

Wellington Car Club (Inc.)



BULLETIN



JAN 52

WINNER OF RAFFLE:

The Raffle for the German Wirgin Folding Camera was drawn under Police Supervision at the Monthly Meeting on Thursday December 13th. And December 13th was a lucky day for

J.A. MORRISON, Bannister Avenue, Johnsonville.

The ticket was sold by Mr. /Mrs. McMillan. The Finance Committee wishes to thank club members for the co-operation received in running this raffle. When expenses - cost of camera, printing of books, etc - have been deducted, there will be a profit of approximately £60 left to be transferred to the track fund which at the moment is nearing the Century mark.

CHRISTMAS ISSUE: This Bulletin, appearing somewhat earlier than usual, takes the form of a Christmas Number, and is produced in somewhat lighter vein than the usual bulletins. It takes the place of the January issue - the next publication date being February 1st.

MEMBERSHIP LIST: It has been customary in the past to publish annually, a list of members and their addresses. This bulletin contains a list as near as possible complete, of the club membership to date. It may prove useful if you're wanting to send someone a Christmas Card - or borrow some socket spanners over the holidays.

FINANCE COMMITTEE:

DONATIONS ACKNOWLEDGED.

The finance committee acknowledges further donations, totalling £2.10. These are from A.S. (Fordy) Farland, Palmerston North, G. Markham and W.J.Glasgow, (Nelson).

WRITE FOR YOUR BULLETIN

CLUB CAPTAIN'S NOTES

XMAS 1951.

Best Wishes to all Club Members for a Merry Christmas and a Happy and Prosperous New Year.

ANNUAL SPRINT. This event is being held in the South Wairarapa on January 26th. Full details elsewhere in this issue.

NEXT COMMITTEE MEETING: Tuesday 15th January at Hugo Hollis's home, 43 Rawhiti Terrace.

ROAD SAFETY:

All members are urged to exercise special care when driving during the holidays.

MANAWATU CLUB: The M.C.C. hold their Cockburn Cup Trial on Sunday January 20th. This is their toughest trial of the year. We are invited to compete. Anyone wanting details ring me at home after January 8th.

MUCH-RAIN-UPON-THE-ROCKS.

COMBINED OPERATIONS

The contingent of foolhardy Wellingtonians who forsook the settled weather of the capital city for the type of weather that prevails in Manawatu certainly copped a basin-full. The organisers were hard pressed to find a dry spot to hold the combined club event, but eventually settled for the river-bed (the driest spot they could find). The event took the form of a non-stop circuit through an amazing sequence of obstacles, and we later learned the secret was in the consistency of two laps - or would have been had not rain caused play to be abandoned before the event finished. (Pity, as the Wellington team had taken the precaution of timing their first runs with consistency in view!) Hugo Hollis seemed to be leading when the rains came, though he certainly shook the observers when he braked late at the finish and would have knocked the stick from the nails, had not the nose of the MG dipped and come up neatly under the bar, which balanced precariously on the radiator cap! Bruce Cook with a slightly crab-tracked Allard got through the difficult lane of closely spaced 'mushrooms' without touching (no mean feat, judging by the results). Just to show it was no fluke, (or that flukes strike in pairs) he repeated the manoeuvre when the event ended. The event had to be abandoned because of the heavy rain which seemed very local indeed for apart from the black cloud above the river, the sky was blue all round - particularly to the South (Wellington end). Fortunately the showers held off to allow Santa Claus to drop in at lunch, bringing hats, sweets and balloons for the future club members.

1951 - THAT WAS THE YEAR

REMINISCENCE

The chances are, that, on some distant Christmas morning a group of greying/balding enthusiasts will gather at the Wellington Car Club-house, and gazing out on a nicely sealed track, and the miscellaneous assortment of ageing sports cars parked in the driveway - XK-120 s, DB-III's, Ferrari Americas and B.R.M. - based specials, turn their thoughts to the year, 1951. That was the year....

.... the TD's made their appearances in club events.... Bryan Robinson bought a Jupiter... Bob Gibbons pirated all our FTD's with his XK-Jaguar (We didn't have a club member with one then)... that chap Cook bought an Allard - so did George Smith, though his was a J-2... and Ken Hemus imported that Hispo.... a few Coopers came into the country, remember? There was a McMillan Special, too- had one of those Jeep engines, y'know... Yes, he put a Mercury in in 1951. Oh, yes, that was when that vintagent, Geoff Easterbrook-Smith ran amuck and started playing round with Yank motors, too. Pity.. He should have stuck to Sunbeams... and talking of Sunbeams, Roy Cowan, sold his TT that year... Didn't we have some Ansaldos at events? Garbutt's and that naked special of Ollie Cottrell (Did he ever finish the body on that?).. There were a lot of Minors around, too - No, the Austin Seven hadn't reappeared then - Let's see - 51? Wasn't that the year the club changed its name - ... used to be the er, Wellington Sports Car Club.. No, the New Zealand Sports Car Club, wasn't it? That's right. Then 51 was the year they got the land for the track. Good move that. Used to race on the beach didn't they? Yes, that was the year that Ewen Faulkner left the starting line in reverse.... Was that the year the club ran the National Championship Beach Race? Oh, no, that was 1952. 1952... Now that was the year.....

BENTLEY 'BULL' - We like the anecdote ex-Cowan about the Packard Owner who bought a Bentley and after a considerable mileage at quite high cruising speeds learned that there was a fourth gear.

CHRISTMAS GIFTS: To Duncan Dimwit ... a longer dipstick, because he complains that the one he has won't reach the oil in the sump.

Then there was the woman at the hotel in Hastings who asked George Smith if he was there for the Bowling.....

RAFFLING YOUR CAKE - AND EATING IT TOO:

CLUB NIGHT.

It all began in Palmerston some months back, when cheerful Mrs. Bassett, wife of Secretary Tom Bassett of the Manawatu Club promised us a Christmas Cake. On Sunday, December 9th, when your editor and Hugo Hollis arrived in Palmerston North for the combined 'do' - they were presented with a cake - a very small cake indeed, allegedly the promised piece. There seemed to be a hint that it was sufficient for a very small club indeed, but your representatives ignored such aspersions and set about the business of showing Manawatu how to do manoeuvring tests. Later, the Manawatuviens relented (were probably fearing reprisals) and added a really beautiful cake in the unlimited class. It was decided that we would raffle the cakes - trophy and miniature style - and, naturally, give the winner the 'miniature' only, the big cake staying with the club. This is what happened and on Club Night the cakes were duly raffled, the winner being allowed to take home the portion of the big cake that was uneaten at the end of the night. (Had the meeting not been running late, there is little doubt that there would have been no cake left.) Thank you Mrs. Bassett - we're now £3.4s richer.... and we had the cake, too!

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A VERY GOOD SHOW INDEED

FORD FILMS

Following the drawing of the raffle, the club enjoyed a series of films, presented through the courtesy of the Ford Company, represented by our friend, Mr. Flett. First was a super-duper streamlined, two-tone Hollywood model - 'The Human Bridge' emphasising the human element behind the production of a new model - the Ford Forty-niner. This, as a trade motoring film, might be placed in the Sampson and Delilah class - it was definitely an Epic. Made to appeal to an audience much wider than the 'wot's-under-the-bonnet' enthusiast school, it never-the-less had much that was interesting and unusual to club members. And as Hank, the Yank, remarked: 'It just goes to show youse guys how much harder it is to style a car than just design one like those English guys do.'

A documentary on the song 'Lili Marlene' followed, and after that Mr. Flett showed two more motoring films - the Shell Silverstone and the Rootes Group film of the Alpine Rally (unearthed by Peter Mackley), a climax to a very fine programme.

PAEKAK. SAGA.

This is the story of what befell two fellows on their way to Paekakariki hillclimb one year. Hidden in the text are the names of various motorcars, ancient and modern. How many can you spot? The first one is underlined to give you the idea. If the name of a car appears more than once, every appearance is counted. Answers on page 8.

During a fast and arduous drive from Auckland to Paekakariki, Tim and Jen ran into a swarm of flies. They heard them splatter with dull thuds on the windscreen. A curious fly hit Tim in the eye. "I'm gone!" he moaned. "Look!" Jen looked at the bug at Tim's request and said, "'E!" A hay elevator or similar crane is required to get that fly out." "Oh, my eye! squealed Tim. "You can't drive now, cherub," said Jen. "Send the car back by rail to North Beach." But Dr. J. O. Martin-Rothill was passing. "Help!" cried Tim. "Can you heal eyes?" asked Jen. "Chloroform!" begged Tim. "Half a minute. You don't chloroform organs like eyes," said the doctor. "Get me water". Doctor J.O. wet the bandage and clapped it on Tim's eye. "Ow! This 'eau' stinks!" complained Tim. He ran past on Martin-Rothill's left and grabbed a rag. "Jeepers!" yelled the doctor, It's mouthwash! Why did you supply mouthwash instead of water, you dope?" Leering, Jen said, "To make the cad ill, accelerate his demise, and kill him quick, of course. Anyway, it's good to soak bandages in germicide." "Clot", said the doctor, "I don't approve rough and ready measures like that. Kill them with finesse is my motto". He began to stuff ordinary cotton wool into the eye. "O!" complained Tim. "It hurts. Don't pack ardently like that." "To heal vision one must shut out light," explained the doctor. "It's got to be, and no moaning will prevent it." He proceeded to lag on damp bandages by the yard, tying them with a cord. Then quoth the doc, "The light doth fade, so to bed, my friends." "Coo! Persons like you shouldn't be around," said Jen, and he smote the doctor on the top storey with the metal bottom of his tool kit. So that is now Doctor Rothill managed to be absent that year from Paekak.

TRAFFIC TALLY: The editorial foot was about to pedestriate across Mercer Street one recent five o'clock but had to give way to (a) a B.S.A. 'Bantam' two-stroke, (b) a Vintage Rolls Royce and (c) a Bond Minicar.

THIS'LL KILL YOU

PARTY GAMES THAT ANY NUMBER CAN PLAY

If you're tired of living a normal life why not settle for a sub-normal death? Become a Transport Department Statistic, make Headlines in the daily paper - and a headstone in the cemetery. The following is reprinted from a weekly newspaper.

"Imaginative teenagers have dreamed up so many ways to turn an automobile into a steel coffin that their stunts have introduced a new word - "Teenicide" - into the dictionary.

The New Funk & Wagnall American Dictionary recognises "teenicide" as meaning: "Killing caused by recklessness, bravado and immature judgment of teen-age automobile drivers."

An insurance company sadly reports that new stunts are being devised regularly.

One of the younger generation's latest highway stunts is called "charioteer." The teen-ager ties a rope around the steering wheel and steers the car from the back seat while a friend lies on the front seat floor board and operates the accelerator, brake and clutch at the charioteer's command.

Many of the new games derive from the well-publicised "chicken" in which a bunch of hair-brained kids get in a car, "rev" it up to 70 miles an hour on the open road and then the driver takes his hand off the wheel.

Everybody in the car hovers over the driver and the first one to get frightened and grab the wheel is "chicken."

"Box-car" is a more complicated game, requiring four cars. The drivers prey on unsuspecting motorists, surrounding another auto on the highway with a car on each side, one in front and one in back. When the victim stops for a light, the front and back cars bump his auto back and forth - with the horns of all four autos blaring away. When the enraged victim jumps out with a jack handle, they scatter.

The "dip-thrill" is common in Chicago. Through this game, a driver gets a roller coaster sensation by finding a sharp dip in the road and hitting it at 70 miles per hour.

Two years ago, an 18-years-old "dip-thriller" smashed his car so tightly under a standing freight at a crossing that firemen had to jack up the train to remove his body.

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If you must play games please (1) remove your car club badge and (2) take note of a rumour that the Transport Department now motors in new Ford 'Zephyrs'.

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P.S. ROAD SAFETY IS YOUR BUSINESS

During a fast and arduous drive from Auckland to Paekakari, Tim and Jen ran into a swarm of flies. They heard them splatter with dull thuds on the windscreen. A curious fly hit Tim in the eye. "I'm gone!" he moaned. "Look!" Jen looked at the bug at Tim's request and said, "El!" a hay elevator or similar crane is required to get that fly out." "Oh, my eye! squealed Tim. "You can't drive now, cherub," said Jen. "Send the car back by rail to North Beach." But Dr. J.O. Martin-Rothill was passing. "Help!" cried Tim. Can you heal eyes?" asked Jen. "Chloroform!" begged Tim. Half a minute. You don't chloroform organs like eyes," said the doctor. "Get me water". Doctor J. O. wet the bandage and clapped it on Tim's eye. "Ow! This 'eau' stinks!" complained Tim. He ran past on Martin-Rothill's left and grabbed a rag. "Jeepers!" yelled the doctor, "It's mouthwash! Why did you supply mouthwash instead of water, you dope?" Leering, Jen said, "To make the cad ill, accelerate his demise, and kill him quick, of course. Anyway, it's good to soak bandages in germicide." "Clot", said the doctor. "I don't approve rough and ready measures like that. Kill them with finesse is my motto". He began to stuff ordinary cotton wool into the eye. "Ow! complained Tim. "It hurts. Don't pack ardently like that." "To heal vision one must shut out light," explained the doctor. "It's got to be, and no moaning will prevent it." He proceeded to lag on damp bandages by the yard, tying them with a cord. Then quoth the doc, "The light doth fade, so to bed, my friends." "Coo! Persons like you shouldn't be around," said Jen, and he smote the doctor on the top storey with the metal bottom of his tool kit. So that is how Doc tor Rothill managed to be absent that year from Paekak.

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Not so easy after all, eh?

FOR SALE: 1938 M.G.Drophead, 1½ litre. For full details and arrangements to inspect, Phone Eric Bale, 47-360 (office hours).

Answers to correspondents:

Film Fan: No, Captain Horatio Hornblower is not a member of this club.
Hornblower is probably just a Sunday motorist.

MONTY'S MAGIC MINOR

FAIRY STORY.

It was Christmas afternoon, and well-lined with all the goodly things that come and go with Christmas dinner, Montague Mosley-Mostenbury, took himself down to the garage to prepare his Morris Minor for his Christmas trip on the following day. Having packed tents, deck chairs, cookers, spare fuel, mattresses and portable radios into the boot, the backseat and the luggage grid atop the car, he paused to check over such things as oil and water. The thought of water reminded him that there was still some home-brew left in the now (otherwise) disused 'pit' of the garage....

Mush later Montaghic Moshly-Moshtonberic finished topping up the radiator - the Morrish's, that was - and slammed the bonnet down ... bang. Then, with his piece of oily rag, he gave the maker's emblem, the little bull on the car's nose, a friendly rub, muttering lovingly. ...'beauooootiful little bus - hic'. Then, it happened. Out of the little chromium circle on the radiator their appeared a cloud of smoke, and this took the form of a face - moustacioed, and with cap back to front and goggles The sort of thing Montague had seen in pictures of early Grand Prix races... 'Coo-hic... pardon,' greeted Monty. 'Who...? hic...' 'I am yours to command - I am the slave of the Symbol. What is your wish?'

Monty thought for a moment - and visions of sleek XK's flitted through his mind. But Monty was a tactful type. He could see in the vision before him, something of the vintagent. "Could you turn on a 4½ Bentley?"

"As you say, Master - it shall be done" said the Genie. "And if you need me again - just rub the little circle on the Minor's bonnet".

"Not, no trade in?" mouthed Monty in astonishment. "No trade in", said the Genie - and was gone. Monty staggered to the door and outside was a beautiful 4½ Bentley, complete with red label and all.

And soon, of course, Monty was the cynosure of all enthusiasts' eyes. Wonderful the stuff they put into these jobs, said his friends. Wonderful what they put into Minors, too, said Monty.

And as the summer wore on, Monty became entangled as motor sportsmen do - with a thing of unbelievable beauty - not exactly in the motoring sense. Seemed that, being a later model, she wasn't over-impressed with the "4½", and said, that if Monty was going to own a sports car why didn't he buy one of those lovely Jaguars. Why didn't he? Well, why not - he still had the Minor and the Genie? So he summoned the Slave of the Symbol, offered him a bottle of his

newest home brew and broached the matter of an XK Jaguar - powder blue if you could manage it. And the Genie, said, "no trouble..." and it wasn't, though, there was some difficulty in finding roof space for the Minor, the 4½, the Jaguar, and the home brew And then winter came - and the thing of beauty took a dim view of Monty's enthusiasm for mud trials, and night trials (when, she alleged, he didn't always keep to the rules). So came the Spring, and unlike most men's fancies, Monty's turned away from love and towards the racing season. While putting down a brew for Christmas he thought of that Genie. A Cooper perhaps? A "500" or an "1100". Well, why not go whole-hog and ask for something in Formula I .. Yes, he'd do that small thing..... Montague made his related way to the garage - its sides now bulging with Bentley and X, not to mention the modest Minor, now kept only as a magic lamp - a sort of auxiliary lighting set. Of course, it meant moving a crate or two of 'brew' to get to the Minor, and Monty did this, one way and another. Then, with a wild look in his eye, and a grin on his face, usually associated with sports car motorists, about to beat up 'Yanks', Monty grasped his piece of oily rag, and rubbed briskly on the nose of the Minor. The Genie appeared. He looked even more of a vintagent this time - and Monty hesitated, trying to think of the name of a Vintage racing car.... Or what was it won the Gordon Bennett race of 1903? No, faint heart never won a fair motor car - Monty set his chin, and said, nonchalantly, "Greetings, Genie.... do y'think yer could do something in the Formula I line - say a - a ...B.R.M?

The Genie's eyes narrowed - his face went all British Racing Green... His long moustache bristled. Then he said, slowly, like a long-stroke motor warming up... "You want a B.R.M? It shall be.. .."

And it was. There stood a B.R.M., and, that was the trouble. It insisted on standing. Monty rushed back to the garage, summoned the Genie, and panting with exertion, Monty put still another question to the now smiling Genie:

"Thanks for the B.R.M. But d'yer think you could make it go? But not even the Genie could do that.

Unsolicited testimonial;

'These M.G.'s make me sick'. Famous last words of Eric Honey after unhappy moments in Bryan Robinson's TD and Hugo Hollis's.

ANNUAL SPINX: TE MAIRE ROAD SATURDAY 26th JANUARY 1952.

Jurisdiction: This event is organised and run by the Wellington Car Club (Inc.) under the general competition rules of the A.N.Z.C.C.(Inc.) and the general competition rules of the W.C.C.Inc.

Eligibility: Entry is open to fully financial members of the W.C.C. Inc. the Manawatu Car Club & the Hutt Valley Motoring Club.

Venue: Drive along Main Featherston -Martinborough Road; Te Maire Rd. goes off to right just over five miles from Featherston; it is clearly signposted.

Events: Standing Start. ¼ mile acceleration test.
Flying Start. ¼ mile speed test.

Awards. Club Challenge Trophies for all classes & vintage in 3.5 ¼mile.
Club Certificates for all competitors in both events.

Scrutineering: All competitors are requested to be at Te Maire Rd., by 9.30 on the morning of the event. Late comers may miss some of their runs.

Times: The road is closed from 10 a.m. to noon and from 1 p.m. to 4 p.m. These times will be rigidly adhered to.

Entries & Entry Fees: Entry Fee is 5/- for the day and entries will be accepted at the post.

Timed Runs: All competing cars will be given at least one electrically timed run in each direction for each event. If time permits a second timed run each way will be given all competitors in s.s. ¼ mile. The flying ¼ will also have second runs, time permitting.

Chief Marshal. Eric Honey. Eric will much appreciate offers of help on the day. Offers of transport for wire, P.A. set, etc. will also be much appreciated. (Phones Home. 40-875. Office 70-349.)

N.B. Crash hats and Competition Licences are compulsory.

"AUTO-SPORT" - A very fine magazine has recently made its appearance in New Zealand. This is the weekly 'Auto-sport', and deals mainly with the competitive side of motoring. This is now available through the M.E.P. Bookshop, Taranaki Street. A circular of their latest motoring titles is enclosed in this issue.

:: CLUB CALENDAR ::

TUESDAY, JANUARY 15: COMMITTEE MEETING - Hugo Hollis's, 43 Rawhiti Terrace.

SUNDAY January 20th: Manawatu Car Club. Cockburn Cup Trial.
This is the nearest Manawatu gets to running a trial like our 'classic'. This year, it is to be over a full 150 miles, and believe it or not, calculators are permitted, and speedos will not be sealed. (Yes the Manawatu Club are running it). Assemble at 8.00 a.m. at Parking area in Rangitikei St. First car away at 8.30. Entry 3/6d. Hot water provided for lunch - bring own food. Trial will be staged in that very interesting piece of country at east of Woodville & Pahiatua. Last year's trial held in this area was very good. This year it should be still better.

SATURDAY JANUARY 26th: W.C.C. ANNUAL SPRINT. This is an event for everyone! We're not looking for spectators, or trying to put on a show for the local cattle; it's an event to give every member a chance to get a certificate of the performance of his car. So if you really know what your 'Minor' will do - and want a certificate to prove it, make sure you're a starter on the 26th. Full details on page 11.

THURSDAY, FEBRUARY 14th: CLUB NIGHT, Victoria League Rooms.

The Editor takes this opportunity of thanking those who have helped with the production of the Bulletin during 1951 - in particular, the members who intended to write articles, those who did write articles, the M.E.P. Bookshop for advertising support, and Mrs. Wills of the Customhouse Duplicating Service for being very patient in the compiling of the Bulletin.

NOTICE TO CONTRIBUTORS, CLUB SECRETARIES, etc:

DEADLINE for the February issue is January 21st.

Copy to Eric Honey, P.O.Box 2028.

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Wellington Car Club (Inc.)



BULLETIN



FEBRUARY:

1952.

CLASS DISTINCTION

COMMENT

If your Editor was a Pomeroy or a Sammy Davis, he would draw all manner of profound conclusions of a deep technical nature from the results of the Speed Trials (see centre pages), Being very much a non-technical Editor, he confines his remarks to another aspect of the event: Trophies. Once upon a time we clamoured for 'more trophies' and the sprint, one of the clubs first 'permanent' fixtures was not neglected, there being 'Class' awards for all capacities beside the F.T.D. Trophy.

Under the classification system used for this event, Arnold Stafford is pitted against a modern, aerodynamic saloon - the Grant Minor; He's lucky - he had only one car to beat. Spare a thought for Hugo Hollis, handicapped with a high diff ratio and carrying the extra weight of a 'blower' having to do better than nine other cars, all of which were capable of a standing $\frac{1}{4}$ time of under 30 seconds - ordinary TD's, A40's and Prefects. The 'unlimited' class, of course, covers those who just don't fit in elsewhere, and only Roy Cowan seemed out-classed here - but he can console himself with the thought that his $5\frac{1}{2}$ litre Sunbeam beat the Ulster Austin for the vintage award.

To the Editorial mind, 'Class' awards are a recognition of the fact that a driver has excelled drivers in cars of similar performance - an encouragement to enter an event where one would be 'outclassed' in open company. Look at those results again. Surely Abernathy must derive more satisfaction in beating the Ross and Browne A40's than Hugo derives from beating the other TD's: Goldingham must feel elated to think that he equalled the performance of a post-war Ford 10, and Thornton bettered the road test figure for the 'quarter'. This is the old capacity class argument over again - a legacy of earlier days, but if next year's results are going to look like this year's, we'd better throw away our pots, and just issue certificates.

WRITE FOR YOUR BULLETIN

CLUB CAPTAIN'S NOTES:

NEXT TWO COMMITTEE MEETINGS:

Tuesday 12th Feb. and Tuesday 19th Feb. both at Geoff. Easterbrook-Smith's home, 14 Hildreth St., KARORI.

CLUB FLAGS & OTHER EQUIPMENT: Any members having any Club property at home please bring it to the monthly meeting on February 14th. Quite a number of flags are missing.

CLUB BADGES: Will those members who have castings for cleaning please bring them to the February Meeting.

HILL CLIMB: FEB. 16th. Full details elsewhere in this issue. Manawatu Club are sending down a strong team, roll up and make this event a huge success.

BEACH RACE CHAMPIONSHIP. MARCH 8th. The Committee need the help of numerous volunteers for this event. It will be discussed at the February Monthly Meeting. Please hand in your names; all volunteers will see the racing. Will anyone knowing where a truck can be borrowed or hired for the day please contact me urgently.

FEB. MONTHLY MEETING - THURSDAY 14th. This will be an informal meeting with no special programme. Trophies for the sprint will be presented. Some films of Club Events will be shown. General matters about Club doings, especially Hill Climb and Beach Race Championship.

HILL CLIMB TROPHIES: PAEKAKARIKI.

Will members holding these please hand them in at the February Monthly Meeting.

NEW YEAR AT NELSON: Hugo Hollis competed on the new Nelson track at New Year. He reports that the club was having difficulty with the surface, and that stones and dust were making racing conditions unpleasant to say the least.

DAY'S OUTING: Sybil and Percy Lupp and Hugo Hollis in two TD's made a day's excursion (18 hours) from Nelson to Fox Glacier and back - Distance: 600 miles!

'MANAWATU MAKES THE GRADE'

150-mile trial.

Hugo Hollis and Eric Honey were on the road at six. Alan Freeman and Roy Cowan followed in their dust. In Wanganui, Jock Mackintosh left his wife to do the shearing. And the sleepyheads in Palmerston North made their leisurely way to the mustering point for the Manawatu Cockburn Cup Trial. This year it was a real trial. Using the natural resources that the district provides, they used a spot of resourcefulness themselves and allowed calculators and speedometers to be used. The result was a trial that would have done justice to the Wellington Club itself!

Briefly, Hugo and Eric are still looking for a grass road Roy Cowan and Alan Freeman made a Sunday side-excursion of 17 miles, and arrived an hour late for lunch.... Jock Mackintosh, also an hour or so late was greeted "Where have you been - or don't you know?" He replied 'Too right I know - I've been in a dirty big ditch!' Jock later had a puncture! Les Wilton broke an axle, but being a Boy Scout had come prepared - with a spare! Almost everyone got lost at some stage of the day, and several people got car sick. Eric Honey is still looking for the Manawatu member who paid Mrs. Bassett to give him (Eric) a pre trial breakfast of bacon and eggs!

RESULTS: M. Orr, (Singer) 82 points Lost 1st. H. Hollis, (M.G.) 98 points lost, 2nd. R. Butt (Sunbeam-Talbot) 108, 3rd. T. Hogg (Prefect) 116 4th; L. Farland (Prefect) 125, 5th. A. Freeman (Wolseley) 138, 6th. E.G. Caske (Singer) 153, 7th. L. Wilton (Morris) 408, 8th. J. Mackintosh (Vanguard) 481, 9th.

Footnote: The Organisers of the Wellington 'one-fifty' asked to comment on the trial, said: You had to bring us out here to lose us. We lost everyone on a plain, flat, square piece of road - and wrote-off two cars, too!

They later announced that they were planning this year's Wellington trial and would probably offer a fiver to any Manawatu member who finished! (Special instructions that would put Manawatu members out into the middle of Cook Strait were being prepared).

FOUND: Eric Honey is now (temporarily) the possessor of a nice Biro (in running order), borrowed from some person unknown at the sprint. Owner please claim same at club meeting.

FAST 'FOUR-FORTIES:'

THE SPRINT.

There are motoring enthusiasts all over New Zealand who have tales to tell of NZSCC Sprints. There was one at Seaview Road (the greatest financial success in the history of the club) when cars were run in pairs; there was one on Aotea Quay (Wharf) held in pouring rain; the silence of the Petone foreshore was also shattered before the club moved inland to the Wairarapa. Time was when cars came from all over New Zealand for our 'Standing Quarter' - Hec Green and his Wolseley, the Sharman's and their Railton and M.G. Some there are who will sigh for the good old days when Vintage machinery long-stroked it over the four forty yards, but the event in its present form has compensations. Formerly a domain of the 'Speed Merchants', it has now been given a more popular appeal by combining it with a flying event, and encouraging all members to 'have a go', and prove for all time that a Prefect will do 'sixty'. The February event may not have been a classic, and probably has little or no significance of National importance. However, from a club point of view it provided two milestones - Electrically timed runs in two directions (thanks to the modernising of the timing equipment by Charlie Withers) and the recording of the club's first 'century', though not by a club member.

Had the Vincent engine not 'come apart' it is certain that Arnold Stafford would have given us some figures to talk about; all present were genuinely sorry to see the Cooper rendered immobile at a time when major racing events are so close.

Hugo Hollis proved again the value of preparation (perhaps he remembered being towed home from the last sprint) and careful tuning reaped its reward. Hugo on one run was timed at 96 m.p.h. in the flying event, more than 20 miles faster than his contemporaries in unblown TD's with the lower diff ratio. The A40's and the Prefect ignored the times of their class-mate, and staged a four-cornered duel of their own, while the remaining TD's found it more convenient to play with Graham Cowie's Javelin.

