

1949?

NEW ZEALAND SPORTS CAR CLUB (INC)

BULLETIN.

VOL. 5.

NO. 1.

EDITORIAL.

Since our last issue there have been two happenings of great importance to Motor Sport in New Zealand. The first of these is the publication of "Sportscar", the official organ of the .A.M.Z.C.C. Ably edited by our ex-Club Captain, Roy Cowan, this paper should be the means of publicising the sport in a rational way, and should allow far greater interchange of information between Clubs. The first two issues promise well, and are certainly far superior to anything in the way of motoring journalism we have seen previously published in this country.

The second event is of course the running of the first New Zealand National Championship under Association auspices. That it should fall to our Club to have the honour of staging the first National event is most pleasing. That it should be a hill climb over the Paokakariki course was most fitting, for there is no other event in New Zealand which has behind it such traditions as this climb, and no other course with such difficulties.

These happenings mark a strengthening of our organisation and should be welcomed as such. No matter how enthusiastic and hardworking the officials of a central organisation may be, their work cannot succeed without the backing of the Clubs, for without the Clubs the Association is nothing. Similarly in the Clubs, the officials cannot succeed without the support of the ordinary Club Member. On your enthusiasm and support the whole structure is based. The progress of the Association and the Sport in New Zealand can be maintained only by strengthening of the individual clubs, and that in the last resort is the responsibility of individual members.

In the collected class Sharon Brodick the Reillon won a 1917 and kept progressively reduced his time first to 23.6 and then to 20.77 seconds.



STANDING QUARTER MILE:

One of these days the Club will be able to settle down and have its annual sprint on the same course two years running. This year the venue was the Petone Esplanade; the course being bitumen with a slight curve immediately after the start. The surface was slightly damp from misty rain which made the morning unpleasant.

Scrutineering was conducted efficiently by John McMillan and Bert Crosswell. One competitor was sent dashing off for new wheel bearings for his car, another had to tighten up a hub, and a third was seen washing his brake linings with petrol, before they were satisfied.

In the paddock particular interest was being shown in Hoc Green's Wolsley Special, much altered since last year's appearance up here, the Easterbrook-Smith brothers' Sunbeam Special making its competition debut, Drewery's nicely bodied J2 M.G. and Capt. Slade-Jones monoposto B.S.A. which was also making its first Wellington appearance in its new form.

Practice runs showed the Wolsley to be very fast but its time was missed as its terrific take off caught starter Bob Bagnall unprepared and both front and rear wheels went over the spoon. The timing was temperamental and one or two other cars also missed in the practice time. The fastest time recorded was that of Fred Sharman's Railton which returned 19.6 sec. Drewery equalled the existing 850cc Class record of 23 sec. The sunbeam Special (as described elsewhere in this issue) was obviously unhappy, leaking oil, petrol, air, and water.

The first official runs showed that the 850 cc Class was going to be between Drewery and Roland Clapperton in his Austin Special. The J2 recorded 22.44 and the Austin 23.51. In the 1100cc class Slade-Jones was well over 3 sec ahead of his nearest competitor with 22.92 sec. Morris Proctor made a false start. His boot slipped off the accelerator of his Riley-Bugatti midget and the cockpit space was so confined he couldn't get it out again. In the 1500 cc Class Hugo Hollis in the TC M.G. returned 20.74 sec. with Geof Easterbrook-

Smith running next in the veteran 12/50 Alvis at 21.86 sec., which time he did not improve upon. The 3 litre class was waited with interest for the Wolsley Special had been timed at 17 sec. in the South Island. However 19.19 was the time and on each of the following runs the time grew slower. Roy Cowan thundered up the course in the T.T. Sunbeam in 20.84 sec. which was also to be his best time, and one, which when one considers the Sunbeam's gear ratios, is truly remarkable. Toby Easterbrook-Smith in his special had the exhilarating experience of having his motor cut dead four times in the 440 yards and took nearly three quarters of a minute. In the Unlimited Class competition was close, Sharman's Railton returning 19.47 and Freeman's Thompson Special 19.49 sec., Charlie Murphy showed the paces of a new Packard Clipper to be 22.08 and Bill Cope lowered his Ford V8's practice time to 21.14 sec.

The afternoon runs were held before a crowd which had increased considerably and with the exception of the inevitable would-be suicides who always wish to cross to the other side of the road, showed quite an interest in proceedings. In the 850 class Drewery got his time down to 21.96 sec. and Clapperton his to 22.58. J.H. Cottrell brought his morning run time down by over two seconds to 24.89 but O.B. Cottrell could not better his morning figure of 24.94. Still, what is .05 second between father and son? In the 1100 cc Class Fred Sharman sent his PB M.G. down the course in 22.06 sec on its last run to win the Slade-Jones trophy, the presenter of the trophy was runner-up in this class with 22.56. Proctor's Midget was obviously not a well car and the shape of its rear axle casing and the noises from within it at the end of his last run were most distressing. In the 1500 cc Class Hugo Hollis cut his time to 20.11, Geoff's Alvis did not improve and Errol Ansell and Phil Fowke duelled in their Riley with Errol ending up 31 sec ahead of his partner.

In the 3 litre class neither Green nor Cowan could improve but the Easterbrook-Smith's coaxed the sunbeam up the course three times, first by Toby in 21.81, then by Geoff in 21.63 and finally, still misfiring badly, by Toby in 20.72. In the unlimited class Sharman brought the Railton down to 19.17 and Cope progressively reduced his time first to 20.8 and then to 20.77 seconds.



There is little doubt that had it not been for the slightly damp surface most of the times would have been better. Most of the faster cars left trails that included steam as well as rubber smoke. Individual drivers and their fastest times are as follows:-

850 cc Class. H.E.W. Silver Ltd. Cup.

|    |               |             |            |
|----|---------------|-------------|------------|
| 1. | D.S. Drewery. | J2 M.G.     | 21.96 sec. |
| 2. | R. Clapperton | Austin Spl. | 22.58 "    |
| 3. | J.H. Cottrell | " "         | 24.89 "    |
| 4. | O.B. Cottrell | " "         | 24.94 "    |

1100 cc Class. Slade-Jones Trophy.

|    |                  |                   |         |
|----|------------------|-------------------|---------|
| 1. | F. Sharman       | PB. M.G.          | 22.06 " |
| 2. | C.L. Slade-Jones | FWD B.S.A.        | 22.56 " |
| 3. | M. Inroctor      | Riley-Bug. Midget | 22.92 " |
| 4. | W.F. Bennett     | Singer            | 26.48 " |

1500 cc Class. N.Z.S.C.C. 1500 Cup.

|    |                      |             |         |
|----|----------------------|-------------|---------|
| 1. | H. Hollis            | T.C.M.G.    | 20.11 " |
| 2. | G. Easterbrook-Smith | Alvis 12/50 | 21.86 " |
| 3. | A.E. Ansell          | Riley       | 23.48 " |
| 4. | P.W. Fowke           | "           | 23.79 " |

3000 cc Class, Tolley Cup.

|    |                      |               |         |
|----|----------------------|---------------|---------|
| 1. | H. Green             | Wolseley Spl. | 19.19 " |
| 2. | W. Easterbrook-Smith | Sunbeam Spl.  | 20.72 " |
| 3. | J.R. Cowan           | T.T. Sunbeam  | 20.84 " |
| 4. | Easterbrook-Smith    | Sunbeam Spl.  | 21.63 " |

Unlimited Class. Dobbie Bros. Cup.

|    |              |                 |         |
|----|--------------|-----------------|---------|
| 1. | F. Sharman   | Railton         | 19.17 " |
| 2. | A.T. Freeman | Thompson Spl.   | 19.49 " |
| 3. | W.J. Cope    | Ford V8         | 20.77 " |
| 4. | C. Murphy    | Packard Clipper | 22.08 " |

S.M.M.T. Rosebowl for Fastest Time of Day.

|            |         |            |
|------------|---------|------------|
| F. Sharman | Railton | 19.17 Sec. |
|------------|---------|------------|

Vintage Rose Bowl.

|            |              |            |
|------------|--------------|------------|
| J.R. Cowan | T.T. Sunbeam | 20.84 Sec. |
|------------|--------------|------------|

For the second time running Fred Sharman has won the S.M.M.T. Rosebowl, and for the third time it

goes to Christchurch, Ossie Hawkins having taken it down there after the first event. Next year we hope that some of our Wellington Cars will be sufficiently advanced to let the trophy remain here for once.

A protest from W. Easterbrook-Smith at the non-recognition of his Sunbeam Special as a Vintage car within the meaning of the act was withdrawn later, on the understanding that the protester reserved the right to appeal for Vintage Classification in future events should an appeal for a ruling to the Vintage Car Club of Great Britain appear to back his claims.

