

NEW ZEALAND SPORTS CAR CLUB (INC.)

WELLINGTON.

BULLETIN.

JANUARY, 1951.

EDITORIAL

We weakened. Being tigers for punishment and devoted to our work, we just couldn't resist preparing a January Bulletin. In any case it gives us a nice excuse to wish you again - Happy Motoring for 1951.

RESIGNATION.

It was with regret that we heard at the December monthly meeting that Capt. Jack Kennedy has had to resign his office for health reasons. Jack is a man of infinite ideas and boundless drive and it is a pity that a recurrence of war trouble has forced him to cut short his term of office. We are sure we voice the sentiments of the whole Club when we wish Jack a speedy and permanent release from doctor's orders. Jack's resignation was discussed at the last Committee meeting and they submitted the nomination of Dave Morrish to the December meeting of members and Dave's appointment was carried with acclamation. DAVE MORRISH is thus Club Captain until the next General Meeting, and the Club's congratulations are extended to him. He retains his post of Treasurer. -- The Editors.

REPORT MONTHLY MEETING, Thursday, December 14th. HGM

The holiday spirit was abroad and many members appeared to have business elsewhere. However, the 25 or so who eventually turned up enjoyed an excellent film evening provided by the Shell Film Unit who went to considerable trouble with excellent equipment. Thank you, Mr. Forrest. The film on steel making and the ones on jet engines and the air display, were particularly fine. The technicolour in the former was remarkable, and some of the shots breathtaking. Breathtaking in another way were the jet planes. It was almost ludicrous to see a jet bomber take off and climb practically vertically at tremendous speed. Something straight out of Superman Comics. Pats on the back to Peter Porteous and Harvey Cook for arranging an excellent show. Not to mention Ollie Cottrell and helpers who produced the supper.

## OFFICIAL ANNOUNCEMENTS

Monthly Meeting: There will be no meeting in January, and advice of the February meeting will be given in the next Bulletin.

Beach Races - 20th January: The Ixion M.C.C. have a prior claim to Waikanae on the 20th January, and arrangements are in hand to transfer our meeting to Otaki. We have received verbal approval, and subject to this approval being confirmed, the meeting will be held on the beach to the North of the Waitohu Stream (turn right in the centre of the Otaki township.)

The first race will be at 1 p.m., or as soon after as the tide permits. The programme will include -

Half lap sprint (probably  $\frac{1}{2}$  mile)

5 mile scratch race

10 mile handicap race

15 mile handicap race.

The races will be run in such classes as are justified by the entries received.

The entry fee will be 10/- per car, and this will cover all races.

All competing cars must be registered, and carry current number plates, registration stickers, and warrants of fitness.

All drivers must carry current driving licenses and Competition licenses endorsed for racing.

The meeting is a Closed Competition, and entries will be accepted only from members of the Manawatu Car Club and the N.Z.S.C.C.

An Entry Form is enclosed with this Bulletin. Completed entry forms must be in the hands of the Secretary by the 15th January, and must be accompanied by 10/-. The Committee reserves the right to refuse any late or incomplete entry.

Paekakariki Hill Climb: Negotiations are in train to hold this event on the 24th of February next. It is proposed to discuss details of the organisation required on the spot on Saturday the 13th January, and members with surnames beginning L to Z, and all others interested are asked to be at the top of the hill at 2 p.m. A large number of marshals will be required on the day, and it is hoped that besides the L to Z members as many other members as possible will volunteer for this work, and also be out on the 13th. Roughly speaking, thirty marshals will be necessary, so that a large proportion of Wellington members must help.

3.

Marshals - Beach Race and Paekakariki: The previous paragraph sets out the position regarding Paekak. A lesser number of marshals will also be required for the Beach races. Marshals will be drawn mainly from the A. - K. category, together with volunteers, and are asked to get in touch with the secretary as soon as possible, at the very latest by the 13th January, please.

Remember - If you can't marshal yourself at the event controlled by your alphabetical group you must find a substitute. Only exceptions are actual competitors. It's over to you, fellows.

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N.Z. ROAD RACE CHAMPIONSHIP, Christchurch, February 3rd.

Really on a road this time instead of Wigram. 2.45 mile bitumen circuit consisting of Winters Road, Philpotts Road, Kellys Road and Hills Road. The Championship comprises 42 laps and carries £540 prize money. The Sports Car race and Saloon Car race are each of 8 laps with £30 prize money for each race. Should be well worth going down either to compete or to spectate. Quite a big party from the Hutt Club and the N.Z.S.C.C. are making the trip.

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OHAKEA TROPHY RACES Ohakea Airfield, March 3rd.

The Manawatu Car Club advises: New 2 mile circuit where cars are in full view all the time. New pit location on inside of start-finish straight. Three motorcycle races. Sportscar handicap of 16 miles for fully equipped cars on pump petrol. Saloon car handicap of 14 miles on pump petrol. And the Ohakea Trophy Race of 70 miles fuel optional. In the latter race FTD will receive £75 and £200 Trophy, handicap winner £100, 2nd handicap £50, 3rd £25, 4th £12.10.0, 5th £7.10.0, 6th £5, with £1 for lap leaders. Entries close February 1st. Admission charges for spectators: cars 1/- adults 3/-, children under 12 free. Gates open 9 a.m. First race 10.30 a.m. (Tickets may be ordered through our Secretary Bob Bagnall. Make up your party now! Eds.)

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NEWS NOTES - Staff Reporter

Strong contender for nicest-looking-car title is sleek GB-plated bronze and red OHV Sunbeam-Talbot 90 convertible, in this country for three months. Saw it before Christmas straight off the boat. Owner

(ex-MG) tried an "80" in London but had never driven his "90" which he was polishing lovingly. "90" saloon also in town.

Left hand drive BMW also in Wellington early December. Slim and business like yet with solid Teutonic look. Only 401 miles on the speedo but guess it was second time round. Green and white Railton drop head also here from Great Britain.

The jinx on the ex-Clapperton Sunbeam (mentioned Dec. report, Whiteman's Valley) induced HGM to write "main" where obviously "big end" was intended.

Muff of the month: lady driver of Hillman, with license testing traffic cop aboard, swings carefully round from Jervois Quay to park in front of Traffic Office. Jabs loud pedal instead of anchor, mounts footpath with gusto, swipes pedestrian and comes to noisy stop as cop grabs handbrake. Pedestrian picks himself up and is nobly nonchalant about it all. Cop looks like he could do with something stronger than Minties. Most unruffled person present was the woman driver. Probably used to it.

The incongruity award goes to the Bradford station wagon seen in Wellington with FLORAL CURTAINS TO THE SIDE WINDOWS.

A Bentley Mark VI steel saloon is due in Wellington shortly. Others to follow. Sybil Lupp takes delivery of an MG TD shortly, minus blower yet a while. Sold her TC to Invercargill. At least ten TD's on N.Z. roads before long. Jaguar XK120's getting about too. But news of the month is the ALFAs. Something to get really excited about. See separate article in this issue. Dick Tolley has an MG PA. Bob Bagnall is very pleased with his two Talbot 95 engines he has just imported. Most impressive is the massive preselector gearbox.

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#### MONOPOSTO ALEA - G.E.S.

It all started when Trevor Wickham rang me at the office and asked if I would like to see a genuine Scuderia Ferrari Alfa. Being a very busy man, like all public servants, I suggested that he should cease wasting my time, but he persisted with his story that a single seater Alfa Romeo was in town, with a 2.3 blown 4 seater for good measure.

Still semi unbelieving, I dashed off as directed and there in Wakefield Street what a sight met these cynical old eyes. I do not propose to describe the 4 seater as Trevor got more excited over it than I did, so if the Auditor wants an article on it he should ask Mr.

Wickham. (Come on Trevor, GIVE! - Ed.)

But let us walk around the single seater and have a look at it. The first impression is one of smallness and neatness. It looks right - nothing exaggerated - nothing superfluous. The body is black, the Scuderia Ferrari prancing horse emblem is still shown proudly on either side of the heavily louvred bonnet. We notice the reversed quarter elliptic rear springs, controlled by big friction type dampers, and see the divided prop. shaft and twin differential housings. The quick action filler caps protrude through the neat pointed tail, which is supported underneath by a curved tubular member uniting the r of the chassis side members. The cockpit looks very roomy with a comfortable padded seat, and we notice that the body sides curve out over the chassis side members and recall that the formula current in 1935 stipulated a minimum body width. Two rev. counters are fitted both with a red line at 5400, and we remember that the Tipo "B", with its 100mm stroke was touchy about rev. limits. The gear lever, operating a three speed box, is central, but cranked to the left, looks awkward and a tiny handbrake is tucked against the left of the cockpit. At the front the Dubonnet i.f.s. is shown in all its functional glory, and the eye is then drawn to the enormous brake drums. In these degenerate days it is also pleasant to see Rudge type wheels on a racing car. I never have believed the modern lie that pressed steel wheels are lighter and stronger and still feel that they are indicative of the current tendency to cheapness and nastiness, but of course I'm just an old reactionary.

When one comes up against the "real thing" in racing cars it is natural to wonder about its past history, so I have been doing some research, with the following results. Although a number of monoposto Alfas were imported into England, only two arrived with Dubonnet i.f.s. One was a very famous car indeed, being none other than the car with which Nuvolari won the 1935 German Grand Prix. It was bought in 1936 by Austin Dobson, and arrived with a 2.9 litre engine in place of the 3.8 litre engine that carried Nuvolari to victory over the somewhat astonished Herronvolk. Dobson did not drive the car much, although on one occasion he lost a front wheel at Donnington, fortunately without serious results. He sold the car to Kenneth Evans, who immediately drove it into 9th place in the German Grand Prix. He finished 5th in the 1938 British Empire Trophy race at Donnington, and 4th in the J.C.C. 200 Miles Race at Brooklands. In 1939 he was the highest placed independent in the Swiss Grand Prix, and sprint activities included a 40 sec. climb of Shelsley.

After the War, Evans sold the car to Salvadori, and I trust my readers study their Motor Sport closely enough to be conversant with its recent history.

The other i.f.s. car was purchased by Ashby, who was a very clever engineer, and who modified the engine successfully in an effort to overcome the Alfa habit of cracking cylinder heads. He also put the useable r.p.m. up to 6500, compared with 5400 for the Evans car. Ashby drove in a number of races, but success eluded him, although as far as the engine was concerned the car was fast and reliable. After the War this car was purchased by Ken Hutchinson and modified and rebuilt by Robin Jackson. Hutchinson had many successes with it, again too recent to be mentioned in detail.

So there was the problem - which car was the one in Wakefield Street. Quite elementary, my dear Watson. Hutchinson's car had the gear lever cranked to the right, a narrow body following the chassis side members and also twin exhaust pipes, plus a rather large aero screen. The one I saw had the gear lever cranked to the left, the wide body, one exhaust pipe and a tiny screen and is obviously the same car as shown in the many illustrations of Nuvolari, Evans and Salvadori, that I have around me as I write this.

Very definitely a car with a history, and a welcome addition to New Zealand Motor Sport.

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#### LETTERS TO THE EDITORS.

Sirs,

Firstly, a slight criticism, if I may be allowed, of the Whiteman's Valley event. I would suggest for the benefit of new members like myself that all competitors be called together at the start of an event and be given the "gen" or briefed together. Here no one knew until the start (or at least those I asked for information) exactly what tests were being carried out. Secondly, a suggestion that, as is the practice in some clubs, in such events as a straight climb, handicaps be allowed, having due consideration of the rating of each car and whether it is a stock or special car. For example, a stock Ford 10 on 1100cc cannot emulate Hugo's TC MG. That way I feel certain you would obtain more stock car entries which is what we desire.

I hasten to add (as I can hear growls of "let him be a marshall etc") that the Whiteman's Valley show was in my opinion very well

run, except for the minor criticism above. I also add that I have given the Editors my name as a volunteer marshal whenever needed.

The visit to the Ford factory was very interesting to me, although as it has been pointed out the follow through seemed disjointed, and a "flow sheet" for visitors would be a distinct advantage. I won't mention various ribald comments on the amount of body solder being used. Now I know what holds my Ford together! The faux pas made by Mr. Flett was exceedingly embarrassing to all concerned, as I'm not sure whether I went as a guest of the Hutt Valley Club or not.

Lastly, a thing I feel strongly about, although a comparative new comer - I feel that any attempt to make the N.Z.S.C.C. regional only should be abandoned and similarly any attempt to change the name to "Wellington" Car Club. As a pioneer Club I feel that it would be a fatal mistake to submerge the N.Z.S.C.C. as such. It has been said that the Club is "in the doldrums" at present. This should not be so, and if it is felt that this is true, and perhaps it is, then let us infuse new life blood into it by a discussion at the first available meeting on types of event, appointing marshalls for the same by roster if necessary, and get things going again.

Yours, R.M.C.

Sirs,

With reference to the report on the Saddle Road Hill climb in your last issue contributed by "Sunburnt Nose", I feel that this contributor is being unduly hard on the boys from Otaki. I recently had the pleasure of driving their Ford V8 Special, and I found that the car is not an "unmanageable craft" but on the contrary it handles very well, even on loose gravel roads. Admittedly it is undergeared and as a result wheelspin in second gear is very easily produced. However, the weight distribution is such that slides are correctable and the hydraulic brakes work most efficiently. The slides etc., to which your contributor took exception, were apparently produced through over-enthusiasm on the part of these competitors at their first appearance at Saddle Road, and their debut in hillclimbs after several months spent re-building the Special. Very few drivers have climbed this hill in 1 min. 5 secs. or better and fewer still on their first appearance at this venue. I venture to predict that Messrs. Edhouse and Jones will give a much better account of themselves at the next Saddle Road, and that we shall see them put up some very good times in our coming events.

Yours, A.T.F.

OBITUARY OF A GENTLEMAN NAMED ELDERBERRY. - R.P.M.

A pity about old Elderberry. After all there is a limit to what a human being can stand, and Elderberry was very human; he wanted to make a name for himself in motor sport.

Remember when he joined the Club? That's right, he had an American saloon, a Chev or Ford or something. Someone promptly told him that other enthusiasts would pass him without speaking if he drove a car like that - and on quite a few winding roads they did. Then he acquired that four-and-a-half Bentley but found himself outclassed by the Austin Seven boys at a Club gymkhana. Naturally, he swapped the four-and-a-half Bentley for a Morris eight (with a  $3\frac{1}{2}$  adjustment, of course, as the Morris eight had done only 62,000 miles against the Bentley's 232,000), and Elderberry was in sight of a prize when the speed season began....

He soon learned from a man who made FTD that it was quite ethical to use an American motor if one camouflaged the fact under a special body that looked 'English'. So he went from a Morris 8 to a V8 'Elderberry Special' and found that his hill climb times were nearly as good as those of a TC M.G. Sold the special together with a garage full of spares and, at great expense, graduated to the M.G. Class. Despite skilful handling, old Elderberry still found himself looking at the rear number plate of contemporary MG's, and later, peeping under the bonnet of one, he discovered why - they now had blowers fitted.

Elderberry bought a blower. Having fitted it, he was just in time to share the gloom of other MG owners over the arrival of a Cooper 500. Advertised his blown M.G. (complete with mono-posto shell) and wrote a letter to Surbiton. He had hardly signed the letter, and a fat cheque - when rumour made him change Cooper 500 to Cooper '1100'. While waiting for it to arrive, Elderberry amused himself learning Latin (or was it Spanish) just in case had to enter into correspondence with the brothers Masereti at a later date.

It was while he was on his way to escort his new toy through the Customs that he learned that an enthusiast had nearly completed a special of unprecedented potential - and using a very simple four cylinder engine of American origin.....

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It was quite a big funeral, the best attended Car Club gathering on record - with vintage, American, sports, super sports, super-charged sports, special, very special and racing cars, not to mention Marshalls and Association Stewards in attendance. One and all agreed that they could think of no more horrible (or more fitting) end for an enthusiast than to throw himself under the wheels of a Sunbeam Special.....

NEW ZEALAND SPORTS CAR CLUB (INC.)

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WELLINGTON

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BULLETIN - -

- - FEBRUARY 1951

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Judging by the amount of local preparation, this year's Paekakariki Hill Climb should prove the best yet. It is only to be regretted that with the passing of the blown Austin we may not see a renewal of the Hollis-Hoycroft duel that proved the highlight of last year's climb. However, Ron may be able to surprise the learned with the Bugatti. Hugo Hollis is making his usual meticulous preparation of the blown M.G. and is quite confident that he will better the astounding time he recorded last year.

The Easterbrook-Smith brothers' special has been rebuilt and should prove even faster than last year, now being able to boast a theoretical 85 b.h.p. and I would hazard a guess that the car weighs less than 14 cwt.

Jack Kennedy's phenomenal time of 2 min.51 secs. for an unblown 750 looks like standing, although Olly Cottrell and Roland Clapperton will both be there to do their best. John McMillan was heard to mumble that he will probably drive his exciting new special up the hill, even if only slowly, so as not to bend anything before "Ohakea".

Michael Poynton is driving the Hotchkiss, which I must admit is rather an unknown quantity to me, but judging by reports should be quite a quick car.

Roy Cowan no doubt will satisfy the "Vintagent" with either the fabulous old T.T. Sunbeam or his new special, constructed from the 5½ litre Sunbeam Saloon, and here's hoping we will see those friendly rivals from the Manawatu, Ewan Faulkener and Fordy Farland, both of whose names are automatically associated with fast motoring.

#### EXPLANATION:

We make no apology for devoting most of this Bulletin to the N.Z. Road Race Championship but we regret the necessity for holding over several other topical articles.

The Road Race report should prove valuable to the statistically minded - if you like it, let us know and we will see what can be done with Ohakea. Every care was taken to get the report accurate but no guarantee is given.

#### BULLETIN

FEBRUARY, 1951.

#### EDITORIAL - WOT NO MINIATURES?

Should we compete at N.Z.S.C.C. events for cash prizes, trophies or merely for the love of the game? This is a question that has been discussed at length with varying degrees of heat by each successive Committee. Or rather, the latter part of the question has been, for the first part has always been automatically solved by the Club's seemingly chronic indigence. Over the years, those who have thought trophies should be offered have carried the day over those who have maintained that any club member worth his salt should be willing to compete just for the sheer joy of hearing a big-end disintegrate. So the Club has, up to the present, always offered some sort of a trophy for its various events, be it a revered relic of the massive machinery of bygone days or the latest in EPNS. And, truth to tell, these trophies have made a splendid and impressive show on prize giving day. Up to the present, too, the Club has always presented the winners of annual trophies with a suitably engraved miniature which they could put on the mantelpiece, place under the bed, give to the baby or otherwise dispose of as they felt inclined. A correspondent in this issue fears that these miniatures are not to be offered this year at Paekakariki. We procured an official pronouncement on the subject and both the member's letter and the Secretary's reply are commended to the attention of every Club member. What are our views on this thorny subject of prizes? You are invited to air them in the correspondence columns.

#### WOT NO BEACH RACE?

Another correspondent laments the cancellation of the Beach Race, to which we add a fervent, "Here, here!" In the absence of any evidence to the contrary we naturally assume that the committee left no stone unturned to ensure the meeting being held if at all possible. Questions which naturally come to mind (and which for all we know may be adequately covered in the Committee's "Official Announcements" included in this Bulletin but which have not yet come to hand)

are, 1. Is the Beach Race going to be held later? or 2. Is it going to go the way of our Standing Quarter? This same correspondent's letter also raises the question of trophies while still another letter takes issue with the Committee over Sprint Certificates. We are glad to see this interest in our correspondence columns. We feel it indicates a healthy unrest that may be prescient of a rebirth of Club enthusiasm.

#### OFFICIAL ANNOUNCEMENTS:

Hutt Club - Night Trial. This will be held on Saturday the 10th of February, and members of this Club are invited. The mileage will be about 32, and the feature will be a 'Barbecue' tea, with sausages, tea and bread and butter supplied. Bring cup, meet behind Hutt Post Office at 7.45 P.M. Entry, 2/6 per car plus 1/- for each passenger.

Paekakariki Hill Climb. Will be held on the 24th of February. Entries close on February the 16th. Entry forms and regulations may be had from the Secretary, or at next Thursdays meeting.

The Secretary has tickets for the Ohakea Races on March 3rd. Make up your party now.

#### LETTERS TO THE EDITOR:

Sir, I have just received the Paekakariki Hill Climb regulations and note that my chance of loot, as a prospective competitor, will be confined to a cup or other trophy, to be held for a year. While appreciative of the poverty which makes the N.Z.S.C.C. unable to offer cash prizes, I feel that the apparent non-provision of a miniature trophy, to be retained by each class winner, as has always been done in past years, is indicative of a short sighted policy, which if persisted with will steadily reach the point where Club events will lapse for want of competitors. This gloomy forecast may argue a mercenary spirit on the part of drivers, but many of us like to remember past glories in later years, and the fact that one has held the "X" trophy for a year before passing it on to the next winner is little recompense if unaccompanied by a miniature trophy which, as one's own property, is a tangible reminder of past success

Yours - G. Easterbrook-Smith.

#### The Secretary replies:

It is understood that Miniatures will be available. The question of whether another form of souvenir might meet with more general approval will be raised at the next General Meeting.

Sir, On Saturday, 20th January, there were hundreds of disappointed people in the Otaki and Manawatu districts. This was because the Club had to cancel the Beach Meeting for lack of entries. I ask myself, "Why were there so few?" After making some enquiries among possible competitors the answer seems to be, "Entry fee too high when nothing is offered to winning competitors. The Club cannot expect to build up its funds at the expense of the competitor all the time." I venture to suggest that there would be bigger and better entries if the Committee put up some small trophy for each event. Everyone derives satisfaction from winning an event, but much more so if there be something to remember it by afterwards. What do other members think about it? Yours -- Regular Competitor.

#### XK 120 JAGUAR WINS NEW ZEALAND'S FIRST REAL ROAD RACE

AUSTIN SEVEN DESERVED ITS HANDICAP WIN - by Gordon Markham

Ron Roycroft, driving a sleek XK 120 Jaguar, won the 100 miles Centennial N.Z. Championship Road Race at Christchurch on Saturday, February 3rd, with an impressive display of high speed reliability.

Bob Blackburn made no mistakes with the ex-Kennedy, ex-Clapperton Austin 7 and successfully held off the bigger cars to win the Handicap section from the limit mark.

The race was run under ideal weather conditions by the Canterbury Car Club (Inc.) before a crowd of 12,000 spectators on a 2½ mile circuit at Waimairi on the outskirts of Christchurch City. The twisty circuit was reasonably fast; it was interesting to both drivers and spectators; it had some nice dicey corners; it had a good bitumen surface except on one or two corners which cut up rather badly as the race progressed.

Cars and crowds converged on the course from an early hour. By 10 o'clock, marshals were working in earnest. By 10.30 they were sweating. By 10.45 the curious had been successfully cajoled, ordered and finally bludgeoned out of the pit area and herded behind hedges and wires. Tom Flint, Secretary of the Canterbury Car Club and Race Organiser, dashed frantically hither and yon in a Ford Ten, his beard bristling, his voice rising stridently over his mobile PA system as he



implored stragglers to get off the road. Then he made a circuit of the course, followed by a Police car crammed with six bulky men in blue. The road was officially closed -- for the first time for a motor race in New Zealand's history. The great day had begun.

One by one the cars pulled out from the pits along Winters Road for their practice laps. Everyone had a go--saloons, sports cars and real "ricers". Everyone, that is, except the Cooper Thousand which didn't turn up until after lunch. First time round, John McMillan in his most unorthodox Ford-Jeep special overshot the pit bend (the Hills Road-Winters Road corner) and sailed up the escape road, followed sheep-like by Rutherford's Willys-Jeep Midget and Edward's TC MG. Hec Green, in the No. 13 Wolseley, shaved the straw bales on the same corner. Blackburn in the Austin 7 followed the Tucker's V8 rather closely into the same bend and, as Tucker slid, had to do some quick avoiding. Owen in the RA III (Fiat 1100) slid the corner neatly each round. Halsey Logan in the Ex-McMillan Jackson appeared to have the legs of Moore's P3 Alfa in acceleration out of the corner but Les was new to the Alfa and comparatively new to car racing also. On the Philpotts Road-Hills Road corner Moore slid sideways the first time round, turned end to end the second time, shot down the escape road the third time, managed it the fourth time. Only lady driver, Nola Blackburn in a 1934 Buick 8 Sedan motored nicely and with due restraint.

There was a short break while spectators sought what they hoped would be more advantageous positions, then Toby Easterbrook-Smith on the Public Address System (relayed round most of the circuit) announced the first race and the roads were cleared for the Sports and Saloon Car Handicap. 8 laps, 20 miles, 8 starters.

First off were H.M. MacDonald and our own Alan Freeman, both in new Morris Minors (6½ mins. handicap). MacDonald led Alan down the pit straight by three or four lengths, he was still leading down the Kellys Road leg, along the back stretch (Philpotts Road) and into Hills Road. Then just before the "Esses" Alan went ahead to win Trevor Wickham an exciting sixpence from Kempy Atkinson (they had a bet on who would be first past their vantage point on the back of a truck near the Esses!) Thereafter, Freeman motored right away from the other Minor and finished the race almost a lap in front of him.

Frank Coster in a 1949 Singer 9 Roadster was next away, followed by Nola Blackburn in the Buick Saloon and Fred Sharman in a 1936 PB MG.

Second lap: Alan was 150 yards ahead of the other Minor who was now chased by his brother, W. MacDonald, in a 1936 Ford V8 Coupe (on his first lap). Then came Coster's Singer, going really well; Edwards in a supercharged TC MG (1st lap); Nola Blackburn's Buick; the scratch man Robin Shand, Railton on his first lap; Sharman's MG; MacDonald's V8 (having lapped Alan).

Lap three: Freeman leading with Coster's Singer coming up fast in second place. MacDonald's Minor 3rd. The rest still in order of starting.

Lap four: Coster's Singer passed Freeman's Minor. No change in other placings, except that Nola Blackburn's Buick retires with gearbox trouble.

Lap five: All this time Shand in the Railton had been really going to town and now has climbed from last to 5th place displacing the TC and the V8.

Lap six: The Railton was now 4th and Sharman's MG had dropped from 4th to last, sounding very woolly.

Lap seven: Exciting now! Shand was really pushing the Railton along. 3rd now. Coster's Singer was buzzing up front, Freeman's Minor hanging on to 2nd place with Alan keeping his fingers crossed, and the huge Railton closing in for the kill. Edward's TC in 4th place, MacDonald's Minor 5th, followed by the V8 and the PB.

Last lap: Coster's Singer won easily by nearly ¼ lap. Shand's Railton devoured Freeman's Minor to take 2nd place. Freeman 3rd. Edwards' supercharged TC 4th. MacDonald's V8 5th. MacDonald's Minor 6th. Sharman's PB MG 7th. A thoroughly good appertiser for the big race.

NEW ZEALAND ROAD CHAMPIONSHIP About half an hour late, under brilliant sunshine, but with a keen and sometimes gusty breeze the Championship got under way. 20 laps, 100 miles, 18 starters. Three scratchings: David Owen (RA III - Fiat 1100) who was selling his car and didn't want to risk blowing it up; Fred Zambucka (De Soto Special) who was rumoured to have pranged somewhere; and Ronnie Moore (2.3 litre Alfa-Romeo) who had broken a collar bone at the speedway.

FOR SALE: 2½ litre S.S. open 4 seater -

APPLY -- SECRETARY.

Starters were:-

1. Bob Blackburn Austin 7 Smallest car in race. On limit of 27½ mins.
2. Don Ransley Brooklands Riley 21 mins. His other Riley "Special" has been restored to its saloon form on orders from Mum.
3. Duncan Rutherford Willys-Jeep Midget 18¾ mins. Said to be capable of 90 m.p.h.
4. Des Wild Allard 17 mins. Four seater job stripped for action and with racing camshaft.
5. Keith Roper Supercharged TA MG 14¼ mins.
6. Jack Tucker Supercharged Ford V8 Special 14 mins. This is the job Toby Easterbrook-Smith reviewed in a recent Bulletin.
7. Pat Hoare RA II Supercharged Vauxhall 12. 10 min.
17. John Peek Supercharged Q-type MG 9½ mins. Two stage blowers. All the way from Australia.
18. Fred Sharman Ford V8 Special 8½ mins. Almost a standard job.
9. Jack Tutton XK 120 Jaguar 9 mins.
10. Ron Roycroft XK 120 Jaguar 7½ mins. Stripped for business.
14. Frank Shuter Ford V8 Special 6 mins ex-George Smith "Edelbrock" job.
13. Hec Green Wolseley Special 5¾ mins. Old faithful.
29. John McMillan Ford-Jeep Sepcial 5 mins. An amazing vehicle in every way. Made from stem to stern with John's lily white (?) hands even to the wheels. Unique chassis. Unique suspension. Unique transmission. Rear engine mounted across the cahssis. Indian gearbox. Chain final drive to solid axle. When the McMillan entourage set off for Christchurch the motor had never been started and sundry bits and pieces still had to be stuck on. But John turned up at the race, albiet a bit weary, with the car in going order. Stout effort.
15. Halsey Logan Logan Special II 4½ mins. The Jackson, with Morris Oxford independent front suspension, four carbs, head cowl behind driver, gold paintwork (not nearly as attractive as the original white), and a rather ugly un-cowled radiator.
44. George Smith Gee Gee Ess Special 2 min. A potent Mercury V8 with Ardun OHV conversion heads. 130 mph job.

16. Hec McLean Cooper 1098cc 10 sec. The original 500 with larger engine.
19. Les Moore P3 2.9 litre Alfa-Romeo Monoposto Scratch Pukka from end to end, including its black finish.

The course was roughly square and the cars ran anti-clockwise. The pits were at the start of Winters Road just before the start-finish line. Winters Road ran straight for ¾ mile into a 90 degree left hand bend on to a concrete bridge, fortunately with a handy escape road. Kellys Road ran between trees with right and left sweeps to another left hand right-angle into Philpotts Road. This was the back leg with fast bends and houses at the side. Then a tricky left hander again into Hills Road where the course swung right, then after a short straight, right and left through the "Esses" and so to the pit corner again into Winters Road.

Cars were sent off in order of handicap. Bob Blackburn was first away in the Austin 7 and we took up our position at the end of the pit straight near Bridge Corner. Thus all references to positions of cars from now on refer to the BEGINNING of laps at this point and do not necessarily coincide with positions at the END of such laps.

As the Austin came past to start his 3rd lap, Don Ransley started on his 1st lap in the Brooklands Riley.

The Austin entered its fourth lap before Duncan Rutherford's (Willys-Jeep Midget) left the mark on his 1st lap. Ransley's Riley went past misfiring badly and then Des Wild (Allard) started off, the car swinging from side to side as the power went on.

As the Austin came round the pit bend to begin its 5th lap it swung rather wide, one of Bob's very few departures from perfect line. The Willys-Jeep showed signs of wheel flap. Ransley's Riley was still sick, the Allard went past with a whoosh, Keith Roper now entered the race with his supercharged TA MG, followed almost immediately by Jack Tucker (Ford V8 Special)

The Austin came round again for its 6th lap, lapping steadily, sounding healthy. The Willys-Jeep still hadn't caught the Austin 100 yards ahead let alone made up any of its two lap handicap. And the Willys-Jeep was reputed to do 90 mph. It was either off colour or the Austin was hiking! And where's Ransley's Riley? Into the pits at the end of his third lap. The Allard comes past fast. Then Roper's TA, shutting off early for Bridge Corner and having to accelerate again. Tucker's V8 is right on the TA's tail.

Now the Austin is round again for its 7th lap, the Willys-Jeep still behind. Now Pat Hoare is in the race with the RA II. So is the Australian John Peek with the Q-type MG. But it's sick. Almost dead. Missing badly and popping back through the supercharger relief valve with violent explosions. The Allard is still 3rd but gradually overhauling the Willys-Jeep as he warms up to the course. Tutton in the white XK 120 is now in the race. Tucker's V8 has passed Roper's TA. Fred Sharman's V8 starts its 1st lap. The Riley is back in the race but has dropped a lap and is now 4th. Still missing. Roycroft's Jaguar starts off and swoops down the straight as steady as a rock.

Start of the 8th lap for the Austin. Then the Willys-Jeep, then the Allard. Next in order of appearance is Tutton's Jaguar on its 2nd lap and ahead of Peek's MG which is blowing back terribly. Pat Hoare is out! Sheared the supercharger drive, without completing one lap. Looks like Pat has taken over Alan Freeman's jinx. Tucker's V8 weaves down the straight. Shuter (V8) has now started. Sharman's steady V8 comes past, then Roper's TA, Roycroft's Jaguar. John McMillan in his Ford-Jeep Special starts off, going steadily rather than spectacularly. (With his fingers crossed, for sure). Hec Green (Wolseley) enters the race. The Riley passes in 4th place. Halsey Logan (ex-Jackson Special) starts his journey.

Now the Austin's buzzing on its 9th lap, the Willys-Jeep making little impression on it. Now the Allard. Ransley's Riley has stopped again. Tutton's Jaguar. Shuter's V8. Tucker's V8. Sharman's V8 has passed Peek's Q-type which is still misbehaving. Then Roper's TA, also sick. Roycroft's Jaguar, really tramping. The ex-Jackson shoots past the new McMillan Special at the end of the pit straight. It has also passed Hec Green's Wolseley. George Smith (Mercury V8) starts off with tremendous verve.

The Austin starts lap 10, quarter distance. The Riley has started again. Wild's Allard has now passed the Willys-Jeep taking 9 laps to make up  $1\frac{3}{4}$  minutes. Not fast enough yet to catch the flying Austin with  $10\frac{1}{2}$  mins. handicap. Tutton's Jaguar skims past still in front of Shuter's V8. Tucker's V8. Sharman's V8. The V8's are all weaving down the straight. Then Peek's still impotent MG followed by Hec McLean (Cooper Thousand) who has just started. Roycroft's XK. Then the black 2900cc Alfa-Romeo on its first lap. Roper's TA. Logan's ex-Jackson. Smith's V8. Green's Wolseley. McMillan's Ford-Jeep. And what's this? Wild's Allard has lapped the Austin!

Blackburn brings the Austin into its 11th lap. The Riley has disappeared again. The Willys-Jeep keeps its distance. Here are Tutton's XK, Shuter's V8, Tucker's V8, Sharman's V8, positions unaltered. The Cooper, Roycroft's XK, the ex-Jackson, who have all gathered in Peek's MG. George Smith (V8) comes by like a bomb, weaving considerably...but he has passed the Alfa. Roper's TA hasn't appeared. Now the McMillan Special complete with peculiar jingling noise. "He shall have music..." The Allard. Shuter's V8, which has passed Tutton's Jaguar and both of whom have now lapped the Austin. Hec Green is out. He lost his brakes on the pit corner and shot down the escape road.

The positions at Quarter Distance (end of 10 laps) were:-  
 1. Blackburn, Austin; 2. Wild, Allard; 3. Rutherford, Willys-Jeep; 4. Tucker V8; 5. Tutton, Jaguar; 6. Sharman, V8; 7. Roycroft, Jaguar; 8. Peek Q-type MG; 9. Shuter, V8; 10. Logan, ex-Jackson; 11. McMillan, Ford-Jeep; 12. Smith, V8; 13. McLean, Cooper; 14. Moore, Alfa;

Retired: Hoare, RA II, sheared supercharger drive. Green, Wolseley, Brake trouble.

Resting: Ransley, Riley. Roper, TA MG.

Lap 12. The clockwork Austin sounds as good as ever. Willys-Jeep. Tucker's V8. The Cooper and Roycroft's XK have gathered in Sharman's V8. Ex-Jackson. Smith's V8, still weaving but looking steadier than the Alfa which Moore appears to be grimly trying to guide down the straight. The Allard has passed the McMillan Special. Shuter's V8 is going well, much better than its appearance would lead one to expect. Tutton's Jaguar. Then the Cooper, going great guns and having passed Tucker's V8 and the Willys-Jeep to lap the Austin. The Q-type must have stopped. Ransley and Roper are still resting.

Lap 13. The Austin again, with Tucker's V8 right behind him. Willys-Jeep. Roycroft's Jaguar. Logan and Smith neck and neck down the straight, the ex-Jackson noticeably steadier. Both have passed Sharman's V8. Moore's Alfa. Peek's Q-type is back, sounding a bit better. Roper's TA is also back. The Allard, Shuter's V8 has passed the McMillan Special. Tutton's Jaguar. The Cooper's out with a broken chain. Ransley's Riley is back again. Roycroft's XK has passed Tucker's V8 and lapped the Austin as has Smith's V8.

Lap 14. The Austin is still ahead of the Willys-Jeep with Sharman's V8 coming up steadily, just ahead of Moore's Alfa. Logan's ex-Jackson (which has been passed by Smith, Tucker and Moore in the course of the lap) overshoots Bridge Corner at the

end of the pit straight and slides up the escape road. Peek's Q-type nips past followed by the Allard, which is going faster now and only  $2\frac{1}{2}$  laps behind the Austin with good prospects of catching it. Shuter's V8 and Tutton's XK have both passed the McMillan Special. Then comes Smith, rocketing past Roycroft's Jaguar down the straight. Tucker's V8 is going well. Ransley's Riley struggles on. Roper's TA has stopped. It looks as if Smith is leaving the Alfa. He started just over two laps to the good, now he is nearly three laps ahead.

Lap 15. (Figures in brackets alongside names indicate handicap positions at time of passing observer). Austin (1). Then the Alfa (14) comes up fast and ragged on its 5th lap. The Willys-Jeep (3) is still there, back of the Austin. Sharman's V8 (7), Peek's MG (10). Then Wild slices the Allard (2) broadside at Bridge Corner. Shuter's V8 (8) and Tutton's XK (5) are followed by Smith's V8 (11) leading Roycroft's XK by about 100 yards, both having passed the McMillan Special (12). Then Logan's ex-Jackson (13) which has been passed by 7 cars in the lap. Probably a dicey moment somewhere! Tucker's V8 (4). Then the Alfa (14) again, having now lapped the Austin after 5 laps. The Riley (9) keeps going. The TA is immobile.

Lap 16. Austin (1). Willys-Jeep (3). Then Sharman's V8 (7), quiet unobtrusive, not as fast as the other V8's. Shuter's V8 (8) now leads Peek's MG (10), Smith's V8 (11) close up. Roycroft's Jaguar (5) passes Tutton's Jaguar (6) as they rush for Bridge Corner. Ex-Jackson (12). McMillan Special (13). And here's the Allard (2) at last! Six cars have passed him since his slide in the last lap. Tucker's V8 (4) has the Alfa (14) chasing it. The Riley (9) is still going.

Lap 17. Down the straight buzzes the Austin (1). Sharman's V8 (7) has passed the Willys-Jeep (3). Now Shuter's V8 (8) with Smith's V8 (10) right on his tail. Smith tries to force Bridge Corner. Shuter won't give way. Smith spins. Roycroft's XK (5) continues to pull away from Tutton's similar car (6). Peek's MG (12) is still not altogether happy. Logan's ex-Jackson (11). The Alfa (14) again, having passed the McMillan Special (13). Wild's Allard (2). Tucker's V8 (4). Ransley's Riley (9).

Lap 18. Austin (1). Sharman's V8. Shuter's V8. Smith's V8 which has the legs of Roycroft's XK. Willys-Jeep (3) has fallen back. The ex-Jackson (10) has gathered in Tutton's XK (6) and the Q-type (11) which is sounding healthier. The Alfa (13) has also passed Peek. The McMillan Special (12) holds its place in the queue. Tucker's V8 (4) passes Wild's Allard (2) which

is going pish-pish as if a gasket has blown. Then Smith's V8 (9) going like the hammers with George working overtime at the wheel sweeps past Shuter's V8 (7) in no uncertain style this time. Then Sharman's V8 (8) and Roycroft's Jaguar (5) — the last four all having lapped the Austin once more. The Riley didn't appear.

Lap 19. Austin (1). Logan's ex-Jackson. Roper's TA (13) appears at long last. Tutton's XK (5). Alfa. Willys-Jeep (2). Peek's MG (10). McMillan Special (11). Tucker's V8 (3). Smith's V8 (8). Roycroft's Jaguar (4). Logan's ex-Jackson (9) has been wasting no time. He has passed Sharman's V8 (7) and lapped the Austin. The Alfa (12) has lapped the Austin too. Still no Riley. The Allard's out with overheating and cracked heads.

Lap 20. Bob Blackburn still makes no mistakes with the Austin (1). He goes round on rails and as regular as Carter's Little Liver Pills. Tutton's XK. Willys-Jeep (2). Peek's MG (9). McMillan Special (10). Tucker's V8 (3). Smith's V8 (8). Here's Ransley's Riley (11) again. Shuter's V8 (6). Roycroft's XK (4). The Alfa (12). Sharman's V8 (7). Tutton's Jaguar again (5) having lapped the Austin. Logan with the ex-Jackson hasn't appeared. Roper's TA has disappeared.