Ron Butt, who had removed the muffler from his Sunbeam Talbot, expected great things from his beautiful convertible. Speedometer-ly speaking, he got them, but car electrical timing will have to be tuned somewhat to compete with his instrument panel.

Newcomer Nelson's A90, proved to be no sluggard, and it is a pity that it had to leave before the flying event. Only other member in this class was Alan Freeman, who must have collected his slowest standing quarter time ever!

The Unlimited class provided unlimited variety, from Roy Cowan's 'Beam to the Gibbon Jaguar. Roy must have been one of the few people aware of the presence of the Ohakea handicappers. Bob Gibbons exercised some restraint in the standing quarter, and would have no doubt put up better times in the flying quarter had the 'run-in' been longer. Edhouse, too, did not equal the time put up in Manawatu last year, when he was knocking on the hundred. Bruce Jonathon and Brian Foote both drove a prewar V8 Coupe - and from the figures it would suggest that it has an automatic transmission as their figures in the flying event are identical. Bruce Cook in the Allard showed that what his car might lack in maximum speed (and that is not much) it made up in acceleration. The figures shown in the 'centre spread' tell the story and its over to you to draw your own conclusions (and write to the Bulletin about them). The Motor Road test figures are shown where possible and provide an interesting comparison.

SLOW DOWN!

YOU HAVE BEEN WARNED

The measured quarter mile used for the speed trials was placed more or less in the centre of a one-and-a-half mile stretch. The organiser thought this would give a good run in from both ends, and provide plenty of room for ultra-fast cars to pull up. His observations of the high performance cars confirmed his theory about pulling-up, but some of the smaller cars caused him to think that (a) their drivers were travelling too fast to notice the end of the measured 'quarter', (b) these post-war cars were not fitted with brakes (c) their drivers had no b----- brains.

.....
 ● Could it be that some drivers, over-awed by the wearing of a crash-hat thought that they were at Ohakea and were expected to go flat out until the last moment?

Be it known, drivers good and bad, that the club now has a panel (Hugo Hollis and Geoff Easterbrook-Smith) whose duty it is to recommend drivers for extensions to competition licences. They also have the power to recommend the curtailment of extensions.

Repeating that:

THEY ALSO HAVE THE POWER TO RECOMMEND THE CURTAILMENT OF EXTENSIONS.

SEE HOW THEY RAN

SPEED TRIAL RESULTS

CLASS	ENTRANT	CAR	Standing quarter			Motor Road Test	Flying Quarter			Motor Road Test.
			1st Run	2nd Run	Mean		1st Run	2nd Run	Mean	
Up to 750 cc.	M. Bageit	Austin Ulster	25.0	24.65	24.87	-	-	-	-	-
751-1100.	A. Stafford	Cooper '1000'	18.7	16.6	17.65	-	-	-	-	-
	T. Grant	Morris Minor	25.15	26.2	25.67	27.1 (Tourer)	57.0	61.1	59	58.7
	J. Duncan	MG J2	-	-	-	-	60	-	60	-
1101-1500cc	H. Hollis	MG TD S/c	18.35	18.4	18.37	-	91.5	96.6	94.0	-
	G. Thornton	MG TD	21.25	21.55	21.4	21.5	73.5	75	74.0	77.2
	D. Wright	MG TD	22.95	22.75	22.85	21.5	70.5	73.9	72.0	77.2
	C. Cowie	Javelin	22.95	23.1	23.02	22.7	75.5	72.5	72.0	77.6
	B. Abernathy	Austin A40	24.05	24.65	24.35	24.7	64.0	65.5	64.2	69.5
	J. Browne	" "	24.2	24.65	24.42	24.7	63	67.0	65.0	69.5
	H. Ross	" "	25.3	25.8	25.55	24.7	62.5	65.0	64.0	69.5
	P. Goldingham	Ford 10 Sports	25.95	25.55	25.75	-	63.0	58.0	60.5	-
	C. Duncan	Prefect	25.95	25.55	25.75	25.4	65.0	61.0	65.0	61.1
	R. Green	Riley	26.9	27.45	27.22	-	59.5	59.0	59.2	-
1501-3000 cc	W. Nelson	A90	-	22.3	-	21.1	-	-	-	86.1
	R. Butt	Sunbeam Talbot	25.2	22.95	24.07	22.4 (Saloon)	75.6	82.0	73.0	84.5
	A. Freeman	Wolseley	24.6	25.35	24.97	-	-	-	-	-
	M. Hursthouse	A.C. Drophead	-	-	-	-	71.7	73.5	72.5	-
Unlimited	V.B. Cook	Allard K2	18.4	18.3	18.35	-	90.0	92.0	91.	-
	B. Gibbons	XK-120	19.5	19.35	19.42	-	94.5	105.5	100.0	-
	D. Edhouse	EJ Spcl.	19.6	20.1	19.85	-	82.	85	83.5	-
	B. Jonathon	V8 Coupe	20.7	20.7	20.7	-	12.0	12.0	75.0	-
	B. Foote	" "	-	21.6	21.6	-	12.0	12.0	75.0	-
	R. Cowan	Sunbeam Spcl.	22.75	22.5	22.62	-	69.0	73.1	71.0	-

NOTES: Weather: Hot Dry Variable Crosswind. Road Surface: Bitumen. Longer run-in on return of flying event.

F.T.D. Standing $\frac{1}{4}$: Arnold Stafford Cooper '1000' 16.6 secs. Flying $\frac{1}{4}$: R. Gibbons XK 120 - 100 mph.

Class Trophies are awarded only for the standing event and cars are listed in this order.

MANAWATU RAFFLE:

No, you didn't win the Manawatu Raffle. The owner of that A40 pedal car is now:

Miss N. McHardy, Upper Tutaenui, Marton, the holder of ticket No. 20286. By the way, have you sold your raffle tickets yet? There are plenty more if you have.

DECADENCE:

On seeing an Ultra-Chrome-Four-port-pedalless-Packard lurch away from the Post Office, and the 'local' Vintage Rolls Royce, your editor sighed and seemed to recall that, once, a Packard need not have bowed its radiator in shame in the presence of a Rolls.

THE EASTERBROOK-SMITH-SAGA: PAEKAKARIKI HILL CLIMBS:

Several people have said kind things about my article on the Waikanae beach races, and the Editor has been importuning me for another article, so I thought that a few words on the Paekakariki Hill Climbs might be of some interest.

Speaking from memory, I do not think anyone but Alan Freeman drove in all six events, while Hugo Hollis, Fordy Farland and I were the only people to drive in five of them.

When the 1946 event was held, I was living in Nelson and had a 1926 T.E. 12/50 Alvis. I was very keen on driving at Paekak. and had got the car running rather well, but in testing it on a local straight a week before the event, third gear packed up, so I travelled to Wellington in the role of spectator.

The organisation at the first event was unimaginably primitive. We had walkie talkie communication (sometimes) between start and finish, there were 8 cars only, of which Clem Atkinson's 12/50 Alvis was the only one with any pretensions to performance, the weather was shocking and altogether it could have been a very grim day, but somehow the idea of holding an event on such a superb course and its obvious possibilities made the inadequacies seem to be of minor importance, and everyone enjoyed it immensely. While Clem's climb in 2.57 was regarded as formidable I was impressed as starter, and saw the first few hundred yards only so cannot comment on the excitement further up the hill.

For 1947 we laid telephone lines the night before in a terrific southerly storm, which effectively prevented any chance of holding the event the next day as slips and flooding were widespread. Among the line layers was Sam Gibbons, all the way from Wanganui, which struck me as real enthusiasm and an object lesson to that fortunately lessening proportion of club members which never do any work. The event was postponed for two weeks and on the new day we were fortunate as it was perfect weather. I was running the T.E. 12/50 Alvis in the 3 litre class, and had it fitted with a light alloy seat, cowled cockpit, and a quart petrol tank feeding by gravity to the down draught Zenith carburettor. This necessitated discarding the bonnet and the result looked rather haggard, but it was quite fast although some former owner's exuberance had resulted in a chassis with odd distortions that did not make roadholding the best in town.

In practice I staggered up in 3.22.4, with a grotesquely weak mixture, which was speedily adjusted before the event proper. Then on my next run I managed 3.2.3, which seemed terribly

fast at the time. In my third run I pressed on a lot harder, but missed a gear change at the hairpin and arrived sprawling all over the road, which pulled my time down to 3.5.8. However, I managed to win the class, and the £3.3.0 that went with it in those expansive days, so felt very pleased with myself. F.T.D. was fought out between Morris Proctor, with the Brooklands Riley and Sam Gibbons with the Invicta, Morrie eventually winning by 2 secs. in 2.50. We thought the limit for the hill was being reached, as it did not seem possible for anyone to go much faster.

For 1948 I had the 1925 type S.C. 12/50 Alvis, with which Clem Atkinson had made F.T.D. at the 1946 event. It was just a shade over-gearred in 3rd. for Paekak. and making a fast time depended on everything being mechanically spot on and a very precise line on the corners to enable optimum revs. to be maintained. Paekak. weather goes in cycles, and this time there was a very thick mist over the top half of the hill and a strong northerly. I could have done without the mist, but the northerly was just what I wanted as it meant 3rd gear could be used very successfully on the upper reaches. Ron Roycroft had brought the blown Austin and the Ford engined midget down from Auckland, so fast times could be expected. In the 1500 cc class I had Hugo Hollis with his T.A. M.G. and Fordy Farland with his N type Magnette as chief opponents. Fordy had won the class in 1947, so I felt that any hope of a class win was optimistic, especially when Hugo, who ran before me, broke the class record in 2.54. However, immediately I started my first run I knew it was one of those very few days when everything goes right. The old car pulled out its 4700 r.p.m. (and a bit over) in all the intermediate gears, I got on a beautiful line at the hairpin and got around with the minimum of sliding and wheelspin, those lovely second gear swerves afterwards were just right and merging onto the upper reaches that delightful northerly materially aided the revs. in third. I had thought out a new way of getting through Watertrough Corner without losing enough speed to necessitate dropping down to 2nd and it worked perfectly, with hardly a trace of slide and almost unabated velocity. This meant I held slightly over 60 m.p.h. until the right-hander before the cutting, where 2nd was engaged and everything poured on for the last few hundred yards. Through the cutting I took my usual three bites at it, which although it may not look as spectacular as some of the grosser tail slides and rubber sprayers at least has the merit of keeping the back wheels pushing the car forwards. The time was 2.48.6, which was a new class record and broke the absolute record for the hill. I was not destined to hold this for long, as Ron Roycroft made a shattering climb in his midget, which was no less than 1.6 secs. faster, but, nevertheless I

finished up with 2nd F.T.D., the 1500 cc class record and the Wickham Trophy for fastest vintage car. Hugo made desperate efforts with the T.A. but it was about 1½ seconds slower than the 12/50.

By this time Paekak. was really well established, and with the formation of the A.N.Z.C.C. we felt justified in applying for N.Z. Championship status for 1949.

In the 1500 c.c. class there was Fordy Farland with the Magnette in a very highly timed state, Hugo had his then new T.C., and Rob Shand and Christie had brought T.A.'s over from Christchurch. I had lightened the Alvis somewhat and felt I could go up a little quicker, but made the bad mistake of using petrol/benzol without making the necessary carburettor adjustments. The Sunbeam Special was also in its infancy, and proving a difficult child to rear, so the Alvis did not get the attention to which it was entitled. Anyhow, Fordy was in colossal form and took over 10 seconds off the class record, while Hugo also beat it by 4 secs. I could not reproduce my time of the previous year, my best run taking 2.52.9, which shows how everything must be just right to do any good in motor sport. My biggest impression of the event was caused by the fact that in the search for lightness I had discarded the normal seat and fitted a light alloy one with the minimum of padding. The Alvis was never notable for an armchair ride, but with little between the bare metal and my meagrely fleshed frame it was sheer hell and I learned very quickly that driver comfort governs fast times to an astonishing degree. Ken Hemus drove the 30/98 Vauxhall like a man inspired, so I lost my grip on the vintage trophy also. We had high hopes that the Sunbeam Special would collect the 3litre class, but it was then in the middle of the magneto troubles mentioned in a previous article, and while it would reach the hairpin in an amazingly short space of time, progress thereafter was intermittent and finally non-existent.

Ewen Faulkner made F.T.D., slightly slower than Roycroft's effort of the previous years, but nevertheless very meritorious as road surface had deteriorated considerably.

..... To be continued in our next Bulletin.

SLOW "FOUR FORTY"

On the same hallowed ground that half an hour previously had reverberated under the pounding of wheels travelling at ninety miles an hour, a certain club member recorded the slowest flying quarter of the day. Laurels to Gordon Markham (Athletic Club Member) who wound a coil of wire up, puff by puff.

NOTES ON PREPARING A CAR FOR A SPEED
----- EVENT. -----

When you are considering entering a speed event it is best to make sure that your car is going as well as the makers intended it to go, before trying to improve on their performances. The following notes are designed to eliminate some of the faults noticed at recent events.

CHASSIS: Go round the car and make sure that all bolts and nuts are tight. Grease the car at all points recommended by the makers. Make sure that front wheels are correctly set, not too much toe-in (or toe-out, which is almost worse). Jack up each wheel in turn and make sure they are perfectly free on their bearings; no stiffness of any kind should be tolerated.

WHEELS AND TYRES: If you expect to exceed 60 m.p.h. get all your wheels and tyres balanced. The front wheels are particularly important. (One or two cars were bad in this respect at our recent event). Tyres and tubes should be perfectly sound - no cold patches on tubes. Tyre pressures can with advantage be a little higher than normal, about 6 lbs to the sq. inch will suit most cars.

CAR GENERALLY: In a sprint or hill climb, anything that can be done to reduce weight is well worth while. Study your regulations and then remove all parts not called for. All weight removed pays dividends in increased acceleration. Do not, however, make the mistake of removing all the weight from the rear and none from the front as it will upset the balance of your car and possibly promote wheelspin.

ENGINE: The first requirement is a clean engine, outside and inside. It is useless to try and tune a badly carboned engine with pitted valves and seats. If you can get the use of a cylinder compression gauge, check all cylinders; they should not vary by more than 5 to 10 lbs. per sq. inch. If one or more of the compressions is weak this should be rectified.

IGNITION: Check contact breaker points and see that they are clean and correctly set; check operation of automatic advance and lubricate the mechanism. See that the ignition timing is correctly set to makers instructions. Make sure that your battery is fully charged and all terminals are clean and tight in both high and low tension wiring.

PLUGS: It is a good thing to keep a set specially for events.

Continued on page 12.

:: CLUB CALENDAR ::

SATURDAY, FEB. 9th. MCC. Night Trial and Social event. Start 7.15 p.m.

SATURDAY, FEB. 9th: HMC. Night Trial, approx 40 miles. Leaving Hutt Clubrooms 7.30 p.m. All Welcome.

TUESDAY, FEB. 12th. W.C.C. Committee Meeting, Geoff Easterbrook-Smith's, 14 Hildreth Street, Karori. 7.45 p.m.

THURSDAY, FEB. 14th: W.C.C. Club Night Victoria League Rooms: 7.30 p.m. evening informal - films of club events. (Entries close for Hill Climb)

SATURDAY, FEB 16th - W.C.C. CHAMPIONSHIP HILL CLIMB - PLIMMERTON.

International Classes - Class Trophies - The BIG hill climb for saloons, sports, & racing cars. SCRUTINEERING: 9 a.m. PRACTICE 9.30 a.m. ROAD CLOSED: 9.30-12; 1- 4. ENTRY FEE: 10/-.

ENTRIES CLOSE: THURSDAY, FEB. 14th. CHIEF MARSHAL: Harvey Cooks. (More marshals required) CRASH HATS & COMPETITION LICENCES (SPEED EXTENSION) COMPULSORY. This is also a team event versus Manawatu's Star Drivers. Note the Closing date for entries; THURSDAY: FEB. 14th. Late entries may be refused.

SATURDAY: FEB. 16th: Entries close for Ohakea.

SATURDAY; FEB 23rd. WIGRAM RACES: THURSDAY: FEB. 28: ENTRIES CLOSE - N.Z. Champ. Beach Race. SATURDAY MARCH 1st. OHAKEA. Car and motorcycle races.

S.O.S. Shortage of Crash Hats - will any owners not competing at Hill Climb please lend hats to club for day. - Thanks.

NOTES ON PREPARING A CAR FOR A SPEED EVENT. CONT'D.

PLUGS: Have them tested regularly and make sure that they are clean and set to the gap recommended. Use the plugs recommended by the makers; they spent much money finding a plug to suit their engine.

TAPPET CLEARANCES: These must all be correctly set. Stick to the makers clearances. FUEL SYSTEM INCLUDING CARBURETTORS: Make sure that the tank and fuel system are clean and free from rust and other dirt. Carry only sufficient fuel for the event; more is useless weight. Check the fuel pump and see that it works correctly. Clean all filters. Carburettors - These are best kept scrupulously clean, but otherwise left alone unless you fully understand them. More performances are spoilt by tinkering with the carburettors than by any other single item on the car. Read the maker's handbook and do only what maintenance is called for. In conclusion, I wish all members success with their cars and urge them to remember that ninety five percent of the cars on the road are giving below the maker's intended performance through the neglect of some of the necessary maintenance.

Wellington Car Club (Inc.)

★ BULLETIN ★

MARCH

1952.

WEDDING:

SHAND-SUNBEAM. On Saturday February 8th, at The Garage, Washington Avenue. For going away the bride wore Sateen-finish aluminium with brass trimmings and a veil of blue smoke.

RAFFLE TICKETS: In all the excitement of Wigram, Ohakea and Waikanae, don't lose sight of those raffle tickets. Or rather - do lose sight of them. Get out and SELL. On the success of our raffle depends the future policy of the club. Remember the raffle (pardon, ART UNION) closes on 13th March.

BEACH RACE: Let no member come along to the next club meeting and say: 'Was Waikanae on the eighth of March? I thought it was on...!' Further details of this important moment in club history will be found on pages 2 and 16.

WRITE FOR YOUR BULLETIN

CLUB CAPTAIN'S NOTES:

NEXT FULL COMMITTEE MEETING: This will be held at Geoff Easterbrook-Smith's home on Tuesday 18th March.

CLUB BADGES: Car & Lapel. These will be available towards the end of March. Members who have not already ordered theirs are asked to do so and those who have not yet paid for those already ordered are also asked to send in their money. The Club finances will not stand paying out over £50 for badges on delivery. I will take the names and money at the March monthly meeting.

BEACH RACE: March 8th. Waikanae. All Members who have not already got a job at the Beach Races are urged to report at the Beach and ask for one. People are needed to collect money, sell programmes and sell art union tickets. All these jobs are absolutely vital to the financial stability of the Club. Please co-operate with the Committee.

First race is at 12 o'clock, but we could do with helpers before that time to put up ropes, mark course etc.

The Programme is as follows:

- 12.00 Five mile saloon car handicap
- 12.15 Five mile sports car handicap
- 1.15 Fifty Mile N.Z. BEACH RACE CHAMPIONSHIP
- 2.30 Ten Mile all comers handicap.

SOCIAL & PRIZEGIVING:

This is to be held on Saturday March 8th at the Savage Club Rooms in Kent Terrace, next Fire Station. Charges are 5/- single and 7/6 double. Roll up and bring your friends; help to make the evening a huge success.

- MONTHLY MEETINGS:
- March 13th. Film Evening & Presentation of Hill Climb Trophies.
 - April 10th. Art Union Draw & General Natter Night.
 - May. 8th. Annual General Meeting.

COMPETITION EVENTS:

- March 8th. N.Z. Beach Race Championship.
- April 6th. Gymkhana.
- May 11th. 150 Mile Full Day Trials.
- June 14th. 100 Mile Night Trial.

ART UNION: This closes on March 13th. Please send in your books and money promptly. We should like as many as possible in at the March Club Meeting. All books must be returned by 31st March. We cannot draw the Art Union if any books are missing so please send them in as soon as possible.

MARSHALLING & COLLECTING MONEY:

The following is Rule 32 from the Club

Rules: -----

"All Wellington Members (a Wellington member being defined as one living between Wellington & Paekakariki or in Wellington or the Hutt Valley) shall act as an official in two events per annum at least, or provide a substitute official if unable to act when requested and shall any such member refuse to act as an official or fail to provide a substitute official, without excuse acceptable to the Committee, the Committee may take disciplinary action extending to possible loss of membership."

The present Committee have relied on volunteers from among Club Members. At the last Club Meeting Night various members volunteered to help at the Hill Climb. Not one of these reported for duty. The result was that the Organiser nearly had to call off the meeting through shortage of helpers. Also the Club could have collected more money from spectators if some of these members had reported for duty. The Club owes a debt to those who volunteered on the spot and acted as road marshalls and collectors.

Several members when asked after the event to help roll up the wire were "TOO BUSY" or "GOING HOME" and those who were out there early in the morning had to turn to and clean up again. I think a clause should be added to the rule above requiring competitors to help clean up after an event on public roads. What do others think?

PLEASE ALL MEMBERS TURN OUT AND HELP AT THE BEACH RACES. IT IS OUR CHANCE TO MAKE SOME MONEY FOR THE CLUB. THE ALTERNATIVE IS TO FINISH UP BADLY IN THE RED.

Add to the list of kerb side dealers (unauthorised), Miles Hursthouse. Returning from Hawkes Bay where he had bought the A.C. Drophead, he sold his P-type M.G. to a chap he met on the road!

ANSWERS TO CORRESPONDENTS (PLURAL!)

SPEED TRIALS

Three letters have been received by the Committee concerning the Speed Trials. Written by newer members they seek explanations, rather than criticise the event, and though Hugo Hollis covered the points at the monthly meeting, your Bulletin Editor feels that clarification of some of the issues raised is timely, and the following is published for the benefit of those not present at the monthly meeting. As your Bulletin Editor wasn't there either he hopes his answers do not contradict Hugo's. (If the tone of the answers is defensive please make allowance for the fact that the writer was responsible for organising the event and also for the Press write-ups).

POINT 1: In view of the publicity given over 2 Z B, why didn't we take advantage of the numerous spectators present to swell our funds. Why didn't we make clear where the event was being hold?

In earlier days we tried to make sprints a draw card for the public. However, poor entries on some occasions reflected badly on the club, and partly through the cry for more events in which all can take part, the Sprint has become a 'club' affair. In its present form the aim is, not to draw spectators, or provide inter-car competition, but to give drivers a chance of learning their car's true performance. Rather than publicise the event we tried to keep it quiet; we did not anticipate that Barney Ferrier would give us a generous plug over 2 Z B's motoring session and were not prepared for any outsiders at all. No provision had been made for collecting at the event, and though we had sufficient marshals, we would have had to find additional (and probably unwilling) helpers to collect.

POINT 2: Why did supercharged cars run with unsupercharged cars? Surely the classification is wrong?

Again going back to earlier days. The boys then collected an assortment of 'pots' and for the want of a better classification system, allocated them to international capacity classes (standing quarter only). International Capacity Classes should not be confused with 'Formula' classifications in which a distinction is made between blown and unblown cars. B.C. (before coopers) the system though not perfect, covered the Club's 'vintage' machinery fairly well. Now there is sad need for an overhaul but as yet no one (here or overseas) has provided a satisfactory substitute, and, having the trophies, we still award them to class winners. One day we hope to have sufficiently large entries to segregate cars into say, saloon, sports, super sports and racing classes, with due argument as to which cars fit what classifications?

POINT 3: Why was it a closed event?

Here again a misunderstanding on the part of the correspondents. A closed event does not signify that it is closed to the public. It is on Association ruling, 'closed' in that the entry is restricted to the organising and neighbouring clubs. We have to have a permit for each event, and an 'open' event calls for a higher permit fee!

POINT 4: Why did the write-ups in the paper show up the classification system, and why did a certain 'blown' car get most of the credit?

It has been the custom for the club to supply its own write-ups (most events. These are written with an eye to publicity (though of course the paper accepts them of their news value). Of necessity, the fastest cars must be mentioned, as the average reader would consider the accurate times of our stock cars slow by his own speedometer standards. To obtain reader-interest we have to be nearly sensational! Because we are seeking public interest in our sport, we have to indulge in a minor form of 'personality' building and over the years Morrie Proctor, Ron Roycroft, Bob Gibbons, Hugo Hollis and others have repeatedly had their backs slapped, not to satisfy their egos but to cash in on their publicity value to the club. Reports of events for member's consumption are published in the Bulletin. On the occasion of the sprint we also tried to get as many results in as possible, though admittedly the classification system did not look too good!

POINT 5: Why don't we have more 'social' events in which all cars can compete?

We try to give our 'speed' events a social flavour. The speed trials, once the domain of the B.H.P. boys only is now open to all comers. In our hill climbs, too, the owner of the 'ornery' car is invited to have a go. There's no disgrace in putting up Slowest-Time-of-the-Day; a member's success is not to be measured in silver pots alone but in experience gained in the wide variety of events offered by the club. The ordinary car owner may have little chance of collecting trophies in the Speed events, but he has excellent prospects in the non-speed events organised during the winter months. However, it has been observed that some of the events gaining least support from members have been those of a purely 'egg and spoon' nature, and that on these occasions the entry has been made up entirely of the ultra-speed men. Organisers of gymkanas have been a trifle disappointed to find that, on occasions, the number of marshals has exceeded the number of competitors!

Turn to Page 11 for Footnote on this article.

CLUB CHAMPIONSHIP HILLCLIMB --- PLIMMERTON 16/2/52. H.G.M.

This year's Plimmerton hillclimb did much to compensate for the loss of Paekak. Lovely weather, excellent entries, good competition and the minimum of "technical hitches" made it a high-spot in the Club's callendar. Full results are published in the centre of the Bulletin. Your reporter sat on Jim Birkett's seat (he means the back seat from the Chev - Ed.) with a pair of earphones clamped on his head all day. He finished with his ears and spectacle frames pressed into one piece. Possibly the only unit-construction job of its type in the country. Handy. Saves losing the spectacles. Bob Gibbons won double honour with hill-record-climb-of-the-day in 30.1 sec. and also delay-of-the-day when the Cooper eleven-hundred showed starting temperament. Bob was satisfied with two runs only. Tom Sulman (it's nice to see this genial Aussie over here again) took the Maserati up relatively quietly having only just healed the wounds it received at Paremata and possibly saving the machinery for Wigram, etc. He had no trouble nailing second fastest time with 32.3 sec. Third fastest was Bruce Cook (33.05) who spared not the K2 Allard. Next in line was Hugo Hollis who "blew" the M.G.T.D. up the hill in 33.4 sec. In an extra run at the end Hugo found the M.G. went farther round the top corner than the road did and reversed up the final straight to clock over 60 secs. Fastest reversing time of the day. Don Edhouse slammed the E.J. Special up in 33.8 (and in extra non-official run beat Hugo with 33.2). These were the fastest. Times dropped for the non-racers. Leader in this bunch was Brian Robinson whose Jupiter clocked 36.7 and clung to the road like a leech. A determined three-cornered family-saloon duel between Jock Mackintosh (Vanguard) Jack Bohm (Velox) and Graham Cowie (Javelin) saw them finish in that order with 39.1, 39.35 and 39.95 respectively. Specially meritorious was the Javelin's time as it gave away over 1½ litres. Faster still was Bruce Jonathan in a tightly-shockered V8 who won the saloon car award in 38.25. Nice climb. Roy Cowan (Sunbeam) took the vintage award with 38.95. He was hustled by Mike Poynton who, in searching for that little extra, found the top corner a bit much for the Hotchkiss and prodded the bank. The bank was also a bit much for the Hotchkiss. Charlie Withers had the timing, phones and P.A. system working like a charm. Full marks also to Ray Webster who stood wind-exposed for the whole day at the top of the hill to direct traffic. Chief Marshal: Harvey Cooko.

.....

THE M.C.C.GOES IN TO BAT!!!

New Motoring Monthly.

Our progressive neighbours, the Manawatu boys, have published the first issue of their printed bulletin. Congratulations and we wish you the hard-earned success that has eluded us in such projects in the past. A note here, too, in praise of the single-handed efforts of Tom Bassett the author, printer and publisher of that entertaining newsheet 'Teeba's Tales' that has up till now served as newspaper, magazine and club circular to the Manawatu Car Club.

ECHOES OF WIGRAM:

The Hutt Boys wrote down to the Motor Racing Club offering assistance at Wigram. They were duly met by car at the Station, taken to Wigram and told to report to the pits. They did - and were promptly turned out in no uncertain manner! (As were a lot of other people!)