The thanks of the Club are due to all those who toiled as marshalls during the day; Charlie Withers and Gordon Markham on the P.A. System, Bob Bagnall and his minions on the timing, Eric Honey as Pit Steward, Bet Cresswell and John McMillan as Scrutineers, and all the others whose work made the meeting.

LETTERS TO THE EDITOR.

Dear Sir,

The programme for the recent N.I. Championship Sprint stated that the cars would achieve speeds of approximately 60 mph and might reach over 80 mph. To anyone acquainted with New Zealand Cars this seemed unlikely.

When in fact it turned out that few of the cars were reaching 60 mph and the fastest not averaging much over 45 mph the announcer somewhat excitedly repeated that the fastest cars were crossing the line at 85 mph.

I can only point out that the driver of a car which bettered 19 sec. said the speed of his car was showing 60-65 mph. and (b) the Healey which covered a standing quarter in 17.8 sec. also went from 0-70 in that time (Motor Road Test) (c) the 3.9 litre Mercury Saloon covered the standing quarter in 19.1 sec. also went to 70 mph. in 19.1 sec. (Motor Road Test). As the fastest car at the trials took longer than this to cover the quarter it seems unlikely that it can have been doing 85 mph.



appearances apart. Incidentally this speed was not reached even by the Railton Light Tourer when it covered a standing quarter in 17.4 sec. and averaged 51.7 m.p.h.

Surely such exaggeration is contrary to the reasonableness and accuracy for which a sports car club should stand.

Yours faithfully,  
R.A.Gibbons.

(It is regretted that this letter reached me too late to submit it to the announcers for comment. As regards the statements in the programme, surely these were justified. I have personally crossed the line at over 60 m.p.h. in cars which could not better 23 sec. for a quarter mile, the point being that while they lost seconds at the starting end they gained it at the finishing end. Mr. Gibbons will have surely seen cars or bikes running in pairs at similar events where the slower car over the quarter was gaining on the first car and therefore travelling at a greater speed over the finishing line than the car which was first over the line. As regards the programme statement that cars might reach over 80 m.p.h. I was told that Mr. H.Green's Wolseley Spl. was exceeding this speed over the line when it recorded 17 sec. in Christchurch. As this car was one of those entered surely the programme comments were not unreasonable. It is hoped to print replies from the event announcers in the next issue. Further comments will also be welcomed - Ed.)

.....  
SPECIALISATION

.....  
By G.EASTERBROOK-SMITH.

Early in 1947 my brother and I decided that we had talked long enough about the "special" we would someday build, and that it was about time we got down to business. I cannot say that I approached the project in any spirit of wild enthusiasm, as I had a very good idea of the work and expenses involved, but felt that I might as well get the virus out of my system instead of postponing the evil day. Beware gentle reader - the special bug will get you if you don't watch out!!

My brother had purchased a 3 litre,

six cylinder Sunbeam engine and gearbox with the idea of mounting it in his 14/40 Sunbeam chassis, but the 14/40 being sold, this engine remained as an extremely substantial nucleus for the special. The word substantial is used advisedly, as Sunbeams were never sparing with their metal and the three litre engine is extremely heavy, although to do it justice it incorporates a beautiful disc webbed crank shaft, machined from the solid and running in four main bearings. Conrods too are very robust, and the rest of the engine gives the impression of being unbreakable. The clutch is a single dry plate and the gear box incorporates four rather widely spaced gears operated by a right hand lever. Engine dimensions are 75 x 110 mm., valve operation is by pushrod with two valves per cylinder closed by triple valve springs. Inlet diameter is 40 mm and exhaust 35 mm.

The question of a chassis caused considerable thought, as, bearing in mind the weight of the engine, we wanted something strong enough to support it but at the same time light enough to give a good power/weight ratio. I recollected that George Bray had the remains of an Marendaz Special chassis and at the height of a southerly storm we examined it by matchlight and decided it was at least better than nothing. We transported it to our garage in daylight by Roy Cowan's big Sunbeam, and my daughter's remark of "More rubbish", at the sight of it may be described as a masterpiece of accurate English.

Readers of "Talking of Sports Cars" in the Autocar may remember a highly critical article on Marendaz Specials by Guy Griffiths, at which Captain Marendaz took umbrage in no uncertain manner in a subsequent issue. Personally, I don't think the gallant captain had a leg to stand on.

However when examined in the light of day, our purchase did not look too bad for our purpose. It comprised, a nice front axle with hydraulic brakes and Rudge wheels, mounted on outriggered semi-elliptic springs a la Bugatti with the rear ends sliding in bronze trunnions. The stub axles were interesting in that they were mounted behind the centre line of the axle beam, giving positive trail, and steering was by a Marles box. Rear springs were cantilevers and were therefore removed immediately and thrown away. The Easter holidays were spent in the laborious



job of de-rusting and general cleaning up much play being necessary with hammer and cold chisel.

Shortly afterwards we were ejected from our garage, which necessitated towing the chassis to my house on bare rims behind the Alvis with the engine dismembered beside me in the front seat and numerous small boys on tricycles taking an embarrassing interest in the whole affair.

Having no place in which to work it was necessary to erect a shed before constructing the car. As we are not carpenters people who came to pray, remained to scoff. Once under cover the front axle was built up completely and the chassis blocked into a level position. I had a complete 12/50 Alvis rear axle and a set of Alvis rear springs which we decided to incorporate, but the question of mating them to the Marendaz chassis demanded a certain ingenuity. I recollected an Ansaldo chassis we had left under a previous dwelling place so we went and asked the owner if we could remove it. He seemed almost indecently pleased that we should do so.

On examination the Ansaldo chassis was found to be 4" deep, while the Marendaz was 3" deep. This simplified joining to some extent as we merely pushed the Marendaz chassis inside the rear part of the Ansaldo section and bolted the whole lot up, incorporating the front hangers of the Alvis springs at the same time. It was just as complicated as it sounds, but the width between the spring mountings just worked in for the Alvis rear axle dimensions, so in went the axle giving us a more or less complete chassis. As there were only three cross members chassis' flexibility was frightful. Something would have to be done about it and the obvious stiffener was the engine.

It was decided to slide the front engine bearers into the channel section of the chassis and push the engine as far forward as it would go. This sounds a rather light hearted way of working out weight distribution but in practice it meant the engine was still a long way behind the front axle. The chassis members not being parallel it was necessary to make rear engine mountings which were done in 5/16 steel in top hat shape. With the front engine bearers bolted direct to the side members and the rear bearers in situ,

the chassis as far back as the rear bearers was completely rigid.

The engine was next built up, the crankshaft being fitted single handed with the aid of a jack and some blocks of wood, a task from which I have never really recovered. The gearbox followed and we sighed in relief as we found the gear lever just missed fouling the right hand chassis member.

With the engine and gearbox in position our eyes were drawn irresistably to the lack of connection between the gearbox and rear axle. The Sunbeam gearbox had a universal joint with a female splined coupling, but spare Hardy Spicer and Alvis shafts could not be made to fit and the situation looked desperate. However while idly rummaging through a chest of Alvis spares I came across a front spider and female splined section of an Alvis prop shaft. The internal diameter was rather big and in a spirit of idle curiosity I slipped it on to the Sunbeam coupling and found to my great delight that the Sunbeam coupling shaft fitted snugly inside the Alvis portion. Two holes were drilled at right angles in which 5/16 h.t. bolts were fitted and the whole assembly brazed together, thus using the Sunbeam universal joint and a set of splines which an Alvis prop shaft would fit. All that remained to be done was the suitable shortening and mounting of the Alvis prop shaft, which was quickly done, resulting in a prop shaft with an overall length of 17½ inches.

At this stage the rear end of the chassis showed a tendency to act as a giant spring, while the rear springs remained immovable. It appeared that another cross member was necessary and once again the load of laboriously amassed junk came in handy. An Ansaldo prop shaft of very heavy gauge tubing in 1½" diameter was dug out from under a house and shortened to the required width. Two 5/16" steel plates were made up in each of which a 1½" hole was cut, and fitted to the end of the tube. The whole was set up transversely in the chassis and bolted in position. This mod was most effective, the chassis appearing really stiff with no whip under heavy rocking.

Next came a seat mounting which was comparatively easy as we had a nice light alloy seat ex-Hudson Aircraft, which proved simple to mount.



The engine came to us less magneto, but we were fortunate in securing a B.T.H. polar inductor and this was fitted where the generator normally sits. Mountings were non-existent but suitable adaption of a 12/50 Alvis starter motor and magneto mounting provided a means of holding the mag on the Sunbeam motor. Turning to the other side of the motor, the induction system came in for some attention. This engine has six separate inlet ports served by a cast aluminium up draught manifold, to which was fitted a 30mm carburettor. It appeared obvious that a 3 litre engine would suffer severe breathing restrictions from a carb of that size so the manifold port was opened up to 35 mm. and fitted upside down, the addition of a 35 mm. down draught Stromberg completing quite a neat installation.