So that's the position at halfway. Bob Blackburn's Austin still leads by something less than 3 laps from Duncan Rutherford's Willys-Jeep. But Tucker's V8 in third place is rapidly overhauling Rutherford and is on the same lap. A lap behind are the two Jaguars of Roycroft and Tutton. A lap behind them are the V8's of Shuter and Sharman. Less than a lap behind again is Smith's V8, rapidly out-distancing Peek's MG and the McMillan Special on the same lap. Peek's car is now much healthier and it and the McMillan Special have been keeping company for the past three laps. Tailing the field a little more than a lap behind the above are Ransley's spasmodic Riley and Les Moore in the Alfa. George Smith who started not quite 2 laps ahead of the Alfa is now about 3 laps ahead. Roycroft has worked up from 10th place to 4th place on his 16th lap. Besides the retirements recorded at quarter distance, others were McLean's Cooper (chain trouble), Roper's TA (trouble unspecified), Wild's Allard (overheating). Resting, figuratively speaking, is Logan in the ex-Jackson.

Lap 21. Austin (1). Peek's MG (9) passes Rutherford's Willys-Jeep (2) McMillan Special (10). Tucker's V8 (3). George Smith's V8 (8). Logan's ex-Jackson (11) reappears. Shuter's V8 (6). Roycroft's XK (4), Ransley Riley (12). Moore's Alfa (13). Tutton's XK (5). Sharman's V8 (7).

Lap 22. Austin (1). Peek's MG (9). Willys-Jeep (2). Smith's V8, still gathering them in. Tucker's V8 (3). McMillan Special (10) who has dropped back a bit. Shuter's V8 (6). The rather raggedly driven Alfa (11) passes Roycroft's XK (4) down the straight. Awe inspiring. Tutton's Jaguar (5). Sharman's V8 (7). Smith's V8 (8) again. No Riley. It went into a slide at the end of the Esses as it was completing lap 21. It spun, turned over, landed upside down in a ditch with Ransley pinned underneath. He was not hurt and walked away once the car was lifted off him. At the time he crashed, Bob Blackburn was following. He was flagged down and slowed to a crawl. Not so Smith who was next on the scene. He either didn't see the flag or chose to ignore it, and a couple of cops had to jump. Logan's ex-Jackson stopped with overheating and clutch trouble.

Lap 23. The pace was really on in this lap. No less than four cars lapped the Austin which makes one imagine that Bob slowed for some reason, maybe a plomeral avoidance. Tucker passed the Willys-Jeep into second place right at the start of the lap. The Alfa gathered in five cars and gained on Smith. Roycraft clapped on the pace. Shuter slowed. Smith drew into the pits at the end of the lap with the usual V8 steam trouble. Order of passing was Austin (1). Peek's MG. Tucker's V8. McMillan Special (10). Willys-Jeep (3). The Alfa. Shuter's V8 (6). Roycroft's XK. Tutton's XK (5). Smith's V8 (7). Sharman's V8 (8). The Alfa (11) again. Tucker's V8 (2) again. Peek's MG (9) again. Roycroft's XK (4) again.

Lap 24. Austin (1). McMillan Special. Willys-Jeep (3). Tutton's XK (5). Alfa (9). Shuter's V8 (6) Roycroft's XK (4) flying after the Willys-Jeep in 3rd place but still about two laps ahead. Tucker's V8 (2). McMillan Special (8) again. Peek's MG (7) with blow-off valve popping again. Smith didn't appear. Sharman didn't appear.

Lap 25. Austin (1). Smith's V8 (6) reappears. Sharman's V8 (7) reappears. Tutton's XK (4) Alfa (9), taking plenty of road, Shuter's V8 (5). Roycroft's XK (3), Tucker's V8 (2). Peek's MG (8). The Willys-Jeep doesn't appear.

Lap 26. Austin (1). Smith's V8. The Willys-Jeep (4) puts in an appearance. McMillan Special (10). Tutton's XK (5). Sharman's V8 (8). Roycroft's XK (3) passes Shuter's V8 (6). Tucker's V8 (2). Smith's V8 (7) again going flat out. Peek's MG (9). The Alfa (11).

Lap 27. Austin (1). Willys-Jeep (4). Tutton's XK (5). Sharman's V8 (8). Roycroft's XK (3) comes into Bridge Corner too fast and shoots up the escape road. Shuter's V8 (6) gets past. Tucker's V8 (2), going as nicely as ever with very few mistakes. Smith's V8 (7). Alfa (10). Peek's MG (9). No sign of the McMillan Special -- he broke the final drive chain on Lap 26.

Lap 28. Austin (1). Willys-Jeep (4) with Tutton's XK on his tail. Sharman's V8 (8). Shuter's V8 (6). Roycroft's XK (3). Tucker's V8 (2) blots its copybook and turns round on Bridge Corner. Smith's V8 (7) shot in front of Tucker while he was broadside across the road using a powerful flick of his wrists to wrench the V8 round. Moore's Alfa (10). Peek's Q-type (9). Tutton's XK (5) again.

Lap 29. Austin (1) followed closer now by the Willys-Jeep. Shuter's V8. Here's Roycroft's XK (3) coming far too fast into Bridge Corner again. He shoots up the escape road, brakes locked. Sharman's unruffled V8 (8), gradually slipping back but going effortlessly. Smith (7) driving his V8 like the devil but losing time here and there by over exuberance. The Alfa (10) breathing down the back of his neck, but two laps behind. Tucker's steady V8 (2). Peek's MG (9). Tutton's XK (5), quiet as ever. Shuter's V8 (6) again, really turning it on, trying to wrest 5th place from Tutton. And here's Rutherford's Willys-Jeep (4). He has passed the Austin at last, but is still 3 laps behind.

Lap 30. Austin (1). Roycroft's XK. Sharman's V8 (8). Smith's V8 (7). Alfa (10). Tucker's V8 (2). Shuter's V8 (5) has passed Tutton's XK (6). Peek's MG (9). Here are Roycroft's XK (3) and Smith's V8 (7) again! Where's the Alfa? Willys-Jeep (4).

Three-quarters distance and the pace is killing - literally and figuratively. The hare-like Austin keeps in the van but the hounds are closing in. Tucker is driving his V8 impressively and with few fireworks in 2nd place just over two laps behind the Austin. Roycroft in his Jaguar is chasing Tucker hard. They're on the same lap now. About a lap behind comes Rutherford's Willys-Jeep in 4th place. Half a lap or so behind roars Shuter's V8, capably handled and fast, in 5th place. On the same lap is Tutton's Jaguar, impressively quiet and stable but

either not as fast as, or not handled as competently as Roycroft's similar car. In 7th place on the same lap also is Smith's V8, a terrific machine in every way, driven in a masterly manner at what seemed the very limit of adhesion even on the straight. It's showing the strain, however. Two laps back is Sharman's V8, but very quiet and mannerly. On the same lap in 9th place is Peek's surprising Q-type MG, surprising because we expected so much more of it and also surprising because it has sounded practically all through the race as if it definitely would not last another lap. In 10th place is Moore's Alfa. Or rather was. The Alfa never completed the lap. Moore was chasing Smith for all he was worth, but he went into the Esses on Hills Road too fast even for an Alfa. He slid, corrected, slid and corrected desperately but the camber caught him. His tail clouted the bank and he smacked sideways into a straw-baled power pole. So ended his 24th lap. He was unhurt. The car comparatively so. After mechanics had eventually levered it away from the post Moore drove off without, it is reported, so much as a glance for any possible constructional damage. The only other competitor not actually retired was John McMillan with his Special. As reported earlier, John broke a chain on his 19th lap in fulfilment of dire prophecies by various NZJCC members who had followed the car's construction closely. This repaired by his mechanics, who sprinted round the course to his aid, he started off again but soon stopped. Perspiring, breathless and somewhat blasphemous mechanics eventually diagnosed the trouble as a turned-off petrol tap. Tut, tut.

Lap 31. Austin (1). Sharman (8). Tucker (2). Shuter (5). Tutton (6). Roycroft (3). Smith (7) missing badly. Peek (9). Rutherford (4).

Lap 32. Austin (1). Sharman (7). Tucker (2). Shuter (5). Tutton (6). Roycroft (3). Sensation! Smith's V8 is out -- the engine having packed up on his 27th lap. Peek (8). Rutherford (4).

Lap 33. Austin (1). Sharman (7). Tucker (2). Shuter (5). And here's Roycroft (3) having again passed Tutton (6) -- Roycroft on his 31st lap, Tutton 29th, Rutherford in the Willys-Jeep (4) has passed Peek's MG (8).

Lap 34. Austin (1). Sharman (6). Tucker (2). What's happened to Shuter? Off the road? At the Pits? And here's Halsey Logan (8) back again with the ex-Jackson! The position's hopeless, of course. He's only on his 15th lap.

Roycroft (3). Tutton (5). Rutherford (4). Peek (7).

Lap 35. Austin (1). Sharman's V8 (7). Tucker's V8. Shuter's V8 (6) is back again! Logan's ex-Jackson (8) Roycroft (3). Tutton (5). Here's Tucker (2) again, pushing his V8 to the limit. Willys-Jeep (4) Peek's MG hasn't appeared yet.

Lap 36. Austin (1). Sharman. Here's Peek's MG (8) at last. Logan. Tucker, foot to the floor. He's passed Roycroft (3) and Tutton (5) during the lap! Now Shuter's V8 (6), throwing up the dust on the gravel verge down the straight. Here's Logan's ex-Jackson (9) round again going flat out! And Sharman's V8 (7) again! Willys-Jeep (4). Golly, and here's Tucker's V8 (2) AGAIN. He's only a lap behind the Austin now with Blackburn still to do four laps. Boy, is this exciting!

Lap 37. Austin (1). Peek's MG (8). Roycroft's XK. And what's this? The McMillan Special is back again commencing his 20th lap. Tutton's XK (5). Shuter's V8 (6). Logan's ex-Jackson (10). Then Tucker's V8 (2) overhauling Sharman's V8 (7). Tucker is putting on a magnificent display. Roycroft (3) again. The back markers are lapping the game Austin quickly now. But Bob Blackburn has his fingers crossed and his foot hard down. No Willys-Jeep in sight.

Lap 38. The Austin (1) has passed the Willys-Jeep (4). Peek's MG (8). McMillan Special (10). Surprise! Here's the Alfa (9) back again, Les Moore sawing at the wheel, the car weaving down the straight. We made a mental note of a foxhole to dive into should things happen. The Alfa is starting its 24th lap. Steady as a rock comes Tutton's Jaguar (5). Then Shuter's V8 (6). Logan's ex-Jackson (11). Tucker's V8 (2). Sharman's V8 (7). And Roycroft in the Jaguar (3) trying all he knows but not making a great deal of impression on the flying Tucker.

Lap 39. Austin (1). Alfa. Willys-Jeep (4). Peek's MG (7). McMillan Special (9). Shuter's V8. Tutton's Jaguar (5). Logan's ex-Jackson (10) really going down the pit straight, and very steady. Tucker's V8 (2). Roycroft's Jaguar (3) closing up. And the Alfa (8) 100 yards behind. Moore must be going like a scalded cat. Where's Sharman's V8? Shuter's V8 (6) again!

Lap 40. Austin (1). Willys-Jeep (4). McMillan Special. Peek's MG (8). Tutton's Jaguar (5). Logan's ex-Jackson (11). Tucker's V8 (2), sliding the Bridge Corner. Roycroft's Jaguar chasing him hard (3). The Alfa (9). Sharman's V8 (6) is back again. And the McMillan Special is round again sounding better than earlier. Shuter's V8 hasn't yet appeared, probably spun somewhere. But he's still 6th.

Round they come. Bob Blackburn in the amazing Austin 7 gets the checkered flag -- and thoroughly deserves his win.

The Willys-Jeep comes past starting its 37th lap. Peek's MG 34th lap. Tutton's Jaguar, 37th lap. Shuter's V8, 37th lap. Logan's ex-Jackson, 23rd lap.

Tucker's V8 flies round the pit bend for 2nd place. Moore in the Alfa is right on his heels, going full pelt. He attempts to accelerate past the V8 in front of the pits. He touches Tucker's off side rear wheel (there is some doubt about this). The Alfa spins on to the right hand grass verge. Lurches sickeningly on the bumps, periously close to the crowd. He slows round in front of Tucker, probably to avoid crashing into the packed and terrorised crowd. He shoots right across the road to the left side. Heads straight into a power pole which snaps off like a carrot. The top part of the pole, swinging on the wires, crashes back as the Alfa smashes through the gorse hedge, clips on its nose, throws Moore out, then rolls over on to its wheels with its nose buried in the hedge facing the way it had come. The crowd sways. For a moment it looks as if they will rush to the spot where the Alfa has disappeared. But Toby Easterbrook-Smith's voice thunders over the PA system. "Keep back, Keep Back!!" he yells. He keeps it up for a moment or two, his voice high with mingled excitement and apprehension, and then the danger is past. The crowd stays put. A few first aid men sprint across the road. Without stopping, Toby continues with his race commentary. Nice work, Toby.

For the second time in one day Les Moore picks himself up unhurt. By the greatest good fortune the Alfa picked a prohibited area to come to rest in. A few yards further back and it would have plunged into the crowd around the finishing line.

Everyone forgets about Tucker. So Tucker doesn't get the checkered flag and continues on his way.

Roycroft comes past starting its 39th lap. He just couldn't make up those two laps on Tucker. Sharman's V8 (35th lap). Tutton (38th lap). McMillan Special (25th lap). Willys-Jeep (38th lap.) Peek (35th lap). Logan (24th lap).

Tucker's V8 completes his 41st lap and gets the flag and 2nd place in the handicap. An excellert drive, steady and fast.

Roycroft continues for his last lap. Shuter (38th).

Sharman (36th) Tutton (39th) McMillan (26th) Rutherford (39th) Peak (36th) Logan (25th).

Roycroft brings the Jaguar round and is flagged into 3rd place. It appeared in Saturday's papers as such, but was later corrected. Roycroft drove a fine race, starting in 11th place and finishing in 3rd. The Jaguar was a treat to watch, quiet, steady as a rock, fast, safe looking. It was rail-like on the corners in spite of slight "front wheel dip".

Tucker appears again. Making sure of it! Shuter (39th lap) Sharman (37th) Tutton (last lap). McMillan (27th) Logan (26th) Peek (37th) Tutton's Jaguar comes in for 4th place. Rutherford in the Willys-Jeep runs out of petrol and pushes across the line to be given 5th place although our calculations showed him with still a lap to go.

Shuter in the V8 was now flagged into 6th place although here again our calculations showed him with a lap to go. Maybe we miscalculated.

Sharman (38th lap) Logan (27th) McMillan (28th) Peek (38th) Sharman (39th) Logan (28th) McMillan (29th) Peek (39th) Sharman (40th) Logan (29th) McMillan (30th) Peek (40th).

The flag went out again for Sharman's V8 in 7th place. Logan was now flagged off at the end of his 29th lap in the fast but on the day unreliable ex-Jackson. He went into 9th place.

McMillan was flagged at the end of his 30th lap into 10th place, after a very fine run for a completely untried car coming straight off the drawing board to race.

Peek's MG completed the full distance for 8th place. A stout effort in a sick car.

Logan tried to do another lap and was frantically black flagged, causing Toby to utter his piece de resistance of the day over what he thought was a dead mike, "You s----- b-----!"

The cars lined up for the presentation of the place ribbons, the crowd broke and that's all your reporter saw. No official times were available, either for individual laps or for total time. The results in Saturday's papers are believed to be erroneous and so are not quoted here. "Somebody thought" that the Alfa had fastest lap in 2 mins 15 sec with the Cooper 2 mins 16 sec; but don't take them as official.

Roycroft won the ROAD RACE CHAMPIONSHIP for fastest time. Then probably Shuter, Tutton, Tucker. The Championship was rather overshadowed by the handicap race as there was little chance of

following it without a battery of watches.

So ended a wonderful day's motor sport. Now for Ohakea!

P.S. The above report was rushed through after the race by burning the midnight oil. We find on re-checking in the light of day that the Alfa should have been at least one place higher at half way than we gave credit for. There are also one or two minor discrepancies in the lower placings elsewhere; but no matter how we try we can't reconcile our findings entirely with the official published placings.

For instance we made Sharman a finisher before Peek. But why worry - it was a good show.

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NEWS NOTES by Rotor.

Bob Gibbons and his XK 120 were chased into the bush by a timber truck up Coromandel way, so we're told; while Roland Clapperton's attempt to bulldoze a bank with the Austin Special wasn't too successful. Hugo Hollis and his TC played ball with a brace of Packards on the Christmas trip, left Eric Honey in a clay pit, put 48 miles away in 45 minutes and generally had a wow time. Michael Poynton thundered the Hotchkiss round the middle of the island mightily. Your Editors had a fine time up Taupo in the Austin Special and must have made a most handsome couple judging by the number of people who waved, pointed, laughed and in other ways endeavoured to attract our attention as we went by.

That very enthusiastic enthusiast, Olly Cottrell, is working hard to prepare his new Special for Ohakea; the power unit is now a 4-cylinder Ansaldo of something under 2 litres capacity.



EDITORIAL -- AN ELDERBERRY FORMULA?

Our obituary on the late lamented Elderberry in the January Bulletin has brought forth a letter from a reader enclosing an article which Elderberry wrote, presumably for publication, but which he did not get around to sending to us before his untimely demise. Elderberry propounds a theory that N.Z. motor sport would benefit by a racing formula aimed at the encouragement of "specials" of more or less equal specification and performance and, importantly, within the financial reach of the average club member in this country. We are glad to publish this article even though it is now too late to pay Elderberry the usual rate of remuneration. (Thought: unless we used 'hot' money). Seriously, we think there is a lot to be said for some such formula, adopted through the Association of New Zealand Car Clubs, by which active competition would be promoted over a period of years using some particular type of vehicle. Elderberry suggests a Ford 10 power plant. There would also need to be a definite limit to allowable modifications and a minimum weight limit to the completed car otherwise the fat pocketbook would have it all over the lean purse, which is just what the formula should prevent. Here, then, is something we can all get our teeth into. Why not a discussion at a monthly meeting? We would like to see a panel of our more knowledgeable members discuss it seriously. We would like to see a suggested formula, complete with specifications of a suitable car, drawn up and submitted as a remit to the A.N.Z.C.C. What about it fellows? Here's a project really worth going to town on. Here's something the Club can get busy on, instead of lamenting the lack of a circuit, the paucity of vehicles and the dearth of enthusiasm. If we all -- committee and Club members alike -- really went into action together we could make this project the burning question of the hour in N.Z. motor sport and, in the humble opinion of your Editors, do the sport a distinct service. Come on, fellows. Up off the old jaxie.

THE FORGOTTEN EDITOR.

Before the present Editors took over their joint occupation of the editorial chair, Toby Easterbrook-Smith and Eric Honey were co-editors. Toby resigned through pressure of work, the new Editors took over, and everybody forgot about Eric, who was out of town at the time. With Eric back in circulation and lending an ever willing hand the NZSCC Bulletin is in the unique and highly satisfactory position of being able to boast THREE Editors, more power to their elbows!

THE MISSED EDITOR.

When we recently listed past Editors we quite omitted to mention that Errol Ansell did sterling work on the Bulletin during the time when Geof Easterbrook-Smith was about his Majesty's business. It seems we will soon have to publish a revised, up-to-date list to keep the record straight.

REPORT MONTHLY MEETING, Thursday, February, 8th - Gordon Markham.

A good turn-out for the first meeting of the year. Main topic of natter was the Christchurch 100 mile road race and this was thoroughly explored by the various individual groups clustered around the room. The thought occurs that it would be a good idea if this swopping of gen on an event like this was made to include everyone in the room instead of being confined to little separate knots. The thing could be quite informal, just the whole meeting clustering round a group of those who had been at the race. The ball could be set rolling by one of those fortunates giving an account of the race with the others chipping in, elaborating and giving accounts of their own "exciting moments" as he went along. In this way we would share our experiences with all members, much I should think to the benefit of the Club. But to return to the Meeting: Mr. Gear-Watson of British Petroleum showed us a 2-reel film of the development of oil in Iran, prefacing the showing with a few pertinent remarks upon the growth of the undertaking since the events depicted in the film, which was pre-war. After the film, arrangements were made for marshals at Paekak, whereupon the Bulletin Editors assumed the mantle of hecklers and a beach race was arranged for April 14th, the names of no less than 11 entrants being secured on the spot.

SACK-CLOTH AND ASHES:

We were too clever with the February Bulletin. We delayed its publication to include a comprehensive report of the Chch. Road Race. We found to our chagrin that (a) the Bulletin was much later than we had expected due to publishing factors beyond our control, and (b) the comprehensive article was comprehensive right enough but was somewhat off the beam. For instance, the placings of some competitors at various stages of the race were mixed up, no account had been taken of competitors resting but not retired and various other sins of omission and commission perpetrated by over enthusiasm at the expense of accurate rechecking.

For both (a) and (b) we apologise and by way of penitence offer (a) the March Bulletin more or less on time, and (b) a completely revised and corrected account of the race, accurate according to the lap records taken by the author. The fact that the placings do not coincide entirely with the official results as published in the papers proves that either the author ought to be shot, or the officials should.

HUTT VALLEY CAR CLUB'S JANUARY TRIAL -- R.C.

Competitors gathered at the rear of the Hutt Post Office at 2 p.m. on January 27th. All cars started in their own time and made their own way off to the Wainui-o-mata valley and thence to the coast. A series of tests was then held, being of the usual wiggle-waggle, stop-start and reversing variety. Although no rain fell, a very chill breeze blew in from the sea, making the hot cup of tea very welcome at the end of the tests. Altogether the run was most enjoyable, but it was a pity that only three Hutt cars competed along with three Wellington cars, rather a poor showing. Results; 1st R. Clapperton, Austin 7. 2nd B. Foote, Austin 7. 3rd H. Hollis, MG.

NEWS NOTES - - by Rotor

The Easterbrook-Smith brothers' Special has been rebuilt, and is now fitted with a conventional radiator, and rather attractive single seater body. The motor has been rebuilt and considerably modified, with a view to giving more power and being able to refrain from throwing its con-rods on the ground. Jim Birkett is the owner of a very desirable 1100cc Fiat saloon - - a one owner car of about 1940 vintage. Bill Shields has acquired another ancient - - a Marcia motorbike. Rumour has it that the ex-Roycroft Duck Racer has been fitted with another supercharged Austin engine. Ron Roycroft has bought the Bugatti from Ken Hemus (the XK 120 is evidently his father's). New Morris Minors are popular with Club members - Rob Bagnall, Jack Kennedy and Murray Wallace all have one. What's the betting that Rob DOES SOMETHING to his? Alan Freeman has sold his Minor and now has the Hollis TC - - Hugo having taken delivery of his new TD.

Cars worth a second look in Wellington recently: 2½ litre Daimler sports, three Holdens, several Austin A90 Hardtops, various TD MG's, Triumph Mayflower (better looking in actual fact than in photographs, thank goodness), Hillman Minx convertible.

N.Z. National Sprint Championship was held in Dunedin last November 25th. over a standing kilometre, average of runs both ways.

Speeds of up to 120mph were reputedly attained. George Smith of Auckland in his new Gee Cee Ess (Ford V8 powered) was fastest in 28.165 sec. Hec Green (Chch) in the Wolseley was second fastest in 28.665 sec. Third best time was made by Pat Hoare (Chch) 29.82sec in the RA-Vauxhall. L. Lester, Railton (presumably Shand's) did 32.13. Mrs. Lupp (MG) did 32.34 which beat McLean's 500 Cooper, 32.85. Fred Sharman's Ford V8 Special couldn't better 33.415.

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A NEW ZEALAND FORMULA? - Algenon Elderberry.

Motor racing appears to be well and truly on its way in New Zealand - and more power to its pedals. However, after seeing two Wigrams, one cannot help but wonder where it is going. This year (Elderberry is referring to the 1950 race - Eds) the flock of M.G.s gave way to a very mixed offering representing a multitude of thoroughbred - and not so thoroughbred - stables. The sport, on this plane, is becoming 'specialised' but just what form our 'Grand Prix' cars will take is something that even the builders of specials don't seem to know. With more and more enthusiasts standing eagerly on the brink of the motor racing pond, it seems that now is the time to co-ordinate their efforts and provide something like equal competition.

Racing to the present has shown that a bunch of M.G.'s or even a duel between two Austins at the rear of the field, can provide more interest than a very hot car away out front on its own. The ultimate speed does not seem to matter much and followers of the 'midgets' seem content with close competition at much slower speeds.

Rather than have enthusiasts build expensive cars that are rapidly outclassed by still more expensive 'specials', it would seem better to devise a simple 'formula' within the reach of the average club member. This would give bigger fields (and allow active participation by more people) and at the same time stimulate spectator interest.

The question now is: Are we to build five-hundreds or wrap tin-foil round Mr. Ford's ubiquitous V8 Engines? The secret of success in a '500' seems to lie in its lightness - and until New Zealand 'specialists' have access to unlimited Fiat Suspensions and light alloy wheels, five-hundreds might prove a trifle unsatisfying. There is much to be said for the V8 as a basis for Specials (in fact most of people are saying lots of things about V8's one way and another) but a V8 special can be most pricey.

As a compromise, perhaps the Ford 10 engine has something to offer to motor sport. Here is a neat little motor that is not over expensive; it is easily obtainable and spares are comparatively plentiful. If a committee of knowledgeable persons drew up specifications for a car based on a Ford 10 engine those desirous of entering the racing field could be persuaded to build cars of this type. If the formula had a life of say, five years, builders would be assured of several seasons of keen competition in short and long events.

In brief, is there a place for the yacht club's 'Idle Along' in New Zealand motor sport? Maybe there isn't - in which case we must look for another answer to the problem of creating bigger and more even fields for our major motoring events, and putting more club members behind the wheel instead of behind the fence.

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INSTRUMENTS - by Ray Haynes.

The application of Instruments to the motor-car commenced seriously in the early 1900's and no doubt the first was the Clock. The old car clock, specially adapted for the purpose, was generally a very accurate piece and it is fairly common even these days to see, mounted and unmounted, on mantelpieces of homes specimens of these clocks, and on the slightest pretext the owner will go into raptures over their excellent timekeeping.

Chronologically it is almost certain that the distance-recorder was the next instrument used and many Club members will recall the type that was incorporated in the front wheel hub, this was mostly on commercial vehicles however. It naturally followed before long that motorists required an instrument indicating the velocity of their charges at any given moment and the speed indicator was developed to satisfy this demand.

The first record of an instrument of this nature being made and marketed of which I know was one manufactured by S. Smith & Sons and sold to King Edward VII in August 1904, from a small shop in The Strand. Incidentally, it might be of interest that this was definitely the first speedometer, as the name 'speedometer' was invented by Smiths (as the firm is now commonly called).

There are three common types of speedometers, namely, Governor, Magnetic and Chronometric.

The Governor type instrument uses centrifugal force as its operating principle and comprises a spring-loaded governor, the sliding portion of which operates a contratequadrant meshed with a pinion to which is attached a hairspring and the pointer. In operation when

the governor is rotated the governor weights are thrown outward by the centrifugal force and at the same time draw the sliding portion of the governor down it's arbor until the pressure of the spring balances out the centrifugal force. It will be seen that the amount of movement of sliding portion of the governor is directly proportional to the speed of rotation of the governor. This movement is suitably magnified by the quadrant and pinion so that it can be directly calibrated in m.p.h.

**Magnetic type:** These rely on magnetic drag as their principle. In operation a magnet which is rotated by the drive cable spins in close proximity to a stationary steel plate. Interposed between these two is a pivoted aluminium disc, to the staff of which is fitted a hairspring and pointer. The spinning magnet has an attraction for the steel plate and the spinning magnetic lines of force passing through the aluminium disc cause a drag to be applied to the aluminium disc, which is balanced out against the torque of the hair-spring. The drive cable turning at a speed proportional to the speed of the vehicle, the amount of movement of the pointer can be directly calibrated on a dial in m.p.h.

**Chronometric type:** The movement of this type of instrument is very ingenious and at the same time is really difficult to describe with justice. It is the work of one Edward Jaeger, a French clockmaker. A characteristic of these instruments is the way the pointer does not smoothly indicate the changes of speed, but flicks from one indicated speed to another as the speed of the vehicle changes.

To describe the operation of the speed-indicating mechanism of this type of instrument without a sketch is most difficult, but unfortunately "The Bulletin" precludes sketches. To overcome this the writer offers anyone sufficiently interested to obtain my address from the Editors, the opportunity to see a movement of this type in operation and to supply at the same time the whys and wherefores. Unfortunately I do not think anyone would be sufficiently inquisitive to allow the Editor to exact in payment an article for the "Bulletin".

I do not know whether it is necessary to mention that the cable drive referred to in the foregoing is usually taken from the rear of the gear box or propeller shaft, so the cable will always rotate at the same speed for any given speed of the vehicle, irrespective of the gear ratio selected by the driver. When, however, a car is fitted with an overdrive, it is necessary to take the speedometer drive off in between this gearing and the driven road wheels. In some cases though a subsidiary gear box is fitted in

the speedometer drive, which automatically changes gear with the selection of an overdrive ratio thereby keeping the same ratio of road wheel turns to cable turns.

**Revolution Indicators: Tachometers on Rev. Counters** operate on the same principle as speedometers and require no further description other than that given for the relative type of speedometer. It might be worth mentioning in passing that drive cables for Speedometers and Tachometers should be very carefully installed. Sharp bends being avoided and an endeavour made to limit necessary bends to not less than 9" radius. "Special" builders, bearing the foregoing in mind should endeavour to keep the length of cable to a minimum - for reasons other than power-to-weight ratio. For Tachometer drives a half-engine speed one is highly desirable, as instruments abhor prolonged revving.

**Water, Oil Temperature and Pressure Gauges:** These can be grouped for operating principles and description of instruments. Basically they consist of a seamless oval section copper tube bent in an arc called a bourdon tube, soldered at one end to a brass block. This block is drilled to allow pressure to come through into the bourdon tube, the other end of the tube is sealed off and connected by a link to a quadrant engaging with a pinion to the staff of which is connected the pointer. In operation, when a liquid or gas pressure is applied internally in the bourdon tube it tends to straighten, this movement is suitably magnified by the quadrant and pinion. A hair-spring is usually fitted to the pinion staff to eliminate back-lash. In thermometers of this type (non-electric) the described movement is connected by 1 m/m bore capillary tubing to a brass bulb. The whole unit is filled with aether sulph. and all connections require to be made to withstand over 100 lbs pressure per square inch without leaking. The bulb is fitted in the hottest part of either the oil or water system. When heat is applied to the bulb the aether gives off vapour and the consequent pressure operates the instrument. Aether is extremely volatile, boiling at 35° centigrade and the vapour pressure at 100° centigrade is approximately 100 lbs per square inch. It follows that on no account must the capillary be cut and extreme caution must be exercised in placing a hot soldering iron on a filled instrument. If a Thermometer capillary is found to be too long it is best to coil the tubing is approximately 2" diameter coils until the required length is obtained. The capillary should not be subjected to kinks and should be held firmly in a clip, say every 15", with Empire cloth or similar material interposed between clips and the tubing. This eliminates fatigue and wear on the copper tubing.

In closing, as an excuse for writing may I say that I was asked to do so, I hope this proves of interest to someone (providing of course that the Editors permit printing): in any case I have now eased a conscience that has been stricken each time I have read "write for your Editor".

TAHUNANUI BEACH RACES.

This two-day event, which proved so popular when inaugurated twelve months ago, was held December 31 and January 1st last with some 5000 and 3500 spectators in attendance. Conditions were somewhat damp under wheel for the first day's racing and the track was in rather bad shape with the end of the back straight under water. However, this latter hazard was a great spectator attraction. In spite of the relatively poor conditions, Halsey Logan evidently had no difficulty in circling in 60 2/5 secs in the Jackson Special as compared with Hugo's 68 1/5 secs last year. The circuit was altered at one stage and perhaps the above is not a true comparison. Interesting cars competing were the ex-Kennedy Austin 7, now owned by R. Blackburn of Nelson; the ex-Logan Singer Special, driven by K. Roper who sold the car before the second day's racing, when the new owner competed; J. Tucker's blown V8 Special, described in our December Bulletin; and the Jackson Special. In one race at least Tucker's job caught and passed the Jackson. The meet consisted of twelve races with eleven of them carrying trophies evidently donated by the local business people. (Why can't we do the same?) There were ten to fifteen starters in most races. John McMillan was sole N.Z.S.C.C. representative in the money, trundling the Delage majestically into second place out of fifteen starters.

LETTERS TO THE EDITORS:

Sir, In the December Issue of the Bulletin, it was reported in the "News Notes" section that Mr. Hec Green, from Christchurch, is constructing a special consisting of a Standard Vanguard motor taken from a Ferguson Tractor. The motor used in the tractor, although manufactured by the Standard Motor Company, bears little resemblance to the Vanguard power unit. The major differences may prove interesting:

	Ferguson	Vanguard
Bore	80mm	85mm
Horse Power	16.5	18
Comp. Ratio	5.77	6.7

	Ferguson	Vanguard
Cylinders	Wet sleeve	Integral
Electrical	6 volt.	12 volt

Differences in oil filters, water pump and carburettors are also found, a Holley carb on the Ferguson while the Vanguard uses a Solex. Yours - Ferguson Mechanic.

Sir, Last year our Club held a Sprint Meeting just out of Martinborough. The competitors' entry money was taken and a certificate of performance was promised. Now that, Sir, was almost a year ago and I still have no certificate. I would very much like to know if the Committee intends doing anything about this matter, or is it going to let it slip, just as many other things appear to be slipping. Yours - Irate Competitor.

ADVERTISEMENT

D.G.Owen wishes to dispose of his R.A. 3 two-seater car. This Fiat 1100, O.H.V. engined car has I.F.S., hydraulic brakes, 12" alloy drums, 4-speed quick change close ratio box, etc and an all-up weight of 9 cwt. Ran 5th Wigram 1950, standing 1/4 mile 17.4 secs, standing kilo 32.9 secs. Many extra parts. Write c/- P.O.Box 210, Christchurch.

OFFICIAL NOTICES N.Z.S.C.C.

MARCH EVENTS

Saturday 3rd. Chakea Races, for cars and motorcycles. The lap is shorter than last year, and the racing should be even more interesting. First race at 10.30 a.m.

Thursday 8th N.Z.S.C.C. Monthly Meeting, Victoria League rooms, 7.30p.m.

Saturday 10th Hutt Motoring Club Treasure Hunt. Meet behind Hutt Post Office at 2 p.m. and bring a cup. No details, but an enjoyable run is promised.

Saturday 17th. Manawatu Club Hill Climb, Saddle Road, Ashhurst. Practice runs start 10 a.m. Post entries 5/- The North Island Beach Championship will probably be staged on the same day by the Auckland Car Club.

Saturday 24th North Island Sprint Championship, Napier.

During March there will probably be a circuit race at Wigram but date has not been finalised at time of going to press.

The above is a very full programme, and some of our members will be actively interested in all the events. Our official activities will therefore be limited to the Monthly Meeting.

APRIL EVENTS:

Thursday 12th Monthly Meeting.

Saturday 14th. Beach Meeting, subject to permission being granted. Programme as intended for 20th January, details in our next Bulletin.

MAY EVENTS.

Thursday 10th ANNUAL GENERAL MEETING NZSCC. In the April Bulletin we will ask for nominations for the various Club offices and for notice of any matters which members may wish to raise at the Meeting, so will you please give some preliminary thought to these questions? Don't forget, too, that annual subscriptions are due on the 1st April, and that to vote at the Annual General Meeting your 1951-52 subscription must be paid.

D.R. Bagnall, Secretary, 41 Nicholson Road, N5. Phone 37-348.

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As at last weekend (Feb 17-18) the Alfa still lay untouched in Chch. although it was reported that Moore intended driving at Ohakea. The front suspension was rather bashed in the crash. Tutton's V8 is for sale in Christchurch.

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GEORGE SMITH WINS N.Z. BEACH CHAMPIONSHIP - Gordon Markham.

Held at Oreti Beach, near Invercargill, on Feb. 17th before a crowd of 8000-10000 spectators and a string of some 2500 cars parked almost as far as the eye could see along the beach, the Championship provided George Smith, of Auckland, with yet another popular win. The course was 2 miles per lap, wet and sticky to start with but drying somewhat later. The beach was extremely bumpy with water

channels cutting across it, and gave the drivers a rough passage. John McMillan in his Special had as comfortable a ride as any of them. (Take another mark for good design, John.) George Smith was hot favourite and established an early lead. In the rolling start our John found himself in the position of a very small nut in a very big nut cracker consisting of Smith's Special on one side of him and Shuter's V8 on the other. He resisted the temptation to dive underneath one of them and eased up on the exhilarator, thus being left somewhat in the scramble for positions. First time round Smith led from Hec McLean (Cooper 1100), A. Edwards (ex-Sybil Lupp s.c. T.C.MG) and Hec Green (Wolseley). These four cars outdistanced the rest of the field. At the end of 12 miles, Smith was a hundred yards up on McLean with Green about  $\frac{3}{4}$  mile astern. Then McLean and Green both retired with engine trouble. Edwards hung on to the larger car gamely and actually went into the lead four miles from home. This didn't suit George at all and he lunged the V8 to the front, finishing a comfortable  $\frac{1}{4}$  mile to the good. Third was Robin Shand in the Railton. John McMillan was troubled with the chain picking up water and slapping it on the plugs, a "bug" that is now being exterminated. He was very pleased with the general performance and handling qualities. The Ackerman angle miscalculation evident at Chch. has evidently been remedied. Other starters in the Championship not mentioned above were B. Crosbie (SS1 Special) and A. Edwards Jr. (V8 Coupe with stupid exhausts and Allard twin-carb manifold).  
RESULTS: (1) G.C. Smith, Mercury V8 Special, 36 min 39 3-5 sec. (2) A. Edwards Snr., s.c. TC MG, 36min 48 2-5sec. (3) R.B. Shand, Railton, 37min 7 1-5 sec.

There were 5 other races, which were shared around nicely. A Vanward won the stock car race. John tied up the plugs and mag in cellophane like Christmas gifts and Billie McMillan had a go in the last race of the day. The motor unfortunately stalled and was stubborn to start (mixture's not just right yet) and by the time she was under way the position was hopeless. But she drove with verve and had a whale of a time. George Smith broke a con-rod in one of the smaller races duelling with the Cooper. He crossed back to the North Island on Monday's boat and hot-footed it for Auckland in a Mercury with the Special dancing behind. He intended installing another V8 from a speed boat, having a go at an Auckland hill climb on the 24th, and a lash at Ohakea on March 3rd. The indefatigable George! Here's immortality to his bearings. Sybil Lupp worked like a trojan from 5 am on the Edwards' TC to have it motoring nicely by race time

and it was with tears in her eyes that she surveyed the results of Edwards' unfortunate flip. It appears that in one of the shorter races the encroaching tide caught the car at an angle on a front wheel and flipped it diagonally tail-over-nose three times. Edwards was unhurt. The papers reported superficial damage to the car but it was worse than that and Sybil Lupp believes it will never be the same again. John cradled the engine and gearbox in the ever accommodating Delage and trundled them reverently to Dunedin for anti-salt-water treatment.

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#### OBITUARY

It is with deep regret that we record the death of Roland Clapperton. Roland had the misfortune to have his Austin 7 Special turn over just past the hairpin on Paekakariki during last Saturday's hillclimb. He was rushed to hospital but died that same night. Roland was a keen Club man, an excellent and skilful driver, a most competent mechanic. He had proved himself an invaluable Committee man and at the time of the accident had been co-editor of the Bulletin for approximately six months. His competition successes were numerous, first in a Model "A" Ford that became progressively more "special" (Agatha of fond memory and heroine of our recent serial), then in the "biscuit box" Austin 7. Just before Christmas he completed his third "Special" - another much modified Austin 7 with many novel features. Roland will be sadly missed. The Club could boast no straighter, cleaner living fellow. He was never known to speak meanly of anyone. To his mother and father, and to his brother Jack, the Club extends its sincere sympathy.

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#### PAEKAK RESULTS (Full account next Bulletin)

500cc: O. Cottrell, Austin 7 3-50.9. 1100cc: J. O'Calloghan, Morris 8 4-40.1. 1500cc: A. Freeman, TC MG, 2-42.22. J. Cottrell, MG Ford, 3-45.05. 3000cc: R. Watson, Fraser-Jeep 2-58.75. W. Easterbrook-Smith, Sunbeam 2-59.25. G. Easterbrook-Smith, Sunbeam 3-0.25. A. McBeath, Rover 3-10.4. Unlimited: R. Gibbons, Jaguar, 2-29.01 new hill record. E. Faulkner, V8 Special, 2-36.65. O. Jones, V8 Special, 2-41.65. R. Shand, Railton, 2-43.05. D. Edhouse, V8 Special, 2-47.4. R. Cowan, Sunbeam, 3-7.05. M. Poynton, Hotchkiss, 3-26. Vintage Award: W. Easterbrook-Smith.