What must, in '500' circles be 'vintage' - or 'veteran' machinery figured on the entry list at Wigram. Ronnie Moore drove a 'boxlike' looking Kieft and in the handicap race, Vic Blackburn (usually associated with much bigger stuff) drove the ancestor of the present Coopers - an Orange coloured Fiat-based Cooper with Fiat disc wheels.

Coopers were predominant at Wigram, if not in the race, at least over the P.A. We heard of such mythical machinery as "The Cooper-engined Kieft" - 'McMillan's Cooper' - 'Cooper's Stafford' and Gibbons Cooper 'Special' (That was about the general Standard of the announcing throughout the day!)

NEXT MONTH:

Gordon Markham has been engaged by the bulletin editor to supply a detailed report of Ohakea. You've something to look forward to in the April issue. No foolin'.

PLIMMERTON HILL CLIMB

For full results see centre pages - (8 & 9)

WELLINGTON CAR CLUB.

CHAMPIONSHIP HILL CLIMB - PLIMMERTON

16th February, 1952

CLASS	NAME	CLUB	CAR	CC	PRACTICE		OFFICIAL RUNS				extra run not official
					1	2	1	2	3	4	
<u>750 cc</u>	Kennedy J.	H	Austin 7	749	46.6	-	42.85	41.8	41.35	40.55	
	Biegel M.H.	H	Austin 7 Ulster	749	-	-	-	42.15	41.6	41.65	
	Bagnall, D.R.	W	Renault	750	-	-	-	47.45	45.5	47.35	
<u>1100 cc</u>	Gibbons, P.A.	M	Cooper J.A.P. 1100	1097	-	-	31.35	30.1	-	-	
	Grant T.	W	Morris Minor	918	44.25	44.0	44.45	44.3	43.9	43.55	41.89
	Hall, R.A.	H	Riley	1087	52.3	48.25	47.35	48.25	48.05	47.3	
<u>1500 cc</u>	Sulman, T.	NSW	Maserati 4 C(S)	1500	35.45	-	33.75	32.3	-	-	
	Hollis, H.	W	M.G. T.D. (S)	1250	34.7	34.05	33.5	33.5	33.4	33.95	
	Robinson B.W.	W	Jupiter	1487	38.1	38.15	37.75	37.0	36.9	36.7	37.4
	Thornton, G.	W	M.G.T.D.	1250	39.5	38.7	38.15	39.0	38.9	38.5	
	Cowie, G.	M.	Javelin	1456	41.01	40.15	40.6	41.45	40.1	39.95	40.0
	Abernathy, D.	W	A40	1200	-	-	40.8	40.7	40.7	41.85	
	Ross H.	W	A40	1200	-	-	-	42.8	42.00	41.4	
Goldingham,	M	Ford 10	1172	-	43.2	43.0	42.75	43.0	42.55		
<u>3000 cc</u>	Mackintosh, J.	M	Vanguard	2088	40.1	40.0	41.6	40.65	39.1	46	
	Bohm J.	H	Velox	2395	41.0	40.05	40.65	39.9	39.45	39.35	
	Freeman A	W	Wolseley	2322	41.22	41.07	41.1	41.7	41.1	41.4	
	Easterbrock-Smith, G.	W	Velox	2395	44.15	-	-	42.15	41.6	41.65	
	Cottrell, O.	H	Ansaldo	1850	-	-	42.85	41.5	41.2	41.5	
<u>Unlimited</u>	Cook, V.B.	W	Allard K.2.	4375	34.5	33.6	33.15	33.25	-	33.05	
	Edhouse, D.	W	E.J.S.	3662	35.1	-	34.45	34.0	33.9	33.8	33.2
	Jonathan B.G.	H	V8	3662	38.45	38.02	38.5	38.5	38.25	38.35	38.7
	Cowan, J.R.	W	Sunbeam	5447	41.05	-	40.4	38.95	39.45	-	
	Poynton M.	W	Hotchkiss	3015	41.1	41.05	41.6	-	-	-	
	Doyle, T.	M.	Nash	3830	45.35	-	43.75	43.95	43.1	43.35	

F.T.D R.A. Gibbons (Cooper '1100' - Entered by Independence Motors Ltd.)
Time: 30.1 Secs. (Hill Record).

Continuing.....

THE EASTERBROOK - SMITH SAGA

Following a well-received article on beach races, Geoff Easterbrook-Smith wrote a brief history of Paekakariki, the first chapter of which appeared in last month's Bulletin. This month, Geoff brings the record up-to-date with the story of the 1950 and 1951 Paekakariki Hill Climbs. - Ed.

The next year, 1950, saw the reappearance of Ron Roycroft with the blown Austin, while Hugo had a new blower for the T.C. Ewen Faulkner was unfortunately not present, as he had inverted his car a few days before the event. After fine weather for 1949, the 1950 event was held in thick mist which reduced visibility to a very short distance, and the start was actually postponed for two hours in the unrewarded hope that the mist would lift. Toby and I had got the Sunbeam Special running fairly well, although it was still by no means on point, the main difficulty being constant boiling due to the small radiator that was used. On my first run I toured up quite gently in 2.55, while Toby, on his first real run on the hill, took 3 minutes. On my next run I pressed on fairly hard into the mist, but found it hard to see with this handicap to visibility, plus a constant stream of boiling water from the radiator overflow, while in a state of mental abberation I changed down one bend too soon before Watertrough Corner. Feeling very foolish I changed up again and then went into that tricky corner much too fast, got into a nasty slide which carried me far too close to the abyss for my mental comfort and finally staggered out of the corner at a very low speed. Altogether a poor display. The time was 2.49.9 which beat Roy Cowan's class record with the T.T.Sunbeam by 3 secs. and netted the class award and the vintage trophy. Toby took 2.55 on his second run. F.T.D. was notable for a terrific battle between Hugo and Ron, with Ron finally the victor by a margin of hundredths of a second in under $2\frac{1}{2}$ minutes. How they went so quickly under the adverse conditions is quite a mystery and I feel that their two runs were among the best I have ever seen. Both drove magnificently.

Of the tragic 1951 event there is not much to say, although Bob Gibbons' record breaking run with the Jaguar was a triumph over the appalling conditions of the hill. I also think I should mention Alan Freeman's run in the T.C. which he had just taken over from Hugo. Although new to the car, Alan turned on a superb performance to win his class. His driving has a fluency which is not seen frequently in New Zealand and given the right car I have always felt that there are few drivers that could keep anywhere near him.

As far as Toby and I were concerned, things could hardly have gone worse. We had high hopes of the Sunbeam Special as it had new high compression pistons, a new radiator that had overcome the cooling boggy, and had been stripped of considerable surplus weight since the previous season. In practice I toured up very gently to find out where all the gravel was on the road and on the way down the mag timing slipped. Once again, my own fault, but I did feel that if I had finished checking the car the night before instead of spending it laying telephone wires, it would never have happened. Anyhow, we were left with the problem of timing the magneto without a degree plate, and not unnaturally got it 20° late, which effectively ruined the performance, so that I could not better 3 minutes, while Toby did 2.59, which gained him the vintage trophy and second place in the class behind Ray Watson with the Frazer Nash. Perhaps it was just as well the car was slow, as under the prevailing conditions I was having quite enough difficulty keeping on the road and had one or two pasty moments.

Paekak. had its faults, not the least of which was the danger element, and I feel that the Transport Department was wise in imposing its ban until the road has been refenced, but when this has been done I know that I and many others will be back at the old hill on the second Saturday in February (weather permitting) each year. The whole point is that it is the best hillclimb in the world and when you have screamed through the Cutting, passed the finishing line and pulled up in that short space that is left, and then sit in your car slowly relaxing, you know you have been taking a very active part in the absorbing pasttime of speed hill climbing.

FOOTNOTE:

Continued from Page 5.

The questions on pages four and five bring to light one major point: The club and the bulletin have taken for granted that newer members are well informed on matters pertaining to the club in general. It is understandable that new members hesitate to ask questions, or put forward views, but unless they do, misunderstandings will arise. If anyone has any questions, no matter how elementary they may seem, send them along to the Bulletin (Eric Honey, P.O.Box 2028). Quite likely the Bulletin Editor doesn't know the answer either - but he'll soon find out. With the A.G.M. drawing near, we welcome topics to give us food for thought.

..E.H.

OHAKEA BRIEFS:

Arnold Staffords victory in the Trophy race was well-deserved. Just a few weeks back he was being towed home from the sprint with the remains of an engine in his newly acquired Cooper. He is now convinced that Jack Lee was right - 500's are a better proposition.

Incidentally it was at Ohakea that Jack Lee introduced Coopers to New Zealand, and proved to the 'brute strength boys' that by driving with the head instead of the feet, a '500' could last a full one-hundred miles. Jack was in Arnold's pit at Wigram and Ohakea, the Lee Cooper, now in '1100' form being owned and driven by Hec McLean.

Ron Roycroft again demonstrated his polished driving, first in our XK in the Sports Car Race, which he won narrowly from Bob Gibbons who was over-enthusiastic on the first corner, and later in the main race where he piloted the ex-Hemus Bugatti.

A Ford Consul, more than somewhat breathed upon, surprised everyone including the handicappers, in the Saloon Car Race. It is reported that it was timed at 80 M.P.H. on the straight! The Transport Department will probably get ideas about having their new Zephyrs!

That incredible combination, George Smith and the Gee-Cee-Ess, again took the Fastest-Time honours in the Trophy Race. He seems to have discovered a thing or three that the Brothers Maserati have overlooked! Incidentally, the Smith Stable took 2nd and 3rd places in the handicap, the Allard being driven by Frank Shuter in the Trophy Race.

It is reported that the proudest children in Manawatu at the moment are the Bassett Girls (5 of them!). George made a special call to take them for a ride in his Allard J2.

Among new members we welcome Mr. & Mrs. T. Bassett of Palmerston North. Mrs. Bassett will be a decided asset to the club.

Barney Ferrier (Hutt Club president and 'M.E.' of the 2 Z B Motoring Session) has also joined the W.C.C. - Incidentally the first member to sign the dotted line on the newly printed nomination form.

SEGREGATION:

We learn from 'Motor Sport' that, in the Brighton Speed Trials held last year, unsuper-charged sports cars ran in international classes. Separate classes, somewhat broader, covered blown sports cars. We quote the times of the winners of:

Up to 2000 cc Supercharged: M.G. (1435 cc) 32.88 secs.

1101- 1500 cc unsupercharged: Lister - M.G. (now a 'limited - production' model, 1430 cc) 32.70 secs.

See what we mean?

MASERATI & CISITALIA.

FOR SALE:

Trevor Wickam writes -

"I can offer, subject to being unsold, a 6c MASERATI and a CISITALIA, both in good condition. Prices: £775 and £500 (In England) respectively. Full particulars to prompt, genuine enquirers and personal head test report of Maserati only as Cisitalia is in bond at Dover but car has been driven by Frank Kennington whose report can be given."

Trevor will also welcome enquiries for other Sports and racing cars. His address is: C/- Barclay's Bank, Maidenhead, Surrey, ENGLAND.

HOME BUILT ALLARD!

In the Sports Car Race at Ohakea, Ewen Faulkner (V8 Spl) and Bruce Cook (Allard K2) went off the same mark and provided one of the highlights of the race.

The very little that Ewen lacked in acceleration he made up in maximum speed, and though Bruce once got into the lead, Ewen regained his position and finished third in the race, with Bruce a very good fourth.

ITALIANS WIN AT WIGRAM:

ALFA ROMEO LEADS MASERATI HOME IN

MAIN EVENT:

The above sounds vaguely like a caption from 'Motor Sport', but your special correspondent regrets he is unable to give an account worthy of that magazine. In fact, after the Markham reports of last year, he feels that the following brief details are entirely inadequate.

The event took the form of two heats and a final (in which everyone started!) Bob Gibbons in the latest Cooper '1100' came through from the rear of the field, breaking and re-breaking the lap record of 1 min 40 secs. Moore's Alfa, also running in the first heat suffered a puncture in the first lap, and Gibbons found that the rest of the field, notably Hec Green's rear-engined Vanguard special just weren't playing.

Things were different in the second lap. George Smith and the Hector McLean Cooper 1100 went to the front from the start and provided some of the most exciting moments of the day. For several laps George Smith led with the Cooper barking at his wheels. Eventually on the hangar bend, the Cooper slipped through on the inside and thereafter the two cars see-sawed for position till the last lap, when, on the back straight, McLean broke a chain.

Green, Smith and McLean took front positions on the starting grid, Bob Gibbons electing to have a push start at the rear of the field. As the cars roared away Green's beautiful little car showed that, though it looked like a B.R.M., it could certainly move and soon Hec had a two hundred yard lead on Smith. The (by 500 standards) elderly Kieft (with Black Lightning motor) driven by speedway ace Ronnie Moore showed an astonishing turn of speed, and it is unfortunate that he collided with the 2.3 Alfa which spun early in the race. Hec Green held his lead with George putting his foot down harder and harder. Meanwhile Bob Gibbons was coming up through the field very fast, the Sulman Maserati was motoring quietly, well up, and the 2.9 Alfa was staying handy. Then the field strung out - McMillan's rear engined Mercury special, Sybil Lupp, now in a blue TD, Arnold Stafford in the Cooper, now fitted with double-knocker Norton engine, Halsey Logan in the ex-Jackson Special, resplendent in gold paint, Tutton in the white Jaguar.

In the tenth lap, Green had a 10 sec., lead on Smith who was followed by Les Moore, Gibbons and Sulman. Green retired in the thirteenth lap with a wobbly wheel. (Green had put in a lap at 80 m.p.h.). Moore came up to challenge Smith for the lead, and things were at the interesting stage when George Smith had a blow-out.

Moore now had a comfortable lead on Sulman, who was no longer threatened by Gibbons who had retired; Frank Shuter in the ex-

Smith hot-rod was third.

The winner's time was 39 min. 2 4/5th secs for the fifty miles. (78.04 m.p.h.)

OHAKEA RESULTS:

For the benefit of the one W.C.C., member not at Ohakea on Saturday we publish the following brief results:

Saloon Car Handicap: N. Dickson (Ford Consul), 1; P. Fowke (Vauxhall) 2; J. Bohm (Vauxhall) 3.

Sports Car Handicap: C.H.Chatteris (Jaguar XK 120, driven by R. Roycroft) 1; B.A.Gibbons, (Jaguar XK-120) 2; E.H.Faulkner (Ford Special) 3.

Ohakea Trophy Race (70 miles): A. Stafford (Cooper 500 - Norton) 1, F. Shuter (Allard J2) 2; G.C.Smith (Gee Cee Ess) 3; T. Sulman (Maserati) 4.

Fastest time: George Smith 58 min.15 secs.(Approx 73 m.p.h.)
Tom Sulman, 59.30. Frank Shuter 61.25.

LETTERS TO THE EDITOR:

CLASSIFICATION

Sir: Being only human I welcome your February Editorial and letters on the same subject read at the last monthly meeting as signs that the club may once again be coming round to a way of thinking which I have advocated in the past against fairly strong opposition. (The Monthly Bulletin, Pahautanui Track and present name of the club are other examples.

The continuation of unqualified capacity classes in current New Zealand conditions is quite fantastic. Even with straight out racing cars current international formulae allow capacity margins of up to 4 to 1 between blown and unblown engines, and clearly some further allowance is necessary if engines not specifically designed for racing are included.

However, if my memory serves me right, the committee has a recommendation from the last A.G.M. that now proposals should be made and doubtless some good ideas will be forthcoming in due course.

I should also like to suggest that the club should have some display at the forthcoming Industrial Exhibition as a means of bringing our activities to the notice of the public. We have within the club two or three non-production cars of considerable technical interest which might form the basis of an exhibition - possibly others might be borrowed. Continued end of page 16.

:: CLUB CALENDAR ::

WAIKANAE IS ON SATURDAY!!!!

Your assistance is vital on Saturday. Come yourself and bring a car-load of willing friends. The jobs required of you may only be minor, perhaps taking little time, but it is essential that they be done and done well. Report to Hugo Hollis on Saturday as early as possible.

NOTE: Only competitors cars will be permitted on the beach (Marine Dept. orders). Also - KEEP YOUR SPEED DOWN ON THE SIDE ROADS - This is a sore point with the locals and we don't want to lose the beach for future use.

REMEMBER: FIRST RACE - NOON! Helpers required from Dawn on Saturday.

WAIKANAE ENTRIES - At the time of going to press these are fewer than we would like. Late entries will be accepted, and if you have a car - saloon, sports on what-have-you, have a go, in the handicaps race at least. Phone Hugo Hollis (Home) 27-393 now if you think you'll be a starter. Thanks!

March 13 - Club night - Victoria League Room.

March 13 - Raffles - Close - Sell those tickets.

APOLOGY:

Toby Easterbrook-Smith wrote one of his inimitable letters to the Editor, but, with rushing off to Ohakea, your clumsy clot of an editor must confess he has mislaid it! Herewith an apology, first to Toby who wrote it, and secondly to readers who are temporarily (we hope) deprived of the pleasure of reading it.

CRASH HAT FOR SALE: Eric Honey recently attended an auction of slightly damaged cargo including crash hats. Of the four purchased he has one left, as under: Size: 6 $\frac{5}{8}$ (pin-head). Quality - excellent. Damage: Negligible. Price £3. Phone Eric 40-875 (Evening) 70-349 (day).

Continued... Letters to the Editor.

Possibly we might be able to exhibit on the stand of one of the motor, rubber or oil companies. - Rob Bagnall.

Wellington

Wellington Car Club (Inc.)

★ BULLETIN ★

1952.

APRIL:

THE NATIONAL SCENE

MOTOR SPORT IN MARCH

A major event on each of four weekends - Ohakea, the Beach Race Championship, the Road Race Championship, and the Hill Climb Championship..... Manawatu reports that the gate exceeded 18,000... George Smith made fastest time at Ohakea and also won the three championship events... In Christchurch, the Canterbury Car Club bulldozed its way to the fore and organised a championship road race in three weeks.... a certain group of drivers declined to enter some events on the grounds that handicap sections were receiving too great a proportion of the prize money ... this aspect of the sport received much unfavourable publicity in the Christchurch papers, and the damage done to the Road Race - and the sport - is considerable.....

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RAFFLE REMINDER: You wouldn't be holding any raffle books would you? Then get them back to Bryan Robinson smartly - P.O.Box 5142. Yes - NOW!

WRITE FOR YOUR BULLETIN

CLUB CAPTAIN'S NOTES:

Hugo Hollis

NOTICE OF ANNUAL GENERAL MEETING: The Annual General Meeting of the Wellington Car Club (Inc.) will be held in the Victoria League Rooms, 4th floor, D.I.C.Bldgs., Grey Street, Wellington on May 8th 1952 commencing at 7.45 p.m.

ANNUAL SUBSCRIPTIONS: These are now due, please send them in as soon as possible. Only members who are financial for the year 1952/53 may take part in the Annual General Meeting.

APRIL MONTHLY MEETING: APRIL 10th. The Club Art Union will be drawn on this night. Drawing will take some time. After the draw Gary Thornton is to show us some films of recent Club Events. There will also be a film of the Hawkes Bay Hill Climb. If any member has 8 mm films of Club events please bring them along and let the Club see them. We are all interested.

COMING EVENTS W.C.C.

Organisers.

Gymkhana	April 6th.	M. Poynton, J. Hardyment, C. Reed.
Full Day Trial	May 11th.	Roy Cowan & Eric Honey. (This will be good).
100 mile Night Trial.	June 14th.	Harvie Cooke & Peter Porteous (A wet night has been ordered).

COMMITTEE FOR 1952/53

The offices of Secretary and Treasurer will be vacant at the A.G.M. Will any Club member who feels that he could take on one of these jobs please contact me. The Club has been handicapped this year by the fact that our Secretary has been working a great deal of overtime and could not give the attention necessary to Club Business. The Treasurer has been out of Wellington much of the time and this has also made things difficult. Any member who would like to be nominated for the Committee next year is also asked to contact me.

ANNUAL REPORT AND BALANCE SHEET:

These will be prepared and sent out with the May Bulletin.

NOTICES OF MOTION FOR A.G.M.

Will any members who wish to put forward notices of Motion for the A.G.M. please post them to me at 43 Rawhiti Terrace, Wgton. W.1. as soon as possible.

HUTT VALLEY MOTORING CLUB:

On Saturday April 5th the Hutt Valley Club is opening their new race track at Akatarawa. The track is at present only one car wide but will be extended later; it measures 7/10 of a mile round. There will be time trials round the track, two impromptu hill climbs and a gymkhana. The entry fee for all this is 2/- and all entry fees will be returned as prize money. The local farmers are helping and their wives are looking after afternoon tea etc. The event starts at 11 a.m. and all Wellington Members who are free on Saturday are urged to turn out and give this venture a good send off. Bring your own lunch, hot water provided.

To find the event drive out to the Brown Owl, turn left on to main Akatarawa Road and continue until you cross the first concrete bridge. A private road goes off to right just over this bridge, follow this road until event is reached. There will be signs erected so you can't lose your way.

WELLINGTON CAR CLUB GYMKHANA, SUNDAY APRIL 6th. 2 p.m.

This event is being held on a section of the old Ngahauranga Gorge Road. Drive up the Gorge for about 1/2 mile from railway bridge, here turn left and you will find us.

Mike Poynton, Jack Hardyment and Colin Reed are the organisers and a good afternoon's fun is assured, wet or fine. It is nice and close to town, so come on out and make the event a huge success.

Two or three more helpers are needed, will anyone willing to lend a hand please ring M. Poynton at 55-025 during working hours; Thank you.

Tea will be provided, bring your own cups and eats.

CALENDER OF CLUB EVENTS:

See Page 20.

OHAKEA TROPHY RACE - MARCH 1st - H.G.M.

Brilliant sunshine, no wind, huge crowds, good racing and the Hemus Hispano made this a memorable meeting. We hope this report will also give you something you won't find in any other article in the country. It is based on a lap by lap analysis giving the race position of every car on every lap. Anyone interested in viewing it should contact Gordon Markham.

Non-starters in the Trophy race were Bob Gibbons whose Cooper was still minus a piston from Wigram. John McMillan whose Special scattered its gearbox to the winds the day before. Les Moore (Alfa Romeo) and Jack Brewer (Green's Vanguard RA) who, we were told, disliked the handicap. Ronnie Moore whose Keift was in hospital with compound fractures. George Brown (Ford V8) reason unknown.

Jack Kennedy drove the ex-Clapperton Austin 7 without fireworks. He was limit man on "Go" and had the track to himself for a lap and a bit. Thereafter the larger cars wore him down and by the end of lap 8 the Bristol was in the lead, just doing Jack out of a fiver lap money for leading at lap 10. By the time the Cooper took the lead Jack was two laps behind. By lap 26 he was three laps behind. At the end of lap 30 he had been pushed another lap behind. Still another by the end of lap 32, and finished the race 6 laps behind. (The handicappers were scarcely liberal.) The only time we got for Jack was his first lap in 2 mins. 32 secs. (47 m.p.h.)

Ansley didn't appear to push the Bristol saloon very hard. He left 2 mins. 45 secs. after Kennedy, and took over the lead during lap 8, but had the second fiver in lap money snatched from his grasp when Arnold Stafford wooshed the Cooper past him during lap 20. Ansley was 2 laps behind the Cooper at the finish, but continued on to take 6th place. Here we got two times - 2 mins. 10.5 secs., (55½ mph) for his 2nd lap and 2 mins. 6 secs. (57 mph) for his 22nd lap.

Third group to get away at the start (3 mins. 55 secs. after the limit) consisted of Tilsley's Singford Special, Pat Hoare's new 1500 c.c. H.R.G. (just out of the packing case the day before but able to race as H.R.G. deliver their cars run-in) and Greenwell's blown M.G./T.C. It rather rocked the intelligentia to see the home-made, side-valve Ford 10 engined special easily lead the other two into the first corner. However, within two laps the status quo was restored and Hoare had the H.R.G. a good 20 yards in front of the Singford. The gap was increased steadily, until it was every bit of 250 yards when the Singford packed up in its eighth lap. It's interesting that the blown T.C. didn't pass the Singford at any stage and eventually finished two places behind the H.R.G. The H.R.G. looked every inch

a "real" job, but on tyre squeal (on the corner at the end of the straight anyway) it was second only to the Jaguar. The only H.R.G. time we got was the second lap in 2 mins. 1 sec. (59½ mph.)

Next group away (6 mins. 15 secs. after "Go") was Ewen Faulkner in his almost veteran Ford V8 Special, Gilroy in the re-built ex-Roycroft blown Austin, and Fordy Farland in his also "almost-veteran" Singer-Buick Special. Ewen had the legs of the Austin (his 6th lap was 1 min. 55 secs. (63 mph.) the Austin's 7th 1 min. 58 secs. (62 mph) but after 12 laps Ewen failed to reappear. Perhaps the V8 was thirsty. Two laps later he was in again and set off to make up nearly two laps on the Austin. On lap 16 the Austin was in 2nd place. Two laps later the Austin went out! He was back again before long but Faulkner was now a lap ahead of him! They continued in the same relative positions until right at the end of the race. Then the Austin gave up after completing 30 laps. (The Austin's 24th lap was 1 min. 52 secs. (64½ mph). Faulkner continued and was flagged off after completing 34 laps. Had Ewen not dropped those two laps he would most assuredly have bagged 5th place, and possibly 4th. However, that's racing. Fordy Farland did no more than two laps before retiring. This was not Fordy's day.

Next to start (6 mins. 50 secs. after "Go") were Ron Sutherland's Willys Jeep Special together with Ron Roycroft's Type 35 Bugatti. For some reason the Bug did only one lap before stopping and the Jeep Special had completed three laps before Roycroft was again in the fray. With about 2½ laps to catch up Roycroft really wound up the old Bug and within five laps he had knocked off that odd half lap and passed the Jeep. From there on Roycroft really got into his stride. Within four more laps he had passed the Jeep again! Within another three he was past again! Sutherland then started to put on the pace, too, and though the Jeep looked as if it was becoming a handful on the corner at the end of the straight. Sutherland made it go to such good purpose that it was not until they were both on their last laps that Roycroft was able to pass again. They were flagged off after their 34th lap (Bugatti) and 33rd lap (Jeep). We clocked the Bug twice - 1 min. 50 secs. (66 mph) (16th lap) and 1 min. 48 secs. - 67 mph. (28th lap). When Stafford in the Cooper won Roycroft had the Bug on its 33rd lap. If he hadn't dropped those 2½ laps early on... another of those racing "ifs".

Next away was Chatteris in the XK120 Jaguar, 8 minutes after Jack Kennedy. Chatteris did not seem to be as at home in the Jaguar as Roycroft was last year, judging by his performance on the corner at the end of the main straight. He almost invariably came out of the corner

very wide with a tremendous screech of tyres and several times drifted on to the grass. Ewen Faulkner passed the Jag on its first lap and led by 100 yards. Next time round Faulkner was 250 yards ahead (The Jaguar, starting later, was, of course, a lap behind). Faulkner increased his advantage until his stop. The Jaguar was almost a lap ahead when Faulkner re-entered the race and stayed close behind for several laps. Then as Stafford's Cooper took the lead on lap 20 the Jaguar (lap 19) passed Faulkner (18). The Jaguar steadily increased its advantage. Then right at the end of the race Faulkner came round alone! The Jaguar was out after 33 laps. We got the Jaguar's time only once - 1 min. 54 secs., - $63\frac{1}{2}$ mph, (15th lap).

Arnold Stafford in the Cooper 500 started 8 mins. 35 secs. after the limit man and 5 mins. 25 secs. before the scratch man, Smith. He was unofficially timed to do his second lap (end of straight to end of straight) in 1 min. 45 secs. (69 mph). The next time we put the watch on him (his 9th lap) he clocked 1 min. 47 secs. ($67\frac{1}{2}$ mph). On his 17th lap our watch showed 1 min. 43 secs. (70 mph) on his 34th lap 1 min. 46 secs. ($68\frac{1}{2}$ mph.) Quite possibly he had faster laps. The double knocker Norton was certainly knocking the horses out at the double - but it was fortunate the oil pressure spring was discovered to be missing before the race. By leading on the 20th and 30th laps Arnold added a tenner to the kitty. He went through the field like salts, with no fireworks that we saw. An excellent exhibition. He was the second Wellington Car Club member to win the race. (John McMillan was the other).