The question of a suitable radiator was the next problem, and as frontal area and shape are largely determined by the radiator height, considerable thought was given the subject. We had a narrow Alvis radiator which fitted in between the chassis side members but was discarded owing to incurable leaks. Next was tried an Ansaldo rad. which was discarded as too high to give an efficient body profile. Casting around for a suitable alternative I remembered the oil radiators of P.40 aircraft. From memory of these ghastly planes I imagined they would be very suitable and my brother was able to locate and purchase a pair of them. Actually one only is being used, mounted between the front dumb irons extra capacity being given by a two gallon header tank.

Mounting the long engine well behind the front axle necessitated mounting the seat immediately in front of the rear axle, which in turn meant that the steering column had to be considerably extended. Once again the junk pile was turned over until an Ansaldo steering column emerged. This was cut in half and the steering wheel end fitted to the shaft on the Marles box, extending it by some two feet. On this was mounted a three spoked wheel from my first motor car, a  $\frac{1}{2}$  litre Crossley.

By this time the whole affair was bearing a definite resemblance to a motor car, although I would never have been surprised if one of the weekend pilgrims had

enquired concerning Mr. Heath Robinson. To digress from constructional details, and notwithstanding the rather facetious tenor of the foregoing, this car has been constructed with some very definite ideals and principles in mind. First costs had to be cut to a minimum, hence the adaption of existing parts where these were available and suitable. Secondly the use of a big engine in a small chassis was conceived with the idea of having an engine working well within its limits with consequent reliability, performance being obtained by an adequate power weight ratio, the emphasis being on light weight as opposed to high power. If the chassis construction is successful, engine power may be developed at leisure. Thirdly, a maximum theoretical speed of only a little over 85 m.p.h. is available with the present gearing, but personally we cannot recollect any N.Z. Speed event where this speed is materially exceeded. This being so it appears foolish to drive through a train of gears in the box with consequent power loss when good acceleration in a straight through drive is available. To this extent bottom gear may be ignored and the gear box regarded as of three speeds only, with top the equivalent of a high third gear. Again if the car comes up to expectations a higher axle ratio may be fitted at a later date.

To return to constructional details, front shock absorbers were mounted on the chassis itself to keep unsprung weight to the minimum. A 12/50 Alvis petrol tank was mounted alongside the driver's seat, this equalising in some measure the weight over the rear axle. Petrol is fed to the carb by air pressure, a small hand pump being mounted alongside the seat on the right hand chassis member. Fifteen months after starting to build the car it was started for the first time. Some details have appeared in an earlier Bulletin so there is no need to cover it again, but actually driving the car under its own power provided a much needed incentive to further work.

At this stage brakes became a No. 1 priority, so the Alvis rear brakes were coupled to the brake pedal by cable with adjusters at either end. Easy to write but difficult to lay out, although the finished result is quite effective. The original plan was to couple the front brakes to the foot pedal also, but in practice it was found that the coupling mechanism was hopelessly complicated, so operation by hand brake was decided upon.



Next came body construction and our spirits sagged again, as our panel beating knowledge and tools were nil. However, we were fortunate in having a large quantity of light gauge aluminium sheet donated to the cause so we set to work. Readers will remember a series of articles in the Autocar by Freddie Dixon where he described the construction of the body on his Riley 9. His ideas seemed easiest for the amateur builder and so to the best of our ability we put them into practice. The foundation of body rigidity lies in the scuttle, so two lengths of 1" angle iron were bent in the form of half hoops and bolted directly on the chassis. Over this was rolled a sheet of aluminium, bolted on to the chassis at both ends and on to the angle iron at close intervals. Across the front hoop was bolted another sheet, forming a bulkhead between engine and cockpit. The whole structure was light but amazingly rigid with obvious benefit to chassis structure. An Aluminium instrument panel set in the back hoop added to the good effect. This completed it was obvious that some form of cowling had to be built over the radiator, and as it was beyond our capabilities to beat out a one piece cowl some subtlety had to be used.

A 3/4 x 1/8 piece of mild steel was shaped into a hoop from one chassis rail to the other up to the header tank, and from this two more pieces of steel strip bent forward to the cross member between the front dumb irons. An air scoop was fitted on to the radiator and the cowling built up in three pieces, the central piece having a portion removed corresponding to the shape of the air scoop, the hole being covered with fine mesh to exclude the entry of the larger flora and fauna, while the two side pieces bolted on to the chassis, transverse hoop and longitudinal members. The result was somewhat reminiscent of a Brooklands outer circuit car and appeared to be a fairly efficient means of air cleavage. A morning was spent welding at the local garage, the body hoops being welded in odd spots where cutting had been necessary (ever tried to bend angle iron?) chassis joints welded, and the tubular cross member also, chassis rigidity again taking a turn for the better. Some weeks of detail work followed including making a one piece drop on bonnet top, which was

beaten up with a carpenter's hammer and a rubber mallet around various pieces of odd pipe to give the varying curvature necessary for the change in section between the scuttle and the front cowl. Another job was fashioning three stub pipes leading from the exhaust ports under and outside the chassis member.

It was now apparent that another test run could be attempted so we started the car with the help of Ray Haynes, but a series of air leaks in the fuel pressure system resulted in much backfiring and out of respect to the sergeant of gendarmerie who lives in my street we retired to the garage and chased air leaks. The next morning we rose early and towed the car to the South Karori Road, a wicked highway composed of gravel, bumps, and sharp corners. Toby had first run and came back delighted, so I had a run and found it was really rather good. Low speed carburettion was hopeless, but once over the flat spot everything seemed to wind up very well and the handling was excellent. High speeds were impossible but within the limits of the road the car seemed good. Roy Cowan arrived and was inserted in the driving seat and sent for a run. He also came back in an appreciative frame of mind plus a cloud of steam. However it seemed to work to some purpose so we returned home cheerfully.

By this time the standing quarter mile was almost upon us and little time remained for serious tuning, most of our time being spent on minor efforts to please the scrutineers. Being understanding types they passed the car with a minimum of officiousness although we did have to tighten a front wheel bearing before having our first runs. The practice runs were a debacle. The minute we started the car, water, air and oil began to leak in unison. Toby's first run took 23.6 sec. while my run was marred by my foot slipping off the throttle, and silly though it sounds I couldn't find it again for some time, so most of the watches had run down by the time I reached the end of the course. Carburettion, not helped by varying fuel pressure was hopeless and our nice new toy seemed about to disgrace itself, Toby being more used to Sunbeams disgracing themselves I handed over to him and concentrated on the Alvis. On his first official run the motor cut out four times crossing the line on two cylinders. The next was better in 21.62 sec.



and the getaway was noticeably fast. This appeared to be too good to miss so I had a run myself and was amazed to return 21.63 sec. in spite of a very bad change from second to third plus a lot of missing. However the takeoff was really something and when the carburettor stopped playing the fool, the acceleration was terrific. Toby had his final run and left the line well making no mistakes in 20.72 although the carburettor was not at all co-operative. For a 3 litre sprint car this time is nothing to be excited about, but when the lack of final preparation was taken into account, it appeared that with everything just right we should have a reasonably fast car.

Work is still proceeding, fortunately of a more detailed nature. A rev. counter has been fitted, rear shock absorbers mounted (typical of the snags of special building, this involved repositioning the fuel tank) more efficient front braking has been obtained and the foot brake has been altered so that it can be used without stretching the right leg to the extent that outraged muscles scream in protest, a wind deflector is now mounted before the steering wheel, and numerous other small mods have been carried out. The Stromberg has been replaced by a Carter carb which it is hoped will keep all the cylinders firing all the time. There is still a year's work at least before the car can be regarded as complete, but it is runnable and we are looking forward to a lot of fun with it.

Before closing this article I must mention various people who proffered assistance without whom we could not have made the car. Hugo Hollis heads the list and can point to a lot of odd bits he had a hand in making. Roy Cowan provided very valuable assistance and transport on many occasions. Ray Haynes helped out at times when things looked black, and many others donated time, assistance, advice and materials, for which we are very, very grateful.

.....

It is hoped to have an article on Bert Crosswell's special in the next Bulletin. Other members who have made, are making, or intend to make specials are implored to send in contributions. The Editor has a very full appreciation of the weariness that marks the special builder but Club members, especially those away from the main centres, are always glad to know what is going on.

### STANDING KILOMETRE AND FLYING QUARTER MILE TIMES.

When it eventuated that the course offered for the club for a Road Race was not suitable for circuit races, the Committee decided that it would be a shame to turn down the perfectly good bitumen straight and asked if they might have permission to use it instead for a Speed Trial. Permission being granted the Club now rejoices in another sprint course, although of necessity, we are still dependent on public bodies for its future use. (Anybody found that private property course yet)

An entry of sixteen was received for the event, including members from Wanganui and Palmerston North. Being Anniversary day in Wellington Province a considerable amount of horserace frequenters were encountered both travelling to and from the course. No doubt the startled expressions were due to attempts to worry out what omens could be taken from a series of stark vehicles moving in the opposite direction.