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EDITORIAL - WHERE DO WE GO FROM HERE?

With another year of club activity nearly at an end, the question is being asked: "Where do we go from here?". And from a deep armchair comes the voice of Charlie-the-Cynic: "To the next event - if there is one". And judging on performances since the war Charlie is right. One thing at a time may be a safe motto, but over a period it isn't getting the club anywhere. In the past year, other clubs, mere infants beside the NZSCC, have organised successful events on a National scale, while we have been hard pressed to turn on a small calendar of minor events. Now is the time to decide what National events we would like to hold this year, next year, and in 1953. If we start planning NOW, going into ways and means, investigating the potentials of local venues, there will be less rush and confusion if and when a National event is ours for the holding. But why stop at three years ahead? Is it too soon to think about, say, a clubhouse to be built in ten years' time? Even if we did no more than establish a 'Clubhouse fund' it might find itself growing slowly to a useful sum, and it may be easier to find people willing to subscribe to a definite object, rather than dropping a (small) silver coin in a collection box for no clear reason whatsoever. Here's hoping that future committees (poor devils) can find a moment to spare for thoughts of the years ahead, besides struggling through their commitments for their own year of office.

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PAEKAKARIKI HILL CLIMB. February 24th - HGM.

For once the weather was brilliant but a gloom was cast over the meeting by the unfortunate accident to Roland Clapperton. Competitors had a practice run before lunch and it was evident that Bob Gibbons in the XK 120 Jaguar was going to be fastest although his time was some seven seconds outside the hill record. A hurried lunch and time off to take in the unusual spectacle of a  $6\frac{1}{2}$  litre Bentley and a Phantom II Rolls-Royce cheek by jowl in the Cutting bypass and we were all ready for the serious business of the day. The road was in good repair but rather large-sized loose gravel was on the resealed portions. This gravel scattered across the road and made several of the corners even more dicey than usual. The organisation was good (still plenty of room for improvement, of course) and it evidently met with the approval of the Transport Department.

RESULTS: 750 cc class Ollie Cottrell in his "beetle" Austin 7 went up steadily to win the class as the only starter. His times were 3min 50.9sec.



and 3 min 53.8sec. Winning time in the class last year was Roycroft's hill record of 2-29.6. (Ollie hoped to have had his new special ready for this climb but, you know, the plans of mice and men...)

1100cc class J.O'Calloghan was the only competitor in this class in his strictly stock Morris 8 saloon. He motored up with restraint in 4-49.1 and 4-40.1. Winning time in the class last year was 3-48.5.

1500cc class Alan Freeman won here. It was his first competition appearance in the ex-Hollis TC MG and although not as fast on the day as he has been in the Thompson Special he drove with considerable verve and polish, and was as fast as Hugo had ever been in the same car unblown. He swung a lovely corner through the cutting on his first run up to clock 2-45.5. Second time up he took a nice line through the Esses before Watertrough Corner. He took the Cutting with his foot hard down and considerable oversteer in evidence.

The resultant drift surprised Edhouse standing against the fence in a dangerous position and he smartly drew in his stomach and continued his retreat to a safer vantage point. Alan's time was 2-42.25, excellent but not of course equal to Hugo's blown time in the same car last year of 2-29.9. Jack Cottrell in his Ford 10 engined MG was the only other competitor but he didn't have the power to challenge Alan effectively. It was noticeable that Jack's speed dropped right away coming out of the Watertrough Corner. His times were, 3-47.75 and 3-45.05.

3000cc class A. McBeath in the ex-Cowan Rover motored very well indeed for his first attempt at Paekak. He could have done with more power but he appeared to have remedied the clutch slip that used to plague Roy. His times were, 3-15.1 and 3-10.4. The Easterbrook-Smith brothers took turns at pumping the Sunbeam Special up the hill but were again hindered by chronic hiccoughs (in the engine let us hasten to explain). The car looks infinitely better in its new bodywork but that evidently wasn't enough to lay the jinx that seems to lie in wait for it at Paekak. The trouble was timing and when a quick retime was undertaken, largely by guess, only 25 degrees advance was set instead of 45 degrees. Times were, Geof 3-0.25 and Toby 2-59.25. Ray Watson drove the Jeep engined Fraser-Nash with determination hanging on to the wheel grimly as the car kicked and bucked through the Cutting in typical F-N fashion. His first official run was no less than 9sec faster than his second one and 12sec faster than his practice gallop and won him the class. Times for official runs were, 2-58.75 and 3-7.8. Class winning time last year, 2-49.9.

Unlimited class Last year's best time was 2-37.45. Seven competitors this year. Winner of the class and undoubted star of the

day was Bob Gibbons in his black XK 120 Jaguar. Bob the stylist made it look easy. He placed the Jaguar just right for each bend. He was the ONLY competitor to take the Esses before the watertrough in practically a straight line on all his runs. (Freeman and Jones did so on one run each). The Jaguar was noticeably steady; it looked as safe as a tramcar; its subdued exhaust earned high marks -- all in direct contrast to the blown Works Austin that hurtled and bucked up the hill to establish the record last year. Time marches on and even the most belligerent vintage enthusiasts were impressed. Bob's first official run was 2-29.95, only .35 seconds outside the record. Excitement ran high at the top of the hill when it was announced that he was on his way for his second run. There was a shout from those with binoculars as he appeared out of the pines, a good mile away in a direct line. Up through the fast wriggles he tore, then slowed right down for the acute left hander round the bluff where the resealed surface was particularly loose. He was lost to sight then until he appeared a couple of hundred feet higher up in the air on the side of the exasperating hill that hides the hairpin. Up he came, on a beautiful line all the time, nicely through the Esses, close in to the inside at Watertrough, sliding slightly, then with bags of power out of it. We could see him easily now and he was really tramping. Then he was right on top of us and into the Cutting with a most beautiful sweep, everything turned on, the tyres wearing themselves out with prodigious rapidity. A beautiful sight, a wonderful sight. And it was a record! 2 min 29.01 sec. Nice work, Bob. Nice work indeed. And the prophets were justified who maintained last year that the record could be lowered by an unsupercharged car. Bob's performance tended to overshadow the rest of the class but there was much of interest for all that. Ewen Faulkner had the V8 Special looking very nice in its new coat of paint and its Singer radiator. (Are you now going to call it a Morris-Singer-V8, Ewen?) He took no risks with the loose surface as he was looking forward to a nice dice at Ohakea and decided against inviting a prang. For all that he turned in 2-39.8, 2.36.65 for second fastest time of day and second in the class. O.G. Jones and D.H. Edhouse fulfilled the prophecy of a recent Bulletin correspondent and went very well indeed. Jones was the faster and clocked 2-41.65. Edhouse did 2-47.4 and then had another try. He slid at the hairpin and turned completely round in the wriggles before the right hander up to the cutting. A thrilling sight but rather a time waster. 2-56. They were driving the E.J. Special (V8). In between these two was Robin Shand in the Railton in 2-44.95 and 2-43.05. Rob was probably also saving his car for Ohakea for we expect it could have done better. Roy Cowan drove the big 5½ litre Sunbeam, the front wheels being a long way further up the hill than the back ones. It went nicely but not fast enough to be in the class money and not quite fast enough to lift the Vintage award. His times were, 3-9.4 and 3-7.05. Michael Poynton had bad

luck for his first appearance at Paekak in the Hotchkiss. After a practice in 3-33.6 he did his first run in 3-26 on the cylinders and a dangling lead. On his second run the clutch called it a day just past the pines. Some unofficial times were taken by stopwatch at the hairpin from the time competitors came in sight until they disappeared. These were, E.J. Special (driver not certain) 24½ sec, Sunbeam Special (Toby) 27 sec, MG/Ford 32½ sec, Freeman's MG 23.6 sec, Morris 8 Saloon 40 sec, McBeath's Rover 28 sec, Fraser-Nash 26.6sec, Hotchkiss 28.8 sec, Jaguar 21.2 sec, Austin 7.34.8sec, Faulkner's V8 23½ sec, Railton 20½ Sec. Cowan's Sunbeam 27 sec. So ended the day, with Toby Easterbrook-Smith collecting the Vintage Trophy, and everyone else getting sunburnt noses. A nice change.

OFFICIAL NOTICES N.Z.S.C.C.

NEXT MONTHLY MEETING - Thursday, April 12th, 7.30 p.m. Victoria League Rooms.

ANNUAL GENERAL MEETING - (a) The Meeting will be held in the Victoria League Rooms on Thursday, May 10th.

(b) Under the present Club rules, only financial members (i.e. those who have paid their subscriptions due on April 1st 1951) are permitted to vote or take part in the discussions. Make a point of paying your subscription (£1) at the May 10th Meeting. (c) We have to leave the rooms by 10.50 p.m. This obviously limits the time available for discussion and it would be helpful if members would let the Secretary have a note of any matters they may wish to raise so that these can be included in the agenda. In particular, will you please forward any notices of motions you may wish to put, to the Secretary in time for inclusion in the May Bulletin. They are required by April 21st, please.

(d) Nominations for any official position are also invited. If you don't get as far as sending in a nomination, please at least give the matter some thought before the meeting.

(e) A number of sets of Club rules, amended to date, will be available at the meeting for reference. It is understood that several amendments to the rules may be proposed, and it is thought better to see if any of these are adopted before a fresh stencil is cut.

(f) This should be the most important meeting of the year. There won't be any films... if there is a full agenda there may not be any supper, but if enough people have ideas - and this usually means some thought beforehand - it should be very interesting.

BEACH RACES - A meeting at Otaki beach is scheduled for May 19th.

The programme will be the same as proposed last January. Entry forms at April monthly meeting. Crash helmets are to be worn.

SPRINT - An application has been made for the use of the Petone

reshore road on May 5th. A reply has not yet been received. Further information will be given at the April monthly meeting. If it is not possible to hold the sprint meeting we will probably hold a closed hill-climb at Judgeford. Again, crash helmets are to be worn.

D.R. BAGNALL, Secretary, 41 Nicholson Road, N5. Phone 37-348.

MANAWATU CLUB SPEED TRIALS. It is understood that the Manawatu Club is holding a flying QUARTER and a standing KILO on April 21st commencing at 10.30am. Location: first intersection on main road to Ohakea out of Palmerston, signposted KAIRANGA. 3 runs each car. Entry 2/6 for event. Crash hats and competition licences essential.

NORTH ISLAND HILL CLIMB CHAMPIONSHIP April 28th. Seafield Rd., Bayview, north of Napier.

NORTH ISLAND BEACH RACE CHAMPIONSHIP April 14th, Muriwai, Auckland.

REPORT MONTHLY MEETING, Thursday, March 8th. -- H.G.M.

After a period of animated natter in individual groups, Secretary Bob Bagnall set the ball rolling with some official announcements and the meeting developed, of its own accord, into one of the liveliest niggles sessions we have had for some time. First, the BEACH RACE. Rob reported that the North Island Beach Championship at Auckland was down for April 14th and it was decided to transfer our own meeting from that date to MAY 19th. A half-day trial was proposed for April 14th but on the instigation of Geof and Hugo this was amended to a STANDING QUARTER at the end of Petone Esplanade on APRIL 21st, subject to permission, etc. The Secretary called for the RETURN OF ALL TROPHIES by present holders for presentation again at the A.G.M. This led to a suggestion that trophies should be presented immediately after an event, not months later, and then put on display at the A.G.M. Your reporter suggested that it should be made clear to members that next season's subs have to be paid before the end of April to qualify for voting power at the A.G.M. This led to a request for CLUB RULES to be published. Some discussion ensued whether or not the Club Bulletin should be sent direct to Modern Motoring. It was decided it should. The Editor suggested the appointment of a PUBLICITY OFFICER who would be responsible for keeping papers supplied with Club doings. Jack had a piece of the Secretary over Paekak arrangements and such like. Rob had a piece of Jack. Everyone put in their tuppenceworth and a good time was had by all. The question of ANONYMOUS LETTERS in the Bulletin was discussed, the general feeling being that they should be accepted. Geof suggested a regular NIGGLE SESSION at which the Committee would give an accounting of its stewardship. Peter's pearl

of wisdom was, "If it's true that a people get the Government they deserve, it's equally true that a Club gets the Committee it deserves." He exhorted more members to stand for election. Hugo raised the question of a HALF-DAY TRIAL pointing out that there was an offer from Eric Honey to donate a trophy for such an event and also that Kempy Atkinson had granted permission for the Rally Trophy to be used for a trial. The old annual of STOCK CAR versus SPEED EVENTS was aired by Bob who, as a comparatively new member, was not aware that over the past few years more "social" type of events had been offered than speed events, with singularly little interest shown by members. Opinion was evidently still divided as to the remedy. Some wanted more and varied "social" events. Joan suggested a LADIES COMMITTEE, backed by Geof (the suggestion, not the Committee) who cited the Canterbury Club. Some wanted a membership drive ... the taking of entry money at the Thursday Club night before an event ... more technical subjects at monthly meetings. It was suggested that some members may have a mistaken feeling that their ability was not great enough to warrant competing against the Club's "experts" even at a gymkhana or similar event. Rob pointed to the interest being taken in the Club by younger members. Michael deplored the lack of interest taken in new members by the Club in general. Ray had a few pertinent words to say about catering for too many tastes instead of concentrating upon being a SPORTS CAR CLUB. Rob raised the issue of a small management Committee with entirely separately working committees to handle "speed" and "social" events. Gordon read the results of Ohakea above the supper clatter and was howled down when it was suggested that the motorcyclists had FTD lap times. (See Ohakea report! -- Eds).

Altogether a stimulating meeting.

Report OHAKEA RACES, Saturday, March 3rd. - H.G.M.

The following are the OFFICIAL results which can be certified as correct in all but one particular as they agree with the author's comprehensive lap records. The only discrepancy was the placing of Roycroft 1st at the end of lap 34 in the Trophy race. Actually Smith was then leading Roycroft by about 200 yards having passed him during the lap. However, we expect George is not the type to argue over a quid - especially when his share of the day's booty was £176! A comprehensive lap by lap record of all three car races has been prepared, as was done for the Chch show, but is not being included in the Bulletin. (Those interested in seeing the report should contact Gordon Markham. It is guaranteed to give an accurate picture of who was in front of who, and when - Advt.)

OHAKEA TROPHY RACE for Sports and Racing cars.

70 miles - 35 laps - 11 starters.

1. G.C. Smith, Mercury V8 Spl. nett time 63min.15 sec.
2. T. Sulman, Maserati (s), nett time 64 min 44sec.
3. R.J. Roycroft, Jaguar XK 120, nett time 65 min 38sec.
4. H. Logan, Jackson Spl, nett time 67 min 47 sec.
5. E.H. Faulkner, Ford V8 Spl. nett-time 69 min 50 sec.
6. M. Procter, Brooklands Riley, nett time 72min.7.sec.

Handicap placings. (Times apparently from start of limit man on 13 mins):-

1. G.C. Smith, Scr, 76min 15 sec. gross time.
2. R.J. Roycroft, 2-20, 76min 18sec.
3. M. Procter, 8 min, 77 min 7sec
4. T. Sulman, Scr, 77 min 44 sec.
5. E.H. Faulkner, 6. R.J. Blackburn (Austin T Spl, 7. H. Logan.

Retirements:- John McMillan (McMillan Spl), 27th lap, lost near side rear wheel. Ken Tubman (K3 Supercharged M.G. from Australia), at end of 28th lap, out of fuel.

Fastest laps of Trophy place winners:- Sulman 1 min 38sec. Smith 1-39.

Roycroft 1-48. Logan and McMillan 1-49. Faulkner 1-50. Procter 1-56.

Sulman's 9 last laps:- 27th 1-39. 28th 1-40. 29th 1-40. 30th 1-38.

31st 1-39. 32nd 1-38. 33rd 1-38. 34th 1-39. 35th 1-40.

Lap leaders:- Car 17 (Blackburn) led from lap 1 to lap 26 inclusive.

Car 14 (Procter) led from lap 27 to lap 29 inclusive.

Car 10 (Roycroft) led from lap 30 to lap 34 inclusive. Car 44 (Smith)

led lap 35 (As previously stated I made Smith the leader on lap 34 also and I think the official printed list is incorrect - especially as this list of results also contains one or two obvious mistypings in times, which I have corrected in the list set out above. HGM).

SPORTS CAR HANDICAP 16 miles - 8 laps - 11 starters

1. equal. R.A. Gibbons and J. Tutton (Both Jaguar XK 120). 17min 2 sec

3. E.H. Faulkner, Ford V8 Spl 17 min 37 sec. gross.

4. A.T. Freeman, TC MG. 5. M. Procter, Brooklands Riley.

6. J. Aitken, Ford 10 Spl. 7. J.R. Cowan, Sunbeam Spl.

Best time:- Shared by winners.

Fastest laps of place men and our members:- Gibbons 1min 47 sec.

Tutton 1-48. Faulkner 1-55. Freeman 1-47. Procter 2-0. Edhouse 2-1.

Cowan 2-11.

Retirements:- Farland (Singer-Buick), 6th lap, piston trouble.

Edhouse (V8 Spl) disappeared on his last lap. Harrison (Ford 10 Spl) did only 2 laps. Jack Cottrell (MG-Ford) was flagged off after seven laps.

Handicap mixup:- In this race there was a mix up over handicaps of the backmarkers. Gibbons was sent off on 10sec and Tutton on scratch instead presumably of the other way round. (Faulkner, for the record, was on 30sec). After protests were heard the organisers gave Gibbons and Tutton first equal. Rather hard luck for Bob for when he was leading comfortably his pit signalled to take it easy and he did his

last but one lap much slower before speeding up again for the last lap.

SALOON CAR HANDICAP 14 miles - 7 laps - 14 starters.

1. P. Andrews, Baby Renault, 3min 20sec, 16 min 57sec gross time
2. J. McIntosh, Standard Vanguard, 1-35, 17min 21sec gross time
3. W. Easterbrook-Smith, Baby Renault, 3.30, 17min 37sec. gross time
4. (Name unknown) Chevrolet.      5. R. Butt, Citroen.
6. P.K. Fowler, Vauxhall Velox.      7. J. Nash, Studebaker
8. C. Snow, Standard 9      9. (Name unknown) Citroen.
10. T.J. Doyle, Nash      11. N. Louis, Ford V8.

Fastest Time:- Nash (Studebaker) 15 min 9 sec.

Retirements:- J. Brough (Singer 9), 5th lap, stone in eye.

J.T. Tawse (Wolseley 14) disappeared on his last lap. N. Dickson (Ford Prefect) stopped by the hangers on his last lap.

Fastest laps of place men and our members:- McIntosh 2-10.

Andrews 2-20. Easterbrook-Smith 2-26. Brough 2.30.

MOTORCYCLE OPEN HANDICAP 12 miles - 6 laps.

1. P. Lockett, 350 BSA, 12 min.      2. A.S. Ferguson, 350 Matchless, 12-25.
3. D.G. Palmer, 350 Excelsior, 12-34. Fastest time: M. King. (500 Triumph,) 10min 35sec. Fastest Laps: M. King, R. McKinnie (500 Triumph,) and R. Smith (350 BSA) all 1-43.

MOTORCYCLE 350cc JUNIOR SCRATCH RACE:- 30 miles - 15 laps

1. R. Coleman, AJS, 25min 24sec.      2. G. Hitchman, Velocette, 25min 26sec.
3. J. Dale, AJS, 25min 30 sec.      4. L. Simpson (machine unknown) 26-31. Fastest laps:- Coleman, Hitchman and Dale all 1-39.

MOTORCYCLE 500cc SENIOR SCRATCH RACE 30 miles - 15 laps.

1. S. Jensen, 7R AJS with Manx Triumph engine, 24min 57sec.
2. R. Coleman AJS, 25min 9 sec.      3. G. Hitchman, Triumph, 25min 24 sec.
- 4 J. George, Norton, 25min. 36sec.

Fastest laps:- Coleman 1-35. Jensen 1-36. Hitchman 1-38. George 1-40.

OHAKEA GLEANINGS.

No guarantee is given that the following paragraphs are 100% accurate in every particular. It is difficult to be in all places at once, to interview all competitors singly, and to verify all statements received second hand. (That ought to let me out. - HGM).

Official lap times show that the motorcyclists were faster than the cars, although the rain during the greater part of the Trophy race may have had a bearing on the matter. Rod Coleman (Velocette) was fastest with 1min 35sec. He was riding, I think, a 350 machine in the Senior and at the end of the first lap wasn't in the first seven. At the end of lap two he was 4th, lap three 3rd, lap six 2nd, which position he maintained for the rest of the race. In the

same race (Senior) Sid Jensen clocked second FTD with 1-36. Gil Hitchman (Triumph) and Tom Sulman (Maserati) shared third FTD with 1-38. George Smith (Mercury V8) was next with 1-39.

Ollie Cottrell scratched the Ansaldo as he was stuck for a magneto and the odd bit. Robin Shand had dif trouble with the Railton almost at the gates. He rang his mother in Wellington, so the story goes, to bring up a replacement. She arrived breathless and breakfastless and said "Here's your axle, dear." Deathly silence. It wasn't a half-shaft that Robin wanted.

On Friday a mixed bunch of car and bike boys assembled at the corner into the straight to watch the practice. As the bikes swooped round, potrests scraping, the car types covered their eyes in horror.

"Damn dangerous," was their unanimous verdict. Then the cars came round, wheels juddering, tyres screaming. The bike boys took one look and blanched. "We'll stick to two wheels," they said.

Toby Easterbrook-Smith was invited to drive the Baby Renault. Lucky blighter. The Procters arrived right at the last minute.

Roy Cowan's progress in the big Sunbeam was majestic. Its silence and dignity made its co-marker (Aitken's Ford 10 Spl) appear fussy. Roy's offside front tyre was worn to the canvas. The treads of Bob Gibbon's front tyres were noticeably worn towards the right hand edges. Sulman's front tyres (Standard Goodyears) on the Maserati were reported in excellent shape (he had the advantage of a wet track, of course.) Logan's were also remarkably unworn with IFS as against last year with beam axle.

The shattering roar of the 500cc massed start motorcycle race really set the blood tingling and the throttle fingers itching in not a few old timers.

The truck acting as tender to the McMillans lost itself on the way up. Billie tucked John in bed and went to reconnoitre. It was eventually located adjacent to a Palmerston North hostelry five hours behind schedule, but with the crew five hours up on refreshments.

When Tom Sulman spun the Maserati he refused help from the crowd in restarting. This was his undoing for there is an inexplicable local rule for the Ohakea Trophy race only that help from spectators does not involve disqualification but only the loss of a lap. Sulman dropped more than two laps before his tardy pit crew arrived to push him. Sulman, a 51-year-old grandfather, found the effort of pushing the black Maserati about a quarter of a mile by himself most exhausting, so much so that he stated afterwards that he couldn't keep his mouth shut for some time. He also reported that his arms became extremely tired due to a front torque stay mounting that gave up the ghost and resulted in front wheel judder when the anchors were thrown out.

Bob Blackburn in the Austin took the corner at the foot of the straight in one flat out sweep. Unofficial timing showed him second only to the Maserati through this bend.

Fordy Farland fitted new pistons the day before the race and his pals took the car to Wellington and back during the night to run them in while Fordy snatched some shut-eye. All to no avail for he had to tour round slowly in the sportscar race and eventually packed up to be towed home.

Jock Brough had the most unusual reason of all for retiring. He was hit in the eye by a stone, while driving a saloon car.

John McMillan and Halsey Logan had a private race of their own for upwards of 20 laps before John had gearbox trouble that left him with top only. For two or three laps these two held Roycroft in the Jaguar sandwiched between them. Halsey reported running on only one of his two fuel pumps for most of the race but even when he rectified his poor cockpit drill he could do no better than equal John's best lap of 1-49. On his 27th lap John was a mite surprised to see his near side rear wheel pass him. He was gratified, however, to see it run straight and true, indicating nice balance. A baby in a pram was likewise glad it didn't veer off the straight.

There was no doubt that George Smith's speech at the Prize-Giving was the happiest of the evening. It was unfortunate that no official mention was made at this 'do' and no official welcome given to those two thoroughly likeable Australians, Tom Sulman and Ken Tubman.

Ernie Pink did phenomenal work with time charts. One chart, it was said, had over 4000 figures on it.

Smith held the Maserati up to the time it spun on their sixth lap. Then when Sulman restarted Smith had the best of the duel for a further six laps, but Sulman would have been pretty well exhausted at this stage after his pushing. After this Sulman clapped on the pace and Smith no doubt decided that it was a mug's game to risk blowing up his motor when he had two laps up his sleeve. Smith's best lap was 1-39 and it would be interesting to know whether this was put up during the rain, as seems likely. Sulman's best was 1-38 (several times) on a dry course towards the end of the race. What a battle of wits, tactics and bearings there would have been between these two had it been fine all through.

Tutton was sorely troubled by his big screen in the rain. The rain didn't clear away until the leading Austin was on its 23rd lap.

Ken Tubman's K3 MG had fuel trouble but on the few times it really got cracking the noise of tearing calico was terrific. Ken finally used up all his fuel and withdrew at the end of his 28th lap.

Smith's engine missed a beat as he came past to start his 28th lap. So did our hearts.

By the 27th lap the first five men were all on the same lap --

Blackburn (who pitted into the pits), Procter, Roycroft, Smith and Faulkner. In lap 31 Roycroft took the lead from Procter with Smith coming up well. In lap 32 Smith went into 2nd place. In lap 34 Smith passed Roycroft into 1st place. During lap 34 Sulman went into 5th place and in the last lap he pipped Ewen Faulkner for 4th place. Ewen drove a very steady race and no doubt longed for a horse of two extra.

Maurie Procter's Brooklands Riley misfired badly in the Sportscar handicap when in top but behaved in third. It went like a bomb in the Trophy race. Alan Freeman drove nicely for 4th place and 4th fastest lap in the Sportscar handicap.

In his 7th lap in the Saloon Car handicap Toby Easterbrook Smith ran off of road sharply coming into the straight and amused or terrorised the crowd (according to temperament) by dodging pylons and things with dexterity if not with permission.

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#### LETTERS TO THE EDITORS

Sirs - With reference to the letter in the March Bulletin from 'Ferguson Mechanic', may I suggest that the Vanguard motor has wet detachable cylinder liners, and that the Ferguson motor is in fact the original Vanguard unit, for which the factory presumably tooled up before it was decided to increase the bore to 85mm? With reference to the letter from your 'Irate Competitor', may I suggest that he uses his common sense, admits to his identity, and asks someone? My own phone number, for instance, has been published in the Bulletin quite often. The meeting, of course, took place long before the existence of the present committee - could leaving his complaint all this time, and then bringing it up in a manner calculated possibly to irritate, but scarcely to serve a useful purpose, be regarded as a prize example of 'slipping'? Yours - D.R. Bagnall.

Sirs - There has been more than one invitation to members to express their views on Club affairs through the Bulletin, but these invitations have met with little response. I would like therefore to start the ball rolling, and hope that others will follow on in the May Bulletin, which will be the last before the A.G.M. These, then, are my views on several points of Club policy which seem to me to be important.

1. Types of event. There has been a lot talked about events for the 'Morris 8 owner' and family man, with the implication that this is the way to build up enthusiasm. This theory just isn't borne out in practice. Events of this type have attracted a very low proportion of eligible members, and have created very little general interest. Speed events, on the other hand, have always attracted a very high proportion of eligible members, and have created great interest

among non-competitors. I feel, therefore, that until entries and interest in 'touring' events show a real demand, we should cut these events to a minimum, and concentrate on three or four good speed events each year, backed up by monthly evening meetings.

(2) Monthly meetings. These have been of real value and interest over the past two years, but are capable of improvement. Some thoughts which occur to me are - (a) Perhaps too much time has been given to films and light entertainment, (b) More technical topics should be introduced. I feel that the view expressed early in the year, that technicalities would bore most members, is wrong.

(c) More endeavour should be made to foster discussion, perhaps by debates and 'quiz' sessions. (d) Most meetings have started by a talk by the Captain on current Club affairs. This might be developed as a somewhat more formal Club meeting, with minutes taken. (e) We might try an occasional meeting starting at 5.30 with a buffet tea.

(3) Committee. A large Committee with a large agenda is not as efficient as a small committee with a small agenda. With this in mind, I suggested two years ago that we should have separate Sports and Social committees. This was amended at the Annual General Meeting to make the suggested separate Committees part of the main Committee, the nett result being to defeat the original intention completely. I am still of the opinion that the original suggestion was on the right lines, and that our interests would best be served by, say - (a) A 'Racing' Committee of three. (b) An 'Other Competitions' Committee of three (c) A 'Social' (Ladies?) committee of three (d) Captain, Secretary - Treasurer and assistant, to be ex officio members of all other committees.

(4) Territorial aims. (a) The reasons so ably stated by Jack Kennedy, why a Hutt Club was important to the Hutt, should apply equally to Wellington. (b) With the formation of the Association of New Zealand Car Clubs a phase in the activities of this Club came to an end, and now the name N.Z.S.C.C. is anomolous, and confusing to strangers. Please, don't let us live too much in the past. (c) With the formation of the Hutt Club, it seems desirable that the officers of each Club should be drawn from the areas primarily interested. A hard and fast rule would be undesirable, particularly as several Hutt residents have a long standing association with this Club. (5) Competition classes. We must immediately get away from the classification based on engine capacity only. The current Grand Prix formulae place a 3:1 and a 4:1 capacity handicap on supercharged cars, and it is quite ridiculous that blown and unblown cars should run in the same capacity classes at our sprints and hill climbs. Yours - D.R. Bagnall.

N. Z. CHAMPIONSHIP HILLCLIMB -

From notes by Hugo Hollis.

Governor's Bay, Christchurch, March 10th. The Australians, Tom Sulman and Ken Tubman, struck a spot of bother over car registration but this was ironed out by everyone being helpful. Sulman clocked 1 min. 49.7 sec. to knock 1.3 sec off Hec McLean's record of 1-51 for the 1.6 mile climb established last year in the Cooper 500. Rob Shand was second fastest in the Railton, then Ken Tubman (K3 MG), then John McMillan (McMillan Spec). Hec Green scratched the Wolseley when he discovered no oil pressure. Fred Shuter (V8) broke a piston. Tubman's K3 made a most magnificent noise. Timing was in the hands of the Dunedin Club with their efficient hydraulic slipper at the start and photo cell at the finish. Radio as well as telephone communication. The prize-giving was held in the Courtyard of the Governor's Bay Hotel immediately after the meeting - a thoroughly successful idea. Some 30 stayed to dinner.

Name	Car	Class	Practice	1st run	2nd run
		Winner			
R. J. Blackburn	Austin 7	Spl. 501-750		2-19.12	2-17.24
R. Crisp	Standard 8	Spl.	2-54.49	2-23.79	2-24.42
R. Jeal	MG		2-29.16	2-25.63	2-20.8
D. H. Wild	RA III		2-0.27	1-59.02	
K. Tubman	K3 MG (s)	751-1100	2-5.84	2-1.55	1-57.89
S. Lupp	TD MG (s)		2-14.63	2-6.11	2-3.06
T. Sulman	Maserati (s)	1101-1500		1-53.4	1-49.7 *
W. S. Southby	SS Spl.		2-31.49	2-26.42	2-19.75
D. Rutherford	Willys Spl.		2-5.64	2-1.08	2-0.25
E. Reid	Midget		2-44.57	2-2.17	1-59.13
D. Porsh	SS 90		2-31.49	2-24.16	2-22.0
J. McMillan	McMillan Spl.	2001-3000	2-4.05	1-58.67	1-59.14
F. Sharman	V8 Spl.		2-8.71	2-3.89	2-5.15
J. Sutton	XK 120 Jaguar	3001-4000		2-2.69	1-59.13
V. Blackburn	Buick 8		2-36.67	2-34.16	
R. B. Shand	Railton	4001-6000	1-56.18	1-56.89	1-55.17
J. R. Cowan	Sunbeam Spl.		2-31.12	2-29.61	
S. Jackson	Vauxhall 30/98		2-11.01	2-10.19	2-12.25
R. A. Hunt	Riley Midget		2-22.82	2-16.31	2-17.88
W. K. McDonald	TD MG		2-28.46	2-23.79	2-22.67

HILL RECORD \*

NATIONAL STANDING KILO SPRINT CHAMPIONSHIP - HASTINGS - EASTER: E. H.

Neither the entry nor the scale on which the event was organised really justified the term 'National'. However, what was lacking in competition was made up in anecdotage, most of which took place in the Hawkes Bay Car Club's unique venue - the Luttrell Hostelry. The HBCC was

beset by gremlins in the very expensive timing apparatus that has served the club faithfully in the past. The Kilometre was on a curving course - one right hand bend and several left handed ones, all of which it was alleged could be taken flat out. George Smith soon disproved this theory. Rain marred the meeting and the flying kilo on the Monday was abandoned as the course was under water.

RESULTS: Under 1100cc, D. Hollier, MG, 47.6, G. Voggther, Baby Renault, 48sec, M. Page, Morris 8 (pinched for speeding on the way up, naughty, naughty) 49.6. Under 1500cc, A.T.Freeman, MG TC 39sec, H. Hollis, MG TD, 40.4. Under 2000cc, T. Swiggs, Citroen, 44.4, D. McWhirter, Crossley Spl. 44.8. Under 5000cc, G.C.Smith, Mercury Spl, 30.2, (winner of Championship), E.H.Faulkner, V8 Spl. 31.6, A.S.Farland, Singer-Buick, 32.8, L. Powell, V8 Spl. 34sec, F. Zambuka, De Soto Spl, 34.2, O.G.Jones and D.H.Edhouse, V8 Spl, 36.2 each. (It is thought that Jones had a faster run than Edhouse but the time was not available to your scribe). Stock cars, N. Louis, Ford V8, 40sec, Miss E. Norris, Ford V8, 41.8, T. Tawse, Wolseley, 52.4.

MANAWATU CLUB CHAMPIONSHIP HILLCLIMB - From notes by Hugo Hollis

Saddle Road was in the best order yet on March 17th and competition was keener than ever. The record was shattered by two people and equalled by a third. Fred Procter used the front end of the Brooklands Riley as a bulldozer with poor results. Jock McIntosh put up a fine run in the Vanguard.

RESULTS: Under 1500cc, A.T.Freeman, MG TC, 60.4, H. Hollis, MG TD, 62.2, M. Procter, Riley, 63.4, J. Dalrymple, MG PA, 72.2, J.E.Smith, Morris 8, 83. Over 1500cc, E.H.Faulkner, V8 Spl, 57.8 (new record-old record, H. Hollis 59.6), A.S.Farland, Singer-Buick, 59.4 (over old record), R.A.Gibbons, XK 120, 59.6 (equalled old record), M. Jones, V8 Spl, 60.4, D. Edhouse, V8 Spl, 62, R. Watson, FN-Jeep, 62.2. Saloons under 1500cc, G. Cowie, Javelin, 69.8, E.G.Caske, Singer 9, 76.4. Saloons over 1500cc, J. McIntosh, Vanguard, 67, P.K.Fowler, Vauxhall Velox, 68.8, O.R.Keats, Studebaker, 69.4, I.A.Barnett, 3-port Buick Eight, 69.6, M. Stevens, Ford V8, 70.2, D. Smith, Ford V8, 70.8.

SOUTH ISLAND HILLCLIMB CHAMPIONSHIP, Dunedin, March 17th. HGM.

Held over a mile and a half course on Three Mile Hill, bitumen surface. Rain made the course slippery late in the day and on protests from some competitors the Transport Department judged it wiser to curtail the meeting. Billie McMillan had the misfortune to mount a bank and tip over backwards in the McMillan Spl. She

is up and about now but very bruised and sore.

RESULTS:

Fastest times, F. Shuter, V8 Spl, 1-19.48, E.F.Reid, Midget, 1-22.55, R. Shand, Railton, 1-22.82. Class B. R. Cowan, Sunbeam, 2-0.88. Class c, F. Shuter, R. Shand, A. Edwards, Ford, 1-36.11. Class D, E. Reid, T.G. Anderson, Midget, 1-29.28, E. Sprague, SS, 1-36.16. Class E, T. Allen, Beardmore, 2-8.49. Class F, S. Lupp, MG TD, 125.86, H. Hedges, MG, 1-52.86. W. Crosby, MG, 2-7.61. Class G, R. Crisp, Standard Spl, 1-52.15, B. Hay, Singer, 1-57.75.

RESULTS WIGRAM 100 MILE RACE, Saturday, March 31st.

Les Moore atoned for his Road Race sins by giving a polished display on the drome to win the Motor Racing Club's 100 mile "boat race". The course was almost under water. The Australians all retired from various expensive causes, John Nind (Cooper 1100) with slightly too much independence in his IFS as result of smacking the straw bales, Tom Sulman (Maserati) with a cracked cylinder head, and Ken Tubman (K3 MG) with a smashed in rear end as a result of being rammed by Halsy Logan in an impenetrable spray screen which led Eric Honey to remark that fog horns would be handy. Halsy's car was bashed rather badly also. Des Wild put a con rod through the Fiat 1100 engine, Ron Simons (driving for Hec McLean) graunched the Coopers gearbox, Bob Blackburn's Austin lost a hose to run out of water and get a bit hot, Don Ransley's Alfa (2.3) sounded sorry and retired, Drewery in the ex-Logan Singer ran his big ends as he crossed the finishing line, Jack Brewer had a very sick Wolseley at the end (driving for Hec Green), Ron Roycroft collected straw bales and man sized dents in the bodywork. Hec Green's new beautifully made, Vanguard-motored rear engined Special with trailing link IFS with rubber in tension and air strut rear suspension was scratched when No. 4 piston melted in practice. A nice expensive day was had by all.

RESULTS: Moore, Alfa Romeo, 1hr 27min 41sec. Roycroft, SK 120, 1-31.11. Shuter, V8, 1-33-15. McMillan, McM Sul. Drewery, Singer, Hoare, RA.Brewer Wolssley. The following were flagged off. Habgood, Cragar Ford, Jeal, MG.

NOTHING COULD BE FINER.

It seems that a way-back type approached Charlie Murphy for a new car. "Wot's this job got me old bus hain't?" he queried. "Well," said Charlie, "this latest model has a Dynajet engine, Dynawhirl gears, and Dynaflo transmission." The turnip-type considered this for a moment. "Aw," he said. "I guess them things is OK. Me, I'll just wait until they got a Dynashore chassis."

OHAKEA EPISODE - P.G.P.

At the end of a grand day's sport we decided, on experience gained the previous year, not to join the massed exit, instead our party took tea alfresco in the strange calm which had descended upon the scene. Before finally departing it was thought necessary to call at one of the hessian screens erected on the perimeter of the drome. As we approached, a Rolls-Royce, in all its majestic grandeur, pulled up nearby. Our party was gazing in rapt admiration when it was noticed that the three male occupants were heading for one of the aforesaid temporary erections. One of our number looked in amazement for a moment, then exclaimed, "Great Scott! They are only human after all."

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NEWS NOTES - - Staff Reporter.

The current cult for "square" engines is scarcely a modern idea. The book, "The Magic of a Name", for instance, records that Royce built a 20hp V8 Rolls-Royce with 83mm bore and stroke in 1905. This was a most unusual car possessed of all the advantages of the electric brougham as a town carriage -- excellent visibility due to the absence of any bonnet (the engine was carried at the side of the car under the running board), dead silence, vibrationless, smokeless, odourless, running without the drawback of the limited range of the electric car. An adaptation of this V8 Chassis with the engine in the conventional place and fitted with an elegant 3-seater open body, was so geared that it would maintain a constant speed of 20 mph. no more, up hill down dale, and on the level. It was called the LEGALIMIT and was mechanically incapable of landing its owner in jail for exceeding the then speed limit of 20mph.

This book, "The Magic of a Name", by Harold Nockolds, makes exhilarating reading for those who can take pride in the craftsmanship of the Old Country. It's available in the Wellington Public Library. The book abounds with astonishing facts relative to Rolls-Royce performance and durability, not the least being the reference to Humfrey Symons journey to Nairobi and back in a Phantom III limousine which purred across Europe and Equatorial Africa, taking the "Colonial" conditions in its stride and requiring not one drop of water to be added to its radiator from the time it left Derby to the time it arrived back. Ford V8's please  
Copy.



N.Z. SPORTS CAR CLUB INC.

WELLINGTON

BULLETIN

MAY 1951.

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EDITORIAL - ENTHUSIAST'S OUTLOOK

Time was, we are told, when a bunch of blokes would drain their cigarette lighters into the tank and potter carefully to a small gathering of motorists, there to storm a hill, peer under respectable bonnets, and then return home to await the day when the ration could permit another day's fun. And it was fun. These chaps were the original 'I.E.'s' (Impecunious Enthusiasts). Without funds, with little more than a stop watch and a flag, they contrived to enjoy motoring and develop it into motor sport. Today, our shortage is not cars (the aforementioned chaps hadn't a special between them, and XK's weren't off the drawing boards), it's not equipment, money, enthusiasm or the know-how to run events, though admittedly we could do with more of each. What we need is more of the Enthusiast's Outlook. Anyone can have enthusiasm - but the enthusiast's outlook is that quality that makes a bloke enjoy an event no matter what. He enjoys it even if there is only one car in it; he enjoys going to the mere egg-and-spoon afternoon (even if he likes the matter more than negotiating wooden pegs), and he enjoys entering the more serious event, though perhaps he knows he has two shows of winning a prize. So - here's to the enthusiast's outlook. ... may we find more of it in the future.