35 secs. after Stafford and 9 mins. 10 secs. after the limit man, Frank Shuter started in the J2 Allard - a lovely looking car. He drove well but it was not until the final laps that he really hustled. (Lap 11, 1 min. 48 secs ($68\frac{1}{2}$ mph.) Lap 32, 1 min. 41 secs.) ($71\frac{1}{2}$ mph) On lap 25 we timed him to be 56 secs., and on lap 27, 57 secs behind the Cooper and as he started only 35 secs. behind, he had lost ground up to this point. On lap 32 he was 39.5 secs. behind. He picked up $7\frac{1}{2}$ secs. the next lap! A further 5 secs. the next lap, and probably the same amount on the last lap. Had he started that spurt earlier or if he had made up only $1\frac{1}{2}$ secs. on Stafford on every lap (as he was evidently capable of doing) he would have had the hundred quid in the bag. That racing "if" again. However, it was a deserved second place.

Halsey Logan in the V8 Logan Special started 10 mins. 55 secs. after the limit man. Again Halsey was dogged by bad luck - the fuel going out of the carburetors quicker than it went in. This mal-nutrition kept the Logan Special at, for it, a snail's pace.

Halsey took 1 min. 52 secs. ($64\frac{1}{2}$ mph) for his first lap. After five laps he had had enough.

After a substantial pause Australian Tom Sulman (Maserati) and Hec McLean (Cooper Thousand) roared into the fray. They were 13 mins. 15 secs. and five laps behind the limit man. The Maserati did its first lap in 1 min. 45 secs. ($68\frac{1}{2}$ mph). He was round again in 1 min. 47 secs. ($67\frac{1}{2}$ mph) before the Cooper Thousand appeared. Trouble somewhere obviously. But the Cooper lead the Maserati next time round (but was still a lap behind, of course). The Maserati seemed to buck a bit on the corner and Tom had to see-saw at the wheel. The Cooper disappeared again! When it next appeared the Maserati was two laps ahead. The Cooper really got going. We clocked him at 1 min. 37 secs. ($74\frac{1}{2}$ mph.), and the announcer gave out that he had done the flying quarter at 112 m.p.h. He proceeded to leave the Maserati well behind but he was still 2 laps in arrears. The Cooper gave up again after 8 laps and called it a day. The Maserati circulated like clock-work, dicing with Smith. We timed him for a 1 min. 39 sec. (73 mph) lap (his 17th) but towards the end the blower bearings gave trouble and Tom had to be content with 4th place, a lap behind the winner.

At last George Smith was allowed to give his impatient V8 Gee Cee Ess Special its head. He started 14 minutes after the limit man and just before Stafford (Cooper 500) completed his 3rd lap. Within four laps he was closing in on the Maserati which had started 45 secs. ahead. But Tom kept him off for lap after lap. We timed Smith at 1 min. 42 secs. (71 mph), on his sixth lap, Sulman at 1 min. 42 secs. (71 mph), on his eighth. On his 11th lap Smith was clocked at 1 min. 39 secs. (73 mph.). On his 12th he was almost on Sulman's tail. We timed Smith to do 1 min. 37 secs. ($74\frac{1}{2}$ mph), on his 13th lap - but the Maserati was still ahead! Smith passed Sulman, at last, on his 14th lap and came through the corner at the end of the straight about 100 yards ahead. Smith's 16th lap was 1 min. 41 secs. ($71\frac{1}{2}$), Sulman's 1 min. 42 secs. (71 mph). Next lap Tom returned 1 min. 39 secs. (73 mph), and was breathing down Smith's neck. By the 19th Smith had 150 yards lead. It was announced that Smith, Sulman and McLean shared F.T.D. over the flying quarter, all with 112 m.p.h. By the 24th lap Smith had a 300 yards lead over Sulman but in the next few laps Sulman drew closer. By the 30th lap Smith was 3rd and Sulman 4th. Round they went, slicing through the field, always in fairly close company, but unable to pick up that extra lap they needed to challenge the two leaders.

And so they finished; 1st Arnold Stafford (Cooper 500), 2nd Frank Shuter (J2 Allard), 3rd George Smith (Gee Cee Ess), 4th Tom Sulman (Maserati), 5th Pat Hoare (H.R.G.), 6th Karl Ansley (Bristol 401 Saloon),

7th Bob Greenwell (S/c TC/MG). The remainder were flagged off. Fastest times for Trophy (from newspapers); Smith 58 min. 15 sec., Sulman 59 mins.30 secs., Shuter 61 min. 25 secs.

Lap times are not official and may not even be typical - they were taken at random.

SPORTSCAR HANDICAP:

Ollie Cottrell had the Cotti Special partially dressed for the occasion. He was off the limit mark with Bransgrove driving a stark, towering, bellowing, spindly-wheeled 1921 Bentley. Although the old three-litre trundled round purposefully, it could not hold the Ansaldo-engined Cotti and Ollie drew further and further away. Ollie maintained 1st place for four laps, misfired for another two, and then called it a day. Nothing stopped the Bentley. It finished in 10th place, last but one.

Orr started 40 secs. after the limit in his quiet, quiet Singer Le Mans. He circulated without trouble and without bringing the crowd to its feet to finish a good 7th.

The next bunch away were off 2 mins. after limit. Cowper set the pace with his Ford 10 Special, followed by Hugo Hollis (T.D.), Renard's T.D., Toomath's T.D. and Culver's Christmas Tree Buick. It was surprising to see Hugo left well and truly behind in the run down to the corner. The Ford 10 came round 20 yards ahead but on the second lap Hugo pushed his T.D. 200 yards ahead. From then on there was no doubt about it. By lap 4 he was $\frac{1}{2}$ mile ahead. We timed his 5th lap at 2 mins. 4 secs. (58 mph). Hugo was in 3rd place from laps 6 to 8 inclusive but then the back markers came past in a rush and he finished 6th. Cowper's Ford 10 was 9th. Renard's T.D. was never dangerous. Toomath's T.D. was slow and dropped further and further back to retire after 5 laps. The Buick was a match only for Toomath's T.D. and retired after 8 laps with steam up.

The lone Jowett Jupiter was off 2 mins. 40 secs. after limit. It went quietly, unobtrusively and within 5 laps had gathered in the Buick and all the T.D.'s except Hugo's. By lap 7 it had passed the Ford 10 Special. Hugo kept out of harm's way and the Jupiter quietly filled 8th place.

Off 3 mins. 30 secs. after limit were Bruce Cook (K2 Allard) Ewen Faulkner (V8 Special) and Fordy Farland (Singer-Buick Special). Right from the start Fordy was out of it. After 4 laps he had had enough and retired with a sick car. To compensate, Cook and Faulkner put on one of the best shows of the day. Bruce was first away.

Ewen was leading at the end of lap 1. Bruce was leading on laps 2 and 3. Ewen was 10 yards ahead on lap 4, 30 yards on lap 5. Still ahead on laps 6 and 7. Bruce was right on his tail again in lap 8. Again in lap 9, and finished just behind him. They took 3rd and 4th places. A grand dog-fight that both will remember.

The three Jaguars of Harrison, Chatteris and Gibbons were off 4 mins. 10 secs. behind limit. They kept that order for two laps, by which time Bob was 200 yards behind Chatteris owing to a change of direction on the corner at the end of the straight. Chatteris passed Harrison on lap 3. Gibbons passed Harrison on lap 4... they were 100 yards or so behind Chatteris. From then on Harrison's Jaguar slowed. After 9 laps it retired. The Jag had broken a water connection, was smelling furnace-hot and had rather mucked things up inside. Chatteris went into the lead early on lap 9. Gibbons was second by then also. They finished in that order after some good scraps. Besides Bob's flurry of excitement one of the other Jaguars was reported to have spun on the top corner.

George Smith was off 4 mins. 30 secs. behind limit in the J2 Allard. We expected something startling but the Allard was off its feed and George couldn't urge it above 5th place, whip is as he might.

Finishing order: 1st Chatteris (Jaguar), 2nd Gibbons (Jaguar), 3rd Faulkner (V8 Spl.), 4th Cook (K2 Allard), 5th Smith (J2 Allard), 6th Hollis (T.D.), 7th Orr (Singer) 8th Dr.K.Orr,(Jupiter), 9th Cowper (Ford 10 Spl.), 10th Brangrove (Bentley), 11th Renard (T.D.).

SALOON CAR HANDICAP:

This event caught the public's imagination. Pity the announcer made such a point of calling it a stock car race. Some of the entries, including the winner, we understand, were scarcely stock.

First away was Jock Brough in the old but evergreen Singer 9 together with Tony Swiggs in a baby Renault. Jock easily took command of the position and ultimately finished 6th, twelve places ahead of Swiggs. Jock led for six laps.

Andrews and Vogther started 56 secs. after the limit men in much faster baby Renaults. Of the two, Andrews' was the better and gradually drew away from Vogther's. On the very last lap Andrews caught and passed Jock Brough to take 5th place. Vogther was 14th.

Abernethy roared off in the A40 1 min. 12 secs. after the limit. He drove the car to its limit, reaching astronomical revs on the over-run as he changed down for the corner at the end of the straight. He quickly overhauled Vogther's Renault. He passed Swiggs' Renault on

The fact that the Manawatu and Canterbury Car Clubs have seen fit to allocate a large proportion of prize money to the handicap sections of their events has drawn criticism from a section of competitors. This criticism comes as a voice crying from the wilderness and those who favour scratch racing are a very small minority. However, there are two sides to the question, and your editor, while holding strong personal views on the issue, has endeavoured to present arguments for both handicap and scratch racing. (It should be remembered that the dissenting voices did not ask for the abolition of handicap racing, but for a greater proportion of prize money to be allocated to the scratch side of the races, to make them an economic proposition for the owners of fast cars).

SCRATCH racing works on the principle that the best man wins.

SCRATCH racing encourages drivers to buy or build better cars, and faster cars must mean faster times, and better racing.

SCRATCH racing allocates the prize money on performance; in a handicap race, it's a matter of luck, and the winner might just as well be drawn from a hat.

SCRATCH racing ensures that only experienced drivers and properly prepared cars compete. This means faster racing in greater safety.

SCRATCH racing, if the prize money is adequate, can be an economic proposition for the owners of faster cars; if the majority of the prize money is to be allocated to an 'out-of-the-hat' handicap, the better type of cars must suffer.

HANDICAP racing gives the greatest amount of sport to the greatest number of drivers: the owners of cars outclassed in open competition are encouraged to enter handicap races.

HANDICAP racing offers bigger fields, and regardless of the speed of the cars, greater spectator interest; often a duel between two tail-enders is more interesting than watching a leader in an unassailable position.

HANDICAP racing, because it caters for slower cars, is a good school for new drivers. It encourages competitors to buy slow cars in the early part of their careers, and graduate, if possible to high performance cars later.

HANDICAP racing also benefits the owner of the high performance racer; he has (if the handicapping is thorough) an equal chance with the rest of the field of being in the money.

HANDICAP racing can provide thrilling finishes with all cars in the final lap together, instead of strung out as in scratch races.

HANDICAP racing discourages ultra-'professionalism'; if racing was on a purely scratch basis, the man who could afford the fastest car would be in an advantageous position. As each new and faster car came to the starting line, cars new a season before would be outclassed, and after a few races their drivers, out of the prize money would be bankrupted unless handicap racing was organised.

HANDICAP racing is the only answer to the present situation caused by a shortage of competitive cars. Until there are enough cars to divide into separate races covering cars of similar performance, handicap racing is essential if the field is to be bigger than say, six cars in an event.

the 3rd lap, Andrews' on the 6th. He was 2nd to Jock Brough on lap 6, 2nd to Dickson's Consul on lap 7 and finished in 4th place, having been passed by two Vauxhalls in the last lap.

2 mins. after the limit a whole bunch of cars started off: Fowler (Vauxhall), Windle (Vauxhall), McIntosh (Vanguard), Cowie (Javelin), Jensen (Vauxhall). The two Vauxhalls of Fowler and Jensen went to the lead but on lap 2 McIntosh's Vanguard separated them. Fowler's Vauxhall ran right away from his co-markers. McIntosh's Vanguard and Jensen's Vauxhall were about on a par, but Jensen passed on lap 5 and gradually drew away. Windle's Vauxhall was slow. Fowler really made his Vauxhall fly and ultimately finished 2nd. Cowie retired after 2 laps.

Off 2 mins. 3 secs. were Bohm (Vauxhall) and Dickson (Consul). The Consul was far and away the faster, aided, we were told, by two carbs. Dickson was 9th on lap 1, 8th on lap 2, 7th on lap 3, 5th on lap 5, 4th on lap 6, in the lead on lap 7. He finished an easy first. He was timed at 80 m.p.h. over the flying quarter. Although not quite so fast, Bohm drove extremely well and passed everyone except Fowler's Vauxhall. He finished 3rd.

Fearon's 1935 V8 was off 2-32. Though unable to catch the Consul or the Vauxhall of Fowler and Bohm it kept ahead of all those who started behind it and finally finished in 7th place.

Scott's V8 Coupe was off 2-48 and McCutcheon's 1939 V8 was off 2-56 after limit. Scott was comparatively slow and dropped back and back to fill 17th place, last but one. McCutcheon was not particularly fast, either, and finished 13th. Bulcraig's Coupe started soon after this group and here again it was a case of a steady but comparatively slow drive. He gathered in only Windle's Vauxhall, Scott's V8 Coupe and Swiggs' Renault to finish 15th.

An exciting trio were Jensen's V8 Coupe Simmiss's A90 and Watson's A90 off the 3-20 mark. Of the three, Watson was the slowest. Jensen and Simmiss had a high time, dog-fighting all the way. Jensen was ahead on lap 1, by lap 3 Simmiss was past. Lap 5 saw the V8 in the lead again. They swapped places time and again at various parts of the course and in the end the A90 just pipped the V8 for 9th place. A dog fight that had the crowd roaring.

Ansley was scratch man in the Bristol off 3-36. He took things very cautiously, as he had avowed he would before the race and was content to chalk it up as experience. He kept at the tail of the field most of the way and did not bother to complete his last lap.

Finishing order: 1st, Dickson (Consul), 2nd, Fowler (Vauxhall), 3rd, Bohm (Vauxhall), 4th Abernethy(A40), 5th, Andrews (Renault),

6th, Brough (Singer), 7th Fearon (V8), 8th, Jensen (Vauxhall), 9th Simmiss (A90), 10th Jensen (V8), 11th McIntosh (Vanguard), 12th, Watson (A90), 13th, McCutcheon (V8), 14th, Vogther (Renault), 15th, Bulcraig (V8), 16th Windle (Vauxhall), 17th Scott (V8), 18th Swiggs (Renault).

IF YOU'VE BEEN WONDERING.....

- + Why the finish on your car doesn't seem as good as that on the Bristol, it could be that your car hasn't had seventeen coats of paint at the factory!
- + Why the Manawatu Club insisted on black numbers on yellow backgrounds for Ohakea, it is because this is the most legible colour combination, and the Ohakea track being 60' wide (much wider than Wigram) it is important that numbers could be clearly seen by lap scorers at this distance. Cars were also re-numbered to give lap scorers easier numbers to handle - i.e., 4,5,6 rather than 29, 44 and 88 etc.etc.
- + Why certain drivers did not start at Ohakea, it was because they felt the prize money in the scratch section was not sufficient to justify entering fast cars; they considered they had no chance in the handicap section.
- + Why the Allard went better in the big race than in the Sportscar race, it was because it was limited to pump fuel in the short event.
- + If George Smith holds all the National Championships, the answer is 'Yes' (excluding the N.Z.Championship Reliability Trial). George holds the Sprint, Beach Race, Hill Climb and Road Race Championships!
- + How much we collected at the last Club night, it was, approximately £30! £23.0.0 went into the cup, and Mrs. Bassett's Cake realised £6! After that someone collected enough money to pay for the rent and the supper, and Hugh and Bryan went home with a lot of raffle tickets and money.
- + When the raffle closes - it has, and it is time your books were back. Bryan Robinson is looking for you and the books. The Club's Post Office Box Number is 5142.....

- + Why Arnold Stafford the only Wellington Entrant did not start at Christchurch it was because he discovered his oil pump was not working.
- + Who owns that new Plus Four Morgan, it's Alan Freeman. This is the four seater version, only slightly heavier than the two seater. Your editor who has tried to get out of the back seat, reports that it is a Morgan Plus Four with Minus four seating.

BEACH RACE BOUQUETS.....

To Hugo Hollis who worked harder than ever to organise the beach race To Gordon Markham whose Lap scrring, and time-keeping was up to the usual high Markham standard.

To the Auckland contingent without whom the race would have been a flop.

To Sam Gibbons who came down from Wanganui to see the race, and gave a useful hand helping prepare the circuit.

To Toby Easterbrook-Smith who kept up interest on the P.A.System though there were only three cars running at the finish of the big race

To John McMillan who hastily got his car mobile in time for the race, but unfortunately had to retire with a broken axle.

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"TeeBee" of the 'Emm Cee Cee' supplies notes on THE HILL CLIMB CHAMPIONSHIP AUCKLAND, 15th March

Though the day was fine early, a light drizzle started towards the end of the second run, cleared and came on again during the final run, making times 3 to 4 seconds slower. George Smith, after a practice run fitted dual rear wheels to the Bee Cee Ess, found them a bit difficult and took them off again. Roycroft had trouble in the morning with a brake locking on. During the last run Ron was really motor-ing at speed, found he had no brakes, left the road, hit the only concrete culvert on the hill and rolled. Ron was unhurt, and damage to car was buckled wheel and bent dumb-iron. George Smith drove both the Allard and the Gee Cee Ess to take F.T.D. (with the Allard) and 2nd with the Gee Cee Ess. Tom Sulman who held the title (won in the South Island last year) was unable to use the throttle because of wheelspin, but is reported to have hit 8000 revs. The hill some 45 miles from Auckland has a bitumen surface. It is about a mile long and the layout is somewhat similar to Saddle Road.

RESULTS:

Up to 500cc: L. Irvin (Irvin Spcl) 76.4; 501-750cc: H. Gilroy (Austin s/c) 61.1; 751 - 1100: R. Crisp (Standard Spcl) 71.5; 1101-1500 cc T. Sulman (Maserati) 60.7; 1501 - 2000: R. Roycroft (Bugatti) 64.3; 2001-3000: W. Thompson (Ford Spcl) 67.6; 3001-5000; G.C.Smith (GEE CEE ESS) 59 secs; 5000-8000 cc: G. Smith (Allard) 57.5 (F.T.D.). Sybil Lupp M.G. T.D. s/c won the sports car trophy and was second fastest in the 1500 cc class, 63.2 secs. - - - - -

ROAD RACE REPORT

CHRISTCHURCH March 22nd.

'FORDS' TAKE FOUR OF FIRST FIVE PLACES IN CHAMPIONSHIP ROAD RACE.

Following three weeks of frantic negotiation and preparation, the 100-mile N.Z. championship road race was superimposed on two Island Championships scheduled for that day, and held on the Mairehau circuit just outside Christchurch. Any criticism of the Association in allowing a National event to be staged on a day already allocated for regional championships (both clubs affected sportingly agreed to the National event being held, and suffered through fast cars being out of their district on the day of their local championship) was drowned by what was a purely domestic issue - the respective merit of Championship and Scratch racing. Five Christchurch drivers (Les Moore, Hec Green, Hec Maclean, Don Ransley and Pat Hoare) announced that they intended to boycott the event as it placed too much prominence (and prize money) on the handicap section. This decision got 'splashed' in the newspapers, was answered by the club, and resulted in several letters appearing in the correspondence columns. The buzz around town was that the good cars weren't starting, and that the race wouldn't be worth seeing. However, Ron Roycroft and George Smith considered it worth while coming down from Auckland. (Ron held the Road Race Championship, and George was the holder of all the other National speed titles).

The curtain raiser was a combined saloon and sports car race. It included everything from an Austin 7 sedan, Morris minors, Citroens, an A90, up to Ford V8's and Bentleys! Jacobson, who rolled his V8 at Wigram miraculously managed to keep it right way up for the 20 miles and won the event. Some cars were flagged off for baulking.

In the big race, Smith in the Gee Cee Ess special took the lead from the massed start, and at the end of the first 2½ mile lap had a fifty yard lead over Roycroft, Logan and Shuter, who followed in that order. In the remaining 39 laps he steadily increased this margin until he was almost a lap ahead of the next car when the chequered flag fell. Halsey Logan passed Roycroft and held second place till the 29th lap when Roycroft regained the lead. At this stage Halsey was

running on seven cylinders as he had stripped the thread in the alloy cylinder head putting in the plugs before the race, and this cylinder had not lasted long.

In lap 34, Roycroft retired with a lost water plug and consequent overheating. (Same trouble as Chatteris had in this car at Ohakea). Halsey would have taken second place at this stage but he reversed ends at the pit straight corner and was temporarily ditched, this allowing Shuter to move up to second. Halsey was soon mobile again, was scrutineered and re-entered the race to beat Jack Tutton (Jaguar) for third placing. The Nelson driver, Jack Tucker brought his Ford special into fifth place, followed by Alec Ferguson in the RA Fiat, Sybil Lupp in the blown TD and Roud in the TC. Sybil incidentally was in 6th position in lap in her 23rd lap, but apparently broke the generator and blower belt. The story is that another was taken from Percy's car. She re-entered the race lying 11th and then, with a beautiful display of driving that drew cheers from the crowd, worked her way up to seventh position again. Smith's time for the 100 miles was 97 mins. 11 secs - 3 secs less than the handicapper's estimate.

A United States highway cop spotted two cars racing at 80 m.p.h. Pinched the two erring drivers, appropriately named Jonnie Gamble and Noble Hurry.

At an after event party in Auckland it was mentioned that 'A' who was present had access to some war-asset's Cadillac engines, at £250 each. Enthusiast 'B' promptly approached him, drew out a handful of the 'folding variety' and said 'I'll have a couple of those engines!' Friend 'C' at the other end of the room, didn't even bother to get up; just said 'Buy me a couple, too.'

THE PENALTY OF SUCCESS..... Philosophy.

Sportsvoice, Wally Ingram, heard from 2ZB at 9.15 a.m. Sunday mornings aired some interesting views on people who had made the 'champion' class. Observed Wally: The public is always interested in the up-and-coming competitor. As soon as he reaches the top, they forsake him, and start looking for someone to beat him. He instanced top-liners in various sports whose popularity was highest while they were on the way up - or on the way out, but who, while champions were very unpopular.

N.Z.CHAMPIONSHIP BEACH RACE

WAIKANAE, MARCH 8th.

Auckland Drivers Scoop the Pool.

Committeemen were getting all jittery.... Publicity was out for the Beach race but the entries just weren't coming in... Then there was the worry about the weather... But on Saturday, March 8th, the competitors rolled up (Freddie Zambucka of Auckland was the first), the sun shone and the crowds rolled up. The event even looked like a championship, though with four out of seven cars out during the big race, interest lagged more than somewhat. What the big race lacked in excitement was more than balanced by the performances in the all-comer's race. George Smith was really trying!

Seven contestants were sent away to a flying start by Geof. Easterbrook-Smith and immediately Smith (Auckland) went into the lead with his 4675 cc. V8 engined Gee Cee Ess Special. He was followed by John McMillan (Wellington) driving the McMillan Special he raced at Muriwai last year but now equipped with a 3800 cc V8 motor and Bedford gearbox. Next was Ron Roycroft (Auckland) in his 2000 c.c. Type 35 Bugatti. Then Ewen Faulkner (Manawatu) in his 3622 C.C. V8 Special. Freddy Zambucka (Auckland - De Soto Special). Ron Sutherland (Auckland - Willys Jeep Special). Fordy Farland (Manawatu - Singer-Buick Special).

Faulkner completed only one lap and then broke a half shaft and hub. In the third lap Zambucka passed Roycroft into third place only to retire with a locked differential in his 7th lap. Also in the 7th lap Sutherland had transmission trouble with the Willys Jeep and retired.

The leaders remained unchanged. Smith's first lap was his fastest in 1 min. 12 sec. He eased up as he got the measure of the field. It was soon evident that the only man who could challenge him was John McMillan, whose best lap was 1 min. 16 sec. He kept close to Smith for 23 laps but was hampered by his solid rear axle on the corners. Then on the 24th lap the axle broke in half. From then on Smith had it in the bag.

Roycroft had no chance of catching Smith but he also had no need to push the Bugatti to gain second place. The only other finisher was Farland who nursed a very sick car round in progressively slower laps for 34 laps before being flagged off.

Much more interesting from the spectators' point of view were the two handicap races. In both of these R.O.Watson (Auckland - front drive B.S.A.Special) beat the handicapper to register good wins. In the second of these races Smith really got cracking and brought his lap time down to 1 min. 7 sec. He finished third.

OFFICIAL RESULTS : 50-MILE N.Z. NATIONAL CHAMPIONSHIP BEACH RACE

40 LAPS: SATURDAY MARCH 8th, WAIKANAЕ.

- 1st. G.C.SMITH (Auckland) Gee Cee Ess V8 Special.
53 min. 58 sec. Best lap 1 min. 12 sec. (62.5 mph)
- 2nd. R.J.ROYCROFT (Auckland) Bugatti Type 35.
54 min. 26 sec. Best lap 1 min. 19 sec. (57.5 mph.)
- 3rd. A.S.FARLAND (Manawatu) Singer-Buick Special.
Completed 34 laps only. 54 min. 56 sec. Best lap 1 min
21 sec. (55-5 mph.)

Retired: J. McMILLAN (Wellington) McMillan V8 Special.
on 24th lap with broken rear axle. Best lap 1 min.
16 sec. F. ZAMBUCKA (Auckland) De Soto Special. on 7th lap with
seized differential. Best lap 1 min. 17 sec. R. SUTHERLAND
(Auckland) Willys Jeep Special. on 7th lap with transmission
trouble. Best lap 1 min. 20 sec. E.H.FAULKNER (Manawatu) V8
Special. on 2nd lap with rear axle trouble. Best lap 1 min.
21 sec.

5-MILE HANDICAP SPORTS AND SALOON CARS - (4 LAPS):

R.O.WATSON (Auckland) B.S.A.Special. Handicap 55 sec. Actual time
6 min. 38 sec. Best lap 1 min. 32 sec. (49 mph) 1st:
B. JONATHAN (Hutt) Ford V8 Coupe. Handicap 30 sec. Actual time
6 min. 25 sec. Best lap 1 min. 25 sec. (51 mph.) 2nd: G. THORNTON
(Wellington) M.G./ T.D. Handicap 40 sec. Actual time 6 min. 35 sec.
Best lap 1 min. 35 sec. 3rd; R. COWAN (Wellington) Sunbeam Spl.
Handicap 50 sec. Actual time 6 min. 59 sec. Best lap 1 min. 41 sec.
E.H.FAULKNER (Manawatu) V8 Special. Handicap scr. Actual time 6 min.
12 sec. Best lap 1 min. 32 sec. O. COTTRELL (Wellington) Cotti
Special. Handicap 1 min. 5 sec. Actual time 7 min. 30 sec. Best
lap 1 min. 47 sec. M. ORR (Palmerston North) Singer. Handicap 50
sec. Actual time 7 min. 17 sec. Best lap 1 min. 44 sec.
J. COTTRELL (Wellington) Plymouth Light Van. Handicap 45 sec.
Actual time 7 min. 13 sec. Best lap 1 min. 43 sec. R. BEAGLE
(Hutt) Ulster Austin 7. Handicap 55 sec. Actual time 8 min. 7 sec.
Best lap 1 min. 56 sec. A MANEY (Wellington) Studebaker Coupe.
Handicap 30 sec. Actual time 7 min. 59 sec. Best lap 1 min. 57 sec.
A.S.FARLAND (Manawatu) Singer-Buick Special. Handicap scr.
Retired on 2nd lap. Best lap 2 min. 39 sec.

10-MILE HANDICAP ALL COMERS: 8 LAPS: R.O.WATSON (Auckland) B.S.A.
Special. Handicap 2 min. 45 sec. Actual time 11 min. 20 sec.
Best lap 1 min. 21 sec. (55-5 mph). 1st. O. COTTRELL (Wellington)

Cotti Special. Handicap. 3 min. 30 sec. Actual time 12 min. 26 sec.
Best lap 1 min. 31 sec. 2nd; G.C.SMITH (Auckland) Gee Cee Ess V8 Spl.
Handicap scr. Actual time 9 min. 10 sec. Best lap 1 min. 7 sec.
(68 mph - fastest lap of day) 3rd; R. COWAN (Wellington) Sunbeam
Special. Handicap 3 min. 15 sec. Actual time 12 min. 36 sec. Best
lap 1 min. 32 sec. R.J.ROYCROFT (Auckland) Bugatti Type 35. Handi-
cap 30 sec. Actual time 10 min. 6 sec. Best lap 1 min. 13 sec.
B. JONATHAN (Hutt) Ford V8 Coupe. Handicap 1 min. 30 sec. Actual
time 11 min. 16 sec. Best lap 1 min. 24 sec. R. SUTHERLAND (Auckland)
Willys Jeep Special. Handicap 45 sec. Retired on 1st lap with
transmission trouble.