As someone has remarked elsewhere, a standing quarter is soon over but a kilometre is a very long way. Some of the drivers appeared to realise this toward the end of the course and perhaps eased the throttle foot just a little. Some of them were heard to comment also on how narrow a road becomes when getting near the top of the car's speed range.

Ewen Paulkner's Morris-Ford V8 special, now rejoicing in a neat coach work, was easily fastest returning the same time over the kilo in both runs 35.4 sec. The car was noticeably steady when compared with some as was Alan Freeman's Ford Engined Thompson Special which returned the next fastest times in both the Kilometre and the flying quarter. Both Roy Cowan and Geoff Easterbrook-Smith must have put all thought of fatigued metal behind them as they urged their vintage mounts up the course. It is interesting to hear the exhaust noise on the T.T. Sunbeam gradually surmounted by mechanical noise as it gathers speed. The only other Vintage entrant was J. MacIntosh of Wanganui whose Chrysler (another veteran of Muriwai Beach racing) was suffering from clutch slip, which made his performance even more meritorious. Morrie Proctor's Riley-Bugatti



16.  
Midget was obviously not quite au fait yet, the times being considerably slower than those realised over both the quarter and the Kilo when this car was owned by Doug Kay. Channells SS1 was not run again after the South run of the Kilo, and Ray Watson's Jeep engined Frazer Nash was not run in the Flying Quarter. The noise of Dick Tolley's Nordec blown Ford was noticeably different to that of Gordon Markham's unblown model and the time difference is interesting. As usual Hugo Hollis gave an extremely steady display as is shown by his times. The Cottrells' Austin did not sound at its best but returned times only slightly slower than Fordy Farland's M.G., Mulette over the kilo and was slightly faster over the quarter. Cowies Jaguar was one of the quietest cars there, belying its actual speed. The only non-starter out of the whole entry was Beharrel's SS1.

| Entrant             | <u>Standing Kilometre Times.</u> |           |           |               |             |
|---------------------|----------------------------------|-----------|-----------|---------------|-------------|
|                     | Car                              | North     | South     | Average Speed | Best Speed. |
| Faulkner            | Special                          | 35.4 sec. | 35.4 sec. | 63.17         | 63.17       |
| Proctor             | Midget                           | -         | 37.6 "    | 59.48         | 59.48       |
| Freeman             | Thompson Sp.                     | 37.8      | 38.2      | 58.85         | 59.17       |
| Cowie               | Jaguar                           | 39.4      | -         | 56.99         | 56.99       |
| Cowan               | TT Sunbeam                       | 40.0      | 40.0      | 55.99         | 55.99       |
| Hollis              | TC M.G.                          | 40.8      | 40.2      | 54.73         | 55.70       |
| G.Easterbrook-Smith | 12/50 Alvis                      | 42.2      | 42.2      | 52.99         | 52.99       |
| Watson              | Frazer Nash                      | 42.0      | 43.0      | 52.71         | 53.24       |
| Channells           | SS 1.                            | -         | 45.2      | 49.47         | 49.47       |
| Farland             | M.G.Mulette                      | 49.2      | 45.2      | 47.37         | 49.47       |
| Tolley              | Ford 10 (s)                      | 47.0      | 46.4      | 47.91         | 48.19       |
| O.Cottrell          | Austin                           | 47.0      | 48.0      | 47.07         | 47.57       |
| Macintosh           | Chrysler                         | 48.4      | -         | 46.20         | 46.20       |
| Markham             | Ford 10                          | 51.2      | 50.6      | 43.93         | 44.19       |

J.Cottrell and Beharrel did not start.

In the flying quarter some cars were noticeably faster at the end of the measures stretch than at the start. Particularly noticeable in this respect were Roy Cowan, Easterbrook - Smith, and Proctor on the South run.

Watson and Channells did not run here, J.Cottrell made only one run, and the timing slipped up on Dick Tolley when he was making his North run.

#### Flying Quarter Mile Times.

| Driver.             | Car          | North    | South | Average Best |       |
|---------------------|--------------|----------|-------|--------------|-------|
|                     |              |          |       | Speed        | Speed |
| Faulkner            | Special      | 9.8 sec. | 10.0  | 90.9         | 91.84 |
| Freeman             | Thompson Sp. | 10.8     | 10.4  | 84.9         | 86.68 |
| Cowan               | TT Sunbeam   | 11.0     | 10.6  | 83.25        | 84.92 |
| Hollis              | TC M.C.      | 11.6     | 11.6  | 77.60        | 77.60 |
| G.Easterbrook-Smith | 12/50 Alvis  | 11.8     | 12.0  | 75.68        | 76.28 |
| Cowie               | Jaguar       | 13.2     | 10.8  | 75.00        | 82.20 |
| Proctor             | Midget       | 10.8     | 13.6  | 72.59        | 82.20 |
| Macintosh           | Chrysler     | 12.6     | 12.6  | 71.44        | 71.44 |
| Tolley              | Ford 10 (s)  | -        | 13.8  | 65.22        | 65.22 |
| J.Cottrell          | Austin       | 14.6     | -     | 61.65        | 61.65 |
| O.Cottrell          | Austin       | 14.6     | 16.2  | 59.22        | 61.65 |
| Farland             | M.G.Mulette  | 14.6     | 16.4  | 58.06        | 61.65 |
| Markham             | Ford 10      | 15.0     | 14.8  | 60.41        | 60.82 |

#### ARTHUR COUPLAND HARDING

It is with deep regret that we have to announce the death, on January 23rd., of one of our Club members, Arthur Coupland Harding.

Mr. Harding had been in ill health for some time, and while not taking part in active competition, always displayed keen interest in Club activities, encouraging his sons in their activities in the sport particularly.

The Club extends their deepest sympathy to Mrs. Harding and her family.

#### NEW ZEALAND SPORTS CAR CLUB (INC.)

#### OFFICIALS

Captain . G.Easterbrook-Smith, 14 Hildroth St., Wellington N.3.  
Secretary. A. Freeman, Washington Ave. Wellington, S.W.1  
Treasurer. H.Hollis. Rawhiti Tee., Kolburn. Wellington.  
Editor. W.Easterbrook-Smith. 4 Tiratoa Tee. Feilding.  
Committee: R.Egnall, E.Honey, G.Bray, J.R.Cowan, G.Markham.  
R.Clapperton, R.Haynes.



THE FIRST NEW ZEALAND NATIONAL HILL CLIMB CHAMPIONSHIP

PAEKAKARIKI, 12TH. FEBRUARY 1949.

This year, the fourth annual Paekakariki Hill Climb had the added distinction of being the first event run as a New Zealand Championship recognised by the A.N.Z.C.C. The course was slightly shortened at the bottom to avoid congestion on the main road, and at the top to give more adequate braking space. The weather was overcast, with a tendency to mist and a strong Northerly wind made conditions unpleasant.

Scrutineering eliminated one car, Jock Macintosh's vintage Chrysler, the rear wheel spokes being found rather too loose for safety. Minor adjustments were required on one or two others. First away in the practice runs was Toby Easterbrook-Smith in the Sunbeam Special. It misfired a little on the starting stretch but picked up and was very steady in cornering and noticeably fast up the straight. However it coughed out below the cutting, the driver dismounting to make adjustments, rolling back to start the motor and finishing with much coughing with an all up time of 4m.35 sec. including the pit stop which must have neared the two minute mark. Shand Drewery and Vogther then made acquaintance with the hill, and the timed runs began. In the 850 cc Class Roycroft and Kennedy were the only ones to complete their first runs, Drewery having trouble with his M.G. and the Cottrells not having arrived. Ron Roycroft's 2.44.45 showed the s/c Austin to be in good trim and removing nearly 50 sec. from the previous 850 cc record. In the 1100 class Morrie Proctor lopped 5 sec. off his own record and Logan seemed unable to coax his Singer Special to the top. In the strongly contested 1500 class Farland made a beautiful run in 2.42.55 with Hollis less than two seconds behind. The club captain's Alvis sounded a little woolly in 2.54.05, and Shand and Christie made good runs in similar times in their T.A.I.G.'s. In the 3litre class, the Sunbeam Spl. was first away having had a large piece of rubber removed from the carburettion, but came to a stop shortly with further blockages, which procedure it repeated in each of its runs, the brothers eventually giving up attempts to clear the fuel system on the spot. Roy Cowan drove the TT 'beam up in fine style to record the fastest run in his class in 2.52.95. Clinkard's Alvis was next and Watson's Jeep engined Frazer Nash next just over and under the 3 min. mark respectively. Vogtherr taking nearly 3½ min. in the 2½ litre Riley. The unlimited class