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OFFICIAL NOTICES:

Annual General Meeting will be held on Thursday 10th May. Notice of the meeting, agenda, annual report, financial statement, and notices of motions are elsewhere in the Bulletin. Please don't forget that in accordance with Rule 18, only those who have paid their subscriptions for 1951/52 can take active part in the meeting. While the treasurer can take your subscriptions at the door, it would help him a lot (particularly as he is also Club Captain, and in charge of the meeting) if you would send in your subscriptions beforehand. The main thing is, you should all be there.

Next Event As indicated at last monthly meeting the Transport Department will not recommend the use of Petone Foreshore road for

a standing quarter mile event. The Hill Climb at Judgeford will therefore be on. Note the date - Saturday May 5th. Venue is up the first turning to the right off the main road from Pahatanui to Haywards. Meet on the spot at 10.30 A.M., bring lunch. Post entries, 2/6, small cash prizes as entries warrant. Open to members of N.Z.S.C.C. only. Documentation, etc., required:- Car license, W.O.F., Competition License endorsed for sprints. Your 1951/2 Club subscription must be paid, (to satisfy the Association Competition Rules) and crash hats must be worn.

Beach Races As indicated in last Bulletin, these will be held at Otaki North beach (turn right in centre of the town on Saturday May 19th. Documentation etc., as for the Hill Climb, except that Competition Licenses must be endorsed for racing. Last Bulletin stated that entry forms would be available at the April monthly meeting, but no-one asked for them! We are therefore enclosing entry forms with this Bulletin. If support from competitors and the public is adequate, cash prizes will be paid. Cars should be available at the beach for scrutineering at 11 a.m., or if preferred, at 41 Nicholson Road, Khandallah, on the previous evening by appointment with the Secretary, Phone 37-348. The first race will be as soon after 11 a.m. as the tide permits.

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LES MOORE MASTERS THE P3 ALFA TO WIN 100 MILE RACE AT WIGRAM  
AUSTRALIAN CHALLENGE COLLAPSES Genuine gen by H.G.M.

There are at least 12,000 motor racing enthusiasts in Chch for it is estimated that this number of men, women and children stood all day in the wet at Wigram on March 31st to watch the 100 mile race for the Lady Wigram Trophy and £500 prize money. In spite of the atrocious weather conditions they showed no signs of dispersing until the show was all over, an encouraging sign for the future. As reported last month, Les Moore (2.9 litre P3 s/c Alfa Romeo) reaped the reward of driving within his capabilities and when George Smith (Mercury V8 Spl) blew up on Lap 37, he had it all his own way, finishing a lap and a half ahead of Ron Roycroft (Jaguar XK 120) who in turn was half a lap or so ahead of Fred Shuter (Ford V8 Spl). John McMillan (McMillan Spl) was a further three laps back in 4th place. D. Drewery (Singer Spl) was about 3 laps behind McMillan. Pat Hoare (s/c Vauxhall Spl) was just over a lap further back while the last place getter, Jack Brewer, (Hec

Green's Wolseley) was less than a lap behind Hoare. R. Jeal (847cc MG Spl) was flagged off after 47 laps and D. Habgood (Cragar Ford B Spl) after 46 laps. Thus only 9 of the 18 starters stuck it to the end. 48 laps to the race. Total distance 101.568 miles. Moore's published time 1hr 27min 41 sec. average 68 mph. Roycroft 1-31-11. Shuter 1-32-15. McMillan 1-40-47. Drewery 1-43-16. Hoare 1-46-26.6. Brewer 1-47-12.4. The Australian challenge flopped. Tom Sulman (s/c 4C Maserati) had pre-race trouble with a cracked head. He had it welded but it was obvious right from the beginning of the race that all was not well. By the end of lap 3 Sulman was at least a third of a lap behind the leaders. It just wasn't the same car he knew at Ohakea and he retired on his 4th lap. John Nind (Cooper 1100) rose from a bed of flu and started off with great gusto. He was in 3rd place on the first lap and he came round the pit corner with the Cooper sliding. He had no room to recover as straw bales were right on the edge of the track. He charged into them, bulldozing them all over the place, and finished up on the grass with his IFS a lot more independent than it was meant to be. He sat in the car for an appreciable time, no doubt thinking what a devil of a long way it was to come from Sydney to do only ninety-nine hundredths of a lap. Ken Tubman's temperamental s/c K3 MG Magnette had another off day. He was left badly at the start. He went into the pits before he had completed one lap. He started again before long but the motor still sounded sick. As he spluttered down the back straight on his 3rd lap, with the leaders on their 6th, he was hidden in an impenetrable curtain of spray as the faster cars roared past. Halsey Logan (Mercury V8 Spl) came up fast. He could see nothing in the murk and before he realised it he had rammed the MG at 100mph. The force of the impact snapped Tubman's head back against the headrest, denting his crash hat. Halsey suffered a cut lip as his car ran to the grass. Both cars were sorely damaged. So that was Tubman out on his 3rd lap, Logan on his 6th. Halsey was in 4th place on lap 1, 5th on lap 2 to his crash. During practice we had watched Simons in Hec McLean's Cooper 1100 at the hairpin. His rather rough handling of the car led the writer to predict, "He'll have transmission trouble". Sure enough he retired on his 28th lap with a graunched gearbox after the Cooper had been in and out of the pits and finally circulating on one lung. He was 10th on lap 1, last when he withdrew. At the same time, poor George Smith retired in a flurry of steam and overwrought engine. He was on his 37th lap. The end of lap 36 ( $\frac{3}{4}$  distance) was the most dramatic moment of the race for a grim looking George came past leaning out of the cockpit with an anxious ear cocked to the ominous noises coming from the

motor. A gleeful Moore was only 150 yards or so behind, closing in for the kill with his Alfa still humming like a top. Down the back straight Moore went past Smith but this was not to George's liking and, sick motor or no, he forced to the lead again. But it was his swan song. Les Moore was leading out of the hairpin and George called it a day. George was using flat heads, having discarded the Arduin OHV heads for the race. George led from the very start. He was first into the first corner and stayed there until he blew. Two or three times Moore drew up to within a hundred yards of George but each time Smith went ahead again. It is interesting to speculate whether Moore was purposely pushing Smith to destruction or whether it was just impossible for him to get past while Smith remained whole. George drove with his usual force and skill. He was quite a sight with spray leaping high from his wheels, his bulk crouched forward, his arms akimbo. Les drove excellently but was reported to have had one or two hectic moments when he tried to force the pace. Fred Shuter was second for nine laps until Moore displaced him on lap 10. Moore was 5th on lap 1, 4th laps 2 to 8, 3rd lap 9, 2nd laps 10 to 36, 1st lap 37 to the end. Shuter remained in 3rd place from lap 10 to 21 when he had a pit stop on his 22nd lap and dropped to 4th. He remained in this position until his 34th lap. He went back into 3rd on his 35th lap when Smith retired and kept that position to the end. All through the race Shuter's V8 sounded as if it was misfiring terribly but it kept going and led one to imagine the horrible noise was its natural note. On his 30th lap Shuter spun at the hangers and it possibly prevented him catching Roycroft for 2nd place. Others were spinning and sliding on the wet, greasy course. On his 20th lap Roycroft came past with a huge dent down the offside of his Jag and with straw trailing from the bumper brackets. Spot of bulldozing somewhere. Ron was 3rd laps 1 to 8, 4th laps 9-21, 3rd laps 22-36, 2nd lap 37 to end. He had Ansell designed air scoops to cool his brakes which cured the fade he had been prone to. Smith, Moore, Roycroft and Shuter outclassed the rest from the start. But amazing was the performance of Des Wild's Fiat 1100 RA3. This trim little unsupercharged car showed its heels to many much larger jobs. It took Pat Hoare's s/c Vauxhall RA 4 laps to get past and then Wild clung close to him for lap after lap, the two in 6th and 7th places respectively. On his 17th lap Wild passed Hoare again. This was the beginning of trouble for Hoare; he had several pit stops after this although he clung on, eventually to finish 6th. Wild buzzed round in 5th place from his 18th to 33rd laps, 4th laps 34-35. Then put a rod through the crankcase on his 36th lap. Don Ransley drove the s/c 2.3 Alfa but

it was an off day. He went from 8th to 5th place in 6 laps and stayed there until his 18th when his succession of pit stops commenced. He banged and spluttered round until his 41st lap and then retired, in 9th place out of 10 still in the race. Jack Brewer had his first big race, in Hec Green's Wolseley. This was another very sick car. A hurried change of gasket before the race did not cure matters. (A humorous sight was either Green or Brewer working on the engine in the pouring rain under a white sheet which enveloped the worker and the car like a shroud). Brewer had frequent pit stops and was always near the tail, but by hanging on grimly he finished in 7th money. One tended to forget John McMillan. He drove the Special smoothly, unobtrusively, never looking flurried nor dicey. 12th lap 1, 10th laps 2-3, 9th laps 4-5, 8th laps 6-17, 7th laps 18-19, 6th laps 20-32, 5th laps 33-34, 4th lap 35 to end. That's the sort of driving that gets you places. A bit more power and..... Drewery's Singer was another car that went round like clockwork. 14th lap 1, 11th laps 2-3, 10th laps 4-5, 9th laps 6-17, 8th laps 18-19, 7th laps 20-27, 8th laps 28-31, 6th lap 32, 5th lap 33 to end. Pity he ran his bearings as he crossed the line. Bob Blackburn's Austin 7 Spl went well but couldn't stay the course. 15th lap 1, 13 lap 2, 14 lap 3, 12 lap 4, 11th lap 5, 10th laps 6-17, 9th laps 18-19, 8th laps 20-22, 9th laps 23-30, 8 lap 31, 7th lap 32, 6th laps 33-35, 7th lap 36, broke a hose connection on lap 37 and retired rather hot. Habgood's Cragar Ford was outclassed, tailing the field most of the time and suffering several pit stops. Jeal in the little MG was also not in the hunt. Like Brewer, he changed a gasket before the race. Car of the day was Hec Green's new s/c Vanguard Spl, a beautifully made and highly original car with dual fuel arrangements to run on petrol-benzole and alcohol. Pity it melted No. 4 piston before the race. After practice, which was mainly dry, competitors indulged in specially timed flying laps in pouring rain to secure grid positions for the race. These positions resulted as follows:- Front row, Smith, Roycroft, Shuter. Row 2, Moore, Nind, Row 3, Ransley, Sulman, Wild. Row 4, Brewer, McMillan, Row 5, Hoare, Simons, Habgood. Row 6, Drewery, Logan. Row 7, Tubman, Green (scratched), Jeal. Back row, Blackburn. Those interested in a complete lap by lap position analysis should contact Gordon Markham.

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FOR SALE - Fraser-Nash. Good condition. Apply Ray Watson,  
225 The Terrace, Wellington

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REPORT MONTHLY MEETING, Thursday, April 12th. EH.

Which came first, the chicken or the egg? A variation on this theme, provided the first half of the discussion (particularly the cussing) at the Monthly Meeting. The question might have been (and still is) Which comes first, the agent or the entrants? (or if you are a cruel type, the committee or the competitors). Briefly, Rob Bagnall, in the face of overwhelming numerical odds, attempted to justify the action of one minority (the committee) in not providing sufficient scope for a second minority (the competitor - or were there two of them?). Summed up, the verbal volleyball got us nowhere, but might be termed a practice period for the A.G.M. when it is hoped that the prefix 'constructive' may be added to the criticism that is anticipated. Second (and shorter) half was a discussion on the mythical 'elderberry' formula. This discussion was somewhat nebulous, too.

SOUTH CANTERBURY C.C.HILLCLIMB, TIMARU, March 24 HGM.

Pareora zig-zag. Ted Reid (Midget) broke the hill record established last year by Sybil Lupp. RESULTS:- Up to 750cc, R.J.Blackburn (Austin 7) lmin 5.98sec, R.D.Ottley (Austin 7 Midget) 1-23.10, W.J.Cope (Austin 7) 1-31.02. Up to 1100cc, L. Collett (MG) 1-9.05, M. Winter (Singer) 1.9.69. Up to 1500cc, Sybil Lupp (MG TD) 55.07 sec, B.L.Wilkinson (Ford 10 Midget) 59.06, J.R.Hurst (Riley Midget) 1-1.77, W.K.McDonald (MG.TD) 1-2.79. Up to 3000cc, E.F. Reid (Midget) 52.34, F. Shuter (V8 probably) 52.37, D.H.Rutherford (Willys Spl) 57.49. Unlimited, R. Shand (Railton) 55.44, E. Henshaw (Ford V8) 1-2.57, V.R.Blackburn (Buick 8) 1-6.97. Open class, E Reid (Midget) 51.36, F. Shuter 52.11, Sybil Lupp (MG TD) 54.07, H. Rutherford (Willys) 56.77, B.L.Wilkinson (Ford Midget) 58.78, R. Hurst (Riley Midget) 1-1.66. The South Canterbury C.C. also ran "the most outstanding and daring exhibitions of motor car racing seen in the district for many years" on a half mile circuit at Normanby. From a photo it looks like a grass track in a big paddock. We quote from the newspaper report again, "An event which captured the spectators was the Free-for-all in which 14 cars competed, and thrills were frequent as the cars raced at remarkable speeds round slippery bends and along the straights. Stock, racing and midget cars participated in all events".

CORRECTION:

Alan Freeman's best lap time in the Ohakea Sports Car Race was given last month as 1 min 47 sec. It should have been 2 min. Alan's name had been confused with Fordy Farland's.

OTAGO QUARTER MILE SPRINT - DUNEDIN April 7 HGM

20 cars, 28 motorcycles. Rob Shand, in the Railton, broke Sybil Lupp's record to return FTD with 17.02sec. Gordon Haggitt (Triumph) FTD for the motorcycles with 15.14sec. RESULTS:- Up to 750cc, T.G.Anderson (Austin 7) 24.84. Up to 1000cc, Stock, Smith (Standard) 25.34. Open, M.W.Graiger (Singer) 22.91, F. Coster (Singer) 23.37. Up to 1500cc, Stock, Hedges, (MG TA) 22.71. Open, Sybil Lupp (MG TD s/c) 17.27, W.R.Ashton (Indian Spl) 20.16. Up to 3000cc, Stock, Sedgley (Riley) 20.58, Mrs. Sedgley (Riley) 20.90. Open, E. Reid (Midget) 17.65, S. Hepburn (Midget) 18.15. Over 3000cc, Stock, Pallantyne (Studebaker) 20.60. Lemon (Jaguar) 21.56. Open, L. Lester (Failton) 17.03, R. Shand (Railton) 17.22, R. Roycroft (XK Jag) 19.15. Open Class, R. Shand (Railton) 17.02 - .08 sec faster than previous record, Sybil Lupp (s/c MG TD) 17.45, E. Reid (Midget) 18.13.

SPRINT (MANAWATU'S) April 21st E.H.

"Anyone who can't better a hundred-better stay home". That is likely to become a stock phrase up Manawatu way, judging by the times at the M.C.C., flying quarter. On second thoughts, it may not, for the owners of twentyfive varied cars, twenty of which did not do a hundred, all thoroughly enjoyed themselves at this ordinary clubman's event, no programmes, no public, no prize money. And the owners of these cars (no real ricers by the way) came from Hawera, Wanganui, Napier, Dannevirke, Masterton... and Wellington. Centurions were Bob Gibbon's (111.8 m.p.h. Liverton (105) Hamil (102), all in XK's, and Ewen Faulkner (102 from his Ford/Morris/Singer radiator) and Fordy with 100 from his Singer/Buick. Incidentally, Liverton mistook the start of the quarter for the end, and lifted his foot and coasted the distance to record 91.38! A Javelin did 76.27; an A.40 67.16; a Vanguard (Jock Mackintosh's) 79.9; A Vauxhall Velox, 68; a three-port Buick 88; a 2½ Riley, 88; A post war Chev, 80; an A90 (driven by motorcyclist, Sid Jensen) 86.5; the Edhouse special 93.6; Hugo Hollis 81 in his TD, a figure

exceeded by Alan Freeman in the ex-Hollis TC, 83.33; the Hanna TC, 80 in standard form; the Andrews Renault 61.5, .5mph faster than the mushroom-laden Minor of a new NZSCC member, Fraser Savage. Best standing Kilo times were Faulkner, 31.8, Farland 33.25, Edhouse, 34.05, Hamil and Gibbons just under 35 secs each with Hollis, Freeman and the Buick just over 40 secs each, and the A90 a fraction under, as was Orr's A.40.

#### LETTERS TO THE EDITORS.

Note: The letter from Jack Kennedy sent to us already cyclostyle and included as a separate sheet with this Bulletin should have appeared with our March issue but as we were not aware that it was amongst Roland's effects it was not secured until now. This also applies to the Hutt Club's report of their Night Trial. - Eds.

Sir - I was astounded to read in the revised and corrected (?) account of the Centennial Road Race, published in the N.Z.S.C.C. Bulletin, that Mr. Gordon Markham not only disagrees with the official placings, but actually has the affrontery to state that the placings are incorrect. Although we are all used to completely erroneous and "haywire" reports of motor racing in the daily press, it is a shock to find the same type of thing in a publication published "by enthusiasts for enthusiasts". In view of the fact that this account has been circulated throughout New Zealand, I should be pleased if you will correct the impression, conveyed in the account, that the lap scoring was suspect.

My brother and myself, as officials in charge of timekeeping and lapscoreing respectively, have had plenty of experience in this work, including the 1949 and 1950 Wigram races. The two teams were carefully selected from men who are able to keep their heads in an emergency, and our confidence in them was completely justified when they carried on completely unperturbed after the Alfa had crashed a few yards away from the control point. Altogether nine entirely separate and independent records of the race were made by two teams, and these records are available for inspection upon application being made to the Secretary of the Canterbury Car Club. They consist of three charts showing lap times, three lists showing the order in which every car passed the control point on each lap, two charts of laps completed, and one chart of laps completed combined with race order. Accordingly if any discrepancies are noted in one chart there are always two other similar charts to

check on, except for the race order chart, which was checked after the race by calling back what we called the "race sequence" lists. In addition all the charts were crosschecked during the week after the race, the worst error being discovered was the time of the winner, Bob Blackburn, which was 1 hr.55 mins. 3 secs., not 1 hr. 58 mins. 3 secs. which had been given to the Monday newspapers. This error was a typographical one, a poor figure '5' being mistaken for an '8'. Therefore Blackburn made 5th fastest time, displacing Rutherford and Peek, who dropped down to 6th and 7th fastest respectively. Mr. Markham's statements re the placings of Rutherford, Shuter, Sharman and Peek, are completely in error, although he has the grace to say "may have miscalculated" in regard to Rutherford and Shuter.

Also the statement "Everyone forgets about Tucker. So Tucker doesn't get the checkered flag etc." The flag steward, Dave Day, was well up to his job, and that Tucker received the chequered flag is proved by the fact that he pulled in to his pit after the completion of that lap. He was prevented from leaving his car by his pit crew, who were in somewhat of a panic, and who persuaded him to complete another lap. He was then given a second checkered flag, and this caused some people to think that Roycroft had passed Tucker for second place. The results which appeared in Saturday evening papers were not given by me, and accordingly were not official.

As a matter of interest, the following are the fastest lap times recorded by each entrant:- Moore, 2 mins.11 sec. (68.6 m.p.h.) Smith 2-18 (65.1), McLean 2-20 (64.2), Shuter and Logan 2-21 (63.8), Tucker and Roycroft 2-23 (62.9), Tutton 2.32, Wild and Green 2-33, McMillan 2-38, Sharman 2-39, Rutherford 2-40, Peek 2-41, Blackburn 2-46, Roper 2-48, Ransley 2-50. These times are official.

In conclusion, I should like to mention the grand job done by Toby Easterbrook-Smith and Mrs. Easterbrook-Smith, who was keeping a separate chart for Toby's information, with creditable accuracy. Apparently Mr. Markham was out of range of Toby's excellent commentary, which was only once in error with regard to the current position of a car. There is no doubt that as a motor racing announcer Toby has no equal in New Zealand. - Yours, C.W.N.Stanton.

(Before such righteous indignation and irrefutable proof the author stands corrected and sadly reflects how much easier it is to be wrong than right. However, he cannot forbear to mention, rather diffidently in his defence, that (a) he was not alone in having a score of the race that cast doubts upon the results -- both were evidently regrettably in error - and that (b) similar "haywire" reports of other events checked with official pronouncements in all

but one particular, and in that case the pit records of the man concerned agreed with the author's finding rather than with the official one. In the case of the Chch. Road Race the author has no hesitation in apologising for assuming an omniscience which in this instance was evidently not justified. Mr. Stanton is to be congratulated upon his thorough organisation and is excused his rather testy first paragraph. G.M.)

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BY GUESS AND BY GEOFF (NOT FORGETTING TREVOR...)

If you left Ohakea with the feeling that, perhaps, the handicapping was not all it might have been ... if you think you could have made a better job... get out the programme again. Now turn to the big race and take the competitors one by one. All you have to do to be a handicapper is to estimate how long it will take each individual competitor to complete 35 laps of the two-mile course. The programme doesn't tell you much about the capabilities of the respective cars, but as far as Ohakea is concerned, no one else knew anything very certain about them, either. Had the bunch all raced together the previous week over a similar circuit of similar distance, and had no extra tuning been done to the cars between races, you would have something to go on. If you had standing-quarter times for each car, you could, with a brace of slide rules and a ream or so of paper work out their times for 70 miles (and it wouldn't be just a matter of multiplying the standing-quarter time by 280, by the way). If you knew what each engine developed, what each car weighed, its frontal area and a few more technicalities, you might have worked out by three weeks come Piston-ring Friday, how each car should perform. But no, brother, you're starting from 'long way back... right from scratch' and you've the whole field to beat. So on what you know of the cars...of the track, guess their times and write them down in order. That's all you've got to do. That's all the handicappers had to do - except bite their nails till the chequered flag fell. If all the cars cross the line in a photo finish, the handicapping is spot on. (If they don't - and they never have - the handicappers have guessed wrongly). Get the cars' times within a fifth of a second and you'll be doing all right - within a minute and all cars will be in the final lap together. Beyond that? Well you might as well go home. Admittedly, all cars won't run true to form - but you're supposed to anticipate that. It may rain during

the first five laps - but didn't you read the weather report? And your crystal ball should have told you that the No-hope Special would baulk the Hott-Rodd for half a lap near the end and cost him 14 seconds.

Even if the handicapper has conscientiously clicked stop watches during practice he has two shows of being right when it comes to the actual race. Of course, the odd car (sometimes several very odd cars) may disgrace itself by failing to finish, in which case it has no claim against its handicap, but all cars running at the end can rightly complain if they failed to finish within a con-rod's length (short stroke) of the winner. Obviously the handicapper has made a bad guess and done them out of a hundred lovely pounds - the cad. There is a moral to this, dear driver. Regard a handicap event as a glorious game... a nice dice around the track and a lucky dip at the end of it. You can't bank on collecting a place on handicap - you can only hope. You have made an individual bet with the handicapper that you will complete the distance in less time than he said you would. If you do - and none of the other drivers betters his estimated time - the kitty's yours, you lucky person. Don't complain if it doesn't work out that way. The handicappers declared the odds before the race - if they looked too severe, you didn't have to start. On the other hand, a handicap is 'anybody's race' - and that anybody might be you. Looking at the Ohakea results, as far as half the competitors were concerned, it was 'anybody's race'. Five cars were on their final lap together, and of the others, one had withdrawn, one had shown itself to be slower than an identical car placed well up, two had made pit stops, and one had made excuses (for not going like a bomb). If the handicappers had done any better than that, they'd be tempted to give up motor cars and start picking winners for Trentham - or maybe try their hands at England's fabulous football pools - they couldn't be any harder than handicapping at Ohakea. - Eric Honey.

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PROPOSALS:

Many a man has got into hot water through a proposal, but the Editors being hardy types they are rash enough to put forward the following proposals, suggestions or what have you for discussion at the AGM, at a monthly meeting, or for consideration by the Committee. PATRON AND/OR PRESIDENT: The Club sadly lacks a person of influence and standing in the community to look after its interests.

LIFE MEMBERS: One manner of augmenting the club finances NOW has been suggested. It is: Life membership should be offered at, say £10. If only ten people came forward this would give the committee £100 which might be used to run a major event (a beach race?) with a view to making money. This is, in effect, borrowing a few pounds a year from future committees, but with enterprise, this should more than be repaid.

SERVICE SECTION: There is room for someone to look after the welcoming and billeting of visitors, both to local events and en-route to and from the South Island; also to make group bookings for club-members going to Wigram etc.

CLUB PADDOCK: Timaru held a most successful meeting with stock, sports and midget cars in a big paddock marked off into a half mile course. Surely something similar is not beyond us.

CLUB EQUIPMENT: It should be someone's definite responsibility to see that our timing and P.A. equipment in particular is kept in first class order and constantly improved. It is hardly fair to leave it to people who are also competitors.

CLUBHOUSE: Why not? We want somewhere we can decorate walls with pictures of specials and other important things. Pictures of Queen Victoria are all very well and arm chairs are wonderful and we, the Editors, fully realise the Club is most fortunate to be so comfortable... but give us an old hen house crammed to bursting point with enthusiasm. Or are we just eccentrics?

ENTHUSIASM: We need to foster an 'enthusiasts' outlook. Anything, anywhere, anytime as long as its to do with cars. Lets forget the public for a time (they're quite happy to forget us), let's forget the big, world shattering event that's going to set New Zealand by the ears. Let's find a paddock somewhere and have some fun. At the same time we can be looking round for that ideal venue where the public will pay good money to see something worth while.

NEW MEMBERS: We really must take this introduction of new members more seriously so that they can be made more at home at our monthly meetings.

CLUB BLAZERS: You've got to wear something when you attend ours and other people's events. Would you be interested in a club blazer which would immediately identify you as being 'on the inside' of motor sport wherever you went?

POST OFFICE BOX: The P.O. is installing new post office boxes, and while there are some available, the annual rental (about £2) might save a lot of inconvenience by giving the club a permanent address, no matter how often the committee changed.

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WELLINGTON CAR CLUB  
(Formerly N.Z. Sports Car Club Inc.)

BULLETIN

JUNE 1951

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EDITORIAL -- THE KING IS DEAD

In ye olden dayes, when a king died or was liquidated by interested parties, a courier mounted what was then the equivalent of a J2 Allard and dashed frantically hither and yon crying, "The King is dead. Long live the King!" If such a highly exciting method of carrying the news were possible in these days of the omnipresent printing press we should today see the spectacle of a Club emissary ranging the countryside in a Morris 8 Saloon crying, "The NZSCC is dead. Long live the WCC," and the populace would rejoice. True, a few might mistake WCC for Wellington City Council and write letters to the papers deploring what they imagined was the latest evidence of unscrupulous Tory machinations. And the more ribald might make reference to water closets. But by and large, the populace would rejoice. In the Club itself, at least six of the early membership would survey with heavy hearts what they no doubt would consider was the sale of the Club's birthright for a mess of money and flash badges and would murmur that instead of the aforementioned emissary going around crying, "The NZSCC is dead," he should go around crying. Period. That be as it may, the deed is now done. By an overwhelming majority of 36 votes to 5 at the AGM the Club changed its name from the N.Z. Sports Car Club Inc. to the Wellington Car Club and, by inference at least, threw overboard the membership qualifications of the founders for a broader interest in general motoring matters. This may be the turning point in the club's fortunes. I hope so. But as one speaker at the AGM pointed out, a change of name is no panacea. Whether as the NZSCC or as the WCC, the Club can only go from strength to strength on the enthusiasm and support of the members who compose it. The voting was overwhelming for a change of name. Let's make it overwhelming, also, for whatever the new Committee cooks up. It would be a nice change to embarrass a Committee by more entries than they bargained for. --HGM.

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STOP PRESS: International Trophy Race at Silverston was abandoned after six of 35 laps had been completed. Reason: Rail! Reg Parnell was leading at the time. (This sort of thing would suit George Smith).

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CLUB CAPTAIN'S NOTES

EVENTS AND MONTHLY MEETING: Elsewhere in this issue of the Bulletin you will find a proposed programme of events for the 1951/52 season. If any member has any idea for improving this programme or the Monthly meetings, please let me know. The Committee hopes to see all members taking an active interest in the club.

MEMBERSHIP & SUBSCRIPTIONS: All subs not yet paid are now overdue. Please send them in as soon as possible. I should like every member to try and bring into the club at least one new member during the year.

LIFE MEMBERS: This class of membership costs £10. We have few names so far. A life members fund will be established and maintained intact as a reserve to finance events. The fund will be reimbursed and handed on from year to year and should help the club enormously.

CLUB BADGES: These are not yet available and the price will depend on the cost of obtaining further supplies. Members will be advised as soon as possible and orders will be taken. The club will only be able to order the manufacture of badges against pre-paid orders as finance will not permit carrying a stock of expensive car badges. More details later.

NORTH ISLAND RALLY - LABOUR WEEKEND: This rally will be an annual event and is to be run again this year by the Manawatu Car Club. All members are asked to give consideration to this event. It is one of the most interesting in the calendar and I should like to see Wellington well represented this year. Full details as soon as possible. There is a trophy for the best performance by a Wellington starter.

OVERSEAS REPRESENTATIVE:

Trevor Wickham is about to take up residence in Britain. He has hopes of being allowed to peer under numerous very special bonnets, and should any club members be contemplating importing potent machinery from Britain, Trevor will be only too pleased to give said automobiles the 'once over' and supply an independent report. Trevor's address will be:

C/- Barclay's Bank,  
29 Gracechurch Street,  
LONDON, E.C.3.

(When the editor phoned Trevor to ask if he'd like to supply an English series 'Cars I have looked under', he could only mutter 000- --- sounds about a recent excursion in Bob Gibbons' XK.)

N.I. HILL CLIMB CHAMPIONSHIP SEAFIELD ROAD - NAPIER:

George Smith stuck his massive neck out once again, and for the umpteenth time this season, had it draped with a Championship Ribbon, this time for the North Island Hill Climb. George proved in the Smith manner, that a very ordinary looking every-day roadster can win a hill climb championship. What was not so evident to the casual observer was the fact that beneath that innocent exterior of the Ford B4 roadster, there lurked the GCS flat head V8 motor! George's best time was 1.5.35. This figure did not go unchallenged, as Alan Freeman (1.51.64) was hot on his tail, as was a hare, pursued by a dog at one stage. (The hare ran out of road on a corner, otherwise looked like passing George). Fordy Farland, 1.54.1, and Hugo Hollis (1.55.67) were the only others to break two minutes, but the motorcycles....

Highlight of the day was the performance (or more correctly exhibition) by Reg McKinnie on a special J.A.P. His take-offs (literally) created a problem for the holder of the hockey stick, but eventually he tripped the timing and became airborne for several yards, landed askew, and hurtled into the first corner. 1½ minutes later he crossed the finishing line - a new motorcycle hill record of 1.30.4! Whow!

NORTH ISLAND BEACH CHAMPIONSHIP -- Muriwai, 14th April - HGM

According to some reports this was somewhat of a fiasco and we understand that the organisation and particularly the spectator control was not all it might have been. George Smith, in the Gee Cee Ess V8, had no trouble in annexing the Championship. The time for the 50 miles was 44min.5.4sec. There were only four competitors. L. Powell in the "hotrod" V8 was the first to retire, during the fifth lap. John McMillan ran his Special through the incoming tide and was forced to withdraw in the next lap after completing something over 30 laps. Fred Zambuka hung to Smith's tail (although we understand that George had plenty up his sleeve) until the last lap when he ran out of petrol. So George finished in solitary glory to add yet another win to his impressive total for the season. In the handicap events Alan Freeman in the MG TC had two seconds, George Smith beating him by only a tyre tread or so in one of them.

WHERE'S MIKE?

The secretary's address is

8 Howard Street, Wellington, S.1.

WHO'S WHO ON THE COMMITTEE....

CLUB DIRECTORY.

<u>Club Captain</u>	<u>Vice-Captain</u>	<u>Secretary</u>	<u>Treasurer</u>
HUGO HOLLIS	JOHN McMILLAN	MICHAEL POYNTON	DAVE MORRISH

Committee: G. Easterbrook-Smith, F. Savage, R. Arthurs, C. Reid, J. Berkett, H. Cooke, W. Hardyment, E. Honey.

HUGO HOLLIS must be known even to the newest club member. Hugo's MG T/C has kept his mantlepiece laden with silverware in the past, and he has hopes that with a little breathing thereon, the TD will maintain the Hollis tradition. Once again, Hugo has won the H. Trophy awarded to the club member gaining most points over all events for the season. (On nomination, Hugo made it clear that, while he was willing to do all he could in his own time, he could not attend to club business during working hours. His phone number at home is: 43-673.)

JOHN McMILLAN: is very much a competitor on a National scale. His off-white Delage and very special 'special' are well known from Murawai to Oreti, not forgetting Otaki, where he was going nicely till his rear axle parted. The McMillan home is a noted venue for after-event gatherings.

MIKE POYNTON is an admirer of the marque Hotchkiss, and his red car not only moves at a considerable speed, but also has a cavernous boot for carrying ropes, flags and what-have-yous. This is Mike's first job on the committee, but he has a fund of experience from secretaryship on other sporting bodies.

DAVE MORRISH: You must have met Dave - otherwise you haven't paid your sub. He'll greet you with a big grin and a receipt book. He was treasurer last year, and also filled the position of Club Captain following the resignation of Jack Kennedy.

GEOFF EASTERBROOK-SMITH and Sunbeams go together like Whiskey and Soda. (The Sunbeam part of the combine doesn't always go, but there's no uncertainty about Geoff.)

FRASER SAVAGE is a new club member, and a very keen one with quite a few clues. You'll know him by his plum and cream, two tone Minor. Incidentally, Fraser is a fireman in his spare moments - shades of Proctor!

JIM BERKETT owns a very nice Fiat 1100. If anything annoys you on the night trial this year, you know who to look for.

HARVEY COOKE is not new to the committee. He's had a lot to do with organising club nights, and has done his fair share of marshalling, too.

BOB ARTHURS is probably better known to Hutt members. Mr. Austin supplied the original bits for Bob's car, though it is doubtful if they would be recognised as such.

COLLIN REID has had a lot of experience as a marshall, and it is to be hoped that we'll see him in competition with his J2 M.G., in the near future.

BILL HARDYMENT, is another committeeman, Nuffield powered. You'll see him in a Morris 12.

ERIC HONEY must be the most experienced passenger in the club. He started this career as navigator to Morrie Proctor one wet night, and in recent years has worn the leather shiny on the off-side seat of the Hollis M.G.'s.

PROPOSED CALENDAR OF EVENTS:

1951/52.

Much thought has gone into the drawing up of the following programme. Copies of this have been sent to adjacent clubs, and if our events conflict with their's, slight alterations may be necessary. Generally speaking, the events will be held on the weekend following the monthly meeting, and the committee will meet on the Tuesday after.

JULY 17: Gymkana (To be organised by Mike Poynton)

July 15: Full day trial (Organiser: Eric Honey)

August 11th. Half-day sporting trial. (Hugo Hollis in charge)

September 15th. 100-mile night trial (Jim Birkett officiating.)

October 6th. Club Hill Climb

October 20-22nd. North Island Rally (to be organised by Manawatu C.C.)

November 10th. Annual Sprint. (Venue to be decided later)

December 16th. Combined picnic and Gymkana with Manawatu.

January 26th or 27th. Treasure Hunt and picnic tea.  
 February 16th. Hill Climb.  
 March - Hill Climb or circuit racing.  
 April Beach Race (N.Z. Championship if possible)  
 May To be decided later.

This is a tentative programme and the committee would welcome comments criticism (constructive) and suggestions.

A DAY AT THE BEACH...

OTAKI BEACH MEETING

Otaki was a nice half-way point to meet the Manawatu Club, and the Palmerston North contingent provided keen competition for the Wellington boys. The beach was in excellent condition; though it provides greater length than Waikanae, it is doubtful if it offers better racing as constant pounding made it very wet. (Letters to editor please!)

This year the club tried out a series of shorter races in place of the 50-mile event with curtain raisers. This worked very well, and there would probably have been time for a fifth race.

1/2-MILE SPRINT. This was run in two heats and cars were individually clocked. Of the 'big' stuff, John McMillan was fastest with a time of 28 seconds. Ewen Faulkner would have been closer at the end of the sprint if he hadn't left the starting line in reverse! However, he bridged the gap between himself and D. Edhouse in the E.J.Spcl, and was a good second to John. Of the 'small' (or rather, slower) heat Mike Poynton was just ahead of Roy Cowan (Hotchkiss and Sunbeam respectively). Ollie Cottrell didn't manage to leave the line, and a minor trouble developed into a major one, and Ollie, who would have spent a lot of the winter bodybuilding, will have to inspect the Ansaldo's abdomen first.

5-MILE SCRATCH RACE: John McMillan led all the way from Ewen Faulkner, and Jones (E.J.Spcl) to cover the distance in 5.51.0. (This was the biggest field of the day, and 10 cars started) Meanwhile the handicappers were muttering darkly and soon the cars lined up for the

10-MILE HANDICAP: Apparently the handicappers had their ears to the

ground and not to the exhaust notes in the 5-mile race, and did not notice that Alan Freeman's car was missing. Alan therefore started in front of Phil Fowler's Vauxhall, and was still further in front at the end of the race. Alan had apparently rectified his loose plug lead, and the handicappers rectified his race lead with a stiffer handicap in the final race. Of 8 starters, Hipkins, Jones and Poynton retired, leaving Alan the winner, Ewen Faulkner second and Phil Fowler third. Alan's time was 13 mins. Handicaps were : Freeman 2.20 secs., Faulkner 5 secs., Fowler 1.45.

15-MILE HANDICAP: Hipkin's tender (M.G.1 1/4 litre) had meanwhile gone back to the last oasis for water and the Jeep/Singer Hipkins Special was once more ready to spider its way rapidly round the course. The E.J.Special had distorted its chassis on a bend to such an extent that the fan ploughed through the radiator, but six cars lined up for the starters flag. Alan Freeman, this time half a minute behind Phil Fowler rapidly made up the distance having passed Campbell's V.8 on the first lap. At the tail of the field John McMillan and Ewen Faulkner dived happy as sandboys, Ewen ahead till he stalled on a corner. John went ahead and was going nicely thank you when the solid axle developed a differential effect, and made itself into a swinging axle systems of suspension (or lack of it). Ewen later cooked a plug, and Campbell retired, the finishers being Freeman, Fowler and Hipkins, whose car had no difficulty in lasting the distance. Alan's time was 19 mins.

Though the access to the beach is not the best, it does not provide the Waikanae spectacle of a sand hill climb at the end.

THREE'S COMPANY.....

M.G.'s at MANAWATU.

The Wellington Car Club had three representatives at the Manawatu Car Clubs trial on Sunday, May 27th, and all M.G.'s. Hugo Hollis and Alan Freeman were joined on this occasion by a new club member, B. Robinson, in a cream TD. This was Robinson's first time out in a club event, and he did very well to come in 12th in a field of 19. Harvey Cooke was navigator. The higher mathematics of Hollis and Honey seem justified now that the results are out, as Hugo lost only 2 points on the timed sections and 14 in the whole trial to make him winner of the Bassett Cup. Alan Freeman, navigated by Ken Tubman (who can now claim 'international' trials experience) came in 8th. Quite a good trial, and it is rumoured that in future, 18 people at least will always obey compulsory Stop signs at railway crossings.

At a glance .....

WHAT

HAPPENED

AT

THE

A. G. M.....

Chairman: Dave Morrish.

41 Present (best attendance for years)

Held at Victoria League Rooms

May 10th 1951.

Motions:

Lengthy motion proposing reorganisation of club officials, committee, etc.

Considerable discussion...comparisons made with committees: Manawatu and Canterbury Car Clubs.... motion lost.

That minutes be taken of such portions of each monthly meeting as deals with official business and that minutes of any committee meetings since past monthly meeting be read at each monthly meeting.

Wholehearted support for this.... keeps club members in the 'know' .... stimulates interest in club affairs.

That club awards be presented at first available monthly meeting or other suitable public occasion after the event in which the award have been won, and that all trophies (where practicable) be on display at the A.G.M. each year.

This would mean that each winner would hold his trophy for full year.... prize had not yet been presented for last year's beach race, and another race would be held before prizegiving... motion carried.

That a form of certificate be adopted as the standard form of award without prejudicing the right of any member winning a challenge trophy to require a miniature to be presented in addition.

