the competitors were handed sealed instructions which sent them off in three separate parties to different tests, where they received fresh sets of instructions.

Everybody eventually went through seven tests, but not in the same order. The highly complicated paper work proved a thorough success and the whole trial went through with a smoothness that merited a larger entry.

In addition to the tests competitors had to fill in "Quiz Cards" contained in the inevitable sealed envelopes.

The tests, although all simple in themselves were held mainly on highly interesting bits of road, the piece de resistance being a steep stock road down from Raroa to the Ngahauranga Meat works. On this steep, loose, and rocky surface, the stop test, the turn test, and the backing test were held. The first two caused little trouble but the back test caught several. Two competitors failed completely to get their cars back up the few required yards up the loose rough hill. Five took so long owing to wheelspin that they could score no points. Fastest time was put up by Errol Ansell nobly assisted by Jock Brough and a large rock (used to hold the car on the steep grade) in a definitely vintage Austin 7. They took 9.2 seconds while the slowest time was 58 seconds. Oh! the wheel spin and burnt rubber!

Down at the starting point the width test and the parking test were held. Only two competitors were more than ten inches out in their estimate of their car's width. Hugo Hollis was fastest in the parking test but touched the kerb and dropped a couple of marks. Alan Freeman was next fastest. The two comics were Errol Ansell and Jock Brough, who merely picked up their Austin and lifted it bodily into the kerb. Times ranged from 16 seconds to 63.8 seconds.

The Dexterity Test turned out to be easier than was anticipated by the Organisers. When those gentry had tried the test in the morning, they found that their original

conception of it was impossible as the heavy rain in the night had made the ground surface inconceivably slippery. They therefore decided to alter the test to make it practicable. After the test was hurriedly shortened and simplified, the ground dried out with a surprising and entirely unanticipated rapidity to make the test a gift to almost all the competitors.

The final order of the Competitors was:-

- 1st. Hugo Hollis, TC M.G. 27½ points.
- 2nd. J.R.Cowan, Rover Meteor, 22½ points.
- 3rd. D.Nairn, Ford 10, 19 points.
- 4th. M.Wallace, Willys, 17 points.
- 5th. E.Ansell, Austin 7, 15 points.
- 6th. R.Barron, Singer 9, 13 points.
- 7th. R.Tolley, Nordec Ford 10, 12½ points.
- 8th. A.C.Atkinson, Riley, 11 points.
- 9th. A.Freeman, Morris Minor, 9 points.
- 10th. W.Cope, Ford V8. 8 points.

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LETTERS TO THE EDITOR.

RUMOUR CORRECTION.

Dear Sir,

It has come to my hearing that someone has been making a very serious accusation reflecting on the sportsmanship of another club member.

The rumour which has been circulated was that my stalling of my motor and stopping on a patch of loose sand during the Fifty Mile Beach Race was due to my being forced out on the corner by the dirty driving of another car. Apart from the fact that my stop was caused by my own carelessness, the fact that such a charge should be levelled at a member who was one of the seven foundation members of the club and whose driving manners are above reproach, is most serious. Whoever was responsible for the rumour propagated it in the South Island where members are less likely to hear the full story of an event.

I should therefore like to use your columns to condemn the rumour as a malicious fabrication.

I am, Yours etc.,
G.Easterbrook-Smith.

ASSOCIATION OF NEW ZEALAND CAR CLUBS.

Attention is drawn to the following excerpts from an ANZCC Executive Newsletter.

".....SPECIALS"

....."Cars be not permitted to compete without a minimum bodywork consisting of sufficient construction to hold the driver on bumps and corners, and that a fireproof bulkhead and metal bonnet be provided. A bucket seat will not be considered part of the bodywork of the car".

...."CRASH HATS "

"A recommendation that crash hats of approved pattern should be used in open cars competing in Speed Events has been put forward. However, it is not being insisted on at present due to difficulty in obtaining supplies; final decision is thus left to clubs organising any particular event."

CHAMPIONSHIP CALENDAR.

- 1948 Nov. 20th. North Is. Sprint Championship - N.Z.S.C.C.
- Dec. 4th. Otago " " - Otago S.C.C.
- 1949. Jan. 22nd. North Is. Road Race N.Z.S.C.C.
- Jan. 29th North Is. Hill Climb - Hawkes Bay S.C.C.
- Feb. 12th NEW ZEALAND HILL CLIMB. - N.Z.S.C.C.
- Feb. 19th South Is. Sprint. Canterbury Car Club.
- Feb. 26th NEW ZEALAND ROAD RACE. - Canterbury Car Club
- Feb. Mar. Wellington Hill Climb - Manawatu Car Club.
- Mar. 4th South Is. Hill Climb. - Otago S.C.C.
- March NEW ZEALAND SPRINT - Hawkes Bay S.C.C.
- April 16th NEW ZEALAND BEACH RACE - Canterbury Car Club.
- May/June NEW ZEALAND TRIAL - N.Z.Motor Racing Drivers
- June 25th Canterbury Trial,- Canterbury Car Club.