again provided fastest time of day with Ewon Faulkner making a magnificent drive in his special to clock 2.32.95. .75 sec slower than the hill record held over the longer course by Roycroft in the B4 Ford Engined Midgot. Alan Freeman was 6 sec. slower in the Thompson and Ken Homus drove impeccably to return 2.42.6 in the 25 year old 30/98. In the later runs no one improved in the 850 class although Drewery did manage to get his MG to the top although it was obviously unhappy. Logan again failed to drive the Singer to the top in the 1100 class and Proctor didn't improve. Farland again drove his Magnette excellently clipping his time to under 2.40 Hollis and Easterbrook-Smith also improving. Hugo was involved in an incident in the cutting hitting the inside bank, bouncing off on to the outside and then continuing with undiminished enthusiasm, but a few seconds wasted. Clinkard was the only one of the 3 litre entrants to improve his time, reducing it to 2.58.2. Ewon Faulkner's second run was again fast but unfortunately was the only run of the whole day in which the timing failed, otherwise we might have had a new record. Alan Freeman spun the Thompson right round immediately after the water trough bend, causing palpitations as he gyrated on the edge of the 500 foot drop into the gully. Homus made another fine run, reducing his time by almost a second.

| <u>Driver.</u>       | <u>Car.</u> | <u>1st. run.</u>    | <u>2nd run.</u> |
|----------------------|-------------|---------------------|-----------------|
| <u>850 cc Class.</u> |             |                     |                 |
| R.Roycroft           | Austin 2/c  | 2.44.45             | 3.40.40         |
| Kennedy              | Austin      | 3.7.75              | 3.10.55         |
| J.H.Cottrell         | Austin      | .....               | 3.31.35         |
| O.B.Cottrell         | Austin      | .....               | 3.37.30         |
| D.S.Drewery          | M.G.        | .....               | 3.40.40         |
| <u>1100 cc Class</u> |             |                     |                 |
| M.Proctor            | Riley-Bug.  | 2.44.50             | 2.45.00         |
| H.Logan              | Singer Spl. | Runs not completed. |                 |
| <u>1500 cc Class</u> |             |                     |                 |
| A.S.Farland          | MG Magnette | 2.42.55             | 2.59.95         |
| H.Hollis             | TC M.G.     | 2.44.25             | 2.44.00         |
| G.Easterbrook-Smith  | Alvis 12/50 | 2.54.05             | 2.52.90         |
| H.D.Christie         | TA M.G.     | 2.55.45             | 2.54.90         |
| R.B.Shand            | TA M.G.     | 2.54.65             | 2.56.45         |
| E.Vogtherr           | Morgan 4/4  | 3.5.40              | 3.5.90          |
| <u>3000 cc Class</u> |             |                     |                 |
| J.R.Cowan            | Sunbeam TT  | 2.52.95             | 3.3.30          |



|                      |              |                     |     |         |
|----------------------|--------------|---------------------|-----|---------|
|                      |              | 20.                 |     |         |
| B. Clinkard          | Alvis        | 2.59.45             |     | 2.58.20 |
| R. Watson            | F/A Jeep     | 3. 0.75             |     | 3. 7.00 |
| W. Easterbrook-Smith | Sunbeam Spl. | Runs not completed. |     |         |
| G. Easterbrook-Smith | 2            | " "                 | " " | " "     |

Unlimited Class

|               |                |         |  |            |
|---------------|----------------|---------|--|------------|
| E. Faulkner   | Faulkner Spl.  | 2.32.85 |  | Not timed. |
| A. T. Freeman | Thompson Spl.  | 2.38.70 |  | 3. 6.85    |
| K. Homus      | Vauxhall 30/98 | 2.42.60 |  | 2.41.65    |

N.2. National Hill Climb Championship 1. E.H. Faulkner,  
 2. A.T. Freeman, 3. A.S. Farland, 4. K. Homus, 5. H. Hollis

In the handicap event which was run concurrently, the handicaps were reckoned on BHP/Ton. Jock Brough and Phil Fowke being the only drivers not also competing in the Championship classes. Both drivers gave excellent displays, Jock taking 12 secs. of his previous best for the hill.

|           |                |             |           |         |         |
|-----------|----------------|-------------|-----------|---------|---------|
| Driver:   | G.E. Vogtherr, | P.B. Fowke, | Clinkard, | Brough, | Homus   |
| Car:      | Morgan         | Riley       | Alvis     | Singer, | 30/98   |
| Handicap  | 122            | 125         | 115       | 138     | 100     |
| Index     |                |             |           |         |         |
| Required. | 3.5.4.         | 3.10.95     | 2.54.65   | 3.10.95 | 2.31.9  |
| time 1st. |                |             |           |         |         |
| Actual    | 3.5.4.         | 3.14.00     | 2.59.45   | 3.36.3  | 2.42.6  |
| Required  |                |             |           |         |         |
| time 2nd. | 3.5.9.         | 3.11.65     | 2.55.35   | 3.30.45 | 2.32.5  |
| Actual    | 3.5.9.         | 3.11.85     | 2.58.2    | 3.36.8  | 2.41.65 |
| Sec. Lost | Nil            | 4.05        | 7.65      | 13.05   | 19.85   |

To Chief Marshall Trevor Wickham and his band of helpers, and to all those who prepared and dismantled gear, the clubs thanks are extended.

.....  
DOROTHY ATKINSON

The Clubs deepest sympathy is extended to Clement Atkinson in the loss of his wife Dorothy who passed away after a long illness on February 9th.

Before her illness caused her to be confined to Hospital, Dorothy was one of the band of members' wives who did so much to help in the social events of the club. All those who knew her feel with Clem in his bereavement.







1949

NEW ZEALAND SPORTS CAR CLUB (INC.)

BULLETIN

VOL: 6.

NO. 3.

E D I T O R I A L

The present controversy in English Motoring papers regarding classes in Trials makes interesting reading to us out here, and although not applicable to our Trials with the same urgency, is perhaps applicable to some of the other events we run.

Even the hardest and keenest of enthusiasts eventually gets tired of running in events in which he is hopelessly outclassed by virtue of an unsuitable machine. This is perhaps more noticeable in the Speed events of some of the other Clubs who do not divide their entry according to capacity classes as is the common practice with our own club. They have found their entries falling off, as members with handicapped cars grow tired of facing uninformed criticism. Fortunately our Club position is a little different. Take for example the last Standing Quarter Mile event, where as the day progressed the chief focus of informed opinion was on the 850 cc Class in which the first three cars broke the existing time for the distance. Some of the heavier metal was faster but the general feeling was so they should be, not how slow the under 850's were in comparison.

What however should be the position of stock cars in speed events. Should there be separate classes for them? Apart from the fact that such multiplication of classes would be a little more than the Club could stand at the moment, personally speaking, without any suggestion of it being Club Executive opinion, I do not think it would be desirable. Speed events arouse certain conceptions in the mind of the public whom we are hoping to educate into attendance, and if we are to gain their support, without which we cannot grow, we must to some extent pander to their taste by supplying entries of fast sports and racing cars in major events at any rate. That is not to suggest that stock cars should be banned. Such a suggest-



ion would be ridiculous when many of the stock cars in N.Z. are equal to most of the existant specials. While the extreme will suggest that anyone who is really keen on speed events will buy or build a car suitable, that state is not always possible. Our New Zealand social history has always been one tending towards provision for the not so well endowed. At the moment it seems as if some thing similar is happening in motor sport. What are we to do. Are we going to allow speed events to become the preserve of those who can afford a suitable car. Such a thing would not be fair, nor as many of those car owners are the possessors of suitable cars solely by keenness and energy, and not by virtue of a bank balance would it be fair to limit their victories by having them driving in special classes. The answer would seem to be something along the lines of that being worked out by our own Club. Minor speed events in which the ordinary owner can indulge without feeling out of it, major events for Club and Sport prestige, and the odd handicap race free for all. At the beach race for example, the owner of a Model T. Ford would have been handicapped according to his car, and although he would have felt somewhat lonely circling the beach on his own if the handicap had been on a time basis, he would theoretically have been just as likely to win as the next man.

The whole point put bluntly is, that we are a Sports Car Club, and as such hold sporting events. Some cars are unsuitable for these events, and while we make provision for them in at least sixty per cent of our Club competitions, to do so in every event irrespective of its type, would be deleterious to the growth of the Sport as a whole.

.....

CONGRATULATIONS: are due to :-

Mr. & Mrs. Bill Cope on the recent addition of a son to their equipe.

Ted Withers, on his recent marriage.

-----

LETTER TO THE EDITOR.