Considerable discussion... motion which previously included proviso that cost of miniature be deducted from prize money, carried as shown here.

That club offer Life membership as an alternative to year-by-year membership. Subscription £10.

Ten life members at £10 would give the club £100 capital with which to finance major events. Money to be regarded as 'loan' from future committees' and to be kept intact. Carried.

That the club offer an honorary life membership to Trevor Wickham.

Trevor is about to leave for England and this would be recognition in part for the sterling work he has done for the club and motorsport in the past. Carried.

That in view of the number of territorial clubs in existence, and that the fact that of a membership of 95, 78 members of the N.Z.S.C.C. live in the Wellington area, this club change its name to the Wellington Car Club.

Proposers felt that this would solicit more local support from trade and public. Name would describe club better...defunct Wgton. Car Club's assets available.. word 'sports' to be dropped from name.

Strong opposition from some older members, on grounds of tradition ...prestige...letter of objection from Auckland member read. Secret ballot. For 36. Against 5. Informal 1 (Absent member.)

That a subcommittee be appointed to review and rewrite where necessary, the club rules

Carried

Club to apply for beach championship event.

Carried

Club to investigate new system of classification better suited to cars competing in New Zealand events.

Carried

Election of officers.

See page 4.

The trial also showed that French cars have a natural aptitude for climbing hills backwards. Phil Andrews Renault being only 1/5th second slower in this test than Ewen Faulkner's Special, R. Butt's Citroen made the most of it's unorthodox construction also.

LETTERS TO THE EDITOR:

Dear Sir (ELDERBERRY FORMULA")

Your suggestion for a sports car racing formula is very good. I offer the following drawn from the 750 Club. (1) The car must be driven to the meeting under its own power. (2) the bodywork must be not less than 32 inches wide inside the cockpit. (3) The following parts must be from the standard Ford 10 h.p. engine. Cylinder block, crank shaft camshaft, cam followers, valves, and guides. Con rods and pistons. Clutch and gear box. (4) The motor must have a stroke of 92.5 m.m. and a bore of not over 63.5 m.m. + .050" Overhead valves and superchargers are barred. (5) The car must carry full electrical equipment, including, starter, starter battery, and dynamo, headlights and tail light. There must be at least one aero-screen of effective size. Hoods need not be carried, or spare wheels. (6) The car will use only fuel supplied by the organizers. i.e. pump petrol. 68 to 71 octane. (7) The organizers, reserve the right at all times to reject any car, which it considers represents an attempt to defeat the spirit of these regulations even though it complies with the letter of them. (8) Wheel base. 7'6" to 8'6". Track 3'6" to 4'3" Weight not less than 10 cwt. (9) The car must be registered and have warrant of fitness. The above are a guide, devised for the benefit of the amateur constructor and tuner with very limited resources. The engine MUST be Ford 10 h.p. It should be clearly understood, that this suggestion is to be an additional class to any, and all existing classes, and is not an attempt to limit all sports-car racing to Ford 10 engined cars.

A.C. Atkinson.

LIKE OLD TIMES -

JUDGEFORD HILL CLIMB:

"This is how I like my motor-sport" commented a competitor of long experience, as he quaffed a cup of billy tea before the start of the Judgeford Hill Climb. Perhaps it brought back nostalgic memories of the very first Judgeford, but to newer members it was not without appeal - a chance to compete in an event noticeably free from red tape. (a telephone from the top of the hill would not have detracted from the informal nature of the event, and would have saved considerable time when one driver was lost shortly after leaving the start.)

The hill has lost nothing of its charm, and was full of interest for both spectators and drivers at certain points. In the first run, Alan Freeman (T.C.) and O. Jones (E-J SPECIAL) were fastest with 1.37.2 each, with Hugo Hollis clocking a neat 1.40.

Of the vintage machinery (great chunks of it in the shape of two Ansaldo specials, the McMillan Delage, the Poynton Hotchkiss, and the inevitable Easterbrook-Smith Special) Geoff Easterbrook-Smith was the fastest, 1.46.3. Toby's time was 1.55, and this was unfortunately his only run, as the Sunbeam began smoking thereafter, and where there's smoke..... there was a piston.

Alan Freeman improved consistently, and both Edhouse and Jones, though hardly consistent, improved even more so, Jones clocking 1.34.0, 3/10th faster than Alan's best time and a new hill record. Nice work!

Here's the post mortem:

- O. Jones (E.J. Special) 1.37.2, 1.34.0..ETD.
- A. Freeman. (M.G. T/C) 1.32.2....1.37.0. 1.35.3.
- H. Hollis (M.G. T/D) 1.40.0, 1.38.2, 1.38.
- G. Easterbrook-Smith (Sunbeam Special) 1.46.3, 1.47.1.; Toby Easterbrook-Smith 1.55; P. Porteous, (Morris Oxford) 2.2.3, 1.56.3, 1.55.4.; K. Garbutt (Ansaldo) 1.58.3, 1.56.1.; 1.57.2; O. Cottrell (Ansaldo Spcl) 1.56.3, 1.50.1, 1.53.3, 1.54.3, R. Watson (Frazer-Nash/Jeep) 1.46.2, 1.45, 1.44.3, 1.40; J. McMillan (McMillan Spcl - too low for the type of road) 1.52.4, 1.50.3; (Billie McMillan (Delage) 2.48.3, 2.26, 2.26.2; M. Campbell (Ford V8) 1.53.1.; D. Edhouse (E.J. Special) 1.47.1, 1.41.2; O. Jones (same car) 1.37.2; 1.34.0; M. Poynton (Hotchkiss) 2.2.1, 2.0.0., 1.58.2; 1.55.

EXPERIMENT IN HILLCLIMB MARKING -- HGM.

At the Judgeford Hillclimb on May 5th a new system of marking was tried out. An observer was stationed at the Hairpin. He timed competitors through an observed section and noted how they drove. These observations were later charted, using the following system of points:- TIME - Maximum 10 points, losing one mark for every half second or more slower than fastest for that run. HANDLING - Good line, 5 points, Steadiness, 5 points, Gearchanging and General Control of the Situation, 5 points. It was noticeable that some competitors were remarkably consistent while others varied considerably from run to run. However, as the best run would be the one to count, one good run only would be

necessary to put a competitor high up on the list. Here is how the competitors fared on each run, in the order they appeared up the hill. Points are in the sequence set out above, with comments from the observer's notes.

G. Easterbrook-Smith, 1st run, 9,5,4,5=23. Neat, good line. 2nd run, 8,4,4,5=21. Neat, motor missing.

T. Easterbrook-Smith. 1st run, 2,5,4,0=11. Muffed gearchange, almost stalled.

A. Freeman. 1st run, 10,5,5,5=25. Neat and fast. 2nd run, 10,4,3,5=22. Needed plenty of road but well controlled. 3rd run, 10,5,3,5=23. Series of power slides. 4th run, 10,5,4,5,=24. Good line, sliding but under control.

J. McMillan. 1st run, 10,5,3,5=23. Neat, fast, good line, power slide.

J. McMillan. (Delage) 1st run, 7,5,4,5=21. Good line, powerslide up straight.

H. Hollis. 1st run, 9,5,5,5=24. Neatest of lot. Excellent line. 2nd run, 10,5,5,5=25. Bang on, best exhibition of day. 3rd run, 10,5,5,5=25. Excellent again.

R. Watson. 1st run, 8,5,4,3=20. Appeared in too high a gear. Slow out of bend. Good line. 2nd run, 8,5,4,5=22. Almost as neat a line as Hollis. 3rd run, 8,5,3,5=21. Series of hops, but good line. 4th run, 9,5,3,5=22. Line good but car "hopping".

O. Cottrell. 1st run, 5,5,5,3=18. Good line but changed gear in middle of bend and almost stopped. 2nd run, 7,4,4,5=20. Reasonable line but somewhat ragged. 3rd run, 6,5,5,2=18. Fairly wide out, changed in middle of bend, almost stopped. 4th run, 5,5,5,5=20. Rather wide out but otherwise excellent.

P. Porteous. 1st run. 4,5,5,5=19. Neat and good. 2nd run, 5,5,5,5=20. Very neat again. 3rd. run, 5,5,5,5=20. Wide approach but otherwise excellent.

K. GARBUTT: 1st run, 5,2,3,4=14. Not sure of approach, oversteered bend. 2nd run, 7,5,4,5=21. Excellent line this time. 3rd run, 6,0,3,5=14. Oversteered again into side of bend.

Billie McMillan. 1st run, 0,3,4,5=12. Not quite sure of it, two bites to get round. 2nd run, 3,5,5,4=17. steady and good line. 3rd run, 1,2,4,5= 12. Wide out of bend, almost out of road.

D. Edhouse. 1st run, 8,0,2,5=15. Acute oversteer, shot up bank on inside of bend. 2nd run, 10,5,4,5=24. Nice line but slid out of bend.

O. Jones. 1st run. 10,4,1,5=20. Series of violent swerves. 2nd run, 10,5,4,5=24. Approached extremely fast but managed to take good line.

M. Campbell. 1st run, 6,3,4,3=16. Reasonably good line but changed gear in bend.

M. Poynton. 1st run, 4,4,3,3=14. Changed in centre of bend. 2nd run, 2,0,3,0=5. Muffed change, mounted bank on inside of bend. 3rd run, 8,5,4,5=22. Excellent line this time. 4th run, 7,3,5,5=20. Rather wide.

The above points were an experiment only and were not taken into consideration in deciding the placings. The climb was decided on overall time only, as in the past. However, in the opinion of the observer, the experiment was most successful and several competitors showed considerable interest in it. Some thought enough of it to suggest that a series of observers covering several sections of the Hill would be desirable and would place a premium on good driving as well as straight out speed.

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WAIREKIKI HILLCLIMB RECORD BROKEN. -- Southland April 21st -- HGM.

This was the last speed event of the season for Southland. E. Reid of Dunedin, driving his Midget, lopped one-fifth of a second off Sybil Lupp's record to clock 48 2-5sec. To quote, "Reid provided plenty of thrills as he roared along the straights at speeds of nearly 80mph and negotiated the corners in controlled power slides." Sybil Lupp had her MG TD stripped and it "was in a semi-tuned state"; she recorded 52 2-5sec.

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TARUFFI'S TORPEDO CLIPS GOLDIE GARDNER'S MG-JAGUAR RECORDS --HGM.

Quote from Reuter Correspondent in Rome: "Dare-devil Italian racing driver, Piero Taruffi, streaking down the main highroad between Rome and Naples, claimed two world records from British Lieut-Colonel Goldie Gardner, who gained the Flying Kilo and Flying Mile titles for 1500-2000cc cars in a Jaguar special at Ostend in September 1948. The Italian's times (subject to approval) were the following --with Gardener's records in brackets --Flying Kilo 12.06sec at 298.507kph (12.655sec at 284.47kph) and Flying Mile 19.94sec at 290.552kph (20.73sec at 279.48kph). Taruffi's 1730cc car with compressor has a 270hp Maserati engine. The quietly mannered speed ace piloted the twin-fuselaged "Italcorsa" of his own design--half car, half aeroplane-- at 313kph (195mph) along a narrow highway. He faced certain death if his nerve flickered for a fraction of a second as he hurtled, almost flying, down a ribbon of road little over three metres (10ft.)

wide and flanked by trees, white side-stones and an irrigation canal. His hands had no comforting steering wheel to grip, but two "tillers" controlling the aerial tail-fins on each fuselage. "End of quote. Because of a timing breakdown on the first attempt, when he seemed to be travelling faster than on subsequent runs, Taruffi failed to realise his ambition to put the Class E record to 300kph. Afterwards he expressed great satisfaction with the machine's debut in wind conditions much worse than those usually accepted by would-be recordbreakers.

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EXHAUST NOTES

by MEG. A. PHONE

The uproar of 'unlimited' glasses raised in farewell to our Australian guests had scarce died away one recent night ere the morning paper was on the streets announcing the suspension of the Australian-New Zealand steamer service... post (very much) entry at Otaki was the Hipkins special, a Jeep/Singer conglomeration that invited scornful looks. However, eyebrows moved in another direction when this very Shelseyish special was timed on the course. After all, not everyone can build a fairly rapid special that will last a full fifteen miles on its first time out. (Hip-Hip-Hipkins!) ... The Hollis TD has collected a long line of second places in local and not-so-local events; first place in each case has been taken by his TC in the hands of Alan Freeman.... Ollie Cottrell has appeared in yet another 'birdcage'. His Ansaldo special's bodywork looks like being held up while he attends to ominous noises that came from the engine-room at Otaki.... Tom Sulman has returned to Australia by air... and Trevor Wickham has almost had to buy an aeroplane to get his family (and dog) to Sydney to join the ? for England.

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ON THE SOCIAL SIDE....

Mention was made at the A.G.M. of the contribution to club life made by the McMillan's. The McMillan's have, on many occasions, ladled out a very welcome sort of hospitality, following club events and all who have parked their cars on the seafront, and joined a merry throng within, will endorse the vote of thanks carried at the A.G.M.

On the Social Side (Contd.)

Morris-minored Fraser Savage, a new member now on the committee feels that the social side is his cup of tea, and has volunteered to see that the necessary tea and biscuits will be provided each club night. He's quite willing to be helped with the washing up.

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ENTHUSIAST!

According to a rumour current in Washington, U.S.A., recently, a certain Mr. Davies (who had married into the Post Toasties millions) had bought a fleet of 7 new Cadillacs for family use. When asked to confirm this he said. 'I bought four small cars to conserve gasoline. Mine is a Chrysler or Cadillac, I'm not sure which. I daresay there were several Cadillacs bought - new cars conserve gas, actually. We purchased four or five small cars, I'm not sure which, but not just for ourselves. We have a large staff.' Just how many cars did he own altogether? Mr. Davies replied impatiently that he didn't know... he'd have to ask his bookkeeper.

DEFINITION.

A bolt is a thing like a stick of hard metal, such as iron, with a square bunch on one end and a lot of scratches going round and round the other end. A nut is similar to the bolt only just the opposite, being a hole in a little square of iron sawed off short with rings also round the inside of the hole.

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INVITATION:

The Hutt Club invites Wellington Car Club members to join in a treasure hunt on Sunday, June 10th.  
 Assembly point: Behind Hutt Post Office; Time 1.30 p.m.

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COMING EVENTS

SATURDAY JUNE 9th. Manawatu Car Club. Night Trial.

THURSDAY, JUNE 14th: W.C.C. Club Night, Victoria League Rooms, 7.30.  
Annual presentation of trophies - Film show by  
courtesy of 'B.P.' (This comprises films not shown to the club  
before and may include Dunlop TT film - we hope).

SUNDAY, JUNE 17th - Something for everyone! A Gymkana on  
Mr. Dickinson's property at Judgeford. Meet  
at Pahautanui Bridge ( Bailly Bridge) at 1.30 p.m. Entry 2/6 p  
car, plus 6d per head for refreshments (tea, milk and sugar?).  
Mike Poynton is organising this event.

TUESDAY - JUNE 19th. Committee meeting at Hugo Hollis's.

SUNDAY JUNE 24th: M.C.C.  $\frac{1}{2}$ -day trial.

SATURDAY JULY 7th: M.C.C. Birthday party and prizegiving.

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The Pat Hoare equippe is for sale. This comprises the very potent Vauxhall-engined R.A. (II or was it III?) No details are available at the moment, but the secretary can probably put you on to Pat if you aspire to driving a really classy little car.

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BULLETIN EDITOR: It is with regret that we announce that due to pressure of work Gordon Markham has relinquished his position as (Co) Editor of the Bulletin. The monthly, cyclostyled Bulletin was the 'baby' of Gordon and Roly Clapperton, and has been voted one of the best things that came out of the past year. The Editor's 'chair' has now been taken over by Eric Honey who assisted Gordon in the last few months. It is perhaps unfortunate that the Bulletin is now no longer an 'independent' organ, as Eric is on the committee. In future, much of the criticism of club affairs that originated in the editorial office will have to come from contributors - and whether you are 'for' or 'against; don't mutter in your beard ....

WRITE FOR THE BULLETIN



EDITORIAL - - CHANGE OF HEART

It is rather doubtful if members read these editorials these days, for over the past months they have developed into pop talks, and members have probably considered that the blurb on the front is merely a sort of dust jacket to protect more worthwhile material within. However, on this occasion your editor takes up a generous pen and writes in different strain. Even the most optimistic organiser would not expect members to turn out to a gymkana on a day when the hardiest enthusiast would much rather read his 'Autocars' by the fire-side. Perhaps that week's 'Autocar' hadn't arrived, for rain, and mud notwithstanding eleven cars turned up at the muster point for the gymkana on June 17th. Even the site of the gymkana was under water in places, and the organisers hurriedly looked for fresh fields and pastures drier, and led a muddy convoy up the Moonshine Road, then off to a very remote place indeed. Here an impromptu trial-cum-gymkana was held. Only true enthusiasts could have enjoyed themselves pottering about in mud, sheltering from showers, drying out waterlogged ignition systems, and credit must go to the stout hearted bods (and their wives and children) who turned what might have been a fiasco into a very enjoyable afternoon. Any sheer-speed fans who have forgotten what the 'enthusiast's outlook' is like, would really have learned something that Sunday afternoon.

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DEPARTMENT OF UTTER CONFUSION: Reading last month's bulletin was something like a trials course in your own home. (But if you'd followed the numbered pages you'd have got there eventually). Sorry about the misprints - it was rain, not rails that spoiled the Silverstone Meeting.

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CLUB CAPTAIN'S NOTES

CLUB CHANGE OF NAME: This has been approved by the Registrar of Incorporated Societies, and the necessary formalities are now being completed.

SUBSCRIPTIONS: This is the last month to pay subs for the current year. Members who do not do so will be notified and no further club bulletins and club privileges will be available to them until subs are paid.

stripping gave him a better power/weight ratio and superior acceleration, though he did this without permission from the scrutineers and should have been disqualified. (The editor declines to take (back) sides on this issue, but would remind Mike that, he ripped the seat from the same pants on a night trial in the Hotchkiss a few years back). Pete Mackley, a newcomer to the club, driving the Robison TD made best time in this test..

Afternoon tea followed, made under a cow cover, that is part of the Cow-an Sunbeam equippe. Hugo was noticed drinking his tea, cap in hand (the cap in this case was from his distributor, which was not as dry as he would have liked it.) Malcolm Campbell was busy meanwhile with a tyre pump endeavouring to dry out his ignition system - which he failed to do and had to be towed home.

Final test was a Start, stop, reverse, stop, start on the corner after which the cars proceeded home to the fireside. (This must have been the McMillan's intention as they had added ballast to the Delage in the shape of some logs). Hugo and Brian Robison did well to tie in the final test, but they had to concede first place to Alan Freeman in the TC.

#### RESULTS:

	FORD	SACK RACE	START-STOP	TOTAL
H. Ross (Prefect)	19 sec 12 secs.	36 secs.	31 secs.	98
B. Robison (TD)	22½ 14	42½	30	109
A. Freeman (TC)	17 15	54	28	114

Note: The course for the return through the ford was shorter.  
Total points are total of seconds for three tests:

Other times were: E. Honey (Austin 12) 28.2, 29.8, 38.5, 39;  
R. Cowan (Sunbeam) 22, 14.2, 40, 33.8; Billy McMillan (Delage) -, 20, 57, 65; John McMillan (Delage) 19.8, -, 54.8, 37.5 (John drove the car through the ford one way, and Billy on the return); B. Gibbs (Austin 10) 27.6, -, 42.5, 34; H. Hollis (MG T/D) 19, 15.2, 52, 30. Retired; Malcolm Campbell (Magnetite), Roy Smith (Austin 7) Fraser Savage (M/Minor). Peter Mackley drove the Robison TD in the sack race only and made fastest time in that test - 31 secs.

Ross is a newcomer to the club, and this was his first time out. He certainly proved that it is possible to win an event against all comers with a very ordinary Ford ten - and if anyone wants to know how, they should have seen him go ... that Ford through the Ford. ... (First crossing 1st equal with Hugo Hollis, and on the return two secs.

better than anyone else.)

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#### PAEKAKARIKI HILL:

The following is taken from the ANZCC News-letter No. 14, and comprises extracts of a report of a meeting with the Transport Department.

Following the meeting of February 24th last, the club received a letter from the District Engineer of the Main Highways Board intimating that the hill was considered to be of "unsuitable alignment for high speed trials" and that no permission could be granted for future meetings there. The club arranged to meet senior officers of the Transport Department to discuss this matter. Mr. Hollis and Mr. Bagnall, Wellington Car Club, attended with Mr. Kennedy and Mr. Cowan A.N.Z.C.C. meeting Mr. Watson and Mr. Ainsworth of the Department.

A brief summary of the discussion follows:

1. Mr. Bagnall enquired as to who had the final authority to declare a course unsafe.
2. Mr. Watson explained that following the last Paekak. meeting the main Highways Board had been apprehensive of the possibility of an accident at the hill, especially in view of the condition of the road and fence and the speed being attained. Finding that they had the final authority, they had exercised their right to declare the course unsafe, their decision being informed by a report from the Traffic Officer in charge on the day (Mr. Ainsworth). He had reported that the course was entirely satisfactory from the viewpoint of residents, there being none, and that public inconvenience was negligible there being alternative reasonable routes. There was no question of faulty organisation, the club having always run the meeting efficiently. In the present state of fencing however, there was a danger that cars might go over the edge unchecked and he had therefore recommended that the course should not continue to be used.
3. Mr. Hollis showed figures to indicate the number of runs that had occurred, for only one accident, which had not arisen from any of the specific risks of the course.
4. Mr. Watson suggested that alternative courses were available - airfields and the beaches, where meetings could be held without risk.
5. Mr. Cowan stated that the Association would always welcome advice from the Department when improvement could be effected by the Association. The ANZCC desired to maintain the use of a number of venues, and did not approve of too frequent use of few venues. For this

H O N O U R SB O A R D

The following is a brief summary of results of events held over the past season.

EVENT	CLASS	WINNER	CAR	TROPHY
BEACH RACES - WAIKANAE: April 1950	4m - under 1500cc	J. Cottrell	Ford 10 spcl.	Beach Race Trophy (McMillan Cup)
	5 mile - open	F. Shuter	Ford	
	50 mile hcp	A.S. Farland	Singer/Buick spcl.	
TREASURE HUNT - May, 1950	at Makara	J. McMillan		
NIGHT TRIAL - July, 1950	100 miles	H. Hollis	M.G. T/C	Hollis Trophy
HILL CLIMB - August, 1950	Takapu Rd.	H. Hollis	M.G.T/C.	
GYMKANA - September, 1950.	with Manawatu CC	M. Page	Morris 8	
TRIAL - October, 1950	Whiteman's Valley	H. Hollis	M.G.T/C	
HILL CLIMB - PAEKAKARIKI February, 1951	750cc	O. Cottrell	Austin 7 spcl.	Magnus Cup
	1500cc	A. Freeman	M.G. T/C	D.P. Fisher Trophy
	3000cc	R. Watson	F/N Jeep	Easterbrook-Smith Trophy
	Unlimited	R. Gibbons+	Jaguar XK 100	Gibbons Trophy
	FTD	ditto	ditto	
	Vintage	W. Easterbrook-Smith	Sunbeam spcl.	Wickham Trophy
HILL CLIMB - May, 1951.	Judgeford	O. Jones +	Ford Spcl	
BEACH RACES - OTAKI May, 1951.	Sprint	J. McMillan	McMillan Spcl.	Beach Race Trophy (McMillan Cup)
	5 mile scr.	J. McMillan	"	
	10 mile hcp	A. Freeman	M.G.T/C )	
	15 mile hcp	A. Freeman	" " )	

HANSEN MEMORIAL TROPHY (allocated on a points basis over the whole season): H. Hollis

The Atkinson Cup for the winner of a Rally was allocated to H. Hollis who made the best performance by a club member in the Labour Weekend Rally organised by the Manawatu Car Club.



beginners. Experienced drivers were handicapped - to such an extent that Hugo Hollis (and navigator Fraser Savage) were almost at the bottom of the result list.

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BEACH RACING. CANTERBURY CAR CLUB

H. Green, in a Wolseley, led from start to finish in the Senior Daimler trophy. D. Ransley drove consistently to win the Junior Daimler trophy. Results were :-

Senior Daimler Trophy (15 miles). - H. Green (Wolseley), 1; R.B.Shand (Railton). 2; J. Tutton (Jaguar XK120), 3. Time 17min 7.5 sec.

Junior Daimler Trophy (12 miles). - D. Ransley (Brooklands Riley), 1; A.C.Sparrow (Singer), 2; R. Pannell (Ford 10), 3. Time .17min. 10.6sec.

AMERICAN ENTHUSIAST.

Some time ago HGM enquired (unsuccessfully) for a particular catalogue from George Final, of England. However, an indirect result was the receipt of the following letter from an American enthusiast, Mr. Robert N. Tuthill. HGM has acknowledged the letter to Mr. Tut-hill but as he is unable to supply the material asked for, Mr. Tuthill's letter is reproduced here in the hopes that some Club member would like to correspond with Mr. Tuthill. We are sure Mr. Tuthill would welcome letters from anyone interested.

Robert N. Tuthill,  
146 Arvilla St.,  
Springfield 8,  
Massachusetts, U.S.A.

Dear Mr. Markham,

While I was in England last November, a Mr. George Final who sells automobile catalogues and photos and things of that nature, gave me your name and address. I am interested in photos of cars, catalogues and motor car number plates, and I am in hopes that you also have an interest in such things. If you are interested in car photos, I have a couple of dozen old and foreign ones that might interest you and I have a fine selection of American catalogues since 1946. I am trying to find someone in your country with whom I can

exchange some of my surplus material, and I'm hoping that you will be willing to do this, if you are interested. I am trying to get hold of catalogues and folders of American cars that are printed in N.Z. or Australia and it's almost impossible to get such material here. I have a few such catalogues, however, such as the Australian Vauxhall and a Chevrolet catalogue for 1948 showing right hand drive, and I'm trying to get more as they are quite interesting to collectors of such things here. Also I am trying to obtain two or three N.Z. motor car number plates for past years. I have over 500 plates from the US and 18 other countries, but only 1 from N.Z. Do you suppose you might be able to obtain for me any from last year, or any year for that matter? The one I have, I believe is for 1940. As I said before, I have catalogues and photos of cars I'd be willing to give for plates or other catalogues and photos, & I hope if that sort of thing doesn't interest you, you might tell me what does, and perhaps I can get it for you. As he (Mr. Final) had your name on his mailing list, I am assuming that you are interested in the things about which I have mentioned above.

Hoping to hear from you soon, I remain,

Sincerely,  
Robert N. Tuthill.

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STOP PRESS:

NORTH ISLAND MOTOR RALLY, 1951. LABOUR WEEKEND.

Commencing approximately 8 p.m. October 19th, Road Section finishing approx. noon, Saturday, October 20th, with elimination tests on the same afternoon. PRIZES: 1st, £35 and Challenge Trophy donated by Autoparts, Ltd. 2nd, £15, 3rd, £5. Sports Car Class, £5 and Challenge Trophy donated by N.Z. Farmers Distributing Co. Ltd., Saloons under 1900 cc, £5 and Challenge Trophy donated by Greenbank Motors Ltd., Saloons Over 1900 cc, £5 and Challenge Trophy donated by Porter Motors, Ltd. There will also be a Teams Prize. ENTRY FEES: £2.2.0 per car, plus 5/- per car for each team of three cars. Entries will close at 5 p.m. on October 5th. In addition to the above prizes, the Hawkes Bay, Wellington, and Manawatu Clubs will offer trophies for the highest placed competitor from their respective starting points.

CLASSES MAY BE EXTENDED IF SUFFICIENT ENTRIES ARE RECEIVED.

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COMING EVENTS:

THURSDAY - JULY 12th. CLUB MEETING - Victoria League Rooms, 7.30 p.m.  
An interesting film evening has been arranged.

TUESDAY, JULY 17th - COMMITTEE MEETING.

SUNDAY - JULY 15th; 150 mile day trial.

ASSEMBLE AT HUTT RAILWAY STATION TIME 9.15 a.m.

Thereafter will follow 150 miles of varying road (all well surfaced, and much of it very interesting), knotty (or mph) problems of navigation, questions on road code, traffic rules, etc, and special tests which give all cars equal chances. (Times, etc will not be competitive with other competitors, so you need not worry about XKs, TLs, or DBs). A map of the Wairarapa will be useful though it is not essential. (Speedometers imperative). There will be a lunch stop at which tea, and light refreshments will be available.

The trial will end in the vicinity of the Brown Owl at Upper Hutt.

Teams will comprise driver and navigator, but cheerers uppers, back seat drivers and/or wives and families, will be welcome. Bring them all- and your own cups.

Trophies will be 'the Honey-pot' plus miniature for driver and navigator of winning car.

Entry fee 5/- per car. Small charge for lunch. Don't be late at the start.

SATURDAY JULY 21st: Horekiwi Hill Climb (See Club Captain's notes).

SATURDAY JULY 21st: MANAWATU CAR CLUB - NIGHT TRIAL.

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11<sup>th</sup> Oct

EDITORIAL    "NATIONAL HEROES"

This issue of the Bulletin is dedicated to WCC members who have represented the club at Championship events during the past year.

By arrangement with the ANZCC (Inc) we enclose a supplement setting out results of National, North Island and South Island Championships held in the past year.

It is perhaps, regrettable that in the past year, this club (or as it was then known, the N.Z.S.C.C.) did not see its way clear to organise a Championship event; however the club's name has been carried, not without honour, to events from Murawai to Oreti, and with the exception of the Sprint, our members have figured in the entry list of each National Championship. For this we can thank John McMillan for consistent performances in major races, Hugo Hollis and Alan Freeman for enhancing the reputation of the club in general and M.G.'s in particular, to Roy Cowan for upholding Vintage tradition, and in the past week, to newcomer, Bryan Robinson for providing a Wellington Entry in the 24-hour Championship trial.

Here's hoping that next year's summary of results will see still more WCC names in the honours list, and the club listed among the organising clubs.

*Perriss 54622*

NEW MEMBERS: We take this opportunity of welcoming the following new members: Ray Smith, M. Hipkins, H.G. Ross, Colin Gomas, B. Robinson, T. Spilles, W. Thomas, G. Hall, K. Garbutt, Peter Mackley, H.J. Thomas, R. Green.

*Home 55249*

RETURN PLEASE:

The Hutt Club is some 15 marshal's badges short after the Horokiwi Hill Climb. Would all those who still have a badge please bring it to the next monthly meeting and hand to Ollie Cottrell. Thank you.

*Ngakauranga*

CLUB CAPTAIN'S NOTES:

MONTHLY MEETINGS: Members are asked to note that the Victoria League rooms must be vacated by 10.45 p.m. on meeting nights. We have overstayed our time at the last two meetings. The social committee will welcome volunteers to wash-up and clean up after the meeting. It is not right to expect the same blokes to do the job every month.

AUGUST MONTHLY MEETING: No programme is being arranged for this night. It will be a club night and everyone is urged to attend. The Committee has negotiated for the use of some land on which the club can have its own race track. The meeting will be devoted to discussing this project. We want all members to come along and hear all about it. Also we will want many of you to undertake jobs in connection with it. If the membership generally does not support the scheme, the committee will not feel justified in carrying on with it. It's over to you.

AUGUST EVENT: Saturday, Aug 11th. Starts at top of Haywards hill at 1.30 p.m. sharp, wet or fine. Entry fee 2/6 per car. This event will be an English type trial with observed sections and one or two timed sections. (There will be no timed road sections). There will be lots of mud, so come along in your old clothes and enjoy yourselves. If you have a tow rope, bring it. It may be useful for pulling someone out of a temporary difficulty. Chains and competition tyres are barred. There will definitely be no chassis breaking sections. (Sorry no tea will be provided as we will probably be short of time).

Total mileage, start to finish: 10 . 20 miles.

VERY TRYING INDEED.

JOCK MACKINTOSH WINS THE 'HONEYPOT'

A cloud of confusion hovered over the 21 competitors assembled at the Hutt railway station on Sunday, July 15th. This was all according to plan - that is, according to the plan of Messrs. Cowan and Honey who had dreamt up the 150-mile day trial. Later stages of the trial did little to dispel the cloud of doubt, and at one stage there was a point where mental visibility became practically nil.

Really, the organisers find it hard to see where the trouble arose. They had no difficulty in working out the answers. All competitors

had to do was work out their own starting times from the data given. A very comprehensive route sheet was designed to help (and sometimes hinder) progress along the first section to Featherston, and drivers were even given their expected time of arrival at Featherston. Even so, some were late arriving, and a system of self-checks en route showed that some cars were in very funny places at very funny times indeed.

From Featherston cars were sent off on what was, the organisers thought, a very thinly disguised consistency test, a matter of doing two laps of a seven-mile circuit. Even numbered cars were to lap in one direction, odd numbers in the other. However, the instructions were a trifle obscure, and cars that had been told to 'watch' for a turn-off, went a step further and turned off, trying hard to average 38 m.p.h. on a winding gravel road. Hugo Hollis and Alan Freeman tried to do this in opposite directions at once, and as a result there was a resounding re-union of past and present cars from the Hollis stable, and two Wellington hopes were out of the trial. John McMillan who stopped to pick up the bits also withdrew. Only three cars scored on this section, the remainder giving up and proceeding in further bewilderment to the next check, at Dyerville.

The rules stated that any kind of calculating apparatus was permitted, and the Manawatu Contingent took this rather literally, and a group of them was seen to be calculating the route with the aid of a coin at the now infamous turn-off.

A standing-quarter estimation test made a preliminary to the final morning section, after which there was a grand tour of minor alpine country from which only Fraser Savage and co-pilot Gordon Markham emerged on time. Meanwhile, Eric Honey had set himself up as a pie cart on the roadside, and one by one, as the competitors straggled in, they were offered a meal of sorts. A turning circle test introduced competitors to the afternoon session. A few miles down the road Roy Cowan was waiting with an overshoot test, after which followed a section in which general directions were given, it being left to the navigators to find the actual route. There was a halt in proceedings while cars bottle-necked at a hill climb test, after which they were required to press on to a garaging test under the supervision of Dave Morrish. Eric Honey had moved his restaurant to the otherside of Martinborough and greeted returning competitors with a road code question "What do two white lines in the centre of the road indicate?" (Best answer, if not the most correct was that 'the driver



should take more water with it'). Things got easier after this, as drivers were allowed to nominate their own average speeds back to Brown Owl where the trial ended.

The trial was organised to give the owners of all cars an equal chance of winning, the fact that a Vanguard, an M.G. and a Morris Minor took the first three places seems to indicate that the organisers were successful.

In addition to the usual timed sections, manoeuvring and estimation tests, and road code questions, the organisers included odd (very) quiz sessions and an observation test on the Rimutaka section.

One feature of the trial was the fine turn-out of Manawatu Car Club Members. This was largely due to a 'Challenge' issued by the organisers, Cowan and Honey. This took the form of an 'Official insult' in which aspersions were cast on the ability of the Manawatu-vians to sort out cogs correctly or discern a T-road from a Tea-pot. Having courage in their convictions, Cowan and Honey took it upon themselves to offer one pound (cash!) to any Manawatu Car Club member who came in the first three places. A special clause excluded people like Hugo Hollis and Alan Freeman, but unfortunately, admitted Jock Mackintosh who claimed the only quid as winner of the trial. (As Jock came all the way from Wanganui, we do not begrudge him the pound - he earned it.)

Only real slip up of the trial was the working out of results. At 10 p.m. on the Sunday night with all the points tallied it was announced to the world (and the Press) that Bryan Robinson had won. Next day, after a night's sleep, a cross check showed that certain elusive 'fives' had been missed and Jock was found to be first, with Bryan second and Fraser Savage third.

A system of scoring made total gain (or loss) on any section or test five points, so complete failures in certain places did not put a competitor out of the running. It was pleasing to see people new to trials acquitting themselves well - Robinson, Savage, both Smiths and Ross were well up in the placings which were:

Driver	Navigator	Car	Points.
J. Mackintosh (M)	D. Sherriff	Vanguard	91 1st
B. Robinson (W)	P. Mackley	M.G.T/D	86 2nd
F. Savage (W)	G. Markham	Morris Minor	78 3rd.

Continued on page 5.

R. Smith, D. Skinner (W), Austin 7, 66. 4th. F. Farland, (M) Standard, 65 5th; H. Ross, G. Jackson, (W) Prefect, 65 5th Equal. O Keats, R. Parker (M), M/Minor, 64, 7th; K. Smith, H. Smith (W), Austin 10, 62, 8th; M. Campbell, P. Langley, (W) M.G.(Mag.) 61,9th. A. Jensen, S. Greaves,(M) Morris 8, 58, 10th; F. Hopwood, T. Rodgers, (M) A.70, 56, 11th; T. Bassett,(M) Singer9, 54, 12th; R. Manthell, C. Stephenson, (W), M.G.T/D, 52, 13th; J. Birkett,H.Cooke, (W) Fiat, 52, 13th. J. Cowie, J. Lovell-Smith, (M), Javelin, 51,15th. R. Butt, R. Campbell, (M) Citroen, 47, 16th. M. Orr, L. Wilton, (M) Singer, 32,17th. WITHDRAWALS: H. Hollis, A. Freeman, J. McMillan.

N.Z. CHAMPIONSHIP RELIABILITY TRIAL.

B.W.ROBINSON.

The N.Z.Championship Reliability trial for the Hepolite Trophy was held by the Auckland Car Club on July 28th and 29th. A week before, on learning of this event, I decided it was worthwhile entering. A session of frantic phoning followed, and Friday night saw Eric Honey and I on the 'Limited'. The train was late on Saturday and remaining hour or so before lunch was a hectic rush. We discovered that the Humber Ten kindly loaned for the event had no warrant of fitness...there was a motorcycle speedometer with tenths of miles to be fitted, and we arrived at the start still screwing up the last bits, only to discover on starting out, that we had left half the radio behind.

The trial was a 600-mile 24 hour affair, cars leaving the Auckland Railway station at 2-minute intervals from noon on the Saturday. A swarm of scrutineers had covered every inch of the car for defects (points were deducted for additional defects at the finish) and we were signalled to the start at 12.23½ p.m.

It was all very dramatic: "Are you ready?" "Switch off your engine" "You have half a minute to go" "You have a quarter of a minute" "You have five seconds...four... three...two... one(I began to wonder if they started the Monte Carlo Rally in the same way) then, thank heaven, the engine started first kick and we were away and faint applause and the P.A. system announcing our departure.

The first section was at 29.3 mph and took us through Papakura, then out into the country meandering around the Bombay hills, then down a long hill (at the foot of which we passed the first check, conveniently placed to catch anybody - including ourselves - who had got ahead of time on the slope. We soon rejoined the main highway and the section ended at Ohinewai, which wasn't where our speedo said it was, and later it became apparent that official mileages and our own were two very different things.

From Ohinewai to Morrinsville, at 32.2 mph, thence to Matamata and Tirau, at 37.1 mph, thence to Kinleith which I think is New Zealand's finest example of a washboard surface, guaranteed to remove efficiently any loose nuts or bolts. But worse was to come. The Atiamuri - Rotorua section (28 mph) was just about the most shocking piece of pumice road imaginable, badly washed out, with deep ruts running right across.

We stopped at dusk to connect our navigation board light to the battery direct, but very cleverly left the clips upright and they shorted with the bonnet when it was closed. Several feet of plastic covering went up in smoke, and a small round hole was burnt in the bonnet! Anyone watching would have sworn the car was on fire and Eric switched off everything smartly. Even so it took us several minutes to get re-organised, and we pressed on seven minutes late, and still without our illumination. We risked our springs but still didn't manage to gain any of our lost time, so a handful of valuable points were thrown away at Rotorua, the first control. (Penalties, by the way, were: one minute early or late, no deductions; for the next three minutes, two points, thereafter five points a minute.). After an hour break for refuelling and eating we set off in the direction of Maruapara, (through the Kaiangaroa forest), North through Galatea, Te Teko, Matata and up to Tauranga for a mid night break. Not very difficult road, just a matter of keeping spot on all the way. (By now we had a rough idea that the speedo was five percent fast, and the opinions of other teams seemed to verify this). It was all very disconcerting, because at the theoretical end of a section we never knew whether the check was round the corner or a couple of miles off. After fish and chips at Tauranga, we came to the toughest section of all, 6 hrs from 1.24 a.m. First, to Waihi at 29 mph, with a check at Katikati when we were least expecting (or wanting) it, then a long slog to Coroglen at 23.3 mph. Though this speed may not sound impressive, the road was bad, very mountainous, and one endless string of bends. The car behaved beautifully, and by driving hard we just managed to keep on time all the way, despite two stops, one to lend a jack to a car with a puncture and another to change seats.

The next piece, through to Coromandel was to be covered at 17.2 mph, and expecting even worse roads, we beetled along at a good speed and soon found ourselves so far ahead it's better not mentioned. Came the dawn, and an almost unbelievably tortuous climb over the mountain to Coromandel. At the top of the hill we had a magnificent view of the sunrise, and an eyeful of the finest scenery of the trial.