EXHAUST NOTES:

The Waikanae Beach Race left the club out of pocket to the tune of
some £60. A post mortem shows that the club could have used more
collectors.

Eyebrows were raised recently, when it was learned that an Auckland
Club made a visiting driver an honorary member after a Championship
event; this then made the visitor eligible for the club's sports car
trophy reserved for members only.

Tom Sulman would have liked to meet George Smith at Waikanae, but
unfortunately his blower bearings had gone and he did not have the car
ready in time for the race.

At the Road race, a policeman took evident pleasure in removing a
group of spectators from a vulnerable roadside viewpoint; the group
included two drivers who had boycotted the race. (One of these
probably has the excuse that he has never been a spectator before!
The other has recently been writing magazine articles on overseas
events he has seen, and it's an even bet he wasn't allowed to stand
where he liked in Britain and on the Continent).

Talk of the town in Christchurch was the decision of certain drivers
to boycott the road race. Wherever one went, people not connected
with the sport said, in effect : 'what's this about the good cars
not starting?'

.....

Shortage of space silences the exhaust notes at this point -
more next month.

:: CLUB CALENDAR ::

- SATURDAY 29th March. Manawatu Car Club Hill Climb Championship at Saddle Road, Commences 11 a.m. Scrutineering at 10 a.m.
- SATURDAY, 5th April: Hutt Valley Club. Opening of Race Track and Gymkhana at Akatarawa. Full details elsewhere.
- SATURDAY 6th April. Wellington Car Club Gymkhana, held in section of old Ngahauranga Gorge Rd., 2 p.m. Details elsewhere.
- SATURDAY 12th April ? H.B.S.C.C. North Island Sprint Champ. at Whakatu near Hastings. No details yet.
- SATURDAY 19th April. Manawatu Car Club Speed Trials. Rongotea end of Kairanga - Bunnythorpe Road.
- SUNDAY MAY. 11th. Wellington Car Club. Full Day Trial. Details in next Bulletin.

KEEP THESE DATES FREE.

THURSDAY 10th APRIL: Club night Victoria League Rooms. 7.30.
Drawing of Art Union etc.
Have you returned your raffle books?

Shortage of space this month (we've filled 20 pages already) has meant holding over till next issue an article by Trevor Wickham, Toby Easterbrook-Smith's letter (recovered), a letter from Tim Bassett (that'll be good) an article on trials driving and also a page or so of exhaust notes. However we have enough space for one final thought -

Have you returned those raffle books???????????????

Wellington Car Club (Inc.)



BULLETIN



Substitute

THE 'A.G.M.'

MAY 1952.

Some people regard the A.G.M. as the best event of the year. Certainly in the past there have been some willing battles, and though odd members have been known to make 'expensive noises' no one has ever been seriously hurt, nor has the club been completely wrecked. At the A.G.M. members decide the course of club activities throughout the ensuing year; a committee is elected to drive the club along that course. In order that all classes of member shall be adequately catered for it is essential that everyone - the old members, the newcomers, the competitors and the non-competitors, express their views. It is to be hoped that newcomers particularly will not be afraid to ask questions, to offer criticism, and suggestions, for unless we have representative views, we cannot expect to have a club which will cater for all types of enthusiast. Remember the A.G.M. is your event you're organiser, marshal and competitor, and everyone starts from scratch. GRIM THOUGHT. Subscriptions are now due.

WRITE FOR YOUR BULLETIN

CLUB CAPTAIN'S NOTES:

This is the last issue of the Bulletin to come out before our A.G.M. I want to take the opportunity of thanking all members of the Committee for their loyal and willing work throughout the year; I also want to thank all members and friends of the Club who have in any way helped with the running of events and social evenings.

ANNUAL GENERAL MEETING:

A supplement is included with this Bulletin in giving full details of the A.G.M. Please will you all make a special effort to attend on the evening of May 8th. Meeting starts at 7.45 p.m. sharp.

ANNUAL SUBSCRIPTIONS:

These are now due, it will help the Club if each member pays his or hers as soon as possible. The Treasurer will be in attendance at the A.G.M.

NEXT EVENT MAY 11th.

This is a full day trial of about 150 miles organised by Roy Cowan and Eric Honey. Their last effort was one of the best the Club has run and they promise that this one will be even better. Full details elsewhere in this issue.

CLUB BADGES:

I now have supplies of car and lapel badges and all members may collect theirs on application to me. I will also bring them to the A.G.M. with me.

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THE TRACK:

Geoff Easterbrook-Smith and John McMillan braved the elements one recent Sunday, and metaphorically, turned the first sod of the new track. More correctly, they marked out where the sods are to be turned, and arrangements have been made to have some test furrows ploughed to examine the nature of the foundation. The length of track as marked out at present is approximately half a mile.

Those Certificates: Blocks have now been made for the patiently awaited performance certificates. Thinking Printing is in hand and the Certificates should be ready for distribution shortly.

LETTERS TO THE EDITOR -

As we have stated in a recent Bulletin, the Editor unfortunately mislaid a letter from Toby Easterbrook-Smith. (This has since turned up at Tom Bassett's home in Palmerston North and though we wouldn't accuse the Secretary of the Manawatu Club of stealing material for his circulars, members may draw their own conclusions.) The matters to which Toby refers have in some respects passed into history, but, with suitable apologies to Toby and to members we publish the letter now, for two reasons - (1) Toby raises some interesting points and (2) he raises them in a manner well-known to older members, but with an eloquence unknown to newer members. -Ed.

Sir - At the February Club Meeting, among a welter of most important financial business, our club captain made a statement to the effect that certain members had criticised the newspaper report of the January Sprint event. He then went on to say that the person responsible for the newspaper reports would be instructed that in the future, individual members should not be singled out for mention except in cases of exceptional performance. When this statement was made I felt some doubt as to its wisdom, but as the meeting had other more urgent business to consider I withheld comment. I should like now to query in some small measure the committee's decision.

If Motor sport in this country is ever to emerge from its ailing infancy it must be in response to the reasonable financial position of the clubs who control it. This may be done only if the clubs can secure financial support and interest.

At a time when our newspapers and other propaganda organs are filled with a mess of verbage aimed at enticing public interest into this channel of thought or that channel of behaviour, I feel that a "bare-bones" report, recording results with a dry non-personal comment will be accorded the same interest by the public as that accorded the sports results of the Sanitary Workers' Union Children's picnic, and the desire of members of the public to see the next of these events will be on the same scale.

Now it is painful in the extreme to see such breaches of taste as that of the well-known circus performer who has desecrated the bonnet of his very fine Mark VII Jaguar by blazoning his name in three inch letters and I should not like such an element to enter

into our sport. The fact remains however, that personalities and interesting cars are the things that first intrude into the public consciousness. I have no doubt that the people who each weekend part themselves from over a million pounds in this country, in the majority have no knowledge of why one, William Broughton is able to urge a lot of horses to extrude their noses past a post before other equines do the same thing, nor have they knowledge of why an animal named Mainbrace is frequently in the news for his share in such proceedings.. The point is however, that these personalities and hundreds of others are known.

If our sport is to thrive, interest must first be created, and I would suggest humbly that there is no better way of doing so than by helping the public to at least be acquainted with some of the more notable human and mechanical personalities in the game and thus be enticed to see them in action. We may then hope that some of the public will rise above their intelligence quotients and learn to appreciate good driving and gallant endeavour on the part of that band of less wealthy enthusiasts who really are the sport. The close knit nature of our clubs will surely allow us to discipline by social pressure any member who starts to believe our own propaganda and really thinks his name means more than that of the man who sweated to lay the telephone cable before the crowd arrived.

Let us be honest, our aim is to gull the public into parting with large quotas of the folding stuff. To do that we must convince them that they know something of the sport. They may not, and ninety percent of them never will, but unless we give them some basis on which to build their illusions, and give them this publicity in sopofic their pennies will be spent on drugs of another nature whose advertising methods realise the frailties of human nature and the necessity of money for any purpose a little better than we have so far.

An aphorism of the late W.C.Fields is perhaps pertinent:

'Never give a sucker an even break'

Yours etc., W. Easterbrook-Smith.

 Sir, In our April Bulletin considerable stress has been given to recent developments regarding Championship events, allocation of prize moneys for the handicap and scratch sections together with the names of five ChCh. drivers who were not disposed to

start in the Road Race.

If we want a discussion on the merits of Handicap v's Scratch racing and the appropriate allocation of prize money, let us have it without bringing personalities into print, unless, in the same issue the reasons and stories of anyone mentioned are personally given and published. A considerable number of our Club members do not personally know these men or their individual reasons for not racing. Surely we are all at liberty to race, or not to race, in an event to suit ourselves? It is the owner that has to pay the bills.

Our Club over the years has been particularly free of Party Politics, criticism of other clubs and individuals and we want to stay that way. By thinly veiling identities actually publishing names associated with any happening, when our members do not know fully all the reasons from the individuals angle, associated with the occurrence, leads to bias and misunderstanding which must be carefully avoided.

In our Club's interest and progress we must consider carefully anything intended for publication in our Bulletin.

John McMillan (Vice Captain)

Your editor apologises. It might have been better not to have mentioned the names of the drivers who declined to start in the Road Race, though the purpose of doing this was partly to explain why some of them did not figure in the results. The names and the reasons for not racing were 'lifted' from a Press interview, and where we erred was in not publishing also, the reply of the organising club. From the publicity in the Christchurch papers (which included a letter signed by one of the drivers) we do not think the drivers will be objecting to the publication of their names in our bulletin. We did not blame the drivers for their attitude or the publicity the matter received in the papers, merely mentioning that the occurrence was regrettable as it marred the support of the event. Our apologies however, to the club.

 Sir, Reading through our April Bulletin and the excellent article by H.G.M. describing so fully and thoroughly the Handicap races for cars held at Ohakea this year, I notice the statement that I was the winner of this race on some previous occasion.

I am sorry but I have never enjoyed the pleasure it must be to win a Handicap race. I'll try again next year.

J. McMillan.

Some explanation is necessary here. John McMillan won the first major race on the Ohakea Circuit; this was over a distance of 100 miles and was won outright in the McMillan-designed Jackson Special.

John also won the trophy, then called, I think, the Molesworth Trophy and the event that year was the Ohakea Grand Prix. At a subsequent meeting of the A.N.Z.C.C., it was decided that the Ohakea race was not long enough to assume the title 'Grand Prix' and the race, now shortened to 70-miles has become the Ohakea Trophy Race, with the emphasis on handicap and the trophy the Ohakea Trophy awarded to the fastest car. Last year, through bad luck, John did not finish the race, and this year, again through bad luck, did not manage to start. We hope that next year he'll do both, this being the minimum requirement for winning even a handicap race. And may the handicappers be kind - Ed.

Sir, - In our April Bulletin under "Beach Race Bouquets", two important ones have been missed:- To the organisers and helpers responsible for such an excellent party after the Meeting and also to all the silent helpers at the Beach who each were responsible for set jobs during the Race. "Appreciative".

Sir, One of the wise old men who, we are told, lived many centuries ago, is reputed to have observed that "Life ain't no bed of roses".

Observation during the intervening centuries appears to indicate that he was dead right. (No, I was NOT the observer).

Observation AND experience in more recent times leads me to believe that he didn't say the half of it.

Being a simple, trusting soul, full of the milk of human kindness and possessing unlimited faith in human nature, I have, as a member of the proud and mighty M.C.C., always tried to be kind and thoughtful towards our more unfortunate neighbours, those poor people afflicted with the dual misfortunes of living in or near Wellington and being members of the W.C.C.

I now begin to think that my efforts are wasted, and that the W.C.C. is a very good thing to keep away from.

This conclusion is forced upon me by the following happenings:

One Hollis some time ago gave my lady fair a ride in his M.G. since when she has voiced strong objections to riding in our family crate, the old truck and pesters me to buy an M.G.

One Honey has so alienated the affections of my daughters that one of them has been heard to say "Mum, can't we sell Dad and have Mr. Honey for our father?" and likewise "My other father in Wellington.....".

As if this were not enough, we some weeks ago paid your Club the favour of a visit to your hill climb, at which I realised the initials W.C.C. must surely mean "Wellington's Clumsy Clots", for,

sir, not one, but two, of your drivers hurled their cars at me in a most violent manner, and 'twas only the agility so natural (and necessary) to a good Club Secretary that enabled me to remove myself in time to avoid dismemberment.

But now the crowning blow has fallen.

In your March bulletin you mention new members, saying "Mrs. Bassett will be a decided asset to the Club".

Am I, then, to be known henceforth merely as the husband of Mrs. Bassett????? While I hasten to agree that even this reflected glory is far beyond what the ordinary man can expect to receive, I had thought that perhaps I may be loved for myself alone!

Yet even worse is to follow, for in the same bulletin you claim to have mislaid a letter from one Toby Easterbrook-Smith. How comes it, then, that I find said letter in my home? Have you been visiting my wife?

(I'm sure it's the same letter, although I haven't read it, first because I'm much too polite to do so, second, I couldn't read his writing anyway!"

How could you treat me thus, you ungrateful wretch? Have you forgotten the bacon and eggs we've plied you with in order to make you sick on our trials?

Have you forgotten the storms of violent and unfriendly abuse you and I have heaped upon each other?

Must we, then forsake such simple pleasures in the future? Eric, mon, ye've made my heart sick. Thank Heaven there's still a wee drap o' medicine in the bottle!

TEEBEE.

No matter how well a club is run, no matter what it offers to members, there is always a small proportion of its membership that is discontented. Mrs. Bassett has already given me her Sub £1 plus 5/- for Tom, so to enjoy the support of Mrs. Bassett we'll have to put up with the moans of her husband! - Ed.

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WANTED - PHOTOS OF CLUB EVENTS. Please will any Club members who have interesting photos of Club events let me see them. I should like to borrow negatives, or have prints made of any that are of special interest. These are for my own personal collection.

H. Hollis. 43 Rawhiti Tce. W.1.

ART UNIONS DRAWN * * * * * KEN HEMUS WINS A PEDAL CAR*** TRADE SUPPORT

The Art Union was duly drawn on Thursday 10th April, and the fortunate ticket holders were:

- Art Union No.1 (Radiogram): Ticket No. H.1466 - F. Ward, P.O.Box 2291, Wellington.
- Art Union No.2: 1st Prize (Washing Machine) B.1188. V. Miller, Box 3, Shannon.
- 2nd Prize (Sports cycle) W. Kent, C/- J.J.Niven S1133 & Co. Wellington.
- 3rd Prize (Table Radio) H.1567. J.J.Van Loghem, Wellington
- 4th Prize (Pedal Car) D.1899. K. Hemus, Whenuapai, Auckland.
- 5th Prize (Travelling Rug) C.1147. K.C.Morpeth, Central Terrace, Wellington.
- 6th Prize (China figures) B.1381. R. Cooze. 16 Weld St. Wellington.
- 7th Prize (Bedside lamp) C.1055. V. Harlen, 165 Severn St. Wgton.

The Finance committee would like to thank all members who pitched in and sold their tickets in this venture. In the final wash-up the success of the scheme was a disappointment considering the amount of work entailed and the net profit (about £53, or roughly the same amount as was raised on a £10 camera last year). A financial statement of the Finance Committee's activities will be presented at the A.G.M. On the opposite page we publish a list of business firms, who, when approached, sold tickets for us. Members might bear in mind these firms when purchasing their various automotive requirements. (This list does not include our own members in the motor trade.)

VARIATIONS ON A THEME..... EVENTS

Motor sport fits into various classes - hill climbs, races, speed trials, trials and gymkanas. There is no reason why we should not get some degree of variety into these events and the following suggestions on Non-speed events might be considered by members and comments made at the A.G.M. or in letters to the Bulletin.

COMBINED OPERATIONS: The Otago club joined with the local M/cycle club and aero club to turn on a combined field day - short races, aerobatics (in planes) and 'Bombing' of cars, and also a race between a bike, car and plane. This was a financial success, too, and is something we might well copy.

THEY HELPED UP - - - - - MAYBE WE COULD HELP THEM

- Thos Ballinger Ltd.
- Basin Service Station.
- Dominion Motors Ltd.
- Fitzgerald Bros. Ltd.,
- J. Gilliland & Co.
- Jamieson's Garage Ltd.
- Kearney's Service Stn.Ltd.
- Magnus Motors Ltd.
- Motor Accessories Ltd.,
- Motor Supplies
- Parade Service Station.
- L.M.Silver & Co. Ltd.
- Todd Motors Ltd.
- Morris Black & Matheson.
- Motor Specialties Ltd.
- Dunlop (N.Z.) Ltd.
- D.P.Fisher Ltd.
- A.R.Hislop Ltd.
- Motor Radiators Ltd.
- Motor Spares Ltd.
- J.J.Niven & Co. Ltd.
- Dobbie Bros. Ltd.
- John Bernau Ltd.
- English Car Sales Ltd.
- Gits Motors Ltd.
- Goldie Motors.
- Gunnion Motors
- Halvorsen Motors
- International Service Station
- McMahon Motors
- Roadmaster Services Ltd.
- Standen Motors
- Williams & Adams Ltd.
- Glen Service Stn.
- Gorge Service Stn.
- S.H.Porter
- Preston's Service Stn.Ltd.
- Sherwin & Morton Ltd.
- Nu-Tread Ltd.
- Lambs Remoulds Ltd.
- L. Alexander
- Austin's Garage
- Neill & Morison
- Thompson's Garage
- Manthel Motors Ltd.
- L.J.Purdie Ltd.
- Auto Supplies Ltd.
- Tolley & Spence Wgton.Ltd.
- Universal Garages
- Retreads Ltd.,
- D.B.Motors.

As a result of the draw exiled-enthusiast, Ken Hemus now adds to his Auckland stable a pedal car with tip truck body. This will serve as a useful tender to his massive Hispana Suiza. Only other fortunate clubman was newcomer J.J. van Loghem who won the radio, (donated by a club member who also gave us the table lamp. A nice gesture).

TWO-DAY TRIAL Some of the hardiest members might like a two-day trial along the following lines; Leave at noon Saturday, Trial during the afternoon; Dinner at country hotel, followed by night trial and hotel then continue trial throughout Sunday. This would give us a chance to stage a trial in new country beyond the reach of a one day event.

Trevor Wickham writes of

THE GREAT WEST ROAD.

They call it A4 or the 'Bath Road'. Dull unimaginative names, and the one I like best is The Great West Road - all in capitals! There's romance there, there's life and high adventure, yes, even in these days. It winds out of London through Hounslow, Slough, Maidenhead and through Reading to Bath and it carries fantastic quantities of traffic of all sorts, sizes and conditions. I live a few hundred yards off the Great West Road just on the London side of Maidenhead and it takes me minutes, many a time, to break into the stream of traffic that flows past my little side road. Just to sit and watch the traffic thrills my hayseed mind, and when, as it frequently does it is broken by flashes of 'the real thing' ... well!

Cutting out to pass a Dennis or Leyland Diesel lorry perhaps towing one or two trailers comes a $1\frac{1}{2}$ litre Aston Martin sounding like a rather high revving 3 litre Bentley. The small green car seems to sit well down between its big cycle type guarded wheels. There goes an open 3-litre Lagonda followed, oh so quietly, by a Mk VI Bentley, then one of the finest looking of all cars of all times a continental 40/50 Rolls. I sigh (louder than the brush of the Toll's tyres) and a stream of double decker buses, lorries and a London taxi (Beardmore, was it?) passes on.

Austins, Morrisises, Hillmans, and the rest of Messrs. Rootes and Luffield's products pass in an endless stream. What's this? An Autovia. The first one I've seen; looks a bit like a large Triumph Renown. How popular the Triumph Roadster is: I've seen dozens of them... and the number of Railtons also astounds me. I wonder why they stopped making them when they so obviously filled a definite want. They still look good, too.

Look! A 2.3 Alfa Coupe. Boy what a moustache! And there's that lovely 2 litre, low chassis Lagonda that lives in Maidenhead - and an XK120 quietly but purposefully thrusting its way to London.

A large chauffeur driven Daimler travelling fast the other way is followed by a bearded gentleman in a 12/60 Alvis and there another first time - is a low-waisted Lancia Dilamba saloon of the early thirties....

Don't you feel that the great West Road is the name for it?

Footnote: A new Wickham article 'Cads and their Cars' is just to hand. This will be published in a later issue of the Bulletin.

TIPS ON TRIALS DRIVING

With the approach of the Trials season the following tips seem timely. Much of the information mentioned below is already known (and often ignored) by older members of the club; it is designed primarily to give less experienced competitors an initiation into the finer points of trials driving in the hope that they will figure in the top placings this year, instead of spending a few seasons apprenticeship before finishing well up on the list.

The two main factors in most trials are time and distance, and it is essential that your instruments for measuring both agree with the organisers' or, alternatively, that the error is known and corrected. First, check your watch with that of the starting marshal (and also with other marshals on the route, as sometimes they have not synchronised theirs with the official time, and you may suffer). Secondly, check your speedometer at the first opportunity. Look for a mileage figure given early in the route sheet, and when this point is reached, see how much your speedometer is out, and allow for this error. (i.e. if you are told that you cross the Petone Railway crossing at 7 miles, and your speedometer shows 7.5 miles, you know that you are half a mile out in seven, and that when your speedometer shows 30 miles up, you have done only 28. (At 30 mph average this is a four minute error).

It is also advisable to check your speedometer with other distances as you go along, to ensure that the error is consistent.

Next the route sheet. Read it through quickly then go back and read it slowly and carefully, step by step. Both Navigator and Driver should work out the times for each section before leaving (or for as many sections as time permits). These should be checked and when under way, the Navigator can work out times for intermediate distances. Thus if you are to cover, say, 17 miles at 28 mph, you will have your first figure - 36 minutes. The Navigator can then work out times for say, 5, 10 and fifteen miles and speed can be regulated accordingly. (Alternatively, half the distance and time for a half way check, etc.)

If you are told that AA signpost mileages are to be taken as correct, you can often check between signposts (i.e. Carterton 16 miles, Carterton 9 miles etc). Sometimes there are variations on a theme - your time of arrival at Paekakariki is given, together with the average speed. From this you have to work out your starting time. This merely means subtracting travelling time from the time of arrival - but make sure you arrive on time at the end of the section. Now, the route itself. The organisers don't mean to

lead you astray - or do they? Last year numerous competitors in the day trial learned the difference between 'watching for a road left,' and turning into a road left. It is a good thing, too, to tick off each object or place mentioned in the route sheet as you come to it, to ensure that you don't turn right twice, or miss an instruction.

And you'd be surprised how many people anticipate the route. (Ah, I know this route - we went there last year') and away they go - 12 months late.) If you do make a navigational error and have to turn back after wandering up a likely looking road for ten minutes or so, note your speedometer reading where you turn round, and measure the distance back to the turnoff. Double this figure and you know how much out of your way you have been, and how much to deduct from speedo readings for the remainder of the section. Also, you can work out how much time you have to make up. And on making up time.... Sometimes errors are cumulative. i.e. if you arrive 5 minutes late at the end of the first section, you are already five minutes late at the beginning of section II, and have to make up that time before you reach the end of the section. In other trials, each section is treated separately and you enter each section with a 'clean sheet'. Watch for this or you may find yourself making up time unnecessarily, or vice versa. Special tests: If the organisers know their job, you won't have to worry if your car is not as fast as 'Fat' Billfold's. However, when it comes to a manouvring test calling for reversing and turning etc. remember that the shorter the distance travelled in reverse, the quicker the performance.

Finally, get a copy of the road code. Learn the main rules that affect motorists only. On the road, watch for 30 mile limits, compulsory stop signs at railway crossings, and other restrictive notices. E.H.

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For details of this year's day trial which glories under the title of 'The Five-Star' Trial, see back page. If you feel, after reading the above, that Trials are beyond you, you'll be welcome as a marshal. (Phone Eric Honey, 70-349 (Day) 40-875 (night)).

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THE GYMкана: Mike Poynton has missed the deadline with his results of the Gymkana. From memory these were given out at the last monthly meeting as: G (?) Duncan (MG) 1st. D. Aitken (Mor-gan) 2nd. T. Grant (Morris Minor) 3rd.

SUBSCRIPTIONS ARE NOW DUE - HAVE YOU PAID YOURS.?????

DOING THE RIGHT THING BY THEM:

The large fields in all events at Ohakea might be taken to herald an era with a title of 'an organiser's market'. Certainly, the Manawatu Club is now in a position to be a trifle choosy about entries; next year they'll be able to do more than frown on late entries or incomplete entry forms. However, there is no change in their considerate attitude at the moment. Entry fees have been returned to all unplaced competitors in the big race, and competitors unable to start through bad luck also received full refunds. (We understand this applied to both car and motorcycle races). The R.N.Z.A.F. Station funds also benefitted to a not inconsiderable degree and sizeable donations were made to the Palmerston North and Feilding motorcycle clubs (Admittedly the Manawatu Car Club is sitting pretty on a useful nest egg, but it must also be remembered that the club stood the risk of financial loss, and this is the first occasion on which the event has realised a profit in proportion to the amount of work and risk involved.

We now hear a rumour that the organisers are looking for ways and means of increasing the number of events on the programme next year.

CENTURION:

Conditions were not the best at the Manawatu Sprint recently. Hugo Hollis's achievement of 100 m.p.h. over the flying quarter is more noteworthy for this reason. Though some cars running had made the 'ton' previously, they failed to do it on this occasion, the only cars to reach three figures being Hugo's Blow TD, George Smith's 'Gee Cee Ess' which fell below estimation 112.5 and an XK Jaguar which clocked 107.14.

"The Bulletin" Among the big figures in the forthcoming Balance Sheet will be one that will hit you in the eye (or probably between the eyes). It is the cost of the Bulletin. Your Editor does not know the exact figure but can assure you that we have been getting a cheap job. Typing our monthly circular in 'magazine' form takes much longer than just running down a foolscap sheet length-wise; a considerable amount of 'fitting-in' has to be done and the finished job is a credit to the patience of the public typist, Mrs. Wills. (More than somewhat when one considers that she is presented with a straggling mass of copy right at the end of the month and told that the job is 'urgent'). It will be over to members to decide at the A.G.M. if the bulletin has been worth the

money expended; are we paying too much for keeping our members informed of club affairs, and of doings in motor sport generally? Should we go back to publishing a bulletin at less frequent intervals? Should we cut down the size? Should we confine results and write-ups to W.C.C. activities only? Or do members feel that the present Bulletin is worth the money involved, not to mention the work given by the Editor and various contributors each month. Also, the Bulletin should not be viewed in terms of last year's cost - for Mrs. Wills, on doing some costing on present charges and prices of materials regrets that she will have to increase the price slightly next year. In short, can we afford £50 a year on a club magazine? Your Editor, who hopes to hand the Editorial chair over to someone else, hopes we can.

WHAT'S IN A NAME?

The car that began life as the successful Jackson Special, was later sold to Halsey Logan and with certain 'mods' raced as the 'Logan' Special. It's latest owner, we believe is Des Wild of Christchurch and we might well imagine it appearing as the 'Wild' Special; alternatively, it might go the race horse way and give spectators a reminder of its ancestry. Perhaps the Wild-Logan-Jackson Spl?

Arnold Stafford recounts an experience concerning motorcycles. He and a friend were returning from a few early morning tests on a couple of high performance bikes, and were ambling along quietly at around the half century mark when a little two stroke shrieked its way abreast of them, the driver flat along the tank. 'What am I doing?' yelled the instrument-less two-stroker. The man on the big machine looked down and yelled back: 'About four amps!'

Latest home-produced model is a new Bagnall...

..... a boy. Congratulations Elizabeth and Rob...

Bruce Cook, who will shortly be going overseas, is looking for a good home for his immaculate Allard K2. This has done something under 10,000 miles and Bruce mentioned a price of £1475 which includes a set of unused 'knobbles' and wheels, and numerous spare bits for the parts that aren't Ford. Delivery anytime within the next three months. Bruce may be contacted: Phone 67-690.

WANTED TO SELL; Crash helmet - size 7. £1.10.0.
Apply G. Easterbrook Smith, 14 Hildreth St.,
Karori or Phone 76-312.

DEPARTMENT OF UTTER CONFUSION:

In the ten thousand or so words that have comprised the last few issues of the Bulletin, various errors have crept in and your wayward Editor begs your pardon for...
....Calling a 4¹/₂ Bentley a 'Red Label' when actually, so the vint- agents say, it was a 3 litre.....
....Calling Bill Lee 'Jack' Lee! (Bill figures in Gregor Grant's book '500 cc Racing', where he is mentioned as introducing '500's' to both Ireland and N.Z.)
... Omitting the names of several people who helped on the scene and behind the scene at the beach race.