Dear Sir,

With the approach of another competition season, may we hope that the Association of N.Z. car Clubs will have overcome some of its initial teething troubles and that the conduct of Speed Events will be on a more stable footing.

Firstly, the matter of Competition Licenses. As the holder of such a license I was eligible to drive in all events holding status from the A.N.Z.C.C. The only organising Clubs which performed their first duty of informing competition License holders of such events were our own Club and the Canterbury Club. By requesting details I managed to get regulations and an entry form from one other organising Club. Surely this is an unsatisfactory state of affairs? Eligible drivers should be informed as part of the service due to them for taking out a competition license. Admittedly this may be rectified in the coming season by the use of "Sportscar", but if it continues to have printing troubles the information may tend to be a little late.

The second major point is that of regulations for championship events. We saw the ridiculous spectacle last season of a car being accepted for championship events by one organising Club and refused right of entry by another. If Clubs are prepared to undertake the prestige attached to a A. N.Z.C.C. event surely they will be prepared to adhere to regulations drawn up by the Association in conference. Such standardisation is desirable in the interests of the Sport.

The third point I wish to make is one on which I may be open to correction as I am writing from the point of one outside even a Club executive. Is one conference, and one executive meeting enough to satisfactorily and democratically control a year's sport. I realise that at the 1948 conference no one quite visualised the immense increase in the number of speed events that occurred last season. Similarly would it not be a better way of organising the annual conference, if all remits from Clubs were collected, and then resubmitted to Clubs, so that Club executives may have a chance to debate them and instruct their delegates, instead of wasting a lot of valuable time and leaving delegates instructionless at the Conference. I repeat, I may be quite wrong here as my inform-



ation is gathered only from conversation with Committee Members of two different clubs.

This article is I am afraid prompted by your recent Editorial in which you pointed out that the A.N.Z.C.C. was the servant and not the master of the clubs, just as a good club executive is servant and not master of the members, which I suppose logically means that I as a Club member am part master of the A.N.Z.C.C.

I am etc.

COMPETITION LICENSE HOLDER.

SID JENSEN'S SUCCESS.

Most members will have read of fellow Club Member Sid Jensen's success in the Isle of Man motor cycle Tourist Trophy races, but it is only fitting that the Club's congratulations should be placed on record. His achievement in filling fifth place in the Senior Race, is a terrific one, the course being one which takes years to really learn.

Odd rumours which have floated out from England suggest alternatively that he will be invited to ride for one of the English factory teams, or, that when he returns to New Zealand he will be bringing a Cooper 1000 with him. You pays yer money and tikes yer pick. Either eventuality will be very interesting to watch.

This is the highest any Empire rider has ever finished on the Island. Such an achievement on two wheels makes one wonder what would happen to some of our best drivers in comparable competition with comparable machines on four wheels.

NIGHT TRIAL - SATURDAY JULY 9TH. The night trial for the Hollis Trophy and miniature presented by the organiser of the Trial drew an entry of seventeen assorted cars, amongst which it was pleasant to see Trevor Wickham's A.C. once more. ....

The result was a widely spread field, the winner Bob Gibbons losing only 80 points out of a thousand, while the Club Secretary by losing his way to the first check and being posted missing at most of the subsequent ones managed to fool the organisers by losing 1348 points out of 1000 to tail the list of finishers. Retirement accounted for Delahenty (Morris 8) and Andrews (Morris 25).

The Trial consisted of five checks, an observed section, and three special tests. Penalties were for failure to pass through a check early and late arrival and stopping in sight of a check. The observed section had 20 points penalties for stops with a maximum loss of 100. The specials tests were firstly, a coasting test with a dead engine with penalties of 1/5 sec. per point for being slower than the fastest car. The second test was in the nature of a small hill climb with bonus or penalty marks for every 1/5 second faster or slower than average speed of all competitors. The third test was a drive forward and reverse test around a left hand hairpin with penalties for every 1/5 second slower than the fastest car.

The first leg was from the Botanical Gardens to Johnsonville by a most devious back road route. An average of 19 m.p.h. was set. Some of the competitors managed to lose their way very early in the piece and only three cars survived this first section without loss of marks. Worse was to follow however, and it was a very tired and extremely hungry bunch who piled into Hollis's very much later in the night to devour the supper so well prepared by Mrs. Hollis, and her willing helpers. The results chart on the next two pages tells the story plainly, and Eric Honey's account of the trial from the winning car's points of view gives most of the gossip.

NIGHT TRIAL AND ERROR. There will be some members who feel sorry for Bob Gibbons. To lose 80 points only indicates a boringly regular run, but spare that sympathy, for the Gibbons team can tell a story too. Firstly the route was calculated in miles, while Gibbons was faced with a speedo marked in kilos, grammes, metres or some such outlandish nomenclature.



## N.Z.S.C.C. - 100 MILE NIGHT TRIAL, JULY 9th 1949.

| No. | Name           | Car              | Checks |     |     |
|-----|----------------|------------------|--------|-----|-----|
|     |                |                  | 1      | 11  | 111 |
| 10  | R. Gibbons     | Sunbeam-Talbot   | 0      | 30  | 45  |
| 14  | A. Freeman     | Thompson Special | 20     | 10  | 50  |
| 3   | J.L. Young     | Vauxhall         | 0      | 10  | 10  |
| 4.  | R. Clapperton  | Velocette        | 0      | 15  | 25  |
| 7   | S. Harding     | Morris 8.        | 5      | 5   | 20  |
| 15  | R. Watson      | Frazer-Nash      | 35     | 45  | 60  |
| 12  | J. Weir        | Ford A.          | 10     | 15  | 65  |
| 8   | R. Honey       | Austin 7         | 10     | 55  | 85  |
| 5   | J. F. Wickham  | A.C.             | 35     | 50  | 110 |
| 6   | R. Curtis      | A.J.S.           | 20     | 50  | 85  |
| 2   | A.E. Ansell    | Riley 12         | 190    | 200 | 200 |
| 11  | T. Callinan    | Ford 10          | 100    | 105 | 200 |
| 1   | C. Cottrell    | Austin 10        | 80     | 150 | 200 |
| 17  | G. East.-Smith | Riley 9          | 200    | 200 | 200 |
| 16  | I.L. Delahenty | Morris 8         | 200    | 105 | 120 |
| 9   | C. Andrews     | Morris 25        | 0      | 100 | x   |

R. Gibbons wins the Hollis Trophy and Miniature.

| lv  | Fin. | Obsvd.<br>Sectn. Cstg. | H.Clb. | H/pin. | Total Points |              | Place. |    |
|-----|------|------------------------|--------|--------|--------------|--------------|--------|----|
|     |      |                        |        |        | Lost         | left of 1000 |        |    |
| 0   | 0    | 0                      | 30     | +38    | 13           | 80           | 920    | 1  |
| 35  | 110  | 0                      | 5      | +98    | 0            | 132          | 868    | 2  |
| 5   | 65   | 0                      | 0      | +38    | 88           | 140          | 860    | 3  |
| 20  | 45   | 0                      | 19     | +61    | 99           | 162          | 838    | 4  |
| 0   | 15   | 100                    | 16     | -57    | 53           | 271          | 729    | 5  |
| 25  | 65   | 0                      | 3      | +41    | 100          | 292          | 708    | 6  |
| 25  | 90   | 0                      | 11     | -57    | 100          | 373          | 627    | 7  |
| 70  | 200  | 0                      | 16     | -7     | 35           | 478          | 522    | 8  |
| 85  | 100  | 0                      | 6      | -2     | 100          | 488          | 512    | 9  |
| 105 | 175  | 20                     | 19     | +8     | 25           | 491          | 509    | 10 |
| 165 | 155  | 0                      | 1      | +55    | 7            | 863          | 137    | 11 |
| 200 | 200  | 0                      | 19     | +23    | 100          | 901          | 99     | 12 |
| 175 | 200  | 20                     | 16     | -28    | 100          | 969          | 31     | 13 |
| 200 | 200  | 100                    | 48     | -100   | 100          | 1348         | -      | 14 |
| 120 | x    | 100                    | 32     | -77    | 50           | retired      | ----   |    |
| x   | x    | 0                      | 36     | x      | x            | retired      | ----   |    |



Compensating error helped keep the party on time at most checks. As for keeping to the route - after another competitor quietly exploring an unofficial piece of road was passed twice, Gibbons pulled up to think things out in a clear logical manner.

At the coasting test they got the impression that they were being followed. They were. Gibbons Senior, who had got out to talk to someone in the car had been left behind, but not for long. Had he kept up his vigorous and vocal sprint he would have soon passed the car.

Somewhere in the night "Err - or" Ansell was exploring darkest Wellington and arriving very late at a check greeted the marshalls with "What a mind." The fertility of the organisers mind was fully equalled by that of the competitors interpreting his route sheet. Geoff for example packed a crowded 14 miles into the first section where the route sheet made it 9 miles. Lack of wheel tracks on the route he took worried Geoff as he was the last to leave..... and very much the last to return. In fact if time has any relation to enjoyment he had his money's worth - even if competitively speaking he lost 13 points a mile.