Coromandel was even more dead than usual at 7.20 a.m. on a

Sunday morning (just a little deader than we were), and after bacon and eggs and a final refuel we began the last stage which the organisers had thoughtfully made very straightforward, and the shortest (4 hrs.). The main trouble was staying awake, and crawling from Papakura at a steady 26.1 mph was painful to say the least. We arrived at the finish at 12.24 on Sunday and further faint applause, and turned the car over to the scrutineers. All they could find was one loose starter cable nut, and our fuel consumption of 36 mpg was very pleasing indeed. There were 42 starters (40 finished, some only just) and pretty well every type of car was represented from a baby Austin to an Auburn Coupe. The run was well worth the effort and full marks go to the Auckland Car Club for top notch organisation and a good tri

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CLUB CALENDAR:

TUESDAY Aug. 7th: COMMITTEE MEETING - Geoff Easterbrook-Smith's  
14 Hildreth St., Karori.

THURSDAY: Aug. 9th: MONTHLY MEETING, Victoria League Rooms. (See  
Club Captain's notes.)

SATURDAY, AUG. 11th: SPORTING TRIAL. See Club Captain's Notes.

TUESDAY, Aug. 14th: COMMITTEE MEETING.

SUNDAY, AUG. 26th: HUTT CLUB. Social run to Wairarapa. Lunch at  
Hotel. Leave back of Hutt P.O. at 10.30. Odd diversions on route to  
Wairarapa. (This is being held in place of the Standing Quarter  
scheduled for August 18th.)

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HOROKIWI HILLCLIMB. July 21st. H.G.M. and B.F.

A hillclimb for "Everyman", in which all types could have a go, was successfully staged by the Hutt Valley Motoring Club on the Horokiwi Hill, above the Hutt Road. This was a new venue for motor sport and more is likely to be heard of this hill for it proved to be an interesting and tricky climb. Like the late-lamented Paekakariki it has the supreme advantage of possessing a breath-taking view to occupy the spectator during those long delays that seem inevitable. The Wellington Club cooperated with the Hutt Club in marshaling the event and no one was left in doubt as to who was a marshal and who wasn't -- the Cottrell special badge saw to that! (By the way, no souveniring, chaps. Please return the badges to Ollie.) The Colin Thomas Austin 7 collected the "baby" class but on his first run he appeared to have inherited Ollie's misfiring. He fixed the trouble and made his fastest run in low gear all the way. R. Smith in another Austin 7 went steadily but needed to drop about 5 seconds to hope to catch Thomas. Ollie himself hardly had the Ansaldo run in since renewing the bearings after the beach race. The carbs were still mal-adjusted. The timing

set failed on his first run, the oil pressure went haywire on his second but his two official runs were more or less bang on. He won the class from Harry Hanscom (American midget racer out here from the States) who found the ex-Watson Fraser-Nash-Jeep a tricky thing to steer, besides throwing the low-gear chain. Bob Gibbons in the black XK 120 was bang on all the way and had no difficulty in bagging FTD. Don Edhouse handled the V8 spl. with caution, finding his bald tyres no help. He did part of his last run with the hand brake on which didn't do his time or the linings any good. At last Roy Cowan found a hill that suited the Sunbeam nicely. His efforts from the starting line were nice to see - smooth, rapid acceleration with no wheelspin. Graham Jackson made his debut with a Studebaker spl. rather too soon and is reconciled to a lot more work on it. Dick O'Brien drove the V8 coupe with verve to win the over 1500cc Saloon class. His jet propelled take-offs nearly choked the starters with blue smoke. He was chased strongly by Jack Bohm's Vauxhall Velox, which we are told, was a General Motors entry. It was certainly a lot faster than Ron Von Hartitzsch's similar car, which had Chevrolet carbs. for the practice runs but Vauxhall ones for later runs resulting in poorer times. Brian Robinson is an up and coming driver and gave a nice display with his MG TD to win his class from Malcolm Campbell's MG Magnette. The latter didn't have quite enough horses. Jim Berkett's Fiat was a lot faster than H. Ross's Ford Prefect but couldn't get near Dr. Cowie's Jowett Javelin in spite of making enough noise for a real rarer! Dave Oxenham had fun touring up in a 1931 Nash and Kevin Boyd also had a whale of a time in a Morris Minor of similar vintage, keeping the loud pedal flat to the boards from start to finish. Les Mouton in the venerable SS had the fuel pump pack up at the start of one run but otherwise went nicely. A good day's sport, even if rather cold and long drawn out. The hill, slippery at first, dried out fairly quickly.

RESULTS: (Where the fastest run was a practice one, this is quoted).  
 SPORTS--Up to 1100cc, C. Thomas, 747 Austin 7, 1/56.1; R. Smith, 747 Austin 7, 2/1.65; K. Boyd, 918 Morris Minor, 2/19.3/ Up to 1500cc, B. Robinson, 1250, MG TD, 1/31.85; M. Campbell, 1248 MG Magnette, 1/38.6 (Practice). Up to 3000cc, O. Cottrell, 1900 Ansaldo, 1/37; H. Hanscom, 2025 Fraser-Nash-Jeep, 1/37.65. Unlimited, R. Gibbons, 3442 Jaguar XK 120, 1/22.55 (FTD and stands as hill record); D. Edhouse, 3622 Ford V8, 1/28.4; R. Cowan, 5447 Sunbeam, 1/33.6; G. Jackson, 3949 Studebaker, 2/33.6 (Practice). SALOONS --Under 1500cc, Dr. Cowie, 1486 Jowett Javelin, 1/35.6; J. Berkett, 1089 Fiat, 1/41.5; H. Ross, 1172 Ford Prefect, 1/54.35. Over 1500cc, R. O'Brien, 3622 Ford V8, 1/33.95; J. Bohm, 2275 Vauxhall Velox, 1/36.15; L. Mouton, 2663 SS, 1/37.05. (Practice): R. von Hartitzsch, 2275 Vauxhall Velox, 1/49.9 (Practice). D. Oxenham, 3800 Nash, 1.58.85 (Practice).

11.0  
18.0  
0/51/17  
18.81

WELLINGTON CAR CLUB

BULLETIN

SEPTEMBER 1951.

EDITORIAL.

THE CLUB BUILDS A SPECIAL

Sooner or later in the life of the true enthusiast there comes a time when the cars available from 'stock' no longer meet his requirements. Then it is, that he looks around for the makings of a 'special', and soon family, friends, home and garden go overboard. The club has now reached the point where venues readily available no longer permit motor sport on a scale it desires; now the Wellington Car Club is about to build a 'special' - a venue suited to its needs.

The committee has found a suitable piece of land. The club has given the 'go ahead'. Now follows those hours and weeks of hard work... of finding the money... of giving up time... of scrounging material. You as a club member and as one of the people who will eventually benefit from the project are asked to help get the undertaking under way - and see it through to a successful conclusion.

Firstly, finance rears its ugly head, and you'll find yourself digging deep into your pocket - and those of your friends, - while they last, to provide the necessary. The club will have to find money to an extent that it dared not dream of before; this year the committee has among its members an enthusiast who is not afraid to add a few noughts to the estimates and talk in hundreds --- or even thousands - Fraser Savage.

Fraser Savage is chairman of the finance committee - but just because he's the man made for the job doesn't mean he'll carry the whole works on his back. Fraser wants support, particularly in the initial stages, and he'll welcome your suggestion, and if possible, a minimum amount of your time to help him find the money the works and amenities committees are screaming for. If we are to have our own track soon - we'll need the money sooner. It's over to you.

CLUB CAPTAIN'S NOTES:

BEACH RACE CHAMPIONSHIP: The Club has been granted the New Zealand Beach Race Championship and this will be held on Waikanae Beach on March 8th, 1952. This is the weekend following the Ohakea Trophy Races and we hope to get a representative New Zealand Entry.

PAHAUTANUI. Permission is still awaited for the 'all clear' on our Race Track. All sub-committees are well established and

only await the word to go. The committee hopes that we may be able to run a club race before Christmas.

ANNUAL NIGHT TRIAL: This event will be held on September 15th. Full details elsewhere in this issue. This is one of the major events on the Club's programme, and I should like to see it really well supported.

NEXT COMMITTEE MEETING: This will be held at John McMillan's home at Island Bay on Tuesday, 18th September, at 7.45 p.m.

LABOUR WEEKEND RALLY: I hope to be able to collect the names of prospective entrants at the monthly meeting on 13th September. Please give this event your full consideration and let us, as a club, put in some really good teams. Details on page 10.

COMPETITION LICENCES: These have all expired and are now due for renewal. All licenses will now cost 7/6 per annum, for the first year and all years thereafter. The committee will be responsible for speed and racing extensions, and your licences will be endorsed by the club secretary. There is now no extra fee for extensions. All holders are urged to send their renewal fees to Mike Poynton smartly.

CAR BADGES AND LAPEL BADGES: An announcement will be made about these at the September Monthly Meeting and members will be asked to decide whether we will have metal badges or windscreen transfers as before.

FOR SALE: The Savage Morris Minor will shortly be offered for sale. This is a 1950 Minor, and has numerous 'extras' which put it very much in the De Luxe class. (For address, see below).

WANTED: Fraser Savage hopes to take delivery of a 'Jupiter' soon. When this happens he will have to find alternative accommodation for his family and is on the lookout for a roadster of some sort. The kind of car he has in mind is a Chrysler, De Soto, Model A, or AA roadster. Anyone knowing where one of these cars might be obtained, or having any suggestions to make is invited to get in touch with

FRASER SAVAGE,  
Phone 17-086 (day).

MUCH WHEELSPIN IN THE WET.- (Or Much-Sliding-on-a-Saturday or Much-Manhandling-in-the-mud.)

'M.P.' does not necessarily stand for Member of Parliament. Outside political spheres and in motor sporting circles in particular, M.P. might stand for Mud-Pluggger. And on Saturday, 11th August the activities of the Wellington Car Club and politicians had much in common, for mud was being slung in all directions. Torrential rain on Friday night made it necessary for the marshals to inspect the proposed course on Saturday morning, and certain modifications had to be made. By midday, after much heaving and straining at the Hollis T-D, they had satisfied themselves as to which sections were impossible - and which were merely difficult. As far as the competitors were concerned, most of the remaining sections could well have been classified as 'impossible', and the tests left no doubt in their minds as to what their cars could NOT do.

Car No. 1 was Malcolm Campbell's Magnette. One look at the gradient of Test I, and it made a slight cracking noise in protest and did not even move from the start. The marshals muttered something about half-shafts and waved on competitor No. 2. This was a very well kept P-A M.G. piloted by Mr. and Mrs. Hursthouse, newly joined the club. The little red car made a valiant attempt at the steep slippery slope and slid back to the start. The second attempt was equally unsuccessful, and then followed six complete failures - Peter Porteous (Morris Oxford), Roy Cowan (Sunbeam), Alan Freeman (Wolsely), Jack Clapperton (Standard 9), Alan Maney De Soto. Meanwhile Ollie Cottrell had arrived, expecting the worst. Ollie was wearing a yellow rubber overall suit, and was mounted on the open bodied Ansaldo Special, with some hastily added mudguards attached as an afterthought. Possibly Ollie expected to be lost and wanted to be visible from searching aircraft, for he certainly stood out from the crowd, and even the mud he collected during the trial did not completely obliterate him. Ollie nearly made the top of the hill, and when organiser Hollis failed to re-climb the slope (he had done so in the morning, only to submerge in a large waterhole along the track), it was decided to move the start back, and give competitors a run-in. This improved matters and the P-A M.G. made the 'five-point' peg. Ollie did still better, reaching the top for ten points. The rest of the field floundered on the slight slope at the bottom, Roy Cowan making a couple of determined bids (Per Ardua ad Astra) only to slip back to the lower levels again. Alan Freeman's doubts about the ability of the Wolseley as a trials car were confirmed, and Maney in a vintage De Soto using the wrong side of the power curve' remained very much earth-bound.

From there, cars went to the scene of the remaining three observed sections. First, it was a matter of getting on to a clay

plateau in off the road. The P-A did it nicely, the remainder of the field, with the exception of Ollie, not so nicely. Roy's car (described by someone as 'an animal') required more than a little coaxing, and rather like a wet dog, shook itself free of mud over its helpers at the top. Roy had brought a tow-rope and was undecided as to whether to be an optimist and tie it on the back or a realist and attach it to the front of his car. It was very useful later to assist the Wolseley to the top. Some spade work was necessary on the De Soto, which showed signs of boiling, not to mention an unwilling clutch.

Cars were shepherded into a square at the top and one by one were required to complete a circuit of the plateau without stopping. Ollie did this easily, and made light work of the numbered gradient that made the fourth test. As far as the others were concerned, it was almost impossible to do a lap without being pushed, and it would be interesting to know what distance the speedometers recorded for an actual distance of a few hundred yards. Roy Cowan's 'beam showed that it was more than crabtracked - it moved cross wise too! As for climbing the numbered hill, an ascent of Everest could not have been harder, and most cars grovelled round peg 4... until the Hursthouses tried. Cars were now running in reverse order, and the plateau was very much ploughed up. The P-A was last to try, and urged on by Mrs. Hursthouse, did the circuit without any great difficulty, then up the gradient.... 1,2,3,4,5,6,...7... 8...9....10!

Just to show that the Ansaldo wasn't worried about ploughed-up sections, Ollie did the test again - successfully. At this point, Ollie had a possible of 40 points, Hursthouse, 35, and, Porteous and Cowan, 4 each, Maney, 2, and Alan Freeman and Jack Clapperton were of the opinion that this was the hardest Hanson Trophy point they had ever earned, and feel that their score at this point should not be released for publication. (See results - Ed.)

A timed section over a portion of the old Haywards Road completed the trial. Cars were required to average 12 mph over a short distance (not disclosed at the start). All cars were too fast here, and the Hursthouse was nearest, the 14 points he gained on this test making him eventual winner of the trial. Ollie's Ansaldo was built for speed, not lack of it, and he scored only 3 points.

#### RESULTS:

Competitor	Car.	Hill Climb	Mud Climb	Mud Square	Mud Climb	Time Trial	Total	Place.
M. Hursthouse	M.G.PA	5	10	10	10	14	49	1
O. Cottrell	Ansaldo Spc.	10	10	10	10	3	43	2
P. Porteous	Morris Oxford.	-	-	-	4	8	12	3

Competitor.	Car	Hill Climb	Mud Climb	Mud Square	Mud Climb	Time Trial	Total	Place.	
R. Cowan	Sunbeam	-	-	-	4	4	8)	4th equal	
A. Maney	De Soto	-	-	6	2	-	8)		
A. Freeman	Wolseley	-	-	-	-	5	5	6	
J. Clapperton	Standard 9	-	-	-	-	4	4	7	
M. Campbell	Magnette	w - i - t - h - d - r - a - w - n .							

#### PANUTANUI -----FINANCE ----- AND ALL THAT. FRASER SAVAGE:

With such a mundane heading as "FINANCE" it is rather doubtful if all members will read this article.. I know myself it is rather tempting to have a look on the next page to see whether somebody's J2 Allard or Jowett Jupiter has arrived but I ask that you bear with me a little longer in order that we may all direct our mounting enthusiasm toward a common goal.

To develop a Racing and General Competition Circuit ----- we need finance.

Depending upon the "quantity" of finance that we muster together so will depend the immediate and ultimate size --- condition --- amenities and financial spectator drawing qualities of our project! Agreed?

Right! We are off to a good start with a very enthusiastic committee, and, after the last monthly meeting, a very enthusiastic club. Enthusiasm is very contagious and we all know of old that all projects are floated by being given the right enthusiasm.

To get the project under way a questionnaire has been incorporated in this issue together with a stamped and addressed envelope.

Depending upon your enthusiasm in filling it in and returning it promptly, so will depend the initial "push" that will be given to the whole scheme.

Every member is a fund of knowledge in his own sphere and I personally call on your aid in setting the wheels in motion.

Continued on page 8.

WHAT'S BEEN DONE

A SITE HAS BEEN FOUND - Negotiations are nearly completed for lease on very attractive terms - general approval of members has been given.

SUB-COMMITTEES - Chairman have been appointed for sub-committees Fraser Savage (Finance) John McMillan (Works) Geoff Easterbrook-Smith (Amenities).

SUBSCRIPTION LIST A subscription list has been opened.

OFFERS OF LOANS Members have offered to loan sums of money for initial finance, one individual amount as high as £150

MATERIAL - Motor cases donated for building store shed on site. Garage obtained in city for central depot.

ART UNION - Radiogram and Washing machine available at wholesale price for Art Union.

WHAT WE PROPOSE TO DO

Organise AN ART UNION Really worthwhile prizes.

SUBSCRIPTION LIST Invite members (and their friends) to make outright gifts of whatever they can afford.

A DONATION BOX - Have a donation box at monthly meetings for catching odd pieces of silver that might be dropped

ISSUE DEBENTURES - The finance committee is considering the possibility of issuing debentures.

MOTOR SHOW - Investigate the possibility of holding a motor show with interesting sports cars, specials, etc, and also trade entries.

WHAT YOU CAN DO

OFFER SUGGESTIONS - Any idea at all; it may not be workable in itself, but it might lead to other ideas that are.

OFFER FINANCIAL HELP: You're not asked to sell your Mark IV Bentley (yet), but money in any amount either as a loan or as an outright gift is welcome. No limits either way, as to amount.

SUPPORT THE SUB-COMMITTEES: Offer to serve on one or the other of the sub-committees, if only for a few months.

SCROUNGE MATERIALS - If you know where timber can be got cheaply (or where timber can be got, full stop).

If you know of trucks, bulldozers, etc., that might be available at attractive contract rates

If you have a wheelbarrow, shovel, pick,

Tell the committee about it.

FILL IN THE ENCLOSED QUESTIONNAIRE.

TO SUM UP:

We've got the LAND We've got the ENTHUSIASM

We need YOUR help to get the project under way

We need IDEAS -

We need FUNDS - particularly in the initial stages.

We need MATERIALS

WE need voluntary LABOUR

I know we all have our shoulders behind the wheel ---- remember, it is the initial heave that always does the trick!

It was very heartening to see and hear the enthusiasm shown after our last monthly meeting and I wish to take this opportunity of thanking all the members who contacted the committee personally with suggestions and offers of much needed help.

We must all be in to win and with this in mind I will close with a further reminder to reply promptly to our questionnaire. Doing this not only helps your Club and your committee but from an enthusiasts point of view, will very shortly benefit himself.

Besides ---- "Consider the Lily of the Field".

Many thanks.

CARS I HAVE OWNED, Part 1, N.Z.Pre-War - Rob. Bagnall.

Until the middle thirties I had always maintained that only the most degenerate of beings could accept more than three wheels as a normal means of transport, and it was utilitarian rather than sporting motives which induced me to buy my first car, a Perry for £20. My first drive in it was the first time I had sat behind the wheel of any car, and it was from Tory Street to Kelburn at 5 o'clock in the afternoon. My sole recollection is of the fierce clutch and I thankfully returned to two wheels.

Next came another £20 car, a large Arrol Johnston tourer - once again no particular recollections. Next an even larger tourer, an Armstrong Siddeley "20" of about 1925. At a cruising speed of 35 m.p.h. it carried full loads over much of the North Island. Petrol consumption got me down, as it was to do periodically over years, and I bought a F.I.A.T. 509 (?), 9 h.p. O.H.C., a pretty little motor which was very reliable so long as the speed was kept under 30 m.p.h. This had cost me £35 and the financial strain was too much, so it went and was replaced by a Humber of perhaps 1919 vintage, with a huge dynamotor which dwarfed the engine. It also cruised at 30 m.p.h. Worse was to come - an Essex six, which would not cruise at 30 for more than 10 miles without a rest.

Once at Otaki we were passed by the Humber which had left Wellington half an hour after us. A very early Austin 7 followed, bought cheaply in "poor condition" - it had been driven to death and I hadn't an idea what to do about it.

Next by accident I bought a real motor car, for only £15, the cheapest yet. It had two wheel brakes only, and a 3 speed gear-box in one with the rear axle and  $\frac{1}{4}$  elliptic springs all round, but it had a  $1\frac{1}{2}$  litre Anzani motor and a light aluminium panelled 2-seater body with very graceful and individual lines. It would run all day at over 50 m.p.h. and climb the Rimutaka's in top gear, doing 30 m.p.g. in all. It opened my eyes to what motoring might be. Anyone who knows enough of Vintage cars to be interested won't need to be told the name.

Unfortunately one day the large thin steel clutch plate broke and the resultant shock to the transmission disintegrated the cast aluminium torque tube-gear box-warm drive-differential case. It was welded up, but it was never the same after.

An uninteresting but respectable Renault 18 at £65 again proved too much for the bank and was replaced by an "A.C." 6, age of about 1927. This could have been a good car if I had known enough to get it going properly, but I never did.

A 1929 Morgan, with a water cooled O.H.V. J.A.P. engine, imported second hand, was next. This might have turned out well, only the cost had left virtually nothing at all to spend on renovations. I sold it at a price which left me a pedestrian for a long time.

Then respectability for a time, with a 1928 Austin 7 and a 1936 Morris 8, but I never really took to these, and in 1938 I shared with a friend the ownership of a 3 litre Bentley. I hesitate to be dogmatic on a subject of which I know little, but I think it was a Red Label with a Vanden Plas 4 seater body. Anyway we thought it was just lovely and in many ways it was. I certainly enjoyed motoring in it more than in anything before, or, in fact, in most since. We were running it still when I left for England in April 1939.

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This is the first of two articles by Rob Bagnall. Hurry along the second one, Rob!

M.E.P. BOOKSHOP: This month, by arrangement (to our advantage - Ed) with the proprietor, we enclose a list of motoring books at present in stock at the M.E.P. Bookshop. The list is well worth a careful study, and if it does not include just what you want in technical reading matter, any motoring books you may have in mind, can be ordered for you. When ordering, you might mention you're a member of the W.C.C., and for the benefit of the one remaining member who doesn't know where it is, the M.E.P. Bookshop is in Taranaki Street, just below Auto Parts.



MANAWATU CAR CLUB, INCORPORATED. P.O.Box 542, PALMERSTON NORTH.

NORTH ISLAND MOTOR RALLY, 1951. LABOUR WEEKEND.

Commencing approximately 8 p.m. October 19th. Road Section finishing approx. noon, Saturday, October 20th, with elimination tests on the same afternoon.

PRIZES: 1st, £35 and Challenge Trophy donated by Autoparts Ltd.,  
2nd., £15, 3rd. £5. Sports Car Class, £5 and Challenge Trophy donated by N.Z. Farmers Distributing Company Ltd.  
Saloons Under 1900 CC, £5 and Challenge Trophy donated by Greenbank Motors Ltd., Saloons Over 1900 CC, £5 and Challenge Trophy donated by Porter Motors Ltd., There will also be a Teams Prize.

ENTRY FEES: £2.2.0 per car, plus 5/- per car for each team of three cars. Entries will close at 5 p.m. on October 5th.

STARTING POINTS, Routes, and MILEAGES. Palmerston North.  
Napier, Taupo, Taihape, Apiti, Palmerston North. 393; WELLINGTON, Palm. North, Napier, Taihape, Apiti, Palm. North. 395; AUCKLAND. 385; NAPIER. 404; HAMILTON, 386. All competitors will cover the same route between Taihape and Palmerston North, which will be a strict time trial. COMPETITORS MAY CHOOSE ANY OF THE ABOVE STARTING POINTS.

AVERAGE SPEEDS. For Main Roads.

SPORTS CARS,  $32\frac{1}{2}$  or  $37\frac{1}{2}$  MPH, depending on type of car.

SALOONS UNDER 1900 cc,  $32\frac{1}{2}$  MPH.

SALOONS OVER 1900 CC,  $37\frac{1}{2}$  MPH.

With proportional reductions over secondary roads.

The above classes will also apply in the Rally eliminating tests, so that all competitors will have a reasonably equal chance of winning the main awards, e.g. saloons will NOT be competing against sports cars.

CLASSES MAY BE EXTENDED IF SUFFICIENT ENTRIES ARE RECEIVED.

DRIVERS & PASSENGERS. All cars must carry two drivers, who must be members of a Club affiliated to the A.N.Z.C.C., and must hold ANZCC Competition Licenses. Other passengers may be carried to the limit of the cars 'capacity'.

ENTERTAINMENT. On the afternoon of Sunday, October 21, an informal hill climb will be held on Saddle Road, Ashhurst, to give visitors a chance to sample this safe and well known hill. As this is not part of the Rally and for entertainment only there will be no entry fee and no prize money. PRIZE GIVING AND SOCIAL. At 8 p.m. on the Sunday evening a social and prize giving function will be held.

EXHAUST NOTES:

Meg. R. Phone.

A two pedal (not a bicycle) Packard was seen in Willis Street, grinning chromiously at lesser cars as they passed..... it is rumoured that Geoff Easterbrook-Smith has been inoculated with an American carburettor jet needle and has been making woompita-woompita sounds as he measures up a Mercury motor with a very 'special' purpose in view.... John McMillan is also talking in terms hot rod camshafts, Merc. motors, and using other terms that your scribe has never encountered outside 'Road and Track'. He plans to replace his Jeep motor with a Merc - oooh! Bryan Robinson expects to take delivery of a Jowett Jupiter very soon (m room for his golf clubs).... the Robinson TD, we understand, will then be up for sale.... Fraser Savage's horoscope is also linked with the planet Jupiter, and he is apparently next on the list.... One Jupiter has been landed in Wellington but was rushed to Auckland for a motor show.... George Smith now has a J-2 Allard with Ardun-V8 engine.... the Lupps now have a T.D. each, and were reported to be running the new one in on a shift system to get the required mileage on the clock before a fast-approaching event.... The ex-Hollis-ex-Freeman TC has now gone out of the club - pity.... The Nelson Club has a piece of land similar to ours for a new track, but the amount of development work required makes our job look simple - they have to build a stop bank to keep the sea out... and about a quarter of a mile of road has to be formed to get to the track itself.... Bruce Gibbs has now been transferred to Wellington permanently.... Hugo Hollis had to take Friday and Monday off work in order to spend one day (Saturday) at the Association Meeting in Nelson ....we understand that in future the conference will be held in either Wellington or Christchurch..... Roy Cowan has relinquished his position as Secretary - all will agree he has done a good job.... and the Association will have a hard job to find a suitable successor.... The Hutt Club now has a Club Room of its own - or will have when a few more members have donated the necessary money for sheets of Pinex to line it (Sheets of Pinex were (metaphorically) being hurled at the Committee on a recent club night). Have you seen the new Lagonda?

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NEW MODELS RECENTLY ANNOUNCED. Two 'One-off' 1951 models have recently been announced. These are the Savage (yes, another little savage) and the Poynton. Congratulations to the owners of the respective production lines on the additions to their families. Future competitors, we hope.  
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CLUB CALENDAR.

THURSDAY, September 13th. MONTHLY MEETING. Film show by courtesy  
Caltex Ltd.

SATURDAY, September 15th. NIGHT TRIAL. The annual 'nightmare' - a nocturnal test of navigation and driving skill. This year the boys who have had this horrible dream are Dave Morrish and Jim Berkett. Note details:

ASSEMBLE: McGinnity Street. 7.30 p.m.

DISTANCE: Approximately 100 miles, finishing in Khandallah for  
supper.

ENTRY FEE: 5/- per car.

TROPHY: The Hollis Cup.

This will be good fun. The organisers would like to see a really good turn out (they deserve it - Ed.) Bring your car, your wife, your girl friend.... It's our only night trial on the calendar, so don't miss it.

TUESDAY, Sept. 18th. COMMITTEE MEETING. (John McMillan's).

SUNDAY, September. 23rd: M.C.C.GYMKANA. This will be held in the Metal Pit at the foot of Albert Street, Palmerston North. Event starts at 1.30 p.m. No Entry Fee. Good Practice for intending rally drivers.

SUNDAY 23rd. September: Hutt Motoring Club. GYMKANA (must be the Gymkana season) Start will probably be behind the Hutt P.O., at 1.30 p.m. (Take your choice of these two events.)

SATURDAY:  
OCTOBER 6th. W.C.C.Hill climb - This is to be on a new hill, near Plimmerton. Surface is sealed, and very fast. A short climb that will allow (we hope) two practice runs and three timed runs. Road will be closed from 9.30 - noon, and 1 p.m. - 4 p.m. and it is essential that competitors arrive on time. Full details in next bulletin.

OCTOBER 11th: W.C.C.Club Night.

OCTOBER. 13th: Hutt Club - Night Trial.

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COMING SOON: By arrangement with the author, the Bulletin has secured the copyright on one of the finest motor-sports auto-biographies ever written by a club member. Watch out for the first instalment of 'The Easterbrook-Smith Saga' by Geoff Easterbrook-Smith. Order your Bulletin, NOW.

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OCT 1951

Wellington Car Club (Inc.)



# BULLETIN



## CIRCUIT SUBSCRIPTION LIST:

The Club acknowledges donations totalling £12.12.0 from the following :-

Joek Mackintosh (Wanganui)  
Hugo Hollis  
John McMillan  
Bryan Robinson  
Ray Webster  
Eric Honey

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'IT'S IN THE AIR' Jack Kennedy has been doing some very useful work behind the scenes and on Monday, October 8th., Motor Sport goes on the air. The Motoring Session will be heard from 22B each Monday night at 10 p.m. Here's a whole half hour of items of interest to club members - notices of forthcoming events, side-lights on past meetings, and general motoring gossip.

Arrangements are being made for this club to supply 'copy' for this session and also for the Friday night sports session (9 - 9.30 p.m.) Efforts will also be made to have results of events broadcast on Saturdays in the 6.30 - 7 p.m. session. These radio sessions provide us with an excellent opportunity of reaching our own members and of interesting others in the sport.

MOTORING MAGAZINE: Jack Kennedy has arranged with the publishers of 'Caravan and Camping' to have motor sports topics printed in this magazine. There is a possibility of this magazine changing its name to have a wider appeal among motorists, and articles of general interest, descriptions of specials, advance notices of fixtures will be welcome. There is at present, no restriction on space.

All copy is to go, in the first place, to 'The Sports Editor,  
2 Railway Avenue, Lower Hutt.

WRITE FOR YOUR BULLETIN

CLUB CAPTAIN'S NOTES.

LABOUR WEEKEND RALLY: I have copies of regulations and entry forms. Anyone requiring them ring me at home in the evenings ('phone 43-673). I still do not know of any teams going from Wellington. Will all entrants please contact me and we will organise ourselves. The Atkinson trophy and miniature will be awarded to the highest placed W.C.C. member starting from Wellington. Don't forget - entries close October 8th.

NEXT COMMITTEE MEETING: The next full committee meeting will be held at John McMillan's on Tuesday 16th October at 7.45 p.m.

PLIMMERTON HILL CLIMB: Members not competing are urged to contact John McMillan on the day and volunteer to act as Marshals. Those who are competing are asked to be there by 9 a.m. We must start practice by 9.30 when the road is closed. Please be punctual.

CAR AND LAPEL BADGES: These have now been ordered and will be available soon. Prices will be : Car £1.0.0.; Lapel, 5/-. All members wanting either or both of the badges are asked to send me the necessary money. The club will need to pay for dies, patterns, castings, etc., before the badges are completed. Members competing in the Rally may obtain badges direct from me as we still have a limited supply of pre-war badges available.

ANNUAL SPRINT: This was scheduled for November 10th but has been postponed. The club hopes to run a combined event with the Hutt Valley Club, early in December. If permission is not granted for this event the Committee will organise a sprint early in 1952.

NICE GESTURE ....

The organisers of the 150 mile day trial offered a prize of One Pound to any Manawatu Competitor placed in the first three. Only person to qualify was Jock Mackintosh, who won the trial. The organisers duly hocked a stop watch (their own) and parted with the pound. Jock has since returned this to the club (it was a genuine one, too) as a donation. A very nice gesture, and the said quid has been transferred to the Track Fund. Newer members of the Wellington Car Club may not know Jock, but older ones will recall that, on one occasion, Jock, having come to Paekaka, from the Cactus, had his 'Maxwell' special 'scrubbed' by the scrutineers due to loose spokes. Jock took this disappointment with good humour that might well be copied by other motor sportsmen who from time to time come up against 'officialdom'.

A STORY OF A STARRY NIGHT.....

By 'No.13'

We were late at the start. There was a reason for this - we were trials drivers with (unsuccessful) N.Z. Championship trials experience, and an early arrival at the start would have demoralised lesser beings. (We always feel that this is one of the secrets of Hugo Hollis's success: he arrives at the start first, and quite often, in the absence of Bob Gibbons, is placed first at the finish. We scanned our route sheet, got out our calculator and watched the average speeds just fit into place... simple. We couldn't go wrong. Not many minutes later, 'bushed' (or was it 'canned'?) in a meat works in Ngahauranga, we were aware that we had gone wrong very early in the piece, and so arrived at the first check late. The Wheel-changing test was a model of co-operation against one another. Bryan Robinson and the author (who for reasons that will become apparent later in the story, must remain anonymous) got very much in each others way, dropping nuts on the ground, and screwing up others that weren't on. Bidding a temporary farewell to Gordon Markham and Jim Berkett we set a course for Plimmerton. We must have been steering by the stars instead of by the drums on the side of the road, because we forgot to look for numbers on the drums on the side of the road, and consequently lost quite a few marks. Made the Plimmerton check rather short of time, but found later we had forgotten to zero the stop watch at the previous check and were several minutes ahead ...ooh! Coasted comfortably down the hill after leaving Jack Clapperton and Mrs. Clapperton on the top of the Plimmerton Hill (A cold spot I had marshalled on two years previously). On then to Waikanae on then towards the Akatarawas. Eventually the lamplight of a Coleman lantern revealed the friendly phizog of Roy Cowan, who sent us off on a very dicey hill climb. On the other side of the hill we caught the next two competitors and this held us up till a suitable passing place was found. With a determined foot Bryan made up time and we arrived at the Hutt P.O. on time.

This effort was, in some ways wasted as there was no check here. The route sheet then sent us westwards again along that favourite road of night trials organisers - the Moonshine Road. This road has vivid memories for the author, who started his trials career as navigator for Morris Proctor in the Brocklands Riley, over a course that included this road. To drive with Morrie at any time was a memorable experience, but to do so on a wet night, and right in the wake of the Cowan Sunbeam (in 7-seater tourer form) was positively awe inspiring. Back now to the present trial. Concentration on the route sheet and calculator made what was otherwise a pleasant journey, uncomfortable, and

now I have additional memories of Moonshine Road. And Bryan was hard pressed to make up the time lost while the navigator had had to leave the car for the security of dry land while he er, ah .... vomited.

The Markham-Berkett plotters had organised an overshoot test further along the road, and this completed without alighting the bank, we pressed on for the Haywards Road, down a wicked little side road to Geoff Easterbrook-Smith and Alan Ventura, then back to Ngahauranga and up to Johnsonville. A moment of indecision here and we took the wrong road, and by the time we had realised our mistake were due at the final check. Soon sorted ourselves out, and finished the trial with a creditable performance on Dave Morrish's braking test. Then off to the Morrish home where an outsize in suppers awaited us. By this time the navigator's appetite had returned, and all was well again. (In fairness to Bryan, it should be made clear that the car sickness was not due to his driving, but more on account of a bag of licorice allsorts and over-concentration on navigating problems.)

Other people's experiences: One other car had mistaken the meatworks road as a turn off. This was due to the nightwatchman opening the gate just before the arrival of the last two cars in the trial. When earlier competitors had passed the gate was closed! Ollie Cottrell was a little over enthusiastic in the coasting test and tried to take the bank with him. Several competitors who had remembered to look for numbered drums also listed decoys and lost points on these. One car ran out of road twice in the Moonshine section..... another driver had to push the speedo needle to its limits (in excess of 70) to make the upper Hutt Check on time.

FIGURATIVELY SPEAKING....

Here's what the statistics show. Best over the timed sections was Bob Gibbons in his Austin 10. Of the 200 starting points he lost only 20. Nicely timed, Bob. Hot on his tail (on paper) was Hugo Hollis, who lost 30 points, 25 of them on the Plimmerton section, where he made a mathematical blue. Peter Porteous was next best with a 40 points loss. Then the tests; Bob Gibbons was by far the best at the wheelchange. Before you say it is impossible to change a wheel in 26.5 secs., it should be pointed out that all was required was to unhitch the spare, take it round the car and replace it. (It is rumoured that Bob's was lying loose in the boot for a start). The coasting was merely a matter of keeping the foot UP off the brake, and Bryan Robinson showed the greatest restraint here, though there's no telling what Ollie Cottrell might have recorded if he hadn't taken the bank along too. Hugo was a certainty on the hill climb his time of 42 seconds being 5½ secs., better than average. O'Brien in a V8 coupe (I think) was next best, and Bob Gibbons and Alan Freeman were

fourth, both doing well considering the type of cars they were driving. On the overshoot, O'Brien really went into the lead, a full second faster than Hugo who was second and Bryan Robinson third. Only three people were accurate enough to score in the braking on the loose metalled hill surface. Points to Hugo, Bryan and Bob. Keen eyed navigators earned a bonus of up to 20 points (O'Brien again) on the observation test; next best was Malcolm Campbell with 18 points.

It is interesting to compare the performances of the Stafford and Savage Minors - both very close right through the trial. O'Brien was doing well on the tests, but lost on the timed sections. The wheelchange and overshoot were scored on a '10 points for fastest' basis. The coasting and hill climb were on the 'faster or slower than average system'.

	Starting points	Ngahauranga Check	Plimmerton	Akatarawa	Moonshine	Western Hutt Road.	Johnsonville	Total-Road section	Wheel change	Coasting	Hill Climb	Overshoot	Braking	Observation	Total points	Place.
R. Gibbons (Austin 10).	200	- 0	0	10	10	0	0	180	10	4	3	8	5	0	210	1
H. Hollis (MG TD)	200	- 0	25	0	0	0	5	170	3	4	6	9	5	10	207	2
P. Porteous (Oxford)	200	- 20	15	5	0	0	0	160	6	1	0	2	0	10	179	3
B. Robinson (T/D)	200	- 15	10	0	0	5	20	150	0	7	4	7	5	2	175	4
F. Savage (Minor)	200	- 0	20	10	20	0	5	145	9	2-2		4	0	8	166	5
Stafford (Minor)	200	- 15	0	0	20	0	15	150	4	2-2		1	0	8	163	6
H. Ross (Prefect)	200	- 0	15	0	15	5	10	155	5-4	0		3	0	2	161	7
O'Brien (V8?)	200		10	5	35	30	5	0	115	0-4	4	10	0	20	145	8

Then A. Freeman, 117; M. Campbell, 93; O. Cottrell, 65; Mouton 28 and Reed - 62.

The Hollis trophy once again returns to the original holder - Congratulations, Bob. Bob Gibbons.

WHAT HAPPENED AT NELSON?

THE A.N.Z.C.C. CONFERENCE NOTES:

The A.N.Z.C.C. held its annual meeting at Nelson on Saturday August 18th. The W.C.C. delegate, Hugo Hollis has already covered the matter of competition licences in last month's Bulletin. The following points (extracted from 7 closely typed pages of minutes of the meeting) may be of interest to members.

Officers elected were: Patron: Mr. G.M. Laurenson; President: Mr. P.L. Lupp; Vice-President: Mr. J.Y. Kennedy; Delegate on executive committee: Mr. J. Brewer. A secretary-treasurer has yet to be appointed, Mr. Roy Cowan declining re-election.

Resolutions, recommendations, etc., were passed to the following effect: COMPETITION LICENCES: That an annual registration fee of 7/6 be instituted to cover all extensions. Licenses may be issued and extensions authorised only by the Secretary of the A.N.Z.C.C. on the recommendation of club licence panels. (Licences are to be applied for through club secretaries.) It is hoped to obtain reciprocal arrangements for recognition of Australian and N.Z. competition licences.

INSURANCE: An approach is to be made to the Insurance Underwriters Assn., with a view to getting normal car insurance extended to cover all non-speed events.

SCRUTINEERING: It will no longer be necessary to have a hand brake operating on the rear wheels of a car. (Some cars had the handbrake operating on the front wheels only).

STOCK CAR: No finality was reached on what constitutes a 'Stock Car'(!?!)

CHAMPIONSHIPS: N.Z. Beach Race Champ. Wellington Car Club (March 8th).

Canterbury C.C.: N.Z. Hill Climb; Northern Sports C.C.: North Island Sprint and Hill Climb; N.Z. Road Race

Hawkes Bay Sports C.C.: Vintage Rally; Vintage Car Club of N.Z.:

South Canterbury: S.I. Beach Race; Canterbury C.C.: S.I. Trial; South Island Hill Climb:

Canterbury C.C.: S.I. Sprint; Otago Sports C.C.

Remits dealt with Stewards, affiliation to governing bodies overseas, Flag signals,

Entry fees, etc etc. Anyone wishing to see these minutes should contact Mike Poynton.

COMMENTS OF NO CONSEQUENCE - HGM.