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The mention, too that eyebrows were raised when an organising club made a visitor a member after an event has caused a few more eye- brows to be lowered into a frown. A committee member of the club has pointed out that our facts were incorrect; As we now understand it, the trophy concerned was not to go out of the custody of the club and to get over this, the winner was made an honorary member. These new facts however, do not alter the point we wished to make but failed, in some cases to get across - that something of a precedent was made in this case. There are numerous occasions when, after the rules have been formulated, and the event run, anomalies arise (the classification of our speed trials might be an example) and an embarrassed committee makes the awards while wishing it had forseen the situation. The alternative of grabbing the bull by the head- lamps, and correcting the matter then, instead of 'next time' has something to recommend it; the action referred to in last month's Bulletin might well be a precedent for similar action by other clubs, though whether this club will follow it is more than your Editor would like to forecast.

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MEMO FROM THE SECRETARY.....

Vote of thanks to Billy McMillan for preparing all the supper for social after beach race Championship.

Vote of thanks to Hannah Easterbrook-Smith for helping at Plimmerton Hill Climb - Beach Race - Social.

Vote of thanks to Sally Hardyment for helping to collect at Beach Race. Sally is a brand new member.

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:: CLUB CALENDAR ::

THURSDAY, 8th MAY: ANNUAL GENERAL MEETING: Victoria League
Rooms 7.30 p.m.

Bring along your congratulations and complaints; don't be afraid to get up on your feet and say what you think. Newer members may have noticed shortcomings that those on the inside have overlooked. It's your club... you run it.

THURSDAY, 8th MAY: Entries close for the 'Five-Star' Day
Trial. See below.

SUNDAY, 11th MAY: 'FIVE-STAR' DAY TRIAL - a big beautiful,
brand-new event that all may enter.

ASSEMBLY POINT: Rear of Hutt Railway Station.

TIME: 9.15 DISTANCE: 150 Mile Approx.

ENTRY FEE: 5/- per car (Payable at start-but entries must be in hands of organisers on THURSDAY, May 11th).
Entry forms if you haven't already got one will be available on club night.

SWEEPSTAKE: A sweep will be run. Marshals also may participate and any driver drawing a marshal will have his money refunded. Sweepstake 2/6 (Optional).

This year the trial will be divided into 'Expert and Novice Classes to give absolute newcomers a better chance.

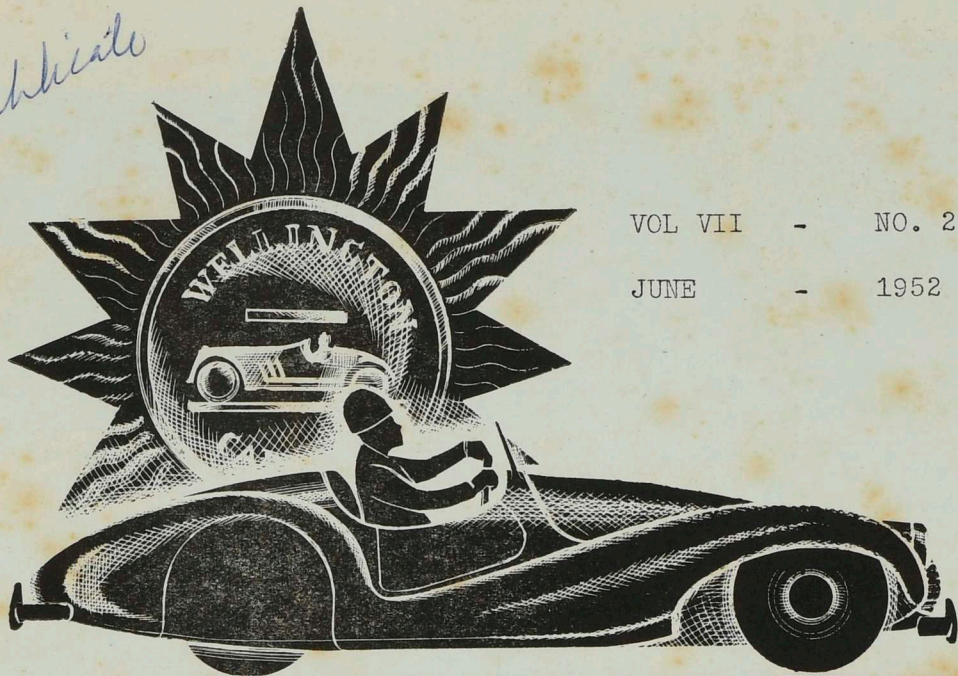
A handicap will be run on the 'experts' class.

Two speed groups to cater for 'Super-sonic' and 'sub-sonic' types of car.

If you can't find a navigator, an endeavour will be made to make up teams at the club meeting. Prize list includes 'Honey-pot' and miniatures for driver and navigator of winning car; also 'Pottes des Honei' for winners on handicap (Experts) and best Novice Team.

MARSHALS: Marshals are urgently required. If you have a car but don't wish to compete, or if you have no car and would like a pleasant outing please contact Eric Honey, Phone 70-349 (Day) 40-875 (Night).

Substitute



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JUNE - 1952

BULLETIN

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EDITORIAL:

The first working party assembled at the track site on Saturday, 17th May and some useful spade work was done to permit the initial ploughing of the circuit.

Now the constructional work has started it is the Committee's intention to press on with all possible speed, so that we may be able to use the circuit during the coming season. The hard work of the Finance Committee last year has left us with a substantial sum to assist our efforts, but during the next few months we are going to need more money, and also the assistance of members with work on the site.

The next job is the clearing of the drains and as the whole success of the project depends on efficient drainage of the area, members are asked to make every effort to join the next working party. The date and time will be announced soon.

The Committee is most anxious to make the track a success, but it is dependent on YOUR support.

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Published monthly by the Wellington Car Club (Inc.), P.O. Box 5142, Wellington

BROUGHT TO YOUR NOTICE.....

COMMITTEE: The following is your committee for the coming season:

- Club Captain John McMillan
- Vice Captain Hugo Hollis
- Secretary Eric Honey
- Treasurer Brian Robinson
- Committee Geoff Easterbrook-Smith (Bulletin Editor)
- Roy Cowan, Harvey Cooke,
- Bill Davy, Guy Thornton,
- Les Stone, Derek Bale
- Hugh Ross.

CALENDAR OF EVENTS: It is proposed to hold the following events during the year. Speed events held on public roads are subject to permission being given by local bodies.

- June 14 100 Mile Night Trial
- July 12 Hill Climb
- Aug. 10 Half Day Trial
- Sept.13 Hill Climb
- Oct. Manawatu Car Club North Island Rally
- Nov. 15 Speed Trial
- Dec. 14 Gymkhana
- Jan. 24 Speed Trial
- Feb. 14 Club Championship Hill Climb
- March 15 Racing Event (probably at our new track)
- April Day Trial.

MARSHALLING: The fine turn out at the 150 Mile Trial indicates that the species Marshalus Eventoria is not extinct and a study of these odd beasts in their native surroundings can be intensely interesting. It is hoped that this year more and more people will assist in the running of events. Where everyone works, everyone works less! A questionnaire is included with this Bulletin. Please fill it in and return to the Secretary, either by mail, or at the next club meeting.

SUBSCRIPTIONS: Subscriptions are now due. These should be paid to Brian Robinson as soon as possible.

TENTH BIRTHDAY PARTY: On July 18 the Club will celebrate its 10th Birthday, in the form of a dance at the Savage Club Hall. This will be the social event of the year and you just cannot afford to miss it. Full details will appear in the next Bulletin.

CADS AND THEIR CARS:

Trevor Wickham.

One thing has stood out a mile since I've been here - these Pommies are nice chaps. They really go out of their way to show what they've got and they've got plenty. I've met quite a few people who, a short time ago, were just names to me and to most of you. I feel you may be interested to meet some of them sort of secondhand. Our brief trip round the enthusiasts is without prejudice as it were but I feel safe as I can think of nothing really libelous to say!

Harold Biggs is, as I write, a very sick man - he is also one of the finest chaps in the world. He knows as much as anyone but he talks to beginners like me as equals and that I find a most lovable characteristic! He has had built a trials Austin and I, for one, sincerely hope that he'll soon be driving it again. Biggs leads us on to Tom Lush who partnered Allard and Warburton in the Monte Carlo winning Allard. Tom is a tall typical Englishman with one of those moustaches which seems to reflect his mood, drooping or not as the needs dictate. I've only driven with him in a Ford 10 so I can't tell how he drove to Monte Carlo. Tim Carson is also a large gentleman and it was particularly nice talking to him about Geof Easterbrook-Smith. He was astounded to find me out of the blue and kept saying "but I've written to you!"

From Dick Caesar I bought my Talbot. Joyce was very impressed with Dick as he talks pleasantly and easily about such widely differing subjects as ballet and motor cars. That's really something you know. He is busily rebuilding a 3 litre Bentley in his spare time or when he is not building 500's. A meal with Dick is a happy way of spending an hour. I had lunch (speaking of meals) with Rivers Fletcher at the Steering Wheel. Rivers reminded me a little of John McMillan - same build, dark but rather thinner in the face. To my surprise I find he is my age as when I first met him I thought him considerably younger. He has a 1½ litre G.P. Bugatti, a Riley Kestrel Sprite and a Mk.V. Jaguar in which he demonstrated (quite unbeknown to him) how to drive through London traffic and finished up by driving flat out up a ramp to the third floor of a large garage. Coo!!! At the Steering Wheel I met Rodney Walkerley (Grande Vitesse of the Motor). When I said I'd been reading his stuff for years, he looked down from his great height and said: "But you've never written me a rude letter!" He is a quiet unassuming chap and very much a "right guy".

At the Steering Wheel too I met John Bolster (another moustache) and also Leslie Bellamy, the suspension king. As I was leaving Bolster and Bellamy were having a lovely argument about suspension and such terms as "gyroscopic progression" floated after me as I went through the door.

In a converted stable near here lives John Stubberfield. He bought the stable, he says, because it provides plenty of room for his cars! However, there is a charming flat above. In the stable is a sight that would gladden the heart of anyone with an ounce of the right blood in him. Side by side sit a 4.9 litre Bugatti Coupe and a 2.3 litre G.P. converted (by John) to a single seater. Both were in bits when I first saw them, the single seater in preparation for this season and the 4.9 with a slight derangement of the blower gears. John is intensely fond of his cars and races for the sheer love of it. Both cars are immaculate and very lovely machines. The 2.3, John tells me is the fifth fastest sprint car in England.

Owen Finch, of Amilcar fame, is more the Errol Ansell build and how he gets into that slim car of his, no one knows! He is in partnership with Frank Kennington who raced a K3 Magnette amongst other things and in their showrooms is a road converted P.3 Alfa which is just too delicious for words. It is for sale, the owner having "no further use" and requiring a Sunbeam Talbot! Ye Gods! The Alfa has been fitted with a Talbot dynamotor and started up at once, idling at about 700 r.p.m. At 5000 r.p.m. it is impossible to feel a tremor on the valve covers. Some car, chaps. It does 80 in bottom by the way and 140+ in its detuned state. Runs on pool quite happily. I wish I had £2500 to spend.

A newly acquired friend of mine is George Buxton who is in partnership with Pat Whittet and who was largely responsible for Wade blowers. George runs a car which I have always thought would be pretty marvellous, namely a 3 litre Bentley with 4½ engine. Mind you its been worked on but a ride to the Phoenix at Hartley Wintney for a noggin and natter with the Bentley Drivers Club confirmed my view that its a grand way of motoring.

These Noggin and Natters are of course marvellous and I must say that the B.D.C. has produced as fine a crowd of friends as one could hope to meet. Joyce and I went to one last Saturday at Elcot Park Hotel. Sitting round a panelled bar with a fire going, our wives knitting and nattering (and noggining!), the bar man just right (he was attached to the N.Zers., in the Middle East) and such chaps as George Buxton, Tony Townshend, Ronald Carpenter, what more could man desire - and yet I could have wished a few of our friends from home could have been there. I shall mention no names but if any of you get over and don't let me know, there'll be trouble!!!

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THE NIGHT TRIAL - Or A MID-WINTERS NIGHTS' SCREAM

When:- Saturday night 14th June.

Time:- Assemble 6.45 p.m. Start 7 p.m. Sharp. (Points lost if late)

PLACE: Maginnity St., (behind Reserve Bank)

WEATHER:- Wet or fine.

So you have decided to come on our night trial. Yes we have ordered the right weather etc. Now don't forget to bring pencils, paper, calculators, torch, road maps, spare wheel, tools, rain coat, gum-boots, emergency rations (for use until search party drops food to you), two way radio and I think there is something else. Oh yes, a navigator. This is essential as no car starts without one. Leave those blondes behind, they will only steer you into trouble.

Our point system of marking (any resemblance to a sane points system is purely accidental) will make it worth your while to really have a go at every section or test.

Not all tests will be explained as they will be an observation of good driving and keeping to speed limits will be beneficial to you and the Club.

The organizers have gone over this trial two or three times to make sure its possible so don't blame us if you haven't read your instructions carefully.

Its a trial for young and old (people and cars included) so all roll up and supper will be provided at the end of the course, road, night, week, or month which ever applies. Bring a cup just in case you have to fill your radiator. Two bonus points for completed entry before date of trial. Two bonus points for reporting before 6.45 p.m., on 14th June. Two points off if after 6.45 p.m. And believe me you'll need those points. Charge 5/- per car may be paid on evening of trial.

There were some people (including the organisers) who were surprised to see Hugo Hollis placed 5th in the Five-Star day trial. Lest anyone suggest this is a reflection of Geoff Easterbrook-Smith's navigating, we hasten to report that, in the Manawatu Club's day trial held a week later, Eric Honey occupied the navigator's seat and succeeded in bringing Hugo home in 9th place - out of an entry of twelve!!!

The co-organiser of the Day trial, Roy Cowan, piloted Alan Freeman into first place at Manawatu. Readers may draw their own conclusions, while Eric re-reads the article he wrote on Navigating for trials

MUCH WANDERING IN THE WAIRARAPA

FIVE-STAR DAY TRIAL

The 23 car loads of competitors who assembled at the Hutt Railway Station on Sunday May 11th couldn't have known what was in store for them. As if an unpromising day with occasional showers wasn't enough the organisers (who for reasons obvious later in the trial, prefer to become anonymous) had prepared a route sheet full of hazards (intentional and unintentional) that led even the wariest, wiliest trialsman astray. The route sheet took the form of a book - referred to as a 'brochure' - with pages sealed to prevent inquisitive navigators from finding out what lay ahead. They then moved off, 'slow' cars at 2 minute intervals, 'fast' ones at 3 minutes, and with lots of facts and figures - even times worked out in advance by the organisers - the trial looked simple. Somewhere outside of Martinborough, competitors were assured that they were on the right route (if not on schedule) when they met Brian Robinson. Next time they saw Brian (near the Masterton Road) they assumed once again that they were in the right place - but this was a plot: Brian was standing on the road they should not have gone down!

After leaving Brian in the morning, they pursued their various ways to Roy Cowan who submitted all comers to a reversing test. There was one reluctant starter in this - a chap who approached Roy and was told to get back into the car and hurry up as he was next. The new arrival muttered something about 'Don't speak the New Zealand..... have only been here since two weeks' and Roy called upon the driver of the car who turned out to be a local farmer spectating with his Dutch farm hand! Further north, at a place marked on the map as Longbush, the road improved and the average speed went up to 40 m.p.h. Then followed a slight bit of confusion about a turn-off, and somewhat ahead of expectation, the lunch spot hove in view. There was a coasting test ending with a slight up-grade after crossing a bridge, and this was completed with varying success. The billy was boiling and the weather was clearing, though little did the entrants know that they would soon be in a thick fog of bewilderment.

After lunch, an estimation test on a long hill followed, and a surprising number of people guessed correctly - a few trying to make their speeds match their estimates, some doing it in a very amateurish and obvious manner! At this point of the trial, Eric Newmarsh, a new member and the owner of the ex-Hollis, ex-Freeman TC, tired of the congested roads and set a course for the coast. Though he wasn't seen again till the finish at Brown Owl, he scored 19 points for the day, and it would have been interesting to have seen his final score if he hadn't got lost.

Apart from a minor diversion at Tauwera on the Masterton-Castlepoint road, the going was easy to Masterton. Times were taken

through Masterton to see that no one was doing more than 30 m.p.h. The official mind was foiled here as most cars stopped to re-fuel in town! The route then led on to what is called the 'upper plain' though this was hardly a fair description of the route sheet. A series of left and right turns evolved into a circuit observed by three car loads of marshals and then went on to more left and right turns, intended to bring the cars to Roy Cowan, at Greytown. Eric Honey, who had been observing times (and reactions) on the circuit got his chauffeur (Derek Moller) to follow out the route, and was horrified to find a mistake in the directions which led them completely astray. On regaining the main road, by guess and by God, but not by plotting a 'five-star' trials course, they saw John McMillan heading for Auckland instead of Wellington. Roy Cowan was mystified by competitors coming from four directions at once! Eventually everyone found their way back to Brown Owl, most of them finding suitable words to describe the organisers! Nevertheless, they all appeared to have enjoyed themselves, and went home to argue things out, while the organisers put in an evening poring over facts and figures.

On the facts side, some interesting points came to light: In the quiz, the passenger vehicle without rear springs was, officially, a Bond Minicar. Others, not envisaged by the organisers were: a sledge.. a lift... an aquaplane, a kiddie car, a tandem bicycle, a Citroen car (by a previous owner) and McMillan's Ford Prefect (no doubt a suggestion by a rear seat passenger!)

On the figure side of things, a number of people didn't figure times out in the same way as the organisers. Cars were checked secretly over a two-mile stretch at Longbush to see if they were averaging 40 mph. Some were: Others were nearly 30 m.p.h. out on either side, the average ranging between 4 and 67 m.p.h. (The man at the top end of the scale had reported that he had seen 100 on the clock for the first time, so now has valuable data on speedometer errors!)

Also, the Wairarapa is now dotted with pegs indicating the end of 100 miles of the route. Three people were 'spot-on' (the 100-mile point was just beyond a transformer in Wilton Road), the remainder being near - and not-so-near misses. As a diversion there was a voting contest in which competitors were asked to nominate their choice of 10 cars for use in club events (they were given a family car valued at £1500 as a general hack, besides), and also to name the one car they would like to own.

When the final figures were added up it was discovered that Jock Mackintosh and Alan Freeman were neck and neck with 33 points out of a possible of 46. On a count-back to a point where times were obtained but not included in the official score, Jock had the slight advantage so is adjudged the winner, and retains the 'Honeypot'. Incidentally, Jock

Possible		Expert or Novice.	Leave Hutt	End Section I	Martinborough Check	Check in at Reversing Test	Reversing Test	Check at Longbush	40 mph Time Test	Coasting Test	Descent Test	Tauwera Check	Check on "Circuit"	Circuit Speed Test	Check at Brown Owl	Observation Test	Knowledge Test	100 mile peg	Clean Car	Entry in on time	TOTAL	Place - General Class	Place - Novice Class	Handicap - Index of Performance	Handicap Score	Place on Handicap	Drew car No in Sweep
+ C.	J. Mackintosh (Vang'd)	E.	3	3	3	1	2	3	0	3	2	0	3	3	0	2	3	1	1		33	1		1.1	37	1	6
+ H.	A. Freeman (Morgan)	E.	3	3	3	3	2	3	0	3	0	0	3	3	1	2	2	1	1		33	2		1.1	37	1	C
+ F.	G. Thornton (MG TD)	N.	3	3	3	3	1	3	2	3	1	0	1	0	0	2	1	1	1		28	3	1				B
K	G. Cowie (Morgan)	N	3	1	3	0	2	0	2	2	1	0	3	2	1	2	2	1	1		26	4	2				-
J.	H. Hollis (M.G.T.D.)	E.	3	3	2	0	2	0	3	0	1	0	0	3	2	2	2	1	1		25	5		1.0	25	6	-
10.	T. Grant (Morris Minor)	E.	3	3	3	0	1	0	0	2	0	0	2	3	0	2	2	1	1	1	24	6=		1.1	26 1/2	3=	-
A.	M. Hursthouse (A.C.)	N.	3	3	1	0	2	0	2	2	0	0	3	3	0	2	0	1	1	1	24	6=	3				-
8.	R. Green (Riley)	N.	3	3	3	0	0	0	0	3	0	0	3	3	1	2	0	1	1		23	8	4				G
B.	A. Farland (Singer Buick)	E.	3	3	-	0	2	0	0	3	2	0	1	3	0	2	1	1	1		22	9		1.2	26 1/2	3=	D
D.	R. Butt (Sunbeam Talbot)	E.	3	3	3	0	2	0	0	2	2	0	0	2	0	2	0	1	1		21)	10		1.2	26	5	1
20.	H. Ross (A.40)	N.	3	3	3	0	0	3	0	1	2	0	0	0	1	2	1	1	1		21)	10	5				2
G.	E. Newmarsh (MG TC)	N.	3	3	3	3	0	3	0	1	1	0	0	0	0	0	0	1	1		19)	12=	6=				3
6.	Mrs. E. Hurley (Morris Minor)	E.	3	3	3	0	0	3	0	0	0	0	3	0	0	1	1	1	1		19)	12=		1.3	24.75	7	12
12.	Oldham (Riley)	N.	3	3	2	0	2	0	0	2	0	0	0	3	0	2	0	1	1		19)	12=	6-				-
E.	B. Jonathan (Ford V8)	E.	3	0	0	3	0	3	0	2	0	0	0	2	0	2	1	1	1		18)			1.25	23 1/2	8-	A.
4	G. Alexander (Morris 8)	N.	0	0	2	3	2	1	3	1	1	0	0	0	1	2	1	0	1		18)	15=	8				16
14.	T. Swiggs (Renault)	E.	3	3	0	0	2	1	0	3	0	0	2	0	0	2	0	1	1		18)			1.3	23 1/2	8=	E
2	H. Cooke (Morris Minor)	E.	3	3	0	3	0	0	0	2	1	0	0	0	0	2	0	1	1		17	18		1.25	21	10	8
13	J. McMillan (Ford Prefect)	E.	3	3	0	0	2	0	0	0	0	0	0	3	1	2	1	0	1		16	19		1.2	19	11	K
3	J. Curtis (Austin 7)	N	1	3	1	3	1	0	0	0	0	0	0	1	1	2	0	1	-		14	20	9				14
16	D. Allan (Renault)	N	0	0	0	0	2	0	0	1	1	0	3	0	1	2	1	1	1		13	21	10				4
18	D. Oxenham (Nash)	N	0	0	3	0	0	0	0	3	1	0	2	2	0	0	0	1	0		12	22	11				-
1	W. Fugle (A70 Truck)	N	2	2	0	0	1	0	0	0	0	0	0	3	0	1	0	1	0		10	23	12				-

SWEEPSTAKE:

- 1st: £1.10.0 - A. Freeman
- 2nd: 1. 0.0.- G. Jackson
- 3rd: 10.0 - R. Webster.
- Marshals who drew drivers were:
- G. Jackson - Car H
- R. Webster - " F
- D. Bale - " 10
- B. Robinson - " J
- D. Moller - " 20
- L. Winter - " 18

Voting contest:

- XK-Jaguar... 98 points
 - Aston Martin 96
 - Fraser-Nash 90
 - Allard 61
 - Mk VII Jaguar 58
 - Morgan Plus 4 54
 - Bristol 49
 - MG TD 45
 - Jupiter 35
 - A40 23
- (10 points were awarded car with first preference, 9 second, and so on).
First choice with six people of 12 who 'voted' - was Fraser-Nash).
- First preference for 'one-car' included Rolls Royce (2), Mk VV Jaguar (2) Ferrari (2), Aston Martin (2) Pegaso, Lancia Aurelia, Fraser Nash, Cunningham, and Hispano-Suiza.

+ Win Pottes des Honei.

was carrying his family in the car, and they were prone to car sickness, so his performance on the day was exceptional. 'Novices' were allowed full marks for being within two minutes of official time at checks, experts having to arrive within one minute. Best Novice was Guy Thornton with Miss Johansson as navigator. This team also took third place in the general classification. A sweepstake was run concurrently, marshals being included. Alan Freeman won the sweep, as he had drawn Jock Mackintosh. For amusement purposes only, the organisers ran a sealed handicap on the experts, and made bad guesses on Alan Freeman and Jock Mackintosh! Best Navigator was Bill Davis who earned 19 of Alan Freeman's 33 Points. Results are shown in detail in the centre pages of the Bulletin.

The organisers wish to thank all those who turned out on the unpromising Sunday morning. Thanks are particularly due to the marshals - a record number that made work much easier. It now becomes apparent that many of the members, despite their interest in motor-sport, are on speaking terms with the fair sex. The various wives and girl friends are welcome at Club Meetings, so why not bring them along?

FOR SALE:

McMillan Special - with or without engine.
 525 complete with engines (2) and all spares
 or 380 less engines. Engines are one 69A
 Mercury, and one 59A Mercury. Spares include
 8 wheels, 4 carb. manifold, racing camshaft etc.

Apply John McMillan, Universal Garage,
 Island Bay, Wellington.
 Phone 84-645 or 84-923.

Among the 'new' cars in the club we report the return of the ex-Hollis, ex-Freeman TC, now owned by new member, Eric Newmarsh, who was doing very well in the trial till he got himself completely lost after lunch...

.... and among our most potent machinery, we can boast the Gee Cee Ess, and the remainder of that notable stable, for George Smith is now a member of our club. (Mrs Bassett is responsible for this!)

 Also, as a result of Mrs. Bassett's 'lobbying' on our behalf, Mrs. Hurley and Miss Williams of Wellington have joined the club. Mrs. Hurley navigated by Tom drove a Morris Minor in the day trial.

THE SPORT OF KINGS

Private Investigation

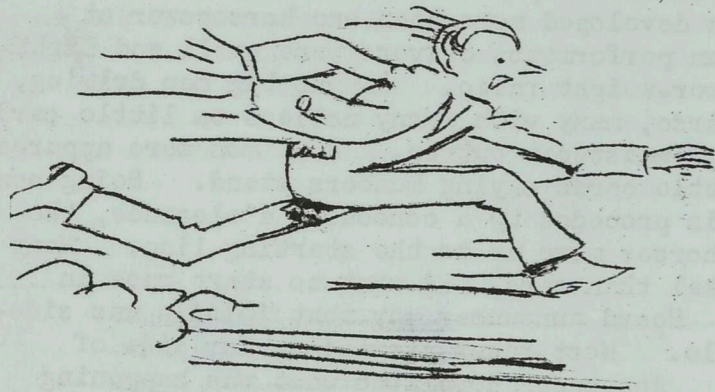
Acting on information that a sport similar to our own, but using horses instead of cars, has considerable public support and is often described as 'the Sport of Kings' we despatched our man, Ray Scard to report on a race meeting at Otaki. Ray Scard reports:

Motored through to Otaki in family saloon. Pleasant trip. Parked car in official park (2/6). Track visible from this point, but followed other patrons through second gate (gentlemen 5/-, Ladies 3/-) and assumed that what went on on the track itself was secondary to activity elsewhere. Made tour of area inside gate and noted excellent amenities - hamburger stands, coffee stalls, tea rooms (excellent sandwiches and cakes, 2/- per head), ice cream stand, bar and conveniences. Also booths selling little books at 1/- each (called race cards). Another popular amenity was a building with lots of windows like Railway Booking Office. People behind windows exchanged small slips of paper (like Woolworth's receipts) for notes of 10/-, £1 and £5. These slips much sought after and long queues formed. Windows closed at intervals, presumably to count the money. Most people seemed to tear up paper slips later, making race course look untidy. Everyone seemed to have Race Cards and between races did much reading, talking in groups, looking at numerical device above little window affairs. Saw one race which lasted slightly over a minute, then went to inspect Pits. Horses all appeared to be (blood) stock models, nice bodywork and well kept. Was told that horsepower varied slightly, but very few developed more than one horsepower at maximum revs. To get maximum performance drivers were small and light as possible, to give high power-weight ratio. Saw no big men driving, though lots of big men on course, many with funny notices on little cards attached to lower (protruding) waistcoat button. Some men were apparently birdcages; others had little cards saying Members stand. Being non-member, I sat. Each race is preceded by a concourse d'elegance, the driver is installed and the horses move up to the starting line. Many seemed to be more temperamental than cars, and want to start race in reverse (Faulkner style). Heard announcer say that 'Girdle was sideways on'. Most uncomfortable. Most races started at far side of course so couldn't see much. Announcer described what was happening and horses moved slowly round course, which contained all easy left hand bends - no hairpins and only short straights - passing grandstands and finishing line. Ambulance followed on inside track - most impressive. No race seemed longer than lap and a half, and respective horses were hard to pick, though drivers wore pansy looking silk blouses. Crowd soon dispersed to various amenities, including bar, and waited more than half an hour for next race.