From the look of this formidable list of National, Island and Provincial Championships, those who can afford to get around the country should not be in a position to complain that they don't know what to do with themselves. Add the local events to such a Calendar and there is enough Motor Sport to keep even the greediest busy and broke. Speaking personally there seem to be too many championships though. It rather cheapens the name. Surely another year the Association might find that Island and National Championships are enough.

If there is enough to be a provincial championship in each province for Road racing, Beach racing, sprints, hill climbs and trials we are going to have over fifty championships, which is utterly absurd and makes the word meaningless.

It is very pleasing to us as a club, however, that the Paekakariki Hill Climb, which is undoubtedly one of the finest hills there are, should be the first hill to carry the New Zealand National Championship title.

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EXHAUST NOTES.

In spite of all promises we are afraid that we have to mention the Bulletin again. It is hoped to keep it in this form so that copies may be kept together more easily until we can once again afford the properly printed issues.

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To add to your programme notes for the Quarter Mile Standing Start on 20th. Nov. here are the best times recorded in the various classes in the previous events held by the Club.
850 cc Class, L.Stone, Austin 23 secs. (1947).
1100 cc Class, H.Logan, Singer, 20.4 sec. (1947).
1500 cc Class, O.J.Hawkins, Fraser Nash, 20.0 sec. (1946.)
3000 cc Class, H.Green, Wolseley, 20.6 sec. (1947).
Unlimited Class, F.Sharman, Railton, 20.0 sec. (1947).
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The Association's official magazine "Sportscar" will be making its first appearance in the booksellers on December 1st., and thereafter it is hoped on the first of every month.
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Roger Harding has sold his OE Type 30/98 Vauxhall to Ian McDuff. It is understood that Ken Hemus might be tempted to part with his also. In the Bentley versus 30/98 argument the Editor feels very much in support of the latter, even after considering the brakes.
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Neville Lodge of the "Evening Post" appears to have an eye for the eccentric in sports cars and specials, judging from some of his recent cartoons in that paper. Nothing malicious, but all in fun.

Having had his 500 running as a 500 Bert Crosswell has apparently decided that it is not potent enough to satisfy him and intends to install a 1000 cc motor. Independent rear suspension is also planned. At the moment we understand he is modifying a Henderson Four motor as a possible power plant.

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At a social after the Manawatu Clubs Rally the Editor's wife, although handicapped by a plaster cast on her writing hand, won a competition involving knowledge of many car names. Very little prompting too.

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The irrepressible Morrie Procter has registered his Riley-Bugatti midget for road use and has been driving around Wellington on social calls. The midget's cockpit being what it is and Morrie's waistline being what it is, things are getting tighter all the time. While he was sitting in the midget with a rain proof hood on his head against the rain at the Saddle Road Hill Climb, someone was heard to say of him "Morrie looks just like a little pixie"!! Marvellous the imagination some people have. Gremlin would have been nearer the mark.

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Michael Logie has been having a spell in hospital with a leg injury but is now recovering. Modifications are reported on the Sunbeam, including alterations to the carburettion. On their touring machines Sunbeams sometimes seem to have deliberately reduced performance by their manifolding

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Halsie Logan is reported to be specialising in Nelson. The appearance of the Slade-Jones BSA at the Saddle Road Climb showed that the Waicouru winter had been put to some use. Very stark, with a minimum of narrow bodywork, it certainly looks the part. The engine is now to be attended to in the same manner as the rest of the car. This special fever is very catching and attempted inoculation by taking would be builders to visit those who are struggling seems to have the very reverse of a curative effect. Still riding in the result after months of work is a big moment - in more ways than one sometimes.

REPORT ON THE PROGRESS OF THE WORK

The first part of the report deals with the work done during the year. It is divided into three main sections: the first deals with the work done in the laboratory, the second with the work done in the field, and the third with the work done in the office. The first section deals with the work done in the laboratory, and the second with the work done in the field. The third section deals with the work done in the office.

The second part of the report deals with the work done during the year. It is divided into three main sections: the first deals with the work done in the laboratory, the second with the work done in the field, and the third with the work done in the office. The first section deals with the work done in the laboratory, and the second with the work done in the field. The third section deals with the work done in the office.

The third part of the report deals with the work done during the year. It is divided into three main sections: the first deals with the work done in the laboratory, the second with the work done in the field, and the third with the work done in the office. The first section deals with the work done in the laboratory, and the second with the work done in the field. The third section deals with the work done in the office.

The fourth part of the report deals with the work done during the year. It is divided into three main sections: the first deals with the work done in the laboratory, the second with the work done in the field, and the third with the work done in the office. The first section deals with the work done in the laboratory, and the second with the work done in the field. The third section deals with the work done in the office.