The Hollis homestead was for two hours filled with peculiarly clad shapes swapping tales of triumph and despair. Callinan and McMillan had taken their Prefect on a double crossing of Haywards in an effort to find the Moonshine turn-off. Trevor Wickham is still looking for the Old Porirua Road. One competitor now knows whether his car will climb a certain hill or not, another now prefers puddles to the grassy edge of the road, the smallest car was even smaller after being sandwiched between two bigger ones, and not even the best of salesmen could have sold a refrigerator to the boys who dared enter on motorcycles.

DAY TRIAL - MAY 21st. May 21st saw a varied collection of cars gathering in a farm in the Haywards district for the first trial of the season. The event was niticeable for the variety of family cars complete with wives and children.

Organised by Ray Haynes and Roy Cowan the Trial consisted of three observed sections on difficult farm roads. Ten points were given for clean negotiation, five for passing half way, four for success on re run, with bonus points of three, two, and one for fastest times on each section

After recent rain all sections were muddy, but in addition had been doctored by malevolent organisers.

The first section consisted of an approach over a bridge, into a morass out of which cars had to climb over a short hill. Hugo Hollis showed how it should be done and other clean climbs were registered by Easterbrook-Smith, Fowke, Taylor, Markham, Andrews, Kennedy, Honey, Robieson and Florence. Manthel got through on his second run, as did Were, but Cottrel and Clapperton Snr. failed. Best times went to Hollis, R.Clapperton, and Andrews.

The second test was a stickier, muddier hill approached from a difficult left hand bend. Here Easterbrook-Smith's Riley could make no impression in spite of the large load of kith and kin on the back seat, Thompson, Were, and Clapperton Snr. only passed the halfway mark, the remainder climbing clean, albeit Cottrell's Austin looked more like a lizard progressing than a car.

The third test was at the back of a cow yard. It was approached through a narrow gate, followed by a left hand turn in the middle of a bog and a short climb out of the section. This claimed as victims, Were, Cottrell, Florence, and Clapperton Snr. Bonus marks went to Clapperton, Taylor, Fowke and Hollis. While the results were being worked out, tea organised by Ray Watson and Peter Righton was served. After this cars regained the main road by glissading on their sumps down a farm track. Good clean fun all round.

Detailed results follow ..

RESULTS: TRIAL 21st May.

|                | Car.      | Test 1. | Test 2. | Test 3. | Total | Place |
|----------------|-----------|---------|---------|---------|-------|-------|
| R. Clapperton, | Austin 7  | 12      | 12      | 13      | 37    | 1     |
| H.Hollis       | M.G. T.C. | 13      | 12      | 11      | 36    | 2 eq. |
| J.Taylor       | M.G. J2   | 10      | 13      | 13      | 36    | 2 "   |
| P. Fowke       | Fiat 500  | 10      | 12      | 12      | 34    | 4     |
| G.Markham      | Ford 10   | 10      | 12      | 10      | 32    | 5     |
| T. Andrews     | Nash      | 11      | 10      | 10      | 31    | 6 eq. |
| J.Kennedy      | Riley     | 10      | 11      | 10      | 31    | 6 "   |
| R.Honey        | Austin 7. | 10      | 10      | 10      | 30    | 8 "   |
| N.Robieson     | Riley     | 10      | 10      | 10      | 30    | 8 "   |



|                 | Car.      | Test 1. | Test 2. | Test 3. | Total | Place. |
|-----------------|-----------|---------|---------|---------|-------|--------|
| G. Easterbrook- |           |         |         |         |       |        |
| Smith.          | Riley     | 10      | 5       | 10      | 25    | 10     |
| R. Manthel      | Morris 8  | 4       | 10      | 10      | 24    | 11     |
| B. Florence     | Singer    | 10      | 10      | 0       | 20    | 12     |
| B. Thompson     | Essex     | 4       | 5       | 10      | 19    | 13     |
| J. Were         | Ford A    | 9       | 5       | 0       | 14    | 14 eq. |
| C. Cottrell     | Austin 7  | 4       | 10      | 0       | 14    | 14 "   |
| Mr. Clapperton  |           |         |         |         |       |        |
| Snr.            | Austin 16 | 0       | 5       | 0       | 5     | 16.    |

-----  
ARROW AND DUMBELL.

If you want to give the "Told you so's" a chance, predict the performance of a special before it is finished. I am about to do that.

I remember the gentleman with the Golden Bug, who could not get the twenty four inch tyres required. Finally he purchased a battery of motorised field guns and threw away the guns, retaining the tyres. To build my car you buy one 6½ litre Sunbeam Imperial limousine of which thirty were made at a chassis price of £2000, throw away the Imperial Limousine part, about half the chassis, retaining the motor, axles and wheels. Now find a 40/50 Rolls, grasp the back axle and throw away the rest.

Graft the 2.9 Rolls final drive and casing to the Sunbeam axle ends and wheels, and connect these by the shortest practical drive shaft to the gearbox. This will give a car of 112" wheelbase. Shower aircraft radiators, arrange a central driving position and drive off a magnificent car or a complete brute according to the way you have designed it.

The 5½ litre Sunbeam Special is the result of experiment with four cars of which the first, a 14/40 Sunbeam consisted of a chassis with lighter coachwork than original. Relief of the weight of the original springs resulted in lift at the rear, and the back end came round too smartly, especially in gravel. (You're telling me - Ed.) No. 2 was the TT Sunbeam.

This is also a nose heavy car, with low forward c.of g., which is enhanced by the downward slope of the transmission line in the chassis. In slightly non standard form as driven - less mechanic and with the 31 gallon tank almost empty the car provided a study in the handling of such a chassis at speed. At low speed the steering, heavily castored and very direct, is heavy. At high speed the steering reaches a stage of sensitivity where gripping the wheel results in a snaking progress. In a turn the first act is a slight turn of the wheel in the required direction. The back end at once breaks away, and with the car still turning the steering passes to the ahead position and past to counterlock. Thereafter the rate of turn is governed by the amount of check imposed by the counterlocked front wheels which govern the rate at which the back slides out to align the car on the new heading. This performance by the way with Hotchkiss drive. Example three is the 5½ less saloon, and so up in the air on cantilever springs at the back. A very heavy car at a crawl yet capable of threading a road such as South Makara at 45 - 50 m.p.h. Two reasons - one weight distribution and rear wheel break away as for the TT Sunbeam, and two, cantilever springs and torque tube. I found that under turning stress the back axle moved sideways about three inches, and as it was centralised at the torque tube bell housing we had rear wheel as well as front wheel steering. Owing to the inclination of the axis the car bore down heavily on the outer front wheel in turns. This self steering is condemned by some as tending to an unmanageable amount of oversteer at high speeds, but this factor can be controlled by appropriate selection of leaf sections, the system is rather the means by which optimum steerability at maximum speeds can be arranged, the chief disadvantage lies in the larger amount of spring steel which must be carried. Example four is the very ordinary Rover Meteor fitted with very light coachwork. It has unfortunately rather low geared steering and 16" tyres which rather obscure the issue. The full length chassis was retained, and the driving position was shifted aft to get weight over the rear wheels. Thus we have two weights at the ends of the chassis. The roll line was dropped at the rear by the reversal of the spring mountings, so that unlike the other two this car slopes to the rear. The Rover has no trace of the weather cock type of oversteer, front and rear wheels both breaking away together, relative sliding being conditioned by the relation of the treads on the tyres. There is marked directional stability and with slackened shock absorbers, strong pitching can be set up



by a succession of bumps. Inspection of the raw material with this experience in hand revealed it possible to convert a heavy car into something capable of being managed at speed.

The original front axle was retained, 5'3" track. As at least a two to one wheelbase track ratio is advisable for stability in the turning plane, a 10'6" wheelbase was required. It was then decided to pull the rear track in to 4'6" reducing the mean track. This also helps directional stability under load or braking, by lessening the moment in the turning plane of forces generated by weight transfer in the rear wheels. In other words the car should have a lesser tendency to dive about under extreme power of braking. The precise figure was chosen to allow anchorage of the springs on the chassis rails.

A pair of very stiff quarter elliptic springs were cut from the original blades. The main blade has an eye which is pinned to mount directly below the axle casing. Thus the pair of springs locate the axle in the fore and aft direction. Transverse movement will be slight as the springs are rigid, the leaves being  $2\frac{3}{4}$ " wide and there will be no self steer as there will be no torque tube - which I think a pity. There is a torque arm from the diff. casing to the chassis cross member to absorb braking and pinion torque. The spring abutment on the chassis is arranged to slope the chassis downward to the rear to lower the c. of g., and to counter the tendency to roll upon the front wheel, the more needed here as the weight is still predominant to the front.