Announcer kept people informed most of the time, though much of what he said was not understandable to me. Presume everyone who is interested in the sport knows all about it beforehand. Noted horse Lagonda in last race. Cheered up no end and went to inspect. Found equine equivalent of Lagonda had little in common with David Brown product except all round independent suspension. Horsepower rating much lower, develops some 100 h.p. less. Was told it was 'paying a good price' but nowhere near price of Lagonda drophead. Lagonda's acceleration in sprint event (rather long standing kilo) very poor. Pity.

Most races handicap races. Very dull to watch and very short. No chance of keeping lap chart, or getting lap times, as no race two laps long. Estimate races last only 15 minutes of the day; entertainment cost therefore £1 per hour. Not worth it. Told much more fun - though much more expensive, if one buys little paper slips to tear up between races. Saw no sign of Royalty anywhere - not even a queen, though some very funny types here and there.

Cannot understand why this form of sport has such large following, unless it is because people like listening to band music.



SUBSCRIPTIONS

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HURRY ALONG WITH THOSE SUBSCRIPTIONS TO

BRYAN ROBINSON,

P.O. BOX 432,

WELLINGTON.

This event was held on the old motor cycle track at Pahautanui after being transferred from the Ngahauranga Gorge site due to Sunday work at the Abatoirs and the Works Department storing pipes on part of the chosen site.

Twenty-four competitors took part and there was a crowd of spectators, mostly Sunday afternoon trippers. Miss B. Johansson took a crash hat round among the spectators and club members and collected a useful sum of money for the Club. Our thanks to her for this fine effort.

The first test was a forward and reverse wiggle-woggle. Cars drove forward through a serpentine course, stopped at the end and reversed back to the starting line.

The second test comprised a circuit of part of the track and then drive forward through the wiggle-woggle used for the first test, to a flying finish. This test was very popular and many competitors made a second run while waiting for afternoon tea. These second runs are not counted in the results as everyone did not make two runs.

The third test consisted of driving forward round a circle while holding a cord attached to a hammer in a marked square. The cord had a white cloth attached midway in its length. The object was to make two circuits without pulling the hammer from the square and without allowing the cord to sag and touch the ground. Failure to complete this test correctly entailed maximum penalty of 10 points.

The majority of competitors left for home after the third test on the understanding that the event was finished. For the benefit of ten who remained a judgement test was organised. The results for this are given but have not been counted in the official results. A minus sign shows gap too narrow; a plus, too wide. Cars had to be driven between two posts placed at the drivers directions.

ENTRANT:	C A R	TEST I		TEST II		TEST III		IV	Total	Place
		Time	Pts	Time	Pts.	Time	Pts.			
H. Hollis	M.G. T.D.	33.2	10	37.4	9½	22.6	10	N.R.	29½	1
T. Grant	M.G. T.D.	34	9½	38	9	22.6	10	-5"	28½	2
G. Duncan	Prefect	37.2	8½	38	9	29.4	8	+4½"	25½	3
A. Freeman	Morgan +4	38.5	6	35.2	10	26	8½	N.R.	24½	4
J. Duncan		39	5½	39.6	8	24.6	9	+9½"	22½	5
R. Tubbs	M.G. T.D.	37.8	8	41.8	6	29.6	7½	N.R.	21½	6
A. Ayton	Morgan 4-4	40.6	4½	43	5	24.4	9½	+2"	19	7
G. Alexander		N.R.	-	41.6	6½	24.6	9	-1"	15½	8
M. Hursthouse	A.C.	38.4	6½	38.8	8½	F	0	N.R.	15	9=
D. Wright	M.G. T.D.	38	7½	40	7½	F	0	N.R.	15	9=

ENTRANT	C A R	TEST I		TEST II		TEST III		IV	Total	Place
		Time	Pts.	Time	Pts.	Time	Pts.			
J. Donaldson		35.6	9	42.6	5½	F	0	N.R.	14½	11=
G. Thornton	M.G.T.D.	38	7½	40.2	7	F	0	N.R.	14½	11=
D. Bale	M.G. 1½ Litre	42	3½	47.6	1	36.2	7	+4"	11½	13
P. Langley	Morris Minor	47.4	3	46	1½	41.8	6	N.R.	10½	14
B. Cumming		38.2	7	44.4	3	F	0	-4"	10	15
R. Green	Riley	N.R.	-	44.6	2½	38.4	6½	+6½"	9	16
B. Davies	M.G. M	39.6	5	43.8	3½	F	0	N.R.	8½	17
R. Berry		42	3½	43.6	4	F	0	N.R.	7½	18
Mrs. B.										
McMillan	Prefect	50.6	2½	43.2	4½	F	0	+22½"	7	19
P. Porteous	Morris Oxford	51.6	2	43.2	4½	F	0	N.R.	6½	20
Mrs. H.	Alvis									
Easterbrook-	Silver									
Smith.	Eagle	N.R.	-	49.8	½	42.4	5½	+16"	6	21=
B. Oldan		41.2	4	45	2	F	0	N.R.	6	21=
K. Garbutt	Ansaldo	N.R.	-	42.6	5½	F	0	N.R.	5½	23
J. Hardyment	Morgan 4-4	N.R.	-	44.6	2½	F	0	N.R.	2½	24

MARKING:

A maximum loss of 10 points was allowed for each test. The fastest competitor in each test receives 10 points 2nd 9½ 3rd 9 and so on.

N.R. Shows no run. Arrived late for 1st Test or left before 4th test.

F. Shows failure to complete test. Maximum penalty 10 points.

Provisional results took into account 4th Test which was held after majority had gone home, having been told that there would be no more tests. For this reason it is not counted in results.

Graham Cowie of Masterton now has a Morgan - the drophead version, and very nice too. 'Vanguard-engined' vehicles took first, second and fourth places in our day trial.

HUTT VALLEY MOTORING CLUB

L A T E N E W S : : : : :

Hill Climb Saturday 21st June 1952.

Proceed up Hutt Valley & turn to right at Quinns Post Hotel, go past Wallaceville Laboratories and on up Hill to Start.

Distance ½ mile Surface - bitumen. Entry Fee 5/-

Scrutineering 8 a.m. Practice 9 a.m. Trophies for F.T.D. and fastest in each Class. Certificates for 2nd & 3rd in each Class.

Classes. Under 1500 c.c. Sports and Saloon
Over 1500 c.c. Sports and Saloon
Supercharged cars go up one class.
Crash hats compulsory for all drivers.

At least one practice run and two official runs for each car.

WHAT IS A VINTAGE CAR?

With the influx of sleek post war machinery the 'vintage' and 'pseudo-vintage' car is fast disappearing from our entry lists, and with it those heated discussions on the definition of a vintage car. However, in Britain, where 'stylism' is almost entirely 'for export only', cars designed in earlier days are still very much to the fore, and from remarks appearing in Motor Sport under the heading "Wheat from Chaff" so is the controversy on the definition of 'vintage'. We reprint here some of the requirements for membership to the V.S.C.C. (Vintage Sports Car Club, sonny). Those eligible include owners of 'Edwardians' - cars not necessarily built in Edward's reign, but which must have been constructed between 1905 - 1916, inclusive.

- (b) owners of vintage cars built between the years 1917 and 1930.
- (c) owners of thoroughbred post-vintage cars approved by the Committee. (includes post-1930 cars in the vintage style. (Example: H.R.G.)
- (d) Historic Racing Cars (i.e. those built before 1936).
- (e) Associates, i.e., those with the right ideas but the wrong cars or no cars at all.

We note too, a comment to the effect that a pre-1936 sports car, converted to a racing car later, does not become eligible to a 'vintage' title; a historic racing car is therefore one that is more than 15 years old and must 'not have been modified or altered in such a manner as to lose their original character! Well, what do you think?

★ C L U B C A L E N D A R ★

THURSDAY, 12th JUNE: Monthly Meeting - Victoria League Rooms, 7.30 p.m.
Film & General Natter.

SATURDAY, 14th JUNE: Night Trial - Assemble 6.45 p.m. Maginnity St.

TUESDAY, 17th JUNE: Committee Meeting - John McMillan's home,
314 Esplanade, Island Bay. (New members please
note that committee meetings are held on the Tuesday evening following
the monthly meeting. If you are unable to attend, or will be arriv-
ing late, please advise Eric Honey - phone 70-349.

SATURDAY, 21st JUNE: Hutt Valley Motoring Club - Hill Climb on
sealed road leading into Whiteman's Valley -
full details next month.

SATURDAY, 12th JULY: We have applied for the use of a very interest-
ing gravel road hill climb. Further details
will be announced later.

PRELIMINARY NOTICE: The N.Z. Championship Reliability Trial (for the
Hepolite Trophy and £100 1st prize) will be
organised by the Auckland Car Club on 19th and
20th July. This is a full 24 hour trial, and
as tough as they come. Anyone interested in
competing should get in touch with Eric Honey
who can give first hand experience and arrange
entry forms etc.

FINAL REMINDER: Subscriptions are now OVERDUE.

Does any member know of someone in a centrally situated office with
space to spare, who would rent or share for services rendered by
arrangement, answering telephone, typing or what have you. If so
Mrs. Mills, our Bulletin typiste is very anxious to find permanent
business premises and would appreciate a telephone message to 40-590
or a note to Box 2252, Wellington.

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W R I T E F O R Y O U R B U L L E T I N

Subscribers



VOL VIII - NO. 3

JULY - 1952

BULLETIN

EDITORIAL:

OUR TENTH BIRTHDAY

On the first page of the Club's minute book the following entry appears:

"On July 14, 1942, the first meeting of the New Zealand Sports & Racing Car Club was held at the residence of Mr. C. Hansen, 61 Tirangi Road, Wellington.

Those present were N. Arthur, R.J. Arthur, G. Easterbrook-Smith, C. Hansen and E. Sharrock.

After some discussion it was decided that the name of the Club should be the New Zealand Sports and Racing Car Club.

In addition to those present at the meeting, A.E. Ansell and D.B. Kay were declared foundation members of the Club.

The objects of the Club were declared to be:

1. To make contact with all sports and racing car enthusiasts.
2. The promotion of interest in sports and racing cars.

Published monthly by the Wellington Car Club (Inc.), P.O. Box 5142, Wellington

Editorial Cont'd.

3. To issue from time to time a bulletin to members giving details of the movements of members, the cars they own, the location of cars that may be of interest to members and any other items of sporting interest.
4. To have an organisation ready to promote motoring competition at the cessation of hostilities."

During the past ten years our Club has grown to an extent that was not anticipated by any of the original seven members. Prior to World War II, motor sport in New Zealand was almost non-existent and it would have been a brave prophet who would have forecast that by 1952 seldom a weekend would pass without a motor sport event in some part of the country, that public roads would be closed for our events, that the major races would draw crowds in excess of Rugby test match proportions and that motor sport would be regarded to a constantly increasing degree as a past time offering endless opportunities for amusement, instruction and friendly competition.

It would not be an exaggeration to say that it all started on July 14, 1942, as the seven original members were soon joined by an increasingly large band of motoring enthusiasts all over N.Z., more and more people found that motor sport offered something not found in other sports and with the end of the war members outside of Wellington lost no time in forming local clubs, so that wherever the enthusiast may live today he (or, very often, she) will find a club to join close at hand.

Just to prove how we lead the way, let us remember that we ran the first post war hill climb on a closed public road (Paekakariki, 1946), the first standing quarter mile sprint (Seaview Road, 1946), the first Rally (to New Plymouth, 1947), the first long distance beach race (the Waikanae Fifty, 1948), that we convened the meeting that resulted in the formation of the Association of N.Z. Car Clubs and finally, through all the vicissitudes of ten years of active growth we never lost sight of the original intention of having a Club run by enthusiasts, for enthusiasts, with a true devotion to the Sport as the only qualification for membership.

.....
The Bulletin and HOW TO WRITE FOR IT.

Your Editor enjoys compiling the Bulletin, but he hates writing for it and an effort such as the Editorial above leaves him just about exhausted. He also finds that when spoken to fairly tersely about it the average member will produce a most acceptable article after a convincing display of evasion and modesty. But would it not be

easier and pleasanter if the Editor did not have to chase you. His name is G. Easterbrook Smith, he lives at 14 Hildreth St., Karori, Wellington, his phone number is 76-312 and he would be delighted to receive articles of any length, on any motoring subject and at any time (but preferably before the next Bulletin is due out as the reserve stock is now NIL.) If you want the next Bulletin to consist of anything more than the Editorial leading article, it is up to YOU.

WATCH OUT FOR THESE DRIVERS:

On Page 16 we "lraw" to your attention the first of a series of we hope, amusing, skits - not that any of these will be applicable to members of the club but they could perhaps know of people who know of people who have seen drivers like these caricatured.

Alternatively, there is no reason why the club itself could not run a competition giving a prize to the member who has the most friends who knows of the most people who have seen the aforementioned types actually on the road.

Suggested 1st Prize: The chance of organising and running a Night Trial?????

Suggested 2nd Prize: Writing a super article for the Bulletin.??
 (Watch G.E.S.grin).

Suggested 3rd Prize: First in at paying subscriptions?????

or a special prize - the opportunity to drive a bull dozer from Wellington to the Circuit where it would be traded in for a shovel.

Watch for the doings of Centre-Line Sam in the next issue of your Bulletin.

CRASH HELMETS - The Association advises that a limited no of English Crash Helmets (low crown, peaked type) are available to competition licence holders at £3.15.0 each. State size and send cash to J.C.Gordon, A.N.Z.C.C. Secretary, 28 Chambers St., Dunedin.

GOOD DRIVING - SOME FINER POINTS.

Hugo Hollis

The good slow driver earns respect but no admiration. Cars are so built nowadays that only a ham-fisted novice should subject his passengers to clumsy jerks, and low speeds today can be said to go up to 40 m.p.h., for ease of control makes this speed a sedate one for the modern car. Admiration is reserved for the good driver whose range is 50 to 90 mph or more.

When it comes to defining how the expert does it one is in some difficulty. He goes fast; that much is obvious. His passengers feel safe; but what is there in it besides speed?

On New Zealand roads, a very great deal indeed. This can never be too often stressed, for the temptation to put the foot down is the first to afflict the novice, and should be strongly resisted. Consider carefully the physical facts of the matter which follow.

There are two forces which can lead the car driver into trouble. One is momentum (mass X velocity) and the other centrifugal force (the force which impels a moving body to fly outwards from the centre). The driver's ^{skill} is proportional to his ability to judge these. Momentum varies directly with speed, and driver judgment operates in overcoming momentum by means of the brakes. "Easy", comes the retort, "the faster I go the longer distance it takes me to pull up". Quite right, but there are complicating factors, road surface, wet or dry, sealed or gravel, state of brake linings, condition of tyres, and so on. These are imponderables which make it impossible to give a formula which will precisely indicate the distance in which a car can pull up from various speeds. A table has been prepared using the following formulae:-

- $\frac{v^2}{20}$ for a clean dry surface.
- $\frac{v^2}{15}$ for an average surface.
- $\frac{v^2}{10}$ for a moderately slippery surface
- $\frac{v^2}{7.25}$ for a very slippery surface.

V = velocity in M.P.H.

In each case the brakes are considered to be really good and properly set.

BRAKING DISTANCES IN FEET

Speed in M.P.H.	On Good, Dry Clean Road Surface	On Average Road Surface	On Moderate Greasy Road Surface.	On Very Greasy Road Surface.
20	20	26	40	55
30	45	60	90	128
40	80	106	160	228
50	125	166	250	355
60	180	240	360	500
70	245	327	490	676
80	320	427	640	883

To translate these figures into road conditions let us suppose that a driver is travelling at 50 m.p.h. (the legal maximum in N.Z.). In the distance a truck pulls right across the road. In order to decide what to do the driver will, in theory, have to calculate almost instantly: How far off is the truck? Where between 125 and 355 feet does the stopping distance on this surface lie? How quickly will the truck straighten up? Shall I have reached it by then? Can I be sure it will clear? Is there anything behind it which will close the gap?

If he lacks the instincts referred to later and actually has to answer these queries it may take two seconds to decide the answers. He will have travelled 146 ft. in this time, so if the answers indicate maximum braking effort he has lost 146 ft. of stopping distance. In such circumstances the instinctive course of action is to brake as a precaution, suspending judgment as to final action until one is closer to the obstruction; but the finesse of the good driver is seen in his decision as to whether and when braking is necessary.

Centrifugal force is most commonly felt on corners and it is instinctive to calculate just what this force amounts to in typical cornering circumstances. The formula is as follows:

$$F = \frac{M V^2}{32.16 R}$$

- when F = centrifugal force in lb.
- M = mass of revolving body in lbs.
- V = velocity in ft. per second.
- R = radius at which body revolves in ft.

Let us suppose that a T.D. M.G. is taking a corner of 150 ft. radius at 50 m.p.h. Car weight loaded and with driver and passengers = 2340 lbs. V will equal 73 ft. per sec. We thus have.

$$F = \frac{2340 \times 73^2}{32.16 \times 150} = \frac{12,469,860}{4824} = 2,568.4 \text{ lb.}$$

So at the critical point on the curve there is over one ton force trying to shoulder the car off the road.

I think that the best drivers have these two forces constantly in mind and that the time occupied in getting the instinctive measure of them is precisely the time in which is takes to become a good driver. Long before that point is reached the learner should have achieved instinctive operation of the controls, a necessary condition for good driving, and a knowledge of the rules of the road, the less predictable habits of other road users, etc.; but if he achieves all these without appreciation of momentum and centrifugal force he will never know quite where he is with a car.

The battle for perfection becomes therefore a fight against these two forces and the great ally of the driver is the design of his car, notably as regards brakes, suspension and tyres. The design of these has resolved into a critical point beyond which these forces cannot be contained. With braking this is the point at which the car skids, wheels locked, in the direction of travel, and with suspension it is the point at which the skid is lateral, being evident usually - and in all good designs essentially - at the back wheels, for a back wheel skid is correctable with some ease.

To mention skid correction is to recall one of the instinctive abilities of the best drivers and it is interesting to note how this ability is related to the appreciation of the forces involved. When a car skids on a bend, the driver steers "into the skid"; that is, he turns the wheel in the direction in which the back of the car is sliding, invariably towards the outside of the bend of the skid is a straightforward speed skid. What has he done? If we consider the formula again we see that he has reduced the centrifugal force; suppose that he has turned the wheel sufficiently to reduce the radius of the curve round which the car is travelling to 500 ft. Then we have:

$$F = \frac{12,469,860}{16,080} = 77.6 \text{ lb.}$$

The reduction therefore is from 2568 lb to 77.6 lb which is quite something. Of course this simplification omits some intricate effects, such as the relevance of slip angle to the position. If he locks on too far the driver will induce a slide in the other direction. The road may permit only a few feet of travel at the new radius before it is necessary to pull the car back again on to the sharp curve. But to the good driver the restored temporary

adhesion will have given time to brake and he will probably come back on to his line of travel sufficiently slowly for the adhesion to be maintained.

There is no need to outline the myriad circumstances on the road where these two forces come into play; a moment's thought will show that every impasse is ruled by them and the drivers ability to contain them. So is every driving manoeuvre at speed. The line on a fast bend is a matter of centrifugal force and the braking before a corner is a matter of momentum. Braking on a bend is a combination of both in which extra careful judgment is called for.

If you wish for some startling figures for centrifugal force and distances covered during a drivers reaction period, work out the examples given for 50 m.p.h. using, 60, 70 or 80 m.p.h. If you wish to improve your driving always think ahead and try to plan your course through bends before you come to them, also remember to always keep an eye on the road surface and size up its skid, or non skid, value.

.....

Editorial Comment.

All the foregoing is very interesting and instructive and we would commend the points Hugo has made to the attention of all club members who wish to drive quickly and safely.

One statement seems to be worthy of elaboration i.e. the premise that the point at which the skid is lateral is evident usually - and in all good designs essentially - at the back wheels, for a back wheel skid is correctable with some ease. Would it not be more correct to say that in the very best designs all four wheels break away together, indicating a properly balanced chassis with which lateral movement may be controlled more by the throttle and less by steering wheel correction. The chassis example is the "Grand Prix" four wheel drift, in which cars are revealed by photographs as travelling around corners with no apparent lock on the front wheels and the whole car at a more acute angle than the corner being traversed.

It is, of course, accepted that a car should have some degree of understeer with the emphasis on breakaway, when it does happen, at the rear wheels (we can't all have Grand Prix Chassis) but the front wheel slide need not be regarded with too great alarm. The remedy is to turn the front wheels more into the direction of travel and with practice a very acceptable technique of front wheel sliding can be evolved.

While the theory of cornering is intensely interesting, practising the four wheel drift and similar exercises for advanced students on public highways must be discouraged. It is here that our track will be beneficial as demonstration days are envisaged, at which the more

can teach the less expert and theory can be translated into practice, with, it is hoped, a beneficial effect on the standard of club driving. Ed,
.....

ALL ABOUT THE TENTH BIRTHDAY PARTY:

Date: Friday, 1st August, 1952 (Yes, Reader Smellicue, we know we said 18th July in the last Bulletin, but all reference to what was said in the last Bulletin is now hereby deleted.

Where: The Savage Club Hall (next to the Central Fire Station) - and for the benefit of those who were not there after the N.Z. Beach Championship meeting, it is something far better than the usual hall, because it has a spacious, well appointed room for drinking (first things first), a rather more spacious area for dancing, a super supper room and a general atmosphere of bonhomie that makes the Majestic look like a Chicago clip joint.

What Will It Cost: We hate to think what it will cost the Club if all members do not attend, and also bring as many friends as possible, but individually it will cost 7/6 or 12/6 if you bring your wife and/or girl friend. As if you had a hope of leaving her/them behind!

What Should you Wear. The Club Captain, Vice Captain (Hugo as a captain of vice always amuses me) and I are going to drag our dinner suits out of mothballs or pawn, and we understand several wives will appear in STUNNINGLY SOPHISTICATED CREATIONS, but we couldn't care less what you wear.

MUSIC. Acting on the probably quite unwarranted assumption that some people will want to dance, the Committee has engaged a top line dance band, so when the bar closes at odd intervals you may dance (even then you do not have to stop talking about motor cars. Who knows, the little woman might even be interested.

The Demon Rum. Yes, there will be a bar, and we will cater for almost all tastes, although anyone who must have absinthe, honey mead or champagne will need to bring their own.

Supper: This will be superb.

So don't forget, Friday, August 1st, at the Savage Club Hall, any time after 8 p.m. Tickets may be purchased at the Next Monthly Meeting.

The July Hill Climb.

You probably read in the daily newspaper that permission had been refused for the hill climb scheduled for 12th July. The Committee is trying to get another hill at the end of the Game Farm road, over the hills to the right of Paraparamu. An announcement will be made at the next Monthly Meeting.

LETTERS TO THE EDITOR:

Sir, The formation of a motor racing circuit at Pahautanui is a project which has interested me for years. I may well have been the first to whom the idea occurred, and I certainly helped to turn the first sod over 20 years ago. More recently, some of you will remember that I raised the Pahautanui question when the Kennedy proposal in the Wainui Valley was discussed some 3 years ago. At that time the Club showed little interest and it was not until some other possibilities had been exhausted that I felt I could again press Pahautanui which I did at the annual meeting for 1950/51. Since then the Club has adopted the idea, and some progress is being made. I mention these points in case anyone doubts that I am wholeheartedly behind the scheme.

Physical progress to date is some 12 months behind the most optimistic earlier estimates; this need cause no great concern if we are with certainty working along the right lines. It is here, however, that I feel that the Club is not as well informed as it might be. To make anything better than a farm track will cost a lot of money, as would essential spectator facilities. The dimensions must be adequate for real racing, and possibilities of development must not be too limited.

I feel that, as a minimum, rough plans should be drawn, elementary soil examination made and the advice of a civil engineer obtained before we are definitely committed to any course of action. In particular, are we quite sure, on adequate evidence, that the apparent advantages of higher (northern) side of the road are not nullified by the soil texture or other factors? Do we even know how much higher it is?

As a concrete and immediate move, I suggest that currently with the ploughing of the circuit now pegged out, a short test section of a slightly banked track say one foot above high water level be constructed perhaps by grader, on the "low" side, to enable a direct comparison to be made. The cost would be quite small.

I am etc., D.R.Bagnall.

.....

ODD (VERY) THOUGHTS ON AWARDS

Eric Honey.

Unhappy is he who owneth a car and belongest unto a car club. His troubles are as the stars in the heavens. Verily his labours with his Humber Ten are forever being compared with the works of others whose cars are of the same make; yea, his times are even likened unto Motor Road Tests and oft found wanting....

Not only that, but the car owner is reluctant to open his mouth to express an opinion on the running of the sport lest his motives be misunderstood. If Monty the Minor fan says he hasn't a chance of beating a Cooper 1100 in the hill climb, and suggests there's something wrong with the classification, he is branded as a poor sportsman, niggling because he didn't win a prize; what right too, has Prefect Percy to suggest that his car shouldn't run in the same class as a TD? They're both perfectly standard cars of the same capacity aren't they? Well? Conversely, if the owner of an Aston Martin DB II, having covered the flying quarter more than somewhat faster than a Vanguard Saloon, suggests he should be put into a higher class, he's frowned upon for drawing attention to himself - 'he doesn't want to go into the unlimited class, really - he wouldn't have a show against that XK 120 C....'

It is because of the foregoing - or situations not dissimilar - that your secretary bird, a non-car owner with no personal axe to grind, speaks up (or writes down) in the following strain, putting forward a few ideas which he hopes, might be shared by others

Let us face up to one fact - our classification system is farcical. Theoretically, F.T.D. should always be made by a car in the 'Unlimited' class, but going back over results it will be found that once, a car in the 750 cc class won the Paekakariki Hill Climb, an 'eleven-hundred' holds the Plimmerton Hill Record, and cars in the 1500 cc class have not exactly been outclassed in open competition. Nine out of ten cars may fit into a capacity class; it is the tenth one that shows up the system, and inevitably carries off the class award.

One suggested solution is to have more classes - separating touring cars from sports cars, sports cars from super sports cars etc. etc. There is still no guarantee that this would work out, and there are other disadvantages, too, but this article is not trying to work out a perfect class system.

Personally, I am of the opinion that it would do us no harm to forget our capacity classification, or at least to make it an unimportant part of club activity. With ten years of experience behind us, we could profitably look in other directions. The past few years have seen the formation and growth of new clubs, and now, perhaps,

instead of battling among ourselves, we could begin an era of inter-club competition. Arrangements could no doubt be made with our neighbours, Hutt and Manawatu, to have official club teams entered in major events, (Hill Climbs, Sprints, Trials) on the various club calendars. A trophy could be awarded to the best club on a points basis at the end of each year, and later, perhaps, cups might be donated for inter club competition at each event. Our more fortunate neighbours have club rooms, and though at present we have no suitable place to display the spoils of victory, we might manage to keep empty spaces on our neighbour's shelves!

This trend however, is going to leave the 'little man' in the club more than somewhat out in the cold. Here again we might revise our domestic standards. It should be possible to establish certain standards of performance for different types of speed event, and issue certificates of merit to say, the A40 that climbs the Plimmerton Hill in 40 secs., and so on. At the top end of the scale we could award a 'Gold Star' to any member whose car is timed at '100 m.p.h. These fortunates could become members of an exclusive, if mythical, 'Centurion's Club'. (This idea has considerable merit from a publicity viewpoint!)

If the club should eventually decide on a multi-class system, class trophies might be out of the question for most events. An alternative would be to allocate points on all events and award points trophies (tankards, perhaps) to the leaders in various classes. (With the growing numbers of certain cars, notably Minors, in the club, we might find someone to donate a pot to the best performance by a 'one-make' car over a year). It is always wise to remember that the man who makes F.T.D., is not always the one who drove up the hill the best - the Morris Minor that is two seconds faster than his mates may be performing better than the Hot-Rod-Eight that chuffed up the hill erratically on six cylinders.

Afterthought: Another advantage of not owning a car is that you can tell car owners how they ought to run their sport.

HANSEN TROPHY POINTS:

With three events run, the following are the Hansen Trophy points to date.

H. Hollis 9, T. Grant 7, A. Freeman 6,
G. Thornton 4, J. Mackintosh 4.

Subscriptions are now long OVERDUE, and if you have not paid yours, and do not do so immediately, you will not get any more Bulletins.

THE 100 MILE NIGHT TRIAL

14 JUNE, 1952.

The weather was dry, cold and clear, which was nearly a reason for cancelling the trial, as there was no rain as had been prayed for by the organisers.