The Saturday Evening Post comes up with .... "A woman driver is a person who drives the same way as a man does -- only she gets blamed for it."

It's not generally known that the Humber Car Co. were interested in planes at one time and built monoplanes as early as 1910, among them one that carried the world's first air-mail.

At the Frankfurt Spring Fair (1950) a German exhibitor took great pride in his exhibit -- a lightweight garage fitting over the car like a lid and opening at the touch of a spring. However, Capt. Gordon England actually did that years ago (according to the Light Car). He called it the Mousetrap Garage. He dropped the idea when he found himself one day in the role of a mouse. The thing closed accidentally before he could get out of the car. Loud noises eventually brought rescuers.

We understand that a certain favoured citizen, at present the owner of a pre-war Jaguar, has a Jaguar Mark VII on order. The intention according to our informer, is to run the car in nicely, transfer the engine to a speedboat, and then fit the car with another XK engine, also on order.

Charlie the Cynic observes that you can't get very far in this world without push. Even cars are now relying on "push" via rows and rows of buttons to operate all sorts of things from windows to hoods. "It only remains," says Charlie rather wistfully, "for a push button to be invented that will deliver the necessary f.s.d. for these models."

A Philadelphia man, says the A.A. Bulletin, reported the theft of his car to the police but didn't notify them when he recovered it himself. Later, police saw him in the car, fired, and wounded him in the leg and arm.

Two schoolboys in Nelson have constructed a Singer 9 Special in three years of work and enthusiasm. A modern bulbous bodied two-seater with bits of this and bits of that but the works and chassis basically 1928 Singer. All work, including the making of new parts, has been done by themselves.

FINANCE COMMITTEE: A Circuit finance committee has been formed and this comprises:

Fraser Savage:(CHAIRMAN) M.O.Stewart,  
Bryan Robinson:(SECRETARY) Alan Ventura  
Hugh Ross.

They have already had several meetings and things are very much under way.

MANAWATU CAR CLUB RALLY:

STARTING POINT:

Starting point for Wellington Entrants in the Labour weekend rally will be in Waterloo Quay, just by the Railway Station. Time will be advised later.

TERMS OF LEASE:

Following are extracts from a letter to the Pauhautanui Domain board; these set out the terms on which we have obtained the site for our circuit and need no further explanation.

1. The Club to pay £5.0.0 per year for five years with the right of renewal at the end of five years.
2. When the track is established and meetings being held, the Club will make donations to the Domain Board Funds. This is to be discussed later between us.
3. The Club will not interfere with Mr. Brown's access to water for his stock.
4. The Club will not encroach on that part of the land, now marked with stakes, which Mr. Brown requires for grazing purposes.
5. The Club will repair the southern boundary fence which will be exposed to stock by removal of the present cricket ground fence.
6. The Club will keep under control any gorse which may grow on the land proposed for the race track.
7. The Club will construct a short length of fence with gate or slip rails, at the water crossing, to confine stock to the north of the running creek while meetings are in progress.
8. Permission to be granted to remove spoil from the south side of the road to build up the track surface.
9. Permission to be granted to use the old motor-cycle track as a public car park during meetings.

THOSE SUGGESTIONS: Fraser Savage has received some suggestions, offers of loans etc., but will welcome any further suggestions or offers of help from members. If you can offer assistance of any kind, contact Fraser at the next Monthly meeting.

FILM SHOW: We are indebted to 'Caltex' for last month's film show. We understand that Bryan Robinson thought of raising the price on his MG., after seeing the film on TD's.... A second film - a veritable catalogue of the latest models - turned most of the audience green with envy, and it certainly showed cars to suit all tastes from a 'Profect' (apologetically described as a useful 'second' car).... to a straight eight Daimler sports. Oh yes, there was the odd XK, a very nice Mark VII Jag.; and an Aston Martin with an unbelievable rev counter. Followed then a film on what makes an engine tick (over), with lots of glass tubing, and a couple of motoring types such as have never been seen at our club meetings. Finally in glorious Technicolor, a pipeline film. We're beginning to accept these films as inevitable, but this one certainly had something to recommend it (to everyone except Geoff Easterbrook-Smith who has a pipe-line complex.)

There seems to be no limit to American ingenuity - and sending pipes ashore by overhead 'railway' over 2 miles of water was just one phase of building a pipeline across Arabia... a mere thousand odd miles! At the next monthly meeting (October 11th) we hope to have an evening of racing films, shown by courtesy of Firestone.

HANSON TROPHY:

PRESENT LEADERS:

For the benefit of new members, the Hanson Memorial Trophy is awarded on an annual basis to the member who records the best overall performance in club events each season. Present leaders are: Alan Freeman 15, Hugo Hollis 11; John McMillan 8; Bryan Robinson 8; Dave Morrish 7; P. Porteous, O. Cottrell, M. Campbell, H. Ross and R. Cowan, 6 each.

MONTH'S BIGGEST MISTAKE:

Truck driver travelling south along Jervois Quay turns right into Harris Street, apparently without putting out his hand. Following motorcycle crashes into side of cab. Dismayed truck driver surveys recumbent motorcyclist with horror - it's a traffic cop!

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This Bulletin is typed and duplicated by the Customhouse Typing & Duplicating Service, Room 11, Hunter St., Entrance, A.M.P.  
Ring Mrs. Wills or Miss Anderson, 46-000 Ex.69 for prompt service.

THE EASTERBROOK-SMITH SAGA.

Geoff. Easterbrook-Smith.

I must go down to the beach again  
To the sandy beach and the sky;  
And all I ask is a Sunbeam Car  
And a wheel to steer her by.  
With the throttle's kick and the engine's song,  
and the bonnet and scuttle shaking,  
And a cloud of sand in the driver's eye  
As he enters the corner, braking.

It is not often that one of our specialists finds time to leave tinkering with his pride and joy and take up the pen and tell us all about it (in language that is printable. We publish the first instalment of the Easterbrook-Smith Saga (Seaside Section), an autobiography of outstanding merit - Ed.

The Waikanae Fifty was not my lucky race. Three starts and three failures was my record, but I still think they were the best events in which I ever competed, and I hope the following account will in some small measure convey the fascination of a long distance beach race.

In the 1948 race I drove my faithful 12/50 Alvis - the one that some vandals, who should have known better, recently broke up. I get all lyrical when I think of that old car, as for sheer honest reliability and complete lack of vice I do not think it could ever be beaten.

The Alvis pulled a very high top gear for an unblown  $1\frac{1}{2}$  litre, which in 1948 was in its 23rd year of high speed life. An axle ratio of 4.55:1 and 23 x 4.50 tyres gave 20.9 m.p.h. per 1000 r.p.m. and I was very doubtful if it would develop any speed on a heavy beach. However, in practice I found that by giving up to 4700 r.p.m. or 63 m.p.h. in 3rd I could reach 72 m.p.h. in top on the half mile straights before it was time to take rapid decelerative action for the next corner.

In the race, which was an individual handicap, I started somewhere in the middle of the field, and I remember thinking that the handicappers had treated me somewhat generously. In front of me were (from memory) the late Roland Clapperton, Errol Ansell, Cyril Slade-Jones and Jack Cottrell. The old car was going really well and in around six laps I had caught and passed the ultimate winner, Roland Clapperton. I also remember having several laps of fun with Errol Ansell, as I passed him on the straight and then he got past me on the corners, due to over exuberance on my part. I might mention at this stage that each corner necessitated two changes down and two up, so there was never a dull moment. A few more laps passed with the car really warmed up and running perfectly, while my pit signals showed that I was making steady progress so I felt very much at peace with the world. Then it happened! The floorboards, which had

never previously shown any tendency to stir, started to rise up into the cockpit with the windpressure underneath. I stood it for a couple of laps, but found it was beginning to get difficult to operate the footbrake and then I made the gross mistake of stopping at the north corner instead of at my pit. The floorboards were fixed down in a few seconds, but in the meantime the engine had stopped and no matter how furiously I cranked it would not start again. Once, twice, three times the field went past until in a fury of rage and perspiration I managed to get going again with a quite illegal push from a spectator.

A glance at my pit signal next time around showed that my general half wittedness had relegated me to last position and it was obvious that any chance of a win had vanished, while the possibility of a place seemed to be remote. The only option seemed to be to press on as hard as possible and hope that something would happen to those in front.

At about this stage Morrie Procter went past in the Brooklands Riley and I felt that the time was opportune to hang onto him for a few laps. By going up to 4800 in the indirect gears I could nearly hold him in the straights, and such advantage as he gained was usually dissipated on the next corner as a locking rear brake caused him to spin round and round while I took rapid evasive action. Finally he decided not to use his brakes so much and rapidly pulled away from me. During this duel we passed on either side of Errol Ansell at one stage and changed up simultaneously. Errol told me afterwards that the cumulative noise was the most shattering thing he had ever heard.

The next item of note was 6th instead of 7th shown from my pit and in a quick look round I spotted Alan Froeman and the Thompson Special surrounded in steam and (I suspect) horrid blasphemy. Great engines, these V8's. In justice, I must mention that the next car to come past was one - Les Stone in or on a Ford V8 Chassis, which was about 5 m.p.h. faster than the Alvis on the straights. A little cunning slipstreaming seemed to be indicated so I tucked in behind and was "towed" around by the Ford, which improved lap speeds by about 2 - 3 secs. It was worth it, but it wasn't fun as the sand and spray flung back by the Ford's passage was really terrific; goggles were useless and it became a matter of peering over the opaque aero screen and hoping for the best. Les had some odd ideas about cornering, too, and following him around became steadily more dicey, until fear becoming the dominant emotion I overran a corner in an effort to avoid hitting him amidships and in the resultant melee he got away from me, only to vanish into the pits in a cloud of steam shortly afterwards.



Yes, gentle reader, he was driving a Ford V8 and they just hate going quickly and coolly.

So 5th was shown from my pit, although I wished Toby would not continue to show the "faster" signal, because neither I nor the Alvis could do anything about it.

By now the race was wearing on, and my right hand, coping with the many gear changes was wearing away. In fact, at my unscheduled stop I had discarded my gloves and had since been losing large areas of skin. Toby signalled that Cyril Slade-Jones with the B.S.A. was the next man in front of me and with 10 laps to go he was over 2 minutes ahead. The rest of the race became really interesting, as I was picking up around 10 seconds per lap on him, although mental arithmetic indicated I just would not make it. Alan Freeman had rejoined the fray, and as I did not know he had top gear left only, I was surprised and delighted to find I could catch and leave him. In fact, I was so surprised that I went into the next corner about 10 m.p.h. too fast and got up on two wheels, and I understand that when the Alvis finally decided to return to all four, Alan was highly delighted from his position about 5 yards astern that he would not have to run over his old friend.

Slade-Jones managed to beat me for fourth place by just over 30 secs. and of course Roland Clapperton was the winner, with Errol Ansoll 2nd and Morrie Procter third. The first Waikanae Fifty was a real success, and far from proving a car wrecker, 7 out of the 9 starters completed the course, even if it did cost Alan Freeman £1 per mile for subsequent repairs.

The 1949 race saw the third competitive appearance of that astonishing vehicle, the Easterbrook Smith Sunbeam Special. In previous runs in the Standing  $\frac{1}{4}$  and Paekakariki Hill Climb it had exhibited a strong tendency to go very quickly, with an even stronger tendency for all urge to disappear and colossal misfiring to set in after about half a mile had been covered. All the symptoms were of some obscure carburettor or fuel feed trouble and the puzzled constructors spent many weary hours trying to sort it out and the car was finally taken to the beach rather in the hope than the expectation that it would last for 50 miles.

Practice soon showed that the trouble was still with us, and it was all the more exasperating in that when it was going the car was really fast.

I was due to take first spell and was going to change with Toby at 25 miles. With the starting time coming rapidly nearer in desperation I finally had a look at the plugs and found neat fuel on them. In the wild hope that a duff set was causing the trouble, and with the secret conviction that the magneto was at the seat of all the trouble, I slipped in a new set and departed after the field, which had already started.

As far as the first corner it went like a bomb and then stopped completely about 100 yards out of the corner. I decided that perhaps I had not given it enough fuel pressure, so pumped it up to a prodigious pressure, and then set about starting it. Have you ever tried to push start a car, by yourself, on a wet beach? Believe me - it is not easy, but can be done, and I clambered on board in rather a testy mood. However, the engine was running, so down the straight we went and for a few glorious seconds it seemed that all would be well as the revs. came up beautifully, and then the misfiring started again, so I pulled into my pit and out of the race. Yes, the magneto was at fault and a subsequent rewind set (nearly) everything right.

Our troubles of the day to this point were nothing compared to that of getting the car back to Wellington. Fortunately, memory is dimming somewhat, but it went something like this. I had gone to the beach in my Riley 9 Saloon and had craftily filled it up with my wife, children, two other passengers, a p.a.set and a lot of tools so I could justifiably claim that it could not possibly tow the Special home. Toby had his 20/60 Sunbeam and we managed to persuade Buddy Harding to sit in the special and tied it on behind Toby's car. I set off in front, delivered my passengers and pressed on to Karori quite convinced that the tower and towoc would have arrived. They were not there, and after waiting for nearly two hours I began to imagine some disaster had occurred. Accordingly, I set off in the Riley to retrace my path and pick up the bodies. About a mile from home I found Toby by the side of the road, sitting in his Sunbeam and obviously tottering on that thin dividing line between sanity and madness. His language indicated that he was very cross and did not like motorcars, but after some effort I reintroduced coherency and found that he had had several punctures, that he did not know why the Sunbeam had stopped where it was and that the Special was somewhere around Tawa Flat. I managed to get him into the Riley, where he sat twitching and moaning and off we went to find our racer and to our intense astonishment we did find it - not at Tawa Flat but at the foot of Tinakori Road. Obviously, the good fairies had been around. We hooked it on to the Riley with a rather aged tow rope and set out through the gathering gloom. The rope only snapped four times going up the hill and then we ran out of petrol right in the middle of the Karori tunnel and two trams and countless cars drew up behind and rang bells and blew horns at us. As if that would help. A gang of helpers were impressed and we passed the cortege out of the tunnel. Then remained the problem of transferring petrol from the Special to the Riley. At this point overwrought tempers had their way

and we staged a bitter family quarrel by the side of the road over which of two ways we should use to get the gas out. I won, but I'm the elder. Then we started off again and again the tow rope broke. By this time it was only three feet long and everytime I glanced in the rear view mirror I could see a fiendish countenance peering at me through the rear window. At last we staggered home, drank a lot of beer and wondered why we were so keen on motor sport. Then the Harding brothers arrived, very worried, to say that they had towed the Special in from Tawa Flat and had left it at Tinakori Road, but that someone seemed to have stolen it.

The above may seem like the scenario of a farce, but it is all true. After 1949 I felt that the 1950 race could yield no fresh horrors but how wrong I was. We had managed to get the car cracking fairly well and class wins and class records in the Standing  $\frac{1}{4}$  and Paekakariki Hill Climb made us fairly confident. Certainly, the radiator (ex P40 oil cooler) was too small, but we laid in a considerable stock of water and hoped for the best. Practice showed that the car was going really well and in the Four Mile Scratch Race Toby ran into third position, without trying too hard and keeping plenty of revs. in hand. I ran in the Six Mile Handicap and finished fifth, again using the same tactics, and ensuring a good handicap for the big race.

The idea this time was for Toby to drive for the first half and for me to take the second spell. He got away well and after a standing lap in 86 secs., settled down to steady lapping varying between 74 secs. and 77 secs. At 11 miles he had pulled up to third place and then it happened. The next lap needed 80 secs., the 13th 81 secs and it was obvious that something was packing up so we called him in and I took over to see what it was all about. Constant oil smoke and five operative cylinders only indicated that a piston had gone but I pulled into the pit and we slipped in another set of plugs, just for fun. No joy whatsoever, but as we were still third I decided to carry on and hope that the wreckage would last out. The lap time was down to 91 secs., visibility was shocking and the engine sounded terrible, but I could still pass one or two people and others seemed to be having their bothers too. The course was breaking up badly and there was a large hole in the beach near the north corner which nearly led to Ollie Cottrell's downfall. I was coming up behind and slightly to the right of him when he swerved to the right to avoid the hole. I'm still not sure how I missed him.

We continued to plod along and a broken rev. counter drive added to the tale of woe. However, the oil pressure remained high and I reassured myself that the engine would keep going when on the 22nd lap, going into the north corner (everything happens to me there), - oh, dear, what can the chatter be. I was convinced from the violence of the bang that the prop. shaft had gone and raised myself off the seat in anticipation of a violent assault. Slightly reassured when nothing happened, I stopped to

car, but kept the engine running and climbed out to have a look. The engine really did sound odd so I had a look underneath and then leapt to the ignition switch as I saw the stump of a con. rod whirling past a great hole in the sump. Yes no.3 rod had broken after a great chunk of piston crown had fallen in and jammed between rod and cylinder walls. So that was the end of my third Waikanae Fifty, and very disappointing too, but the fun far outweighed the other side.

Many people have said that short races are the drill for beach races, and probably from the spectators' viewpoint that is true, but as a driver I feel that a long race has many advantages; the chief of which is that one can enjoy oneself to the utmost for a much longer time than in a short race, which is over in a few minutes. G.E.S.

Further fun and games by the seaside will follow in next month's Bulletin.

WANTED.....

A CAR THAT CAN ACT!

The Wellington Repertory Theatre requires a car for it's Christmas Pantomime. Not just an ordinary car, but something really 'Royal and Ancient'. It need not have an engine, but anything with wheels and a semblance of bodywork will fill the bill. If anyone knows of a car belonging to the days of the silent films, and with ambitions to end its days on the stage, please contact Eric Honey, Phone 47-344 (Day) 40-875 (Night.)

CONVERT?

Your Editor happened in at Roy Cowan's place-of-work recently and noticed a shining black Mark VI Bentley outside. Had some Bentley fan at last convinced Roy of the Bentley's superiority over the Sunbeam marque? Had Roy been persuaded to part with his beloved 'beam and buy a Bentley? Or had some disappointed Bentley owner realised his car could not compare with Roy's and had offered it as a trade-in (with generous cash adjustment) on Roy's Sunbeam Special? Your Ed dashed up the stairs to confirm his suspicions. He has to report that Roy is still the owner of a Sunbeam stable - and apparently if Roy had had the time he would have written rude words on the Bentley's beautiful black bodywork..... (These vintage motorists take things to heart, don't they?)

# :: CLUB CALENDAR ::

THURSDAY, OCT. 4: Hutt Motoring Club. Monthly meeting, National Party Rooms, High Street, Hutt. Two short films and talk by Barney Ferricr. All Welcome.

SATURDAY OCT. 6: Hill Climb. This will be at Plimmerton, and the hill is one the club has not used before. This is on the Pahautanui-Plimmerton Road, and is a sealed hill of average gradient, and with some interesting corners. There are plenty of good vantage points for the family to watch you do your stuff. Note details below.

STARTING TIME: Cars required for scrutineering at 9 a.m. First runs will start at 9.30 and will continue till noon when the road has to be opened again for an hour. Afternoon runs from 1 till 4. It is hoped to give everyone five runs in the day (two practice.)

Chief Marshal is JOHN McMILLAN. Classes are: International C.C. Class Trophy for F.T.D. Certificates to class winners.

ENTRIES at the starting line ..... 5/- each.

This is a Club Hill Climb - the sort of event for everyone to have a lap at. Only stipulation is: Be on time. The road is closed for a limited time only. Hill may be approached from either Pahautanui or from Plimmerton (first turn on right after passing through Plimmerton).

THURSDAY, OCT. 11th. Club Night. Victoria League Rooms. 7.30 p.m. A interesting film evening has been arranged through the courtesy of FIPES. If you arrive earlier, the show will start earlier - result: more time tea and talking afterwards.

SATURDAY OCT. 13th. Hutt Motoring Club. Night Trial. This will leave the Hutt P.O. The Starting times have not been finalised yet, but the organisers promise you an interesting evening 'short and sweet'. Full details at W.C.C. Club meeting.

TUESDAY, OCT. 16th. Meeting of Committee, John McMillan's. 7.45 p.m.

FRIDAY, OCT 19th. M.C.C. RALLY. Starting point for Wellington competitors is Waterloo Quay outside railway station.

FOR SALE: Jack Kennedy advises that he can supply all (repeat all) sizes of tyres. Contact Jack Kennedy: P.O. Box 124.

New Committee Member.

Bryan Robinson has agreed to come on the committee to restore it to full status. Monthly by the Wellington Car Club (Inc.) P.O. Box 3142, Wellington

Wellington Car Club (Inc.)

★ BULLETIN ★

NOVEMBER: 1951.

::: THE CIRCUIT :::

The Finance Committee reports that donations totalling £34. 4. 0 have been received from the following: Jock Mackintosh (Wanganui) Hugo Hollis, John McMillan, Bryan Robinson, Ray Webster and Eric Honey. (These were previously acknowledged in last month's Bulletin) and also from the following:

Capt. & Mrs. Hollis  
T. P. O'Callaghan (Auckland)  
'Kempi' Atkinson  
Alan Freeman  
Anonymous (2)

COLLECTION BOX: That neat little green box that made an appearance at last month's club night has been doing a good job (or rather, Billie McMillan, who made sure everyone saw it, has been doing a good job) and the collection amounted to £2. 12. 0. A jolly good show.

HILL CLIMB COLLECTION: The Finance Committee decided to 'Cash-in' on the Hill Climb and went to considerable trouble to publicise the event. Unfortunately the weather was against them, though when it cleared spectators began to roll up, rather too late to make the day a financial success. However, the experiment satisfied the Finance Committee that their work was worthwhile, and given better weather conditions in the future, there's a chance of making events of this nature more than pay for themselves.

COMMENT:

"BY WAY OF COMPARISON"

One of the characteristics of the sporting motorist is his mania for comparing things. For something like twenty years certain conservative types have been comparing the merits of Sunbeams and Bentleys;

WRITE FOR YOUR BULLETIN

less vintage-minded members devote their attention to more modern examples of sporting machinery, often comparing the respective performances of outwardly similar TD's or even stooping to measure the relative outputs of a certain V8 mechanism. In this issue we have selected four topics for comparison, and elsewhere in the Bulletin you will find observations on Clubs, Cars and Films.

CLUB CAPTAIN'S NOTES:

NEXT COMMITTEE MEETING. This will be held at John McMillan's home on Tuesday, 13th November.

NOVEMBER MONTHLY MEETING: The Club will be addressed by an officer of the Transport Department who will also show films on road safety. I urge all members to be present, and show our appreciation of the co-operation the Transport Department have always given us in running events.

NOVEMBER EVENT: This will be a gymkhana and will be held on Sunday 11th. If it is fine we will be using the old motor cycle track at Pahautanui. If too wet the event will be held in the section of the old Nghauranga Gorge Road above the City Abattoirs.

DECEMBER EVENT: This will be an inter club event and will be held on December 9th at Himitangi. Members of Wellington, Hutt, Manawatu and Hawkes Bay Clubs will take part. Full details later.

NEW YEAR RACE MEETING: Racing will take place on Dec. 29th and Jan 1st. on the Nelson Club's new track at Richmond. If any member wishes to compete get in touch with me or write direct to John Reynolds, P.O.Box 6, Port Nelson; at once. The meeting is a closed invitation event.

CLUBS ANNUAL SPRINT: This will be a standing Kilometre and will be held on January 26th in the South Wairarapa. A flying 1/4 mile will also be held. Full details later.

CLUBS ANNUAL HILL CLIMB CHAMPIONSHIP: This event will take the place of Paekakariki and will be held on the hill we used at Plimmerton on October 6th. The date of this event is Feb. 16th.

CHRISTMAS PARTY: Club Members will be asked at the November Monthly Meeting whether they want to run a children's party this December. If they do, a Sub-Committee will be nominated at the Meeting to run the party. Please bring along any suggestions.

OCTOBER EVENT:

PLIMMERTON HILL CLIMB.

'Plimmerton has possibilities' That is the conclusion reached by organisers, competitors - and the Transport Department - after the Hill Climb held at Plimmerton on October 6th. It was a pity that the weather did not offer the co-operation we enjoyed from other directions, but looking on the brighter side, it did not prevent those who turned out from having a good day's sport. F.T.D. went to Bob Gibbons in his Jaguar. Bob now holds the records for Paekakariki, Horokiwi and Plimmerton, and though he owes much to his Jaguar XK-120, it does not alter the fact that he is a very polished driver, and knows how to get the best out of a car. This has been evident in his performances in lesser powered cars in the past.

Hugo Hellis had been breathing (with an alcoholic breath, ex supercharger) on the TD, and it narrowly missed equalling the XK's best time of 34.1 secs. Third in the general classification was the now familiar Edhouse-Jones equippe, driven by Edhouse. His best time of 35.6 secs., was just .05 slower than Hugo's.

In the 751 - 1100 cc class, Miles Hursthouse made a hill-climb debut, and over his four runs, improved his times by nearly two seconds - 44.7 to 43.05. Tom Grant got just a little more out of the Morris Minor than Bruce Gibbs (driving the same car), his best effort being 49.5 secs. as against Bruce's 50.3.

In the 1101 - 1500 cc class D. Abernathy and Hugh Ross provided an interesting A.40 duel, Abernathy being the faster, with a time of 44.15 secs., the fastest saloon in the class. Hugo was the only sports car in this class, his best time being 35.55 secs. The 1 1/2 to three litre class, provided a mixed bag, two Ansaldo's, a Wolseley and an Alvis Silver Eagle. Ollie's special motored consistently for a change, and returned 42.65, 43.35, 42.25 and 42.65, a fraction faster than Alan Freeman's fine performance in the Wolseley 18. Geoff was taking things quietly around the 46 second mark, and Ken Garbutt's Ansaldo did not manage to break the 50 secs. The Unlimited class offered an imposing array of potent machinery - Bob Gibbon's XK, D. Edhouse's 'E-J' special, and a more widely-known V8 adaption, V.B.Cook's newly arrived K2 Allard. Roy Cowan's Sunbeam added a note of dignity (?) to the class. Bob Gibbons and Brian (?) Cook made only two runs each, Bob improving from 35.75 to 34.1, and Brian clipping a useful 7/10th off his first time of 37.2. a creditable performance for a newcomer to hill climbs.

Edhouse started with a run of 38.1, then got below 36 secs., to make his best run of 35.6 on his third attempt. Roy Cowan made

only one climb, 42.95.

The next event on this hill will be on February 15th. (See Club Captain's Notes).

Car.	Capacity.	1st Run	2nd Run	3rd Run	4th Run.
<b>751-1100 cc</b>					
M. Hursthouse	M.G. (P.A.)	846	44.7	44.0	44.9 43.05
T. Grant	Morris Minor	918	50.65	49.5	
B.Gibbs.	Morris Minor	918	51.95	50.3	
<b>1101 - 1500 cc</b>					
H. Hollis	M.G. (T.D.S/C)	1250	36.5	35.55	35.9 36.35
D. Abernathy	Austin A40	1200	44.4	44.35	44.35 44.15+
H. Ross	Austin A40	1200	45.75	44.7	44.95
<b>1501 - 3000</b>					
C. Cottrell	Ansaldo Spl.	1850	42.65	43.35	42.25 42.65
A. Freeman	Wolseley	2312	44.5	42.85	42.7 42.55 +
G. Easterbrook-Smith	Alvis	2100	46.0	46.7	44.7
K. Garbutt	Ansaldo	1800	52.75	56.5	
<b>Unlimited CC.</b>					
R.A.Gibbons	Jaguar XK120	3442	35.75	34.1	
D. Edhouse	E.J.Spl.	3662	38.1	35.95	35.6 35.85
V.B.Cook	Allard K2	4375	37.2	36.5	
R. Cowan	Sunbeam	5447	42.95		

F.T.D. - R.A.Gibbons 34.1.secs.  
+ Fastest Saloon in Class.

Hill Length Approximately 700 yards.

"MAINTAINING THE BREED"

M.G. Notes.

One of those funny little rumours that get around made Sybil Lupp of Dmedin the owner of an XK; this has now been denied. Sybil says that she is concentrating on getting the last ounce out of her TD. She must have gotten quite a few ounces already as she recently made the 'ton' in a flying kilo. Percy Lupp reports that a piston in his TD got too big for its bore...Fraser Savage now owns a T A. This belonged to Hugo Hollis before going to a Hawkes Bay owner... Hugo is about to fit a higher ratio diff in his TD, after which things should really move... Bryan Robinson has sold his TD and now owns that very pleasant Jowett Jupiter.

BY WAY OF COMPARISON :

CLUES.

Somewhere it is written 'Thou shalt not covet thy neighbour's wife', or his 'special' or his set of socket spanners. Not so long ago long faced members of the W.C.C. (The then N.Z.S.C.C.) might have been heard mouthing melancholy sentiments such as 'if only we could get an aerodrome'..... If we were in a rich rural area.... if we could find a wealthy sponsor... etc. etc. Taking a look over our neighbour's fences this year, we need not be so envious, and probably in a year or two, the looks of envy will be cast in our direction. Our Club now has approximately 100 members, all financial. This is about the same number as a neighbour, Club 'B' and less than half of the membership of Club 'C'. But of 260 members, Club C reports that only 200 are financial. As Club C's subscription is only 10/-, they have just £100 income a year to administer 260 members.

Club B has monthly meetings, fairly well attended, but gets nowhere like the percentage attendance that we do. Club C does not hold monthly meetings though a special general meeting held recently, lured only a handful of bods along.

Club B has run some quite good events, but in most cases, the majority of the support has come from the Wellington Club (or from members who belong to both clubs), and in some cases, the number turning out has been on the disappointing side.

Club C has run some really ambitious events on a National Scale; their club events are well supported, though with 2½ times our membership they do not get a proportionately greater turn-out.

Summing up, we may not be the biggest of the three clubs, we may not be the richest, but we definitely have a greater proportion of our membership active than either of the other clubs. Ours is a membership made up of enthusiasts, and the ultimate success of our projects, large and small depends on the amount of enthusiasm in the club. Admittedly we need more members, but before we start on a membership drive we should resolve to seek only prospects who will share our enthusiasm for the club and the sport, and not merely blackmail bods into parting with a quid for membership this year, and never be seen or heard of again.

BY WAY OF COMPARISON - II

XK...K2.

AN EVENING TO REMEMBER by H. Hollis.

One night recently I had the good fortune to travel in two of the highest performance cars in New Zealand, an XK 120 Jaguar and a K2 Model Allard. I will endeavour to give some comparative impressions of the two cars. It was a dark night with a light drizzle falling

all the time, just sufficient to make the sealed roads really slippery; the headlights on both cars were excellent.

I drove the Allard and found it somewhat hard in the springing at low speeds, but the sensation disappeared at higher speeds and the suspension and general road holding were excellent on all types of surface. There was virtually no tyre squeal on corners and the steering was positive at all speeds with no road shocks transmitted to the wheel. The driving position seemed strange at first, but controls were set for a much taller driver. The only criticisms I have are on the placing of the hand brake, which is effective but does not fall readily to hand, and the seats which though comfortable, do not hold one on the corners. There is a very big travel on the clutch pedal and it must all be used if clean changes are to be made. Visibility is excellent with a sloping bonnet giving a close view of the road ahead; the large twin lamps in the front of the mudguards seem strange at first, but give an excellent indication of the width of the car. Instrument equipment is very complete and gives the enthusiast all the information he can want. The driving seat of the Jaguar XK-120 immediately makes one feel at home and all controls fall at hand instinctively. I did not drive on this occasion, but have previously experienced the thrill of handling these magnificent cars. On wet surfaces and gravel one has to use the accelerator with care or slides will develop very suddenly. The car inspires complete confidence, however, as any slide is instantly correctable, and one can swerve to miss an obstacle at very high speed with no fear of getting out of control. This is more noticeable on the corners in the XK than in the K2, though the latter is never unpleasant.

Now a word or two on performance. We all know that the XK is the world's fastest sports car and the K2 probably good for a genuine 100 mph. Unfortunately one cannot try these speeds around Wellington. The Allard has more acceleration in top gear than the Jaguar at all normal road speeds. When second gear is used, the acceleration is phenomenal and the K2 will streak away from the XK if it is using third. With both cars in 2nd gear acceleration is very similar, but on the wet surface there is considerable wheelspin. It will be interesting to see these cars competing in the Annual Sprint.

We travelled for several hours in the rain with the hoods down and both cars remained dry in the cockpits. The XK has a tendency to draw water on to the inside of the screen at high speed. In the Allard water comes away from the top edge of the screen and strikes the occupants on the forehead and runs down your

neck; this does not happen in the XK where the screen sweeps everything over the top of one. The all weather equipment of both cars is complete and most effective when erected.

BY WAY OF COMPARISON: III

MOTOR SPORTING FILMS:

Indianapolis, The Isle of Man and Le Mans are now quite familiar to club members, thanks to film shows sponsored by the motor and allied trades. Some cynical members also claim to know the whole of Abadan like the back of their hands, too. By now, even the most undiscerning member will have noticed that like cars, British and American trade films have developed individual characters.

British films, like their cars, do not scream for attention; the better efforts such as the Isle of Man TT, and Silverstone, move swiftly but unobtrusively on their way. Occasionally in passing, the sponsor of the film, apologetically mentions his name, but most of the time, he's more interested in the event and even 'Dunlop Mac' gets a mere foot or two of film. Crossing to the other side of the Atlantic, the films blossom forth in what might be termed 'chromium-commercialism'. The event itself, like the great dynafish, fire-bull power units of Detroit, is camouflaged beneath a bulbous exterior, in the case of films, continual sponsor mention. The whole spirit of the racing is secondary to the plugging of the magic name 'Champion' or 'Firestone' at the end of every sentence. Even the winning car manages to stop in front of the cameras with the word Goodyear (or was it Michelin?) uppermost on the tyre, shining gold in glorious technicolor.....

The nearest approach to an American type trade film was the Le Mans effort of Dunlop which introduced a very unlikely lass in a Jaguar and a lot of talk about Dunlop tyres, but even this film fell far short of the Yanks it tried to emulate.... though Firestone must be very envious of the Dunlop bridge across the Le Mans track!

BY WAY OF COMPARISON: IV

THE 'LITTLE' CARS.

A certain Mr. Shaw (Wilbur Shaw to be correct) has been playing Pomeroy with what he terms the 'little cars' and has provided readers of Popular Science a very 'scientific' comparison of The Austin A40, the Nash Rambler and the Henry J. Here are some of the things he found in a 'road' test on the Indianapolis circuit!

A.40. Start motor too noisy.... brake and clutch pedals badly positioned.... transmission noisy in first three gears.... rolls on turns.... pitches on brick surface.... 0 - 60 m.p.h. in 34 secs

(too slow for the States)... top speed 71 m.p.h....brakes' soft'... in England the A40 is a good looking car; in the States, 'dumpy and dowdy alongside our cars'. On the other hand, it's sturdy, heavy gauge metal in body... lots of refinements - centre arm rest... foam rubber upholstery... useful luggage space and carrier... easy access to front and rear seats... good fuel economy... 40 b.h.p.

HENRY J: Little roll on turns...very little pitching.. no feeling of solidity... engine is rough ('all fours are rough') 0 - 60 in 18 secs., according to the speedo which was about 4 m.p.h. fast at 60, and 'jiggled'.. indicated top speed 82 - 84 m.p.h., but vibration at this speed very pronounced... Good vision...brakes good...room for five people, though access through two doors not the best.... B.H.P. 68.

NASH RAMBLER: This was a convertible - visibility not so good... it's got seat.. it has lines...it's pretty..gets right away..65 on turns (we're still on Indianapolis - Ed) with no roll...it rides good... little pitch ... 0 - 60 in 21 secs... indicated top speed 74 m.p.h. (against head wind)... you can dive into a turn without getting any tyre squeal...brakes excellent compared with other two cars... red lights on panel when oil is low or battery is on discharge (as with Henry J.. for benefit of those who can't read an Ammeter or Oil Gauge).. car as solid as a rock.... but because it is a convertible and also a two-door model cannot compare with A40 for access, etc. In aesthetics, ride.. and interior appointments, the Rambler, obviously was the class of the three cars. It was also priced at the top by a considerable margin. B.H.P. 82.

Wilbur (whose Indianapolis cars must have been fitted with steering column shift couldn't get used to the Austin gear lever) then sums up his tests with this thought 'Cars, like meat, sell by the pound, and the cost per pound of 'little cars' is considerably beyond that of bigger ones, i.e.

Austin - 69½ cents per lb, Rambler, 80½ cents, Henry J 59 cts. (Ever thought of buying a J2 Allard on the per lb basis?)

'THE RALLY'

If awards were given to organisers, Fordy Farland and the team that organised the rally to Palmerston North at Labour Weekend would certainly qualify for an 'outside' in 'pots'. This year, the Manawatu Club's rally came close to perfection; the whole thing left little room for criticism, and considering that the mileages covered by the forty-six cars totalled 18,000, and each competitor went through 6 elimination tests (270 in all) this is certainly an achievement to be proud of. What could be commented upon is the

fact that only six cars started from Wellington, not a very good entry from two clubs in the area. This year the averages on main roads were higher, but this did not seem to cause undue concern. Fog and rain slowed things up a bit over the Takapau plains, but most of the cars made Napier on time. Once through a belt of fog on the Taihape road, competitors came upon a starry sky, and moved merrily over hill and dale, disturbing the nocturnal prowls of thousands of rabbits and the odd deer enjoying a night out. Alan Freeman was first car away from the Wellington Railway Station, but Hugo Hollis being in the sports car class had a higher speed to average, and took the lead from Palmerston North onwards. From Taihape, things got tough, for the last ninety miles took the form of a very severe timed-trial. There were no less than 8 secret (very) checks on this section, which was over secondary roads, and some very fine calculating was required of navigators in order to be spot on all the way. Most drivers got some nasty shocks when the final figures came out, some cars having lost as much as 1000 points on this section alone! Shortly after eight the first cars rolled into the Square at Palmerston North. Of the Wellington cars, most were on time, though Fraser Savage who split his sump was very late indeed. Charlie Withers, with his mother, were also late, due to getting bushed on the Taihape section. Malcolm Campbell's car was not running too sweetly; maybe it objected to carrying a full load of four bods. Alan Freeman and Roy Cowan were a bit out on their calculations, too. These two were travelling in (stuffy) comfort in a Wolseley saloon! (Whatever is the sport coming to?) There was rather a long wait for all competitors to arrive, and by about 11 a.m. the tests started. What tests - and what driving.

It was evident that one had to be really relentless to be in the running, and tyres and suspensions certainly protested as cars were hurled backwards, forwards and sideways in and out (and sometimes through) the pylons that made up garages and obstacles in the special tests. The six tests (which took up the morning and most of the afternoon) were very well thought out, and the performances even of the smaller cars were outstanding. George Caske, last year's winner, showed that he really knew how to handle his Singer nine saloon, Laurie Powell in the elderly (Americans would call it 'vintage') V8 roadster was an exciting spectacle, as was a Ford ten that nearly became a motorcycle and did a nice two wheeled exhibition on one of the corners. By late afternoon it was all over - as far as drivers were concerned. While they slept, organisers burnt the midnight oil working out results. It rained heavily during the night but the day dawned bright, though showery, and the keener types (and there were



a lot of them) washed and polished their cars for the Concourse d'Elegance. This took place in a parking area, and while judges tried the comfort of the seats, examined touring nick-nacks, and measured luggage space, the competitors peered under bonnets, compared performances and held post mortems on why they were late at the various checks.

RALLY RESULTS: General classification: H. Hollis, Wellington, (M.G.TD, se) 29 points lost, 1; L. McLaren, Auckland (Ford Pilot) 99, 2nd; F. Hopwood, Palmerston North & R. McDonald, Hamilton (both A70's) 123, 3rd equal. Sports Cars: H. Hollis. Saloons: Up to 1300cc: T. Grant, Wellington (Morris Minor) 150 points. 1301-2300 cc: F. Hopwood and R. McDonald 1st equal. Unlimited: L. McLaren. Team Prize: B. Somerville; R. Haywood and I. Greenwell, Auckland (2TD's and a Mark V. Jaguar Saloon). Best Wellington starter (Atkinson Trophy) H. Hollis; Best Manawatu Starter: F. Hopwood. Concourse d'Elegance: R. Butt, Feilding, (Sunbeam Talbot convertible), 1;

THE RALLY IN RETROSPECT

It is a pity that one or two competitors did not find the energy to throw a bucket of water over what might easily have been the winners of the concourse - even the beauty of a Jaguar can be marred by mud..... Personally we've always been suspicious of this concourse business, but the Manawatu Car Club went into the matter very thoroughly, and made what might have been a matter of opinion, more a matter of science..... Only continental contender for Rally honours was a very nicely kept Mercedes.... independent suspension all round, and very much a quality job.... but with a side valve motor!....