In assessing the character of the finished job these points should be remembered. The motor produces about 120 b.h.p. standard at 3300 r.p.m. and with the 2.9. gearing this equals 120 m.p.h. The designed frontal area is 10.5 sq. ft., which suggests that the speed may be obtainable but as the power without motor development will be only 80 b.h.p. top acceleration will not be unusual. The rear axle is reasonably light, but the front assembly has rather heavy sunsprung weight. The steering arm inclinations have not been altered to suit the shorter wheelbase, since it is hoped that the break away of the more lightly loaded rear end will destroy the normal radius of turn about the rear axle centre. The steering ratio on one turn from lock to lock will become ultra direct with the shorter chassis,

especially as the wheels reach a high angle in the lock, so the car may require a Sampson at 30 m.p.h. but something less at twice the speed - which is to my taste.

J.R.C.

---

#### THOSE STREAM LINED BEAUTIES.

---

By stopping up his ears Ulysses sailed safely past the sirens. Unfortunately when one's home is strewn with N.Z. Australian and English motor magazines, and that snappy little number the N.Z.S.C.C. Bulletin with its dope on the very latest, one simply can't shut one's eyes to new cars.

Of course there are several cures that may be tried for this wistful drooling over the 1949's. One is to study your Bank Book and the new car prices. Another way is to persuade yourself and try and persuade your friends that the old bus is as good as anything post war.

Take our first family car for instance, a Fiat 503, five, six, or seven seater as required. Could we have carried the loads of camping gear we piled in and outside her on any modern English or Continental car? And the places we took her too. Deep sand, ruts and mud didn't worry Fanny, she had big wheels, plenty of clearance, and a slogging engine. During her last year with us she developed a knock which on investigation proved to be a broken piston skirt. At that time, during the war, a new piston for Fanny was unprocureable so her owner picked up a second hand oversize one which he turned down on a homemade lathe. We used her for quite a time after this operation until a 1937-8 Austin 12 came on the scene and we bade old Fanny a sad farewell. She went to a farmer near Waverley and as far as we know is still going strong.

Our first car was also a Fiat, a three seater with a very dicky seat, and before that a humble motorcycle and side car carried us safely - er - well fairly safely over most of both the North and South Islands.



But do these nostalgic memories cure one of newcaritis? I'm afraid not - well not quite. The speed and comfort of the new cars appeal to young old - now where did I put that new Autocar? Oh here we are, and Oh Boy! here's the road test of the new Marco Martian - don't like the new look much, though I guess we will get used to that - but that motor, chassis, and independent front springing, everything new, different and better. More power, more speed, more comfort. Now I wonder. One Singer 1938 in good order, £300 maybe. One bank account - no, away temptation. After all the Singer is comfortable, holds the road like a woodlouse, has a lively little engine, and really when one compares the doors and hinges on the old jobs to some of the post war - now, now, I didn't mean to start that again.

R.M.W.

-----

The Editor wishes to apologise for this issue of the Bulletin coming out three weeks later than was intended, but between the start of assembling the magazine and its dispatch a varied assortment of personal upsets managed to delay the final job nearly a month. The next issue is planned for early in November. At the moment the stock pile of articles is reduced to one, so please write articles, arguments, reminiscences, queries, and try and get them to the Editor by the end of October.

-----

THE JUNE GYMKHANA.

Having dreamed up the tests for this event and wielded the stopwatch throughout it, I hoped that someone else might have written it up for the Bulletin but the Editor has presented me with some blank space with orders to fill it.

The event happened near enough to mid winter to make no difference, but we were blessed with a perfect if chilly day, and the surface of the Liardet Street Tip

was in good condition. A Council tip sounds a desperate place in which to hold a gymkhana, but this one was completely filled in and level, although a certain amount of old iron still protruded through the surface.

The first event was a serpentine race, in and out of numerous posts, with the subtle catch that after going through forwards, drivers had to retrace their tracks backwards. Fastest time was made by Clem Atkinson, who handled his Chevrolet truck with the wildest abandon and utmost precision at the same time. Hollis was next, in spite of one mistake and new boy Stokoe was third. Many were in trouble and one foreign car's clutch burst into flames.

Test 2 entailed driving out of a bay, twice around a pylon in the field and back into the bay. Hugo Hollis lead the field here, with his customary precision, Ray Haynes used the minuteness of his Mouse to advantage to take second place and Bill Fleet came in third with a neat display. Billy McMillan defeated her husband. Bad show.

Test 3 necessitated starting in Bay A, driving around Bay B, around Bay A and into Bay B. Bags of lock needed. Alan Freeman slid the Thompson Special to advantage in this event, nearly mowing down the camera slung Cowan, but was just beaten by Hollis, while Atkinson turned the Chevrolet all but inside out to tie for second with Freeman.

Test 4 was a funny man and/or woman act, which included a three legged race, plus getting into cars thus impeded. and accelerating into a bay. Dick Tolley and fair partner fell to earth with considerable energy, Ray and Mrs. Haynes had similar trouble, the McMillans displayed considerable agility, the Cowan Freeman act was pure knockabout comedy although Freeman somehow made fastest time, closely followed by Cottrell, this time in an Austin with only one gearbox and Eric Honey in his brother's Austin 3rd.

Test 5 was that old favourite, the crossroads, where competitors shoot backwards and forwards, left and right, in a



completely indescribable fashion. Hollis won this without looking as though he was trying, followed by Stokoe who drove with complete precision. Atkinson was next, losing time due to a cold engine - yes, even the oldest Chevrolet truck must be correctly warmed up before engaging in competition work.

By this time the snow line had come visibly closer so competitors carefully nursed their smoking clutches homewards.

Detailed Results.

|               |           |            |
|---------------|-----------|------------|
| Hollis        | 49 points | 1st.       |
| Atkinson      | 40        | 2nd.       |
| Stokoe        | 38        | 3rd.       |
| Haynes        | 32        | 4th equal  |
| Freeman       | 32        | " "        |
| Honey, R.     | 25        | 6th.       |
| Cottrell      | 24        | 7th equal  |
| McMillan, J.  | 24        | 7th "      |
| Fleet         | 22        | 9th        |
| Honey, E.     | 21        | 10th       |
| Watson        | 20        | 11th       |
| Kennedy       | 17        | 12th Equal |
| Cowan         | 17        | " "        |
| Tolley        | 12        | 14th       |
| Mrs. McMillan | 10        | 15th.      |



1

The first part of the report is devoted to a general description of the  
 work done during the year. It is divided into three main sections: the  
 first dealing with the general work, the second with the work done in  
 connection with the various committees, and the third with the work done  
 in connection with the various societies. The first section is the most  
 important, and it is here that the main results of the work are given.  
 The second section is also of great importance, as it shows the work  
 done in connection with the various committees, and the third section  
 is of less importance, as it only deals with the work done in  
 connection with the various societies. The report is written in a clear  
 and concise style, and it is easy to read. It is a valuable  
 document, and it should be read by all those who are interested in  
 the work of the Society.

The second part of the report is devoted to a general description of the  
 work done during the year. It is divided into three main sections: the  
 first dealing with the general work, the second with the work done in  
 connection with the various committees, and the third with the work done  
 in connection with the various societies. The first section is the most  
 important, and it is here that the main results of the work are given.  
 The second section is also of great importance, as it shows the work  
 done in connection with the various committees, and the third section  
 is of less importance, as it only deals with the work done in  
 connection with the various societies. The report is written in a clear  
 and concise style, and it is easy to read. It is a valuable  
 document, and it should be read by all those who are interested in  
 the work of the Society.

The third part of the report is devoted to a general description of the  
 work done during the year. It is divided into three main sections: the  
 first dealing with the general work, the second with the work done in  
 connection with the various committees, and the third with the work done  
 in connection with the various societies. The first section is the most  
 important, and it is here that the main results of the work are given.  
 The second section is also of great importance, as it shows the work  
 done in connection with the various committees, and the third section  
 is of less importance, as it only deals with the work done in  
 connection with the various societies. The report is written in a clear  
 and concise style, and it is easy to read. It is a valuable  
 document, and it should be read by all those who are interested in  
 the work of the Society.

The fourth part of the report is devoted to a general description of the  
 work done during the year. It is divided into three main sections: the  
 first dealing with the general work, the second with the work done in  
 connection with the various committees, and the third with the work done  
 in connection with the various societies. The first section is the most  
 important, and it is here that the main results of the work are given.  
 The second section is also of great importance, as it shows the work  
 done in connection with the various committees, and the third section  
 is of less importance, as it only deals with the work done in  
 connection with the various societies. The report is written in a clear  
 and concise style, and it is easy to read. It is a valuable  
 document, and it should be read by all those who are interested in  
 the work of the Society.