There were several TD's in the rally.... and well handled, too..... Quite an array of fog lamps - in the case of Wellington competitors, very necessary on some sections..... Among the more unusual cars was a Riley four seater sports .... a very nice piece of motor car, and with a nice performance, too..... Three red singer sports made an appearance, one making it too suddenly on a corner, got collected head-on by an oncoming car.... and talking of Singer's, George Caske's is no mean car, or maybe, we should say that George is no mean driver. George won the rally last year, and this year was second to Hugo Hollis in the tests - losing only 36 points in the tests against Hugo's 24..... Ron Butt who won the concourse d'elegance has a car to be proud of at a price to be

staggered at - a Sunbeam Talbot convertible at something over the fifteen hundred mark.... and we're told that the speedo doesn't show the tenths .... several other cars suffer in this respect and with numerous secret checks on the last part of the rally, accuracy has to be spelt with a capital 'A'

As an example, we quote the winner's experience .... at a turn-off shown in the route sheet as 20 miles, the speedo showed 20 and 2 tenths miles, a seemingly unimportant error of 1%. Over a section of nearly 90 miles this is 9/10th of a mile, and at an average speed of just under 30 m.p.h., a matter of almost 2 minutes - enough to cause a loss of points at a check.... In this case the error was corrected as soon as it was discovered, and for the last 60 miles was taken into account, which may be why the Hollis/Honey team lost only 5 points (plus Eric's breakfast) on the road sections. Back to the tests - braking was extremely good overall, even after 400- miscellaneous miles. Very few cars pulled up askew in the braking test between two narrow sets of pylons.... one or two drivers whose cars have leading shoe brakes found that they didn't work so well in reverse... John Dalrymple in a TD made a "blue" in one test, but realised it and corrected it, and his extra backing and turning cost him valuable seconds - however, he still managed to make second fastest time in the test..... among the better kept cars in the Rally was the Wolseley of Trevor Tawse looking in absolute showroom condition, reflecting even more credit of Trevor when one realises that the car is a pre-war model..... It was good to see some of the old familiar faces at the Rally - Jock Mackintosh.... Ken Hemus and Jim O'Callaghan of Auckland..... Laurie Powell whose co-pilot was his schoolboy son... E.H.

RESULTS IN BRIEF

Hutt Club's Night trial..... a good entry, and a very unusual evening.... won by Bob Gibbons (this time in a Sunbeam Talbot), second, the blue Morgan piloted by Messrs. Aitken and Hardymont.

Manawatu Car Club's Hill Climb following the Rally: An informal affair with everyone having a lash at it. Best time, Bob Gibbons (XK Jaguar) 58.2 secs; Other notable performances: Ewen Faulkner (V8 Spel. 59 secs; Hollis (M.G.) and Edhouse (V8 Spel.) each 60.6 secs; Harrison (Jaguar XK) 61.2 secs., and Laurie Powell in Model A/V8 63 secs. Powell, having his first drive in a Jaguar XK also made a very spectacular climb around the minute mark..... four wheel slides all the way!

# CLUB CALENDAR

THURSDAY, 8th NOVEMBER: W.C.C. Monthly meeting, Victoria League rooms, 7.30 p.m. We have invited an officer of the Transport Dept., along to give us a talk and show us a film, so come along and take it like men. (A good chance to bring along those cynical friends who consider motor-sportsmen anything but safety-minded).

SUNDAY 11th NOVEMBER: W.C.C. Gynkana. If fine, this will be held on the old motor cycle track opposite our circuit at Pahautanui; if wet, we'll have the event in a section of the old Nghauranga Gorge Road (first turn left above City Abattoirs). Starting time 2 p.m. Half-a-crown to be in, plus nominal charge for afternoon tea. Start getting into form for next year's rally.

TUESDAY, 13th NOVEMBER: Committee Meeting, John McMillan's, 7.45 p.m.

SATURDAY 24th NOVEMBER: This date has been set down tentatively for the Hutt Motoring Club's VETERAN CAR RUN. Anyone knowing of any mobile cars of say, pre-1920 vintage, who might be interested in competing, please contact Jack Kennedy, phone 60-947 (day).

DECEMBER 9th, Combined Picnic event with Manawatu Club, probably at Himitangi.

MANAWATU CAR CLUB: Event for November is a Mystery event with hill climb included. Further details at Monthly Meeting.

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FOR SALE: Roy Cowan's T.T. Sunbeam, restored to original design. Prospective purchasers are invited to get in touch with J.R. Cowan, 52 Connaught Terrace, Wellington.

FOR SALE: 500cc special, new J.A.P. motor, Morris Minor Independent suspension, hydraulic brakes, 4.75 x 14 wheels, Burman 4 - speed box, rack and pinion steering. All parts new. Will sell for cost of parts; also V8 motor, reconditioned, £190; V8 short-block assembly, reconditioned and re-sleeved to standard, £100; Ford 6 engine complete; Motor to be reconditioned, £95; Vauxhall 10 h.p. motor, reconditioned £94. Particulars from J. Kennedy, Phone 60-947 (day), or P.O. Box 124, LOWER HUTT.

Jack also has complete stocks of all tyre sizes, address as above.

FLAT WANTED: Bruce Gibbs would appreciate pointers in this direction. Contact Bruce, Air Dept. Library, 49-800.

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Wellington Car Club (Inc.)

★ BULLETIN ★

DECEMBER.

1951.

RAFFLE REMINDER: If you haven't already posted those raffle butts back to the club, do it NOW - yes, before you read the Bulletin.

COMMENT:

'TRIO'

An attempt has been made to give this issue of the bulletin a 'racing' flavour, and this editorial is largely concerned with the prospect before us.

In motor racing there are only three people - the man behind the wheel... the man behind the event ... and the man behind the rope (we hope). The success of the sport depends on all three. Firstly we need drivers, then we need people willing to organise events for them to compete in, and last but not least, we need public support - and the word is 'support' not 'acceptance'.

The man behind the wheel, no matter how great his enthusiasm - can only remain there while funds permit. He looks to the man behind the event to organise races that provide him with good sport, and a reasonable chance of being in the money. The race organiser agrees with the driver wholeheartedly - but he has someone else to consider - the all-important man-behind-the-rope. No enthusiast this, but a hard bitten buzzard who wants entertainment, and is willing to pay for it, but only as long as he considers he's getting his money's worth.

The success - or otherwise - of motor sport in New Zealand in the future will depend on how successfully race organisers can satisfy drivers and spectators this season. Events, prize money, programmes must be planned to ensure that, in 1953, we have more men behind the wheel... more men behind the safety rope and, we hope, more men willing to play at being 'behind the event'.

**WRITE FOR YOUR BULLETIN**

DOMATIONS: A further two donations have been received, but as the Secretary of the Finance Committee is out of town (absconded?) at the time of going to press, details are not known. These will be acknowledged in the next issue of the Bulletin.

CLUB CAPTAIN'S NOTES:

NEXT COMMITTEE MEETING: This will be held at John McMillan's home on Tuesday 18th December.

DECEMBER EVENT: 9th December. This will be the inter club event between Wellington Hutt Manawatu and Hawkes Bay. It is being organised by the Manawatu Car Club and they want all competitors to assemble at Porter Motors Parking Area on the corner of Rangitikei St. and Queen Street, Palmerston North at 10 a.m. on Sunday 9th December. The W.C.C. Committee has decided to let Wellington competitors make their own arrangements for reaching the start. Anyone who wants to travel in company can ring me at home in the evenings.

Last year the inter club event was the best supported event that was run by our club. I hopes it will be the same again. The day will take the form of a picnic and gymkhana; children will be especially catered for. Bring your own food and cups, drinks will be provided up there.

W.C.C. ANNUAL SPRINT: January 26th 1952.

Permission has been granted for the use of a road in the South Wairarapa and the event is definitely on. It will take the form of a standing  $\frac{1}{4}$  mile and a flying  $\frac{1}{4}$  mile for those who want to try out their cars. Certificates of performance will be issued to all entrants and there are Club trophies for all classes and F.T.D. in the standing  $\frac{1}{4}$  mile. Full details in the Christmas Number of the Bulletin.

DECEMBER MONTHLY MEETING: 13th December.

A good programme of films, with some motor racing, is being organised. Also the raffle will be drawn.

JANUARY MEETING: There will be no club meeting on 10th January as many members will still be away. The first meeting next year will be on February 14th.

MORE MISADVENTURES - IN - THE - MUD.

GYMKANA

There's a sort of tradition that says that night trials must always be held in the rain. This year the club seems to have got its calendar mixed for the wet weather was inadvertantly transferred from the night trial to the gymkana held a few months back. Nevertheless, the sizeable entry encouraged the committee to organise another gymkana in, it was hoped, fine weather. Some hope, for Sunday, November 11th was hardly summery, and the site chosen, the old motorcycle track opposite our circuit site, was very wet and sticky indeed, even though it was not raining at the start. Only one pessimist turned up at the alternative venue, some twenty cars arriving at Pahautanui. Of these, fifteen brave souls descended on to the mud flat. The remainder stayed on the road to watch and were joined by numerous passing motorists, somewhat astonished by what was going on below.

A wiggle-woggle, fairly intricate set the ball rolling - and the cars sliding. Drivers were given two runs at this, and rain falling before the second run made things sticky to say the least. Hugo Hollis showed his usual mastery of difficult conditions with two good times. Fraser Savage, in his TA-M.G. (once the property of Hugo) actually improved on his second run and his final times (collectively) were the same as Hugo's 74.2 secs.

TEST I - Details.

H. Hollis	35	39.2	74.2	9 $\frac{1}{2}$ points
F. Savage	38	36.2	74.2	9 $\frac{1}{2}$
G. Duncan	36.4	40.6	77.0	8
G. Thornton	38	40	78	7
L. McFarlane	38	42	80	6
T. Grant	45	36	81	5
A. Maney	42.2	39.8	82	4
T. Dewar	42	43.6	85.6	3
M. Hursthouse	48	39.6	87.6	2
H. Ross	47.6	41	88.6	1

and J. Donaldson, 48, 43.2, 91.2; B. Robinson 50.8, 40.2, 91.2; R. Green, 46, 46.2, 92.2; A. Freeman, 45, 49.2, 94.2, R. Berry 65, 42.2, 107.4.

Inspired by Bruce Gibbs, the organisers struck a sledge hammer blow with the next test. A sledge hammer (from an anonymous tool kit) was placed in a small square, and a rope attached from the handle to the car competing. The driver then had to do four laps without dragging

the hammer out of the square, at the same time keeping beyond a certain radius. This was not beyond the capabilities of most drivers, though by now the ground was very mushy indeed. Only four were disqualified for dislodging the hammer. The test was then revised, two handkerchiefs being tied to the rope which had to be kept taut enough to prevent the handkerchiefs dragging in a two lap sprint. This eliminated 11 of the 15 drivers who found it difficult to divide their attention equally between the handkerchiefs, the circuit and the amusement of the spectators. Just look at the statistics:

TEST II.

H. Hollis	35,	53.8	88.8	10 points	
B. Robinson		54.4,	62.4	116.8	9 pts.
G. Duncan	71.2	57.2	128.4	8 pts.	

Disqualified:

J. Donaldson 45, - 0 pts; T. Dewar - - 0; G. Thornton - 0; M. Hursthouse 44 - 0; T. Grant 36 - 0; A. Freeman - 58.8 0; R. Berry 61 - 0; F. Savage 80 - 0; R. Green 75 - 0; H. Ross 58 - 0; A. Maney - - 0;

The garaging test had to be scrubbed as conditions had now 'deteriated' to say the least. Despite the rain, the competitors played Oliver Twist, and in answer to their call for more, it was decided to run the Wiggley-woggle with a flying circuit attached. Cars were allowed a second run here if desired, and Miles Hursthouse having let Bruce Gibbs and Mike Poynton have a run in his PA, and having seen both of them break his own time, elected to have a second run just to show them - and everyone else, as he clipped a fifth of a second of Hugo Hollis's time and did best in this test.

TEST III:

M. Hursthouse	56 secs	10 points
H. Hollis	56.2	9
T. Dewar	62 secs	8
R. Green	65	7
G. Duncan	68.6	6
T. Grant	69	5
F. Savage	70	4
B. Robinson	71.6	3
J. Donaldson	76.2	2
L. McFarlane	79.2	1

and A. Maney 79.8, G. Thornton, 84, A. Freeman 91, R. Berry, 97.6.

This brought the final score to:

H. Hollis (MG. TD.)	9½	10	9	.....	28½ pts.	1st.
G. Duncan (Prefect)	8	8	6	.....	22 pts.	2nd.
F. Savage (M.G. TA)	9½	0	4	.....	13½ pts.	3rd.

B. Robinson (Jupiter) and M. Hursthouse (M.G. PA) 12 pts. 4th equal, T. Dewar (MG TD) 11 pts, 6th; T. Grant (Morris Minor) 10 pts 7th; G. Thornton (MG) and R. Green (Riley) 7 points 8th; equal; L. McFarlane (Alman) 6 pts, 10th., A. Maney (Ford 'A') 4 pts, H. Ross (Prefect) 1, R. Berry (A40) 0, A Freeman (Wolseley) 0.

It is good to see another newcomer well up in the placings, and other new members, though further down the list by no means disgraced themselves. The organisers have been asking themselves just how big the entry would have been if the weather had been fine.

WITH THE EMPHASIS ON SAFETY

MONTHLY MEETING:

It is a pretty safe guess that most of the fifty members who rolled up at the monthly meeting in November did so with a certain amount of apprehension. (If they didn't, it is probably because they hadn't read in the Bulletin that the meeting was to be addressed by an officer of the Transport Department. That apprehension, they soon learned, was shared by the Transport Officer, Mr. J. Semple, who admitted he felt somewhat diffident about talking to a group of people whom he classed as experts. This statement and the films that preceded it, removed the last barrier between the man in blue, and the boys who normally are allergic to 'blueys'.

Curtain raiser to the night's entertainment - and a very serious subject was certainly presented in an entertaining manner - was a "March-of-time" type film on traffic. In many ways, it seemed to be a caricature of New Zealand conditions - on what they might become. Certainly it brought home the fact that drivers - bad drivers - are the same the whole world over, though the fact that the Yanks drive on the opposite side of the road was a bit confusing in sequences indicating keeping to the correct side of the road. (The sympathy of the audience in one instance was probably with the clot who was hugging a left hand bend, N.Z. style and not with the unhappy motorist who had to avoid him). Briefly the theme of the film was :

"We can't live without motorcars - then let's learn to live with them."

The same would also seem to apply to Traffic Cops. If there were any members who, after Paekak, and other events doubted the issue, the talk by Mr. Semple certainly proved that Traffic Inspectors are human after all.

After a talk on serious aspects of road safety - with at times, some very interesting diversions, - Mr. Semple accepted comments, criticisms, and questions on traffic rules and transport problems. Though a series of very willing, though good-natured, exchanges ended officially at 10 p.m., Mr. Semple continued verbal duels with odd members over the "supper" that followed.

From a social point of view, the evening was a success. It is also a pretty sure estimate to say that Mr. Semple's message of Road Safety will not go unheeded - for as one bloke said

"He called me an 'expert' - " I wonder if I really am?"

P.S. Road Safety is your business.

THE BATTLE OF THE GIANTS - 1951 GRAND PRIX RACING SEASON.

1951 has been a memorable year for Formula I Grand Prix Racing. To those who were fortunate enough to see both, it brings back memories of the pre-war Mercedes Benz - Auto Union battles. This time however two new names; - one, - Alfa Romeo has dominated the post-war field in Formula I until this year. - The challenger- **Ferrari** is no new name to racing but this year they have at last broken the run of Alfa successes.

The 1946-53 Grand Prix Formula I is 1500 cc Supercharged or 4500 cc unsupercharged no limit in fuels or weights. These figures should be remembered in view of the fact that today's lap speeds on the same circuits are higher than the 1939 speeds put up by the 3 litre supercharged Mercedes or Auto Union are in many cases higher than the 1935-6 5½ litre (560-600 bhp) lap speeds! So much for engine development and more important - suspension design in the post-war era. To return to 1951.

The Alfa Romeo type 159 is a straight eight 58 x 70 m/m engine - two stage supercharged with twin overhead camshaft Valve operation. Estimated power output is 400 bhp. These engines run up to 8500 revs. The rev counters are fitted with an 'idle' needle which remains at the highest revs reached during a run. The writer personally saw these 'idle' needles showing 8700 rpm., after the Grand Prix of Europe at Rheims.

Until this year Ferrari also used a 1½ litre car without much success. However at the end of last season they announced the new type 375/1 V12 4½ litre. The advantage of the unblown 4½ litre is that it does 9 mpg against the two-stage blown 1½ litre's 2½-3 mpg. Therefore with any luck the big car can go through a Grand Prix of 500 Km. (311 miles) without a refill. This means at least 40 secs. saved.

Prior to 1951 the only 4½ litre unblown cars were the 6 cyl. 93 x 110 m/m Lago Talbot but these were far too slow. In fact they could barely hold the 1½ litre 4 CLT Maserati.

The Ferrari is a V12 O.H.C. 80 x 74.5 m/m with either 12 or 24 plugs. A compression ratio of 14:1, a 4 speed non-synchromesh box in one piece with the differential - De Dion type rear axle Starting weight including driver 2046 lbs.

Alfa-Romeo have Fangio the Argentine ace, Dr. Farina 1950 World Champion, Gonsalvo Sanesi and Bonetto as drivers. Ferrari have Alberto Ascari as their number one. Luigi Villorosi; Froilan Gonzalez another Argentinian who puts his foot down very hard on the accelerator, and Serafini and Taruffi who used to perform very creditably pre-war on Gilera motorcycles.

Due to the wizardry of designer Lampredi the Ferraris are every bit as quick as the Alfa's although they give away a little on acceleration. Both cars exceed 180 mph, in full load racing trim, Fangio was timed over a Kilometre at Spa (in the Belgian G.P.) at 202mph.!

To handle this power output Alfa's use 550 X1 front - 700 x 18 or 700 x 19 rear and Ferrari 600 x 16 front and 760 x 18 rear. Rear tyres last 150 miles on the average. The first trial of strength was the Swiss G.P. May 15. Alfa 1.3.4&5. Ferrari 2 & 6. The Belgian G.P. followed on June 17 Alfa 1 and 9. Ferrari 2 & 3. The French G.P. (G.P. of Europe) on July 1st. Alfa 1 & 5 Ferrari - 2 3. 4. Then the position changed. Gonzalez Ferrari decisively won the British G.P. at Silverstone with Fangio Alfa second & Villorosi on another Ferrari third.

The German Grand Prix at Nurburg Ring was a resounding victory for Gonzalez, Fangio Alfa being again second and Ferrari filling the next three places.

The Italian G.P. at Monza was a further Alfa defeat (on their home ground so to speak). Ascari and Gonzalez filling the first two places, Alfa third, Ferrari fourth fifth.

So much for 1951. 1952 will undoubtedly see an intensification of the struggle and we hope that despite all its past disappointments and misfortunes we may see a third competitor in Green - the B.R.M.

CHROME PLATED COMMENTARY....

Champion American stock car speedster of 1951, is the Chrysler 'New Yorker' sedan with the new V-8 motor. A perfectly stock model was taken from a dealer's showroom and averaged 100.13 miles an hour on Daytona Beach under bad conditions. Best run was 103.75 m.p.h. (118 on the speedo!). Year previous, Oldsmobile '88' averaged 100.25 m.p.h. on dry hard beach, for American record but similar car in 1951 couldn't beat 93.85. Others: Cadillac 61, 99.34 mph, with syncromesh, 94.70 with Hydramatic. Lincoln 94.41, Nash Ambassador, 94.29, Buick Roadmaster, 94.28, Lincoln, 93.68, Olds, 92.68, 92.18. A Lincoln did 102, but had no muffler, so was not 'stock'.

- (Facts from Mechanix Illustrated.

After reading a Paragraph in 'Motor Sport' we have decided not to buy one of these 'hydramatic' wonders. Motor Sports lists the procedure for towing these cars when necessary. Most of them are virtually untowable, unless the rear wheels are lifted from the ground, or half the transmission is disconnected!

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Of course, you're not the chap who's holding onto his raffle book after the raffle closed.

THE WORLDS LARGEST MOBILE LUBITORIUM.....

This might be used to describe a massive piece of machinery that made its appearance in Wellington recently in the hands of exiled enthusiast, Ken Hemus of Auckland.

Ken made a flying visit to Wellington - though flying is hardly the word. His newly acquired Hispano - Suiza makes a Brabazon aircraft look tiny, but it is hardly likely to become airborne. Recently imported direct from France it is a car that commands attention - and a goodly slice of the road, too. Even Roy's Sunbeam becomes insignificant - as insignificant as a Cowan 'beam could become - beside it. Your Editor is now polishing up his French (French Polish) to find a suitable heading for a story we hope to receive from Ken. Something like 'Motoring a la manner magnifique'...

FOR SALE: 1929 Austin 7 - 2 seater £110.  
Phone Bob Arthur 60-041.

EXHAUST NOTES:

There's a buzz about that a midget car speedway is to be started in the Winter Show Grounds, Wellington.

An Aston-Martin D.B. 3 with 5-speed box, de-dion rear suspension, and torsion front suspension made its appearance as a prototype at the Dunrod TT recently. It was lying second to Stirling Moss in a Jaguar 120 when it had to retire with a loose exhaust system.

A few Jaguar Mark VII's have arrived in Wellington - also some Bond Minicars.

It is reported that Roy Cowan's TT Sunbeam is going to a South Island enthusiast.

ECHOES:

Moaning motorsportsmen who criticised the Wellington City Council traffic by-laws, lights etc., found Mr. Semple of the Transport Department in agreement on most points. (The City is under the jurisdiction of the council not the Transport Dept.) Of Wellington drivers he said: When a Wellingtonian puts his hand out, you can be certain of only one thing - the window is open!

Ever wondered why so many local traffic officers spend so much time chalking tyres? It could be that while fines from by-law breaches go to the City Council; fines for traffic breaches, go to the consolidated fund. If you were the City Council how would you employ your traffic officers?

NATIONAL RACING CALENDAR:

On the next page we set out a brief survey of the major speed events for the first part of 1952. February and March look like being very busy months for some people, and your Editor is thinking of running a sweepstake on how many cars will be running after four consecutive weekends of use!

..... RACING CALENDAR .....

1952.

Date	Event	Organising Club	Details
DEC. 29th. Jan. 1st.	Circuit Racing	Nelson Car Club John Reynolds, Box 6, Port Nelson	Nelson Closed invitation event. Short Races on Nelson Club's own circuit. Past meetings have been excellent.
JAN 26	Standing & Flying Quarter Mile.	Wellington Car Club	Carterton. Annual Club Sprint - Te Maire Road. Trophies all classes and certificates.
FEB 16	Hill Climb	Wellington Car Club	Plimmerton Annual Club Climb. Closed invitation; 3-car teams from Neighbouring clubs; Class trophies
FEB 23.	RACING	The Motor Racing Club, P.O.Box 221, CHRISTCHURCH.	Wigram. Two 25-mile races - Saloon & Sports. Lady Wigram Trophy Race. 2 heats and final of 50 miles £500 prize money & Lady Wigram Trophy.
LATE FEB.	South Island Champ. sprint	Otago Car Club	No details known Dunedin.
MAR. 1st.	RACING	Manawatu Car Club P.O. Box 542, PALMERSTON NORTH.	Ohakea. Races for Motor cycles, Sports cars, saloons, and 70-mile Ohakea Trophy Race. Entries close Feb.16.
MAR. 8	BEACH RACING	Wellington Car Club.	Waikanae. N.Z. 50-mile beach champ. also 5 & 10 mile races for saloons & sports cars.
MAR. 15.	HILL CLIMB	Northern Sports Car Club, C/- A. Siddal 28 Pukehana Ave. Epsom, Auckland.	Auckland. N.Z. Champ - sealed hill approx. 1 mile Assisted travelling costs. S.I. entrants £5. N.I. entrants £1 per 100 miles.
EASTER	N.I. Sprint Champs.	Hawkes Bay C.C. N. Marriot, 3 Creagh Street, Napier.	Hastings. Details not yet to hand probably kilometre.

The North Island Hill Climb Championship will be held by the H.B. Car Club and the South Island Hill Climb is to be organised by the South Canterbury Car Club. Details are not yet to hand.

The Canterbury Car Club applied to the Association for permission to hold the N.Z. Champ road race. This depends on the availability of a road, and no details have been received.



## COUNTING YOUR CHICKENS

The Plotting board described in this article follows the pattern suggested by S.C.H.Davis in an "Autocar" article. Here is an account of the method as adapted to racing under N.Z. conditions.

A pit crew of four is the customary allowance - these were; Pit Manager, Lap Scorer, and his Spotter, and the Timer. The Pit Manager took post at the end of the pit counter remote from the on-coming cars so that he could see both the crew and the approaching car, and he arranged and displayed signals according to the information supplied him by the crew. Next was the Lap Scorer, who should preferably be of the type who will continue to score impassively whatever befalls. The process of scoring involved moving counters, and to ensure that no car was overlooked, the Lap Scorer was assisted by a Spotter, whose duty it was to ensure that the passage of all cars was recorded upon the chart. In practice the Spotter usually called the numbers of cars as they passed, and the Lap Scorer concentrated upon the chart. The Timer, at the "upwind" end of the counter was armed with a stopwatch with which he took time intervals between the controlled car and other cars. If, for instance, the controlled car was twenty seconds behind the leading car, the figure twenty would be signalled together with the number of the leading car. If the controlled car was first, its own number was signalled, and the time interval would be given between this car and the second.

Either the Spotter or the Timer had field glasses and was charged to observe the controlled car as far as he could around the course - a duty evolved after sundry disappearances. I should add that "passed", of any car was strictly defined as crossing a line drawn from the pit. This settled the question of doubt arising from the stopping of a car in an adjacent pit. I remember one occasion on which Halsey Logan came to a smoking stop about one inch short of the mark. Later, when his crew had decided that the Addington Trots might have more to offer, he motored off once more, but just far enough to record another lap on our chart. To keep our driver informed, we had to supply this - the number of laps completed the number of the leading car, the time interval between that car and our own, and the place of our own car. With this information the driver could arrange his own strategy, which proved to be the best system with experimental or untried cars. (Some cars are always experimental!). The Pit Managers signal board showed three rows of figures - the top row showed in large characters the place position of our car, and in smaller figures the number of the leading car (once the number of our own car!). The second row showed laps completed. The third row gave the Time Interval in seconds. This may seem a weighty total, but the driver soon became accustomed to

taking in what was signalled at a glance, and from the figures he could estimate the required overtaking rate in seconds per lap - the most useful unit for the warrior in battle. The numerals were fashioned in sheet metal drilled to clip on to screws in the board.

The Lap Scoring outfit was a square board of about 24" side, in which were drilled rows of quarter inch holes at one inch intervals and one inch between rows. The resultant columns of holes were numbered 1-25 left to right, and again 26-50, these numbers representing laps. Counters with stems to fit the holes were made from plastic headed drawer nobs. When filed flat, the heads of these provided a disc about  $\frac{3}{4}$ " across, on which were painted the numbers of the cars the race. As each car completed the first lap of the race, its counter was placed in row one, beginning from the top. Now as the cars passed, their counters were moved along, and as each counter was moved into a new lap-column, it was placed in the highest vacant position in that column. That is, the counter of the car with most laps completed ran along the top of the board, and the other cars were arranged down the columns in order of their position in the race. This system made it easy to observe the relative positions of the prospective place getters and in effect graphed the progress of the field. The picture so obtained of a race in which short laps would otherwise make things utterly confusing was evidenced by the fact that on the less well-controlled courses the Pit Manager was constantly occupied in kicking the public out of the pit, and on occasion was asked by other crews where their own cars were (usually to their dejection.)

To summarise. The number of laps run and the placing of cars was recorded by the Lap Scorer, moving counters on the board. The accuracy of this job was checked by the Spotter. The Timer recorded the time interval between the first car and the controlled car, if the latter was not first. If the controlled car led, the time interval was taken to the second car. The Pit Manager signalled laps completed, time interval, place in the field of the controlled car, and the number of the leading car.

The system was tried over two seasons racing, and proved excellent for scratch races. In the type of handicap race where cars are started before the controlled car, the difficulty was that the controlled car began with a large time interval, which decreased through the race. While this figure gave the driver a rough idea of his overtaking progress, he could not readily work out whether his overtaking rate was adequate. In this type of credit lap handicap race, the handicaps are usually announced as so many minutes

and seconds after "Go".

Assuming that the first car had fifteen minutes start, and that there were thirty laps to run, our car would have to lap in thirty seconds less than the first car was away, to draw level in the final lap. But this required rate of overtaking may alter if the first car speeds up, or if some other car is found to be overtaking at a faster rate from some other handicap position. In these circumstances, the one item of information which is of any value is the expected time of finishing of all cars, based upon the speed at which they are lapping. To obtain this information, both the Spotter and the Timer would have watches and would arrange a system whereby they regularly checked the lap speed times of all cars. As the Lap Scorer is recording the number of laps completed by each car, the information is there for calculating the expected finishing time of all cars, and to speedup calculations a variation of the time - speed calculators used by trials navigators could be produced. Out of all this comes the essential figure - and the only one of value to the driver, that is, the numbers of seconds gained or lost in the last lap relative to the prospective winning car - and the number of that car.

Once more to the board. You might think that efforts to ascertain which cars are likely to finish first out of a large field, all of which started at different times and through out the race ran at varying laps speeds would be without hope. If however, the counters are moved by the Lap Scorer in the manner described earlier - that is the car with most laps up appears at the top, and the other below in order of laps completed, the board shows clearly which car is pushing ahead of the general slope of the counters, and the timing part of the crew can concentrate accordingly.

Finally - what happens when the controlled car stops, goes into the bulrushes, or comes in for attention? Provided only that the Lap Scorer stays on the job, the pit crew can sail into the attack without loss of control, because the essential information on which all the subsequent calculations are based is stored upon the lap scoring board.

Nearing completion.....

Just in case you think the above heading is about a special somewhere, we'll admit that the purpose of the caption was to mislead you. Really this is just a further reminded to send back those raffle books.

There are no accidents. Accidents, says the dictionary are 'events without apparent cause .... unintentional act, chance, fortune.

(This was the title submitted by Trevor. After reading the following article, there will be many who will agree with the Editor that it could equally well be captioned 'The Whimsies of Wickie')

Well, chums and playmates, I've been to the Motor Show. Sounds all right, but don't start getting jealous, as frankly, but for the boats and caravans, I'd have been bored silly. Actually that's not quite true as there were one or two individual exhibits of considerable interest, notably the Ferrari chassis, (Why couldn't Bentley or Rolls show a bare chassis?) and the Austin 7. The latter of course, is of purely academic interest as there are only four hand-made examples in existence and no immediate hope of any more, but the great attraction is the name, although this scaled down A40 has nothing like the fascination of its famous bath-tub ancestor. And I think that is the catch with the whole show. The cars are all now sleek, featureless, self-satisfied creations of the atomic age, and after seeing a few one yearns for the slim graceful lines of the middle-thirties, which I for one, feel were the great days as far as looks were concerned. I've no desire to start all this vintage business over again (Pity - Ed), particularly as I'm a centre man tending strongly neither left nor right (!!! - Ed). However, enough of this generalisation - though I'm afraid my views are certain to crop up again and again.

For instance, the Alfa Romeo stand drew me powerfully, but visions of slim red sports cars faded and were replaced by the physical presence of fat rounded little cars having the well-known badge as the sole reminder of the bad (?) old days. Somehow Delahaye did not shake my faith as they have always been associated in my mind with just what they are. One was a really striking exhibit in pillar box red - and then I looked inside. The whole damned thing was the same colour and even the tiny knob of the Cotal gearbox was livid! This was the last straw and I hurried on to call on my friend Tom on the Allard stand - Tom of the moustache and the realistic attitude. Said I, after the usual inanities, 'I see you're still building that gosh-awful saloon. You wouldn't like me to design you a decent one I suppose?' Said Tom, 'They wouldn't build it, old boy. It just happened and it will remain.

And so to the Ferrari stand where a large crowd milled around that perfect base chassis. How very real it looked, not

nicely made but beautifully designed and oh, so rigid and 'right' looking. Bentley and Rolls simply don't look right to me. Undoubtedly they are magnificent cars but no longer do they look magnificent machines as did the pre-war jobs. Don't shout at me, sir! Write to the Editor if you don't agree. (P.O.Box 2028 - Ed) Of course, the new four and a half Bentley is a very fast car - nearly as fast as its blown ancestor of 20 years ago. To digress for a moment, I saw the ex-Barnato blown  $4\frac{1}{2}$  two seater recently. You older ones may remember the lovely pointed tailed two-seater with its cycle type wings. It's 'as new' and for sale - for £1500!!! The owner's attitude is that it is still a whole lot better than anything you can buy for £1500 amongst the new stuff. I didn't ask though I know of another perfect example for under £500. Back to the Motor Show....

Alvis show the three-litre sports two seater and I must say it looks pretty good to me though I can't see the point of the too - deeply cut-away sides. I mean I don't mind a chilly right arm but a numb right cheek has never been my idea of fun. Open cars are scarce, exceptions being the Alvis, 'Old School' Morgan and A.C., plus of course, the XK-120, the Frazer Nash (Really fast old boy, despite the advertising - Tom again) and the Allard. Daimlers appealed quite a bit. The new 3-litre 'Regency' is one of the better looking cars and the straight eight makes one all Plutocratic just to look at it.

The special coachwork stands were not as exciting as in the past. There doesn't seem to be the scope in these all-enveloping days. James Young have the right idea about pillars and their Bentley was a much nicer looking car than the standard saloon. Harold Radford's countryman on the Mark VI Bentley is notable for his amazing storage space. In fact there was a huge pile of luggage, golf clubs, etc on the stand, leaning against which was a label to the effect that all this can be stuffed inside.

I mentioned the boats, and the caravans. Some of the cruisers were particularly attractive and the interesting point is that, compared with the cars, they are fairly cheap. Among the exhibits was an auxiliary yacht complete but for the mast - the other extreme being a dinghy made of compressed fibreglass. And the caravans ...! Mind you I'm prejudiced as I'm living in a thing like a mobile state house myself, but quite seriously they are amazing. From the Raven Mignon and Glider Flyte to the large double decker Berkley 'Statesman'. And the £2160 Winchester Royal, the design

and workmanship is first class. I believe something over a quarter of a million people in England now live quite happily in caravans. Whilst thinking these majestic thoughts a voice said, 'And does Sir drink?' It was Len from the Raven caravan stand and in less time than it takes to say '2-litre Ferrari' I was sitting in the smallest 'van in the show, sipping gin while the great British public peered through the windows, already well smeared with festival rock. Very pleasing. Nice blokes, these English.

And so my show was nearly over. One prize exhibit must be mentioned. On a stand dedicated to one of the motoring magazines found in all enthusiastic homes was a gorgeous sight. Royal blue slacks, green shirt, brown gaberdine coat and flowing beard, five feet high and one of those voices! I stood fascinated. But the funny thing is that those strange blokes are 100% in every way. And the way they drive would make our own men look like a pack of kids with scooters. Strange isn't it?

That's all chums.

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#### HANSON TROPHY POINTS:

Hugo Hollis with 20 points has a one point lead over Alan Freeman for the Hanson Trophy. The rest of the field is several lengths behind - John McMillan 10 points, Brian Robinson 9, Miles Hursthouse 9, and Hugh Ross, Roy Cowan and Fraser Savage each have seven points.

#### THE OTHER FELLOW.....

In accidents its always the 'other fellow' who is to blame, said Mr. Semple in his road safety talk. 'What we don't realise is, that often the other fellow is the bloke we see in the shaving mirror in the mornings.....!'

#### JANUARY SPRINT:

Eric Honey is chief marshal for this event and he'll welcome offers from people free to marshal at this event. Timekeepers, flag marshals, etc., are required. Offers of assistance to Eric, Phone 40-875 (home) or 70-349 (office)

No, Montague 'R.R.' does not stand for Rolls Royce - it stands for Raffle Reminder.'. Remember, those books must be posted back by December 4th.

THE FRENCH HAVE A WORD FOR IT.....

We had hoped to report that a transformed Delage was on the road again - for much blood, sweat, sandpaper and paint had been expended on John McMillan's car of late. Unfortunately the head had been sent to a certain works (which shall remain anonymous) - for work on the valve seats, and in the fitting of new inserts, some ham-fisted so and so rendered the head unserviceable. (that puts it mildly!) If anyone knows of the whereabouts of a D8 Delage head .....

On being told the sad story, Ken Hemus, a fellow owner of a French carsaid "Did you have a chat to the gentleman about it?"

What do you think!

THEY 'WROTE FOR YOUR BULLETIN'

CONTRIBUTORS

That oft repeated tag-line, probably as old as the Bulletin itself, 'Write for your bulletin' has of late served only to remind the Bull-Ed. that it's time he turned out another issue. This month our one contributor (apart from the Club Captain who keeps us posted with a page of notes) has become three, and the Bulletin has grown in size to accommodate three very interesting articles. For the benefit of the newer members we append the following brief 'biographical' notes:

ARNOLD STAFFORD, of Dunlop, has recently returned from a visit to Britain, bringing back a Morris Minor, A Cooper and a lot of first-hand information on Motor sport in Britain. Some of the latter he has passed on in his 'Battle of the Giants, (See pages 6 & 7).

TREVOR WICKHAM is the club's first Honorary Life Member, and well known to enthusiasts throughout the country. He recently took up residence in Great Britain and we are pleased to publish what we hope is the first of many articles to come from one of the Bulletin's most consistent (even though vintage-biased!) contributors. Thank you Trevor for taking us round the motor show on pages 15 - 17.

ROY COWAN has a motor sporting record extending from experience as Association Secretary to builder of individualistic specials. Somewhere between those extremes is experience in pit control, and his article 'Counting your chickens' on page 12 - 14, will be of interest to those who race, those who intend to, and those who watch races. No doubt you will agree that the efforts of these three have lifted the Bulletin on to a higher plane - your contributions (letters,

articles, queries, bones of contention, etc.) can keep it there. Remember, it's up to you to

W R I T E    F O R    Y O U R    B U L L E T I N :

STOP PRESS:

MORE EVENTS.

A last-minute mail has brought announcements of the following events:

Saturday DECEMBER 15th:    New Brighton. South Island Championship Beach Race. This event is being organised by the Canterbury Car Club (Inc.). Programme comprises 8-mile saloon car handicap, 10-mile sports car handicap, 15-mile open scratch race, 30-mile South Island Beach Championship (£25. 1st prize) and 12-mile open handicap. Entries close with the Sports Secretary, Mr. D. Purse, 233 Manchester St., Christchurch, on Wednesday 5th December.

SATURDAY DECEMBER 15th:    Seafield Road. Hawkes Bay's hill climb for cars and Motor Cycles has been postponed from Saturday December 1st to this date. Scrutineering 10 a.m. Certificate will be awarded in all classes. Entry Fee 2/-, Secretary's address: 3 Creagh Street, Napier, 'Phone 3087.

SATURDAY DECEMBER 15th.    This is the night of the Manawatu CC's Christmas party. National Party Club Rooms, Rangitikei St., Time 8.00 p.m. Admission 2/6. Father Xmas will be there.

SATURDAY JANUARY 20th:    Manawatu C.C. The Cockburn Cup Trial. This is the hardest trial of the year (on M.C.C. Standards) Should be child's play to us, so let's go up and pirate their silverware!

SATURDAY MARCH 29th:    Manawatu Hill Climb Championship - Saddle Road.

SATURDAY, APRIL 19th:    Manawatu Car Club Speed Trials.

The drawing of the Manawatu C.C.Raffle, scheduled for December 10th, has been extended till December 22nd. It seems that some procrastinating persons haven't returned their raffle books. Don't let this happen with our raffle.

HEARD ANY GOOD PHONE NUMBERS LATELY? Hugo Hollis reports that with the issue of the new 'phone books, his number has been changed to 27-393 Eric Honey's business phone is now 70-349

:: CLUB CALENDAR ::

CLUB CALENDAR:

SUNDAY DECEMBER 9th: Combined event with Manawatu, Hutt and Hawkes Bay Clubs. Assemble at Porter Motors parking area, Rangitikei Street, at 10 a.m. (early isn't it). Find your own way to Palmerston North. Full details in Club Captain's Notes.

THURSDAY: DECEMBER 13th: Monthly Meeting, Victoria League Rooms, 7.30 p.m. Drawing of raffle (you've posted those books back?) and film show including the Silverstone Film.

TUESDAY DEC. 18: Committee meeting at John McMillan's.

JANUARY 26th. SATURDAY: Keep this date free for the Club Sprint in the Wairarapa. Further details later.

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VERY NICE GESTURE INDEED: The club has been offered a Christmas Cake by Mrs. Bassett, wife of the Secretary of the Manawatu C.C. We haven't yet decided whether to

(a) eat it                      (b) auction it                      (c) raffle it.                      But

we can promise it will be present at the December Monthly Meeting - and we feel that Mrs. Bassett should be, too. What about it, Tom?

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And finally - a reminded about

THOSE                      RAFFLE                      BOOKS