We were indeed pleased at the large entry of 23 cars and at the efficient way the starting marshals handled the briefing and starting of competitors at the correct 2 min. intervals. A police car was checked four times through the start but did not report for a route sheet nor were they seen at any other marshalling point.

The majority of competitors completed the first section on time but many failed on the restart as this had to be completed without any slip-back and was the undisclosed test. We warned you that good driving would count.

From here on competitors decided to go their own ways and not that shown on the route sheet. The instructions read in part - ignore all side roads until Punjab St., there bear left down hill to 1.5 miles. Then why did many take a hard left turn that wasn't even mentioned in the instructions? Follow the leader eh! As only 14 cars passed through Check Point C (Khandallah) several cars lost many marks. Some for not checking in and some for failing to take part in the braking test on a steep hill. Only four cars passed this test the other drivers being too timid. The test was to run down hill with engine and brakes completely off and stop with the front wheels between two lines 2' apart within 7 sec. Most cars took longer than 7 sec because they tried to ease their way down on the brakes and so gained no points - tests are not for the over-cautious.

The next section included three observation tests and it would appear from the results that several cars went via the new motor-way and not through the old road as indicated on the route sheet.

The driving test at the end of Section D E (Paraparaumu) was just a plain fast turn but imagine the marshals amazement when he told one car to "go" to see it disappear down the road at considerable speed to return very shortly afterwards from the opposite direction, having done a "circuit" and not a "circle". His attempts to skittle the marshal on his return we are glad to relate were not successful although later on a certain Morgan made a more determined attempt which resulted in the marshal propelling himself up a perpendicular bank in record time. Section E.F. via Raumati caused a few heated words to be said about organisers but these hasty remarks could have been avoided if the instructions had been used correctly. Where most drivers and navigators went wrong was when the instructions quoted "Take second turn on right at 11 miles and straight ahead to 11.35 miles, turn right etc -". Just because some speedos didn't agree with the 11 miles quoted very few navigators thought of taking

their own reading at this point and continuing for .35 miles which is the difference between 11 miles and 11.35 miles. Thus the elusive lane would have been found. Also the instructions did state straight ahead, which is a broad hint to pass over the first cross road where most people seemed to turn right and so were wrong.

The hill climb test was divided into two classes at the discretion of the starters and so gave all cars a chance of getting some points. All went well over the rest of the course except for one driver who organised his own mud section and we feel sure he was reminded of that song "Sticky, Sticky Mollasses".

Several navigators found some railway lines a little hard to find but the route sheet stated:- How many sets of railway lines cross your line of travel and even so some didn't look up to see what lines crossed over-head.

The parking test was interesting as each driver was given 10' more than the length of his car in which to park and 14 seconds to do it in. Some rushed in at wrong angles but under 14 secs. while some got in then went forward and back and so took 20 sec or more whereas if it had been taken a little more gently and accurately in one sweep and the 14 sec made use of then more would have obtained marks.

The final test (supper) was completed without loss of marks by all who retired to 48 Grafton Rd., and partook of Mrs. Porteous' extremely fine supper, after which the results were given before competitors returned home.

Can anyone please give us information leading to the whereabouts of a certain Special No.18 who attempted the event without a speedo and was last seen at Paraparaumu heading South at a terrific pace which by the way was the wrong direction for that section.

The group of people to gain full marks were the marshals who were all on time and in their right places and did a first class job, also the scorers with their very fine effort capped an enjoyable evening by handing out the final results shortly after the last competitors arrived back.

If the competitors learnt something from this outing so did the organisers.

<u>RESULTS:</u>	H. Hollis,	M.G.T.D.	152 points	1st.
	T. Grant	Morris Minor	151	2nd.
	A. Freeman	Morgan +4	139	3rd=
	R. Tubbs	M.G.T.D.	139	"
	✓R. Gibbons	Sunbeam Talbot	123	5 =
	✓J. Berkett	Chevrolet	123	5 =
	✓B.H.Oldham	Ford Special	110	7th.
	B.George	M.G. T.D.	76	8th.

RESULTS CONTD:			73 Points	9th
R.F.Green	Riley			
D. Williams	Morris Oxford	52	"	10th =
P. Langley	" Minor	52	"	"
A. Ayton	Morgan 4-4	50		12th.
G. Thornton	M.G.T.D.	37		13th.
D. Allen	Renault	18		14th.
D. Abernethy	Austin A70	10		15th.
W. Cummings	Austin	8		16th.
O.B.Cotterell	Hillman	-		17th.
F. Spencer	Riley	-2		18th.
R. Manthel	M.G.T.D.	-12		19th.
A. Simpson	Chevrolet	-55		20th.
W. Fugle	Wolseley	-97		21st.
J.B.Cronin	M.G.T.D.	-115		22nd
D.H.Edhouse	E.J.Special	-218		23rd.

CLASSIFICATION OF CARS FOR SPORTING EVENTS:

D.R.Bagnall.

Introductory Note; Gordon Markham and I have been asked to prepare suggestions for a classification formula suitable for N.Z.conditions. We have given some thought to the matter but before making any firm proposals would like the club members reactions to certain basic suggestions. The following notes are my own, but I believe represent Gordon's thoughts also - at least broadly. Would members like to give some thought to the matter and air their views at the next monthly meeting.

(1) A formula can work completely fairly only when it has been long established and competing vehicles are built expressly for it - as with motor cycles. The position is particularly difficult in N.Z., where there is an infinite variety of cars, few built to any specific formula and many with performances low by European standards but which must in fairness be catered for.

(2) It seems necessary to classify cars two ways - into types and into classes within a type. The types fall fairly readily into Touring, Sports and Racing, of which definitions might be:

Touring - Productive unsupercharged, not intended by the makers as Sports cars, seating at least 4 adults (except cars under 750 cc) and with no modifications whatever other than chokes, jets or plugs.

Sports. - All other cars with the following minimum equipment, mudguards, lights, two adequate seats. To run on pump fuel.

Racing - Any car which the organisers consider to have adequate performance. (Surely any car not classifiable under Touring or Sports - Ed.)

(3) This was a "Sports Car Club" it is now a "Car Club". It has never had more than an infinitesimal number of racing cars.

I suggest all our major awards should go to Sports or Touring Cars. (No, my face is not usually that dark purple colour - Ed.) Within these types, classes might be based on (a) Capacity or (b) Piston Area with or without qualifications. (c) Estimated power; (d) Estimated power weight ratio.(a) is old established and well understood.

Qualifications can do much to limit unfair application. (b) Is perhaps more logical than (a) although perhaps not quite so over-riding as Pomeroy would have us believe. (c) Might be practical in the Touring class, but seemingly no in Sports or Racing. (d) Here again, most practical in the Touring class. In other classes it would be undesirable as tending to nullify engineering ability.

On the whole, therefore, I favour classification by capacity in piston area with qualifications. I prefer piston area, but fear the innate conservatism of members may defeat me. (Despite Pomeroy's writings on the subject in the "Motor", it is difficult to accept that piston stroke variations have no effect on power output - Ed.)

(5) Touring Cars - I suggest (a) That the Committee nominate certain cars - as 'sports cars' - e.g. Jaguar, Morgan, Lagonda, Aston Martin - (b) That the remainder be classified Up to 10 h.p. or 1200 cc. Up to 16 h.p. or 200 c.c. Up to 25 h.p. or 3000 c.c. Unlimited (3000 c.c.)

(6) Sports Cars: (a) The Sports Car class permits modifications imposed by owners so that limitations imposed by, for example, full and valve position must be considered. The following classes are suggested.

Class	Production Engines		Racing Engines	Supercharged Engines
	Side Valve	O.H.Valve		
A	1.2 litre 10 H.P.	750 c.c. 8 H.P.	-	-
B	3 litre 25 H.P.	2 litre 16 H.P.	1/2 litre	-
C	4 litre 30 H.P.	3 litre 25 H.P.	2 litre 16 H.P.	1.5 litre 12 H.P.

7. Racing cars would be classified similarly, except that all supercharged cars would be in Class D.

8. No car should be allowed to compete in two classes in one run. A driver of a car eligible for more than one class must nominate before each start which class he is running in.

In order to test Club feeling in Rob Bagnall's suggestion the correspondence columns are open for discussion. - Ed.

★ C L U B C A L E N D A R ★

THURSDAY: 10th July:

Monthly Meeting - 7.30 p.m.
Victoria League Rooms.

SATURDAY, 12th July:

Hill Climb - Venue to be announced at
Monthly Meeting.

TUESDAY, 15th July:

Committee Meeting - John McMillan's home -
314 Esplanade, Island Bay.

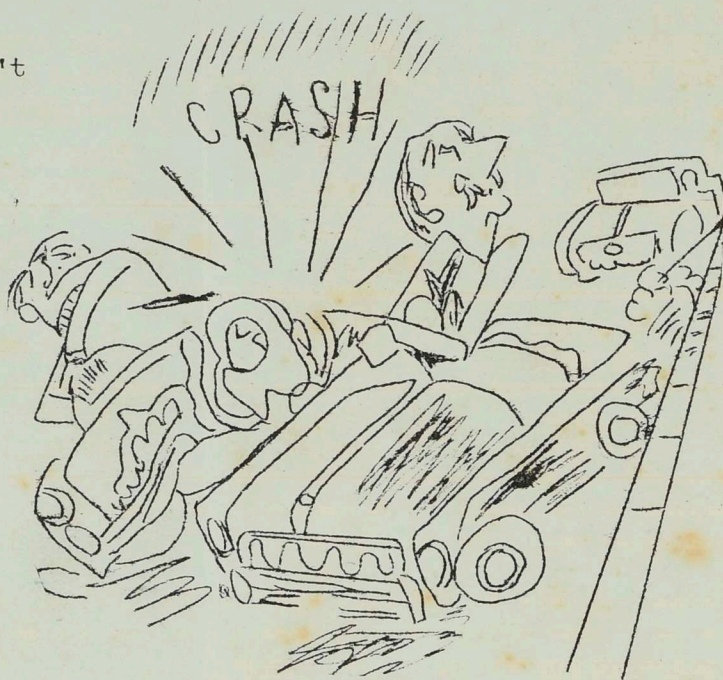
AUGUST EVENT:

This will be a half day trial of a sporting
and probably muddy nature.

WATCH OUT FOR
THESE DRIVERS!

Erratic Ernest doesn't believe in the new look. From the kerb he just starts her up and lets her rip out into the main traffic stream.

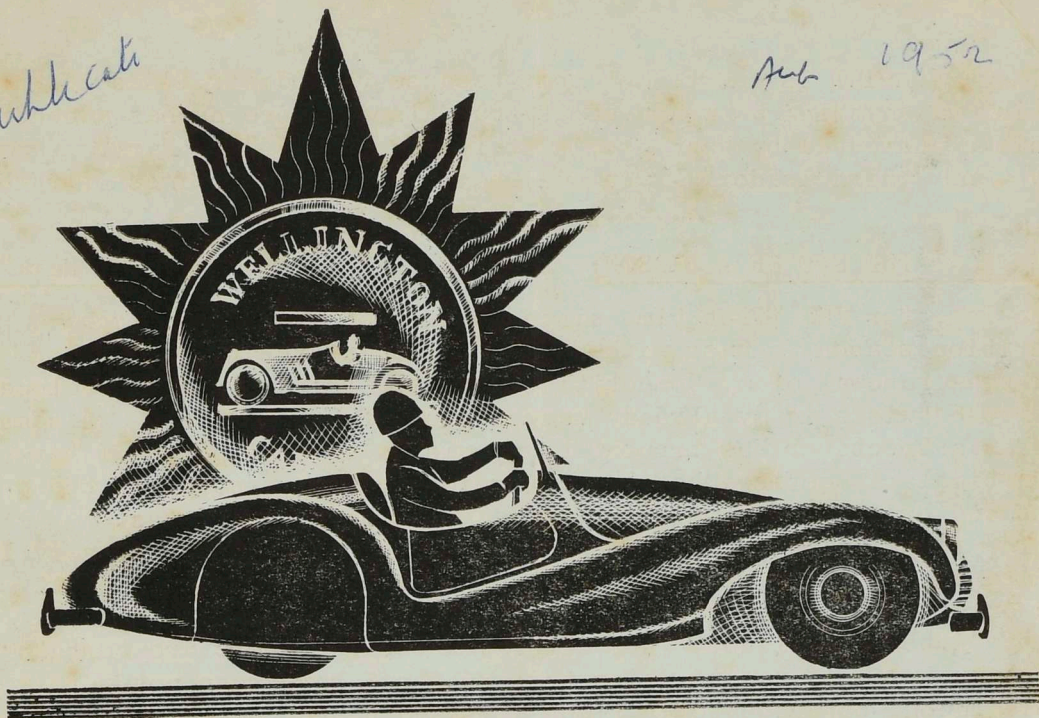
Whenever you bump into him you'll be appalled how badly he looks.



W R I T E F O R Y O U R B U L L E T I N

Whitcomb

Aut 1952



BULLETIN

EDITORIAL:

With the A.N.Z.C.C. Conference rapidly approaching, thoughts turn to ways and means whereby motor sport may be improved. None of us likes to be regulation ridden, but there is a difference between liberty and license, and an Association that is able to control and guide our sport, with the minimum of obvious interference, is very valuable.

The Conference should provide a means whereby delegates may further co-operation between all clubs. It is too much to expect all delegates to agree on everything, but it is suggested that delegates should make a strong effort to avoid factionalism and interference with club's domestic affairs.

By organising a strong Association, the Clubs have strengthened the national position of motor sport. It would be fatally easy for the substantial gains of the past to be lost through lack of unity.

The Editorial is short, not only because the Editor finds it hard to think of anything to write about, but also because he has another article contributed by that prominent leader writer "The Nark". Sorry - no "third leader" - you will have to read "The Times" for that.

.....

THOUGHTS AT THE END OF A SEASON:

by "The Nark"

Having, for the first time since the end of the war, allowed a competition season to pass with no other gesture towards competing other than renewal of my Competition License, I find I have developed some fresh twists in my already warped view of Motor Sport. A season spent as a spectator has brought to my vision several points I have not particularly noticed before, and reinforced more strongly the girths and bridles of some of my more favourite hobby horses.

The first point on which I should like to comment is the very low standard of driving seen at some of the major events. Some of it could only be termed dangerous. Now while motor racing is not a game of "After you Claude. No, after you Cecil", there are certain elementary rules of racing which this season I have seen not merely trampled upon, but repeatedly flung down and danced upon until they were completely out of sight. Correct me if I am wrong, but I have always understood that if two or more cars are going for a corner, the gentleman who reaches it first has priority, and that if the corner is open enough he may be passed but that the overtaking car must exercise all care and respect. At Ohakea one of the place cars in the saloon car race repeatedly disregarded this and on two occasions at the top pit straight corner overtook cars and drifted in front of them forcing them off their line. Similar instances were to be seen in the major race there and in the Christchurch road races. At the latter event a vigorous use of the black flag and disqualifications were a most welcome sight and one which I hope will be used wherever necessary next season at all events. Of course the argument which ensues immediately is that a slower car may be baulking and the larger car is merely being desperate. Anyone who has read even a modicum of racing literature will know that in this situation it is the rule of racing that the slower car must give way. At one race this season for several laps a small car was repeatedly first into a corner in front of a larger car. The smaller car was cornering at a speed below the cornering potentiality of the larger car, but was able to accelerate out of the corner faster, gaining about six to eight lengths on the corner. The larger car would make this up on the straight only to lose it again at the next corner. This went on for six or seven

laps until eventually the larger car took advantage of a mistake and passed. Now while this dog fight amused the crowd immensely, the larger car once it was past drew steadily away lapping about 1.5 seconds faster than before. That meant obviously that the driver had been baulked, and that the Marshals instead of watching with slack jawed joy should have been very busy with blue flags. The larger car lost at least ten seconds in this dice, and that could well have meant the difference of ten or twenty pounds of prize money. If one car has the speed to repeatedly catch up to another on the straight but cannot safely pass because of the proximity of a corner, it is obviously the faster car, and the driver of the slower car must allow it past, and if the slower driver does not realise the position it is the job of the flag marshals to inform him vigorously of the fact.

Most of the bad driving is I think a matter of cluelessness, not dirtiness. Again there is a big difference between hard driving and unfair driving. How to deal with it presents two distinct problems.

First is the matter of Competition Licenses. To my mind it is far too easy to obtain a racing extension. In the saloon and Sports sections at Ohakea and Christchurch a considerable percentage of the drivers were a menace to themselves which is unimportant, but also to other drivers and the paying public who are important. The difference between driving fast on the open road and driving fast in the middle of a race with a lot of other fast moving cars is very considerable, and I would suggest that our delegates to the ANZCC Conference might well bring this matter up to see what can be done to make some definite standard of requirement other than the present one of solvency to the extent of seven shillings and sixpence, and literacy to the degree of being competent to sign one's name, neither of which seem to me to have much in common with the ability to control a motor car in a race. Granted a tougher policy for obtaining a racing extension, the competition license should then be used for its disciplinary effect, and stewards should be empowered to endorse it or suspend it for dangerous or foul driving. Some of our leading drivers might not be immune here. At a major race this year, one driver, after receiving the chequered flag, continued at an undiminished rate down the pit straight and entered the bend at the bottom on his normal line and speed. Half way through the bend he apparently realised that he had finished and slowed abruptly to the utter consternation of Ron Roycroft who was immediately behind. Not only was Ron badly baulked but it was only his extremely competent driving that avoided a prang. The other driver should have been severely reprimanded. At Ohakea it would have been well if one of the place winners in one of the minor races had been shown a black flag very early in proceedings. Where it becomes necessary for marshals to use this means of control

a Stewards inquiry should be held after the race to determine what further action may be necessary, and that action should not err on the side of leniency. The intimate nature of N.Z. Motor Sport makes this difficult because ten to one the stewards will know old so-and-so or young whats-it who is the offender and will tend to allow personal knowledge to obscure the point at issue.

This brings up the further problem. The majority of people I have seen acting as Association Stewards at this past season's event have been nice blokes, but very few of them have had any competition experience in either racing or sprints. Well intentioned as they may be they just cannot know what to look for, and cannot have the basis from which to judge. The Association Stewards should be the final arbiters and controllers of any meeting. It would be difficult to imagine some of the types who have been on the job this year acting as such. Anyone who has heard the privately expressed opinions of some of the Australian drivers during the last two seasons will know that the laxity of control is the thing that strikes them most forcibly of all their impressions. With faster cars running, larger fields, and more events than ever on the new season's horizon it seems to me that the problem is an urgent one that should be attacked as soon as possible.

.....
At the last monthly meeting, Club members extended to me the compliment of Honorary Life Membership. I would like to say how deeply I appreciate this gesture, which was all the more pleasant for being completely unexpected.

G. Easterbrook-Smith.

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WHY IS THE BULLETIN EARLY THIS MONTH?

Just to be able to remind you that the TENTH BIRTHDAY PARTY is on Friday, 1st August at the Savage Club Hall - 8 p.m. - 1 a.m. ----- and later if you feel like it.

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HURSTHOUSE MILESTONE: One never knows what the Hursthouses will turn up with next....First a little M.G., then a Big A.C., and now something built to their own specifications.. a Little Hursthouse! One suspects that Jill had the bigger say in this as the new model is a daughter. One car-minded male in the family should be enough for the present.

MAINTAINING THE BREED: Owners of those distinctive little Nuffield Products, known only by initials, will be interested to learn of the formation of a M.G. Car Club in N.Z. Full details from Hugo Hollis.

LETS GO TO SILVERSTONE.

Trevor Wickham.

When George Buxton asked me if I'd like to go to the Silverstone meeting, I fell straight away. So at half past six I left in the Talbot for George's place, there to meet him and to transfer to his 3 litre Bentley with $4\frac{1}{2}$ engine. He had arranged to meet David Allen with the 1922 G.P. Sunbeam and promptly at seven we came round a corner to see David with the bonnet up busily changing to racing plugs. I was introduced "This is Trevor Wickham. He's an aboriginal or something!" Nice chap David, and he has spent four years rebuilding the 'Beam. During an odd pleasantry or two, he closed the bonnet thereby hiding, what is to all intents and purposes, half of Roy Cowans engine. "I'll start it" said George and applied himself to the handle while David climbed aboard. After a few minutes of hard work I said I'd try. A few minutes later George said, "Let's push it". Still later, George and I collapsed and amidst a silence broken only by our panting, David climbed out and said "If you chaps will go round to the other side of the car, I'll put the plug leads on!"

And so we left for Silverstone. Cruising at about 65 with the Sunbeam ahead, we came to Oxfords' grey spires at 8 o'clock of a grey day. Bacon and eggs at the "Lantern" added an even greater zest to life and the two cars settled down to the last stage of the journey. We decided to have a look at the Bentley's plugs as it has recently been fitted with two carbs in place of the three with which it ran through last season. So down went George's foot. Into third at 60 and then top at 80, a brief spell in top to 90 and George cut the switch. Feeling very professional I removed No.1 inlet plug. Yes, definitely weak so we put in the K needles and could feel the improvement at once.

And so to Silverstone and we backed into No.14 bay in the paddock. Next to us was the Whale, Jerry Crozier's ex Barnate Hassan 8 litre. Opposite were a brace of Bugatti's - G.P. $\frac{1}{2}$ litres, while two 1750 Alfas and a 2.3 added a touch of scarlet. Ewens Itala, Cluttons 12 cyl. Delage, and the ex Eldrige Fiat, an S.S.K. Merc., Byrons 2.3 Bug., Bentleys, Alvis (the old 200 mile race car was there), a lovely type 57 Bugatti saloon, a white 38/250 Merc., an Alta - my brain reeled and I did wholeheartedly wish that some of you people could be there to share my fun.

We did a few odd jobs on the Bentley, helped David with the 'Beam and they set off to practice. Both cars were going well and then disaster. The 'Beam broke a valve cover and oil was everywhere. Jolly bad luck as the car had been reaching 90 and going well. However the Bentley continued to circulate.

I'm not going to attempt a race by race commentary - this incidentally

was done very effectively by a combination of Clutton, Bolster and Tubbs who backchatted most pleasantly - but I feel an odd few general impressions might be of interest. The programme consists of the well known Hour High Speed Trial followed by six or seven 5 and 10 lap races both scratch and handicap. The Hour Blind is a boring thing to watch and the fact that most of the field qualified points to the fact that its not too difficult. The races were most interesting and a cheering fact is that handicappers seem just as poor here as in New Zealand!

George did no good for himself in the first race - a 5 lap handicap affair in which he started off the same mark as an S.S.K. Merc! The Merc lasted one lap and I had only just time to hear that famous banchee wail before the back axle went. However, George picked up third in his next effort so everyone was happy.

How Ken Hemus would have loved to see Byrcns 2.3 Bugatti leap clear of the pack in the race for historic racing cars. How Sam Gibbons would have loved the 12 cyl. Delage rumbling gently into second place - and the Itala and the big Fiat tailing along in the middle of the field. Do you know that when the Fiat was ticking over on the line, I could count the puffs of smoke as each cylinder fired? But the thing that thrilled me was the fantastic race for third place. Williamsons $3/4\frac{1}{2}$ Bentley just held off Sears 1914 T.T. Sunbeam for lap after lap and Sears was really trying!. Frankly these two had the crowd on its toes and Sears couldn't quite make it despite prodigious efforts - until the last lap when the Sunbeam ran into 3rd place while the Bentley limped in with only one float chamber for its two carbs!!!

All this time the Bugatti sang happily in the lead. I seemed to have read somewhere recently that the Roycroft Bug sounded marvellous. Well, don't think me disloyal or something but you ain't heard nothing yet! Two smaller Bugs disported themselves with great Bugantics but proved slightly faster than a brace of 1750 Alfas. A blown two litre Lagonda was slowish but a 2 litre Alta went, sounded and looked marvellous, though it did no particular good for itself.

Two 100 m.p.h. Invictas were there but were no match for the Bentleys and speaking of Bentleys you should see Terry Crozier's "Whale". The 8 litre engine is quite quiet except on the overrun when it has a most satisfying snarl. Crozier himself is a tall thin, unassuming type and a very nice chap.

During most of this the rain had been falling gently but now luckily it eased off and we set off to tow David home. The rope was short (and rotten!) and David was pretty close before we had done a couple of miles. However, the Bentley rumbled gently along at 35 or so and David hardly even jerked the rope. And so at a little

after nine I climbed into the Talbot and drove home, tired but happy.

I do wish some of you chaps could have been there.

.....

HUTT HILL CLIMB:

John McMillan.

The Hutt Club's Hill Climb of the 21st June at Wallaceville was held amidst pleasant surroundings of Native bush and under good weather conditions.

The Hill is quite a good one for a Club outing but rather narrow and restrictive for the larger cars. Although the surface is good, recent rain and oil from the leaves of the trees made several sections decidedly tricky. From a spectators point of view the hill was rather a disappointment as it was difficult to find a vantage point that would cover more than one small section of corner. For most of the runs I spectated from the open hairpin bend, half way up the hill, which covered the cars coming out of the previous corner, up a very small straight through the bend and into the next one. From this position it was possible to study the drivers' various tactics and to compare the behaviour of their cars.

The cars were not sent upon their classes nor was there a sound system so that it was impossible to draw any comparison of times or to know how each competitor was doing in his class until after the event.

From the first run it was obvious that the Hill was a gift for cars such as the Cooper and therefore Arnold Stafford was watched closely. At our vantage point we could hear the Cooper start off on its climb and follow its progress from the "clips" of throttle at each corner until it came into view. There was no perceptible sliding or fuss as it banged its way merrily to the top to record fastest time of the day. The car sounded over-g geared by a few teeth, never seeming to attain peak revs., perhaps particularly noticeable because of the very close ratio gear box. By the noise of approach of his next climb, perhaps it would have been faster, but Arnold decided to view the Native Bush from closer quarters than is safe from a car and he never came into view on that attempt. However, Mrs. Stafford recorded 10 $2/5$ secs. for the 100 yds. dash down hill to investigate the cause of silence.

Fortunately all was well and Arnold and Cooper made another and very sedate climb without incident.

2nd Fastest time went to Bruce Cook in his K2 Allard which was handled in a most able manner and progressively went faster with more bending of tyres each successive climb. Bruce's driving of the K2 has shown steady and sure improvement over the months he has owned the car and at each event the car has been turned out spotlessly. Good work Bruce.

3rd fastest was our intrepid Allen Freeman in his Morgan + 4, who is reputed to always wear lead soled driving boots. Allen did not disappoint us - all his climbs displayed considerable verve and good judgment, although he confided afterwards that the oily surface upset his judgment on his first climb, but no one seemed to notice anyway.

There was considerable and good competition amongst the slower cars, and several duels amongst owners of similar vehicles. Bob Gibbons and Tom Grant both with Morris Minors in standard form, Bob's a closed one and Toms an open model. The honours went to the closed car.

One of the highlights of the meeting was the appearance of Geoff and Toby Easterbrook-Smith with all their legendary equipment including their Special which now is equipped with a bent eight flat head, (short for Ford V8) engine and a slightly new look from the last time we saw it - in competition. Unfortunately with the change-over the Brothers Easterbrook-Smith have forgotten to re-install their fabulous hand air pump for the fuel pressure and have thus considerably taken away from their characteristic and amusing driving position of one hand furiously pumping up pressure and the other equally busy with the steering wheel. With one free hand they seemed to be at a loss to know what to do with it although Toby was heard swearing volubly above all the bangs when he missed a gear change in the hairpin. He must have been trying to pump it instead of waggling it!! However it was their first trial run in the present guise and when they sell all the detonating ammunition they seem to have left in the pots it should go very quickly.

We seem to have collected an imposing number of M.G. T.D.'s in the Club over the last year and four drivers handled these cars at the climb, Hugo Hollis making fastest time by quite a margin. All these cars ran unsupercharged.

A most creditable performance was given by Jonathan in his 1934 Ford V8 Coupe - These cars are far from ideal on a hill of this nature, so considerable driving skill was necessary to climb the hill as fast as he did to win his class.

Another point of interest was that some of the practice runs in the morning were considerably faster than their afternoon times owing no doubt to a fall of mist during the lunch hour which made the surface a little slippery. For instance Arnold's best time in practice was 47 secs. and best official time 50 secs. Allen recorded 49 secs in practice and 51 secs. for official run.

In conclusion we will look forward to the next climb on this hill, perhaps in the summer time when new records should be made.

.....

POET'S CORNER.

P.B.SHELLEY reports on LE MANS.

..... and through the purple night
 I see cars
 Which trample the dim winds: in each
 A wild-eyed charioteer urging their flight.
 Some look behind, as fiends pursued them there,
 And yet I see no shapes but the keen stars:
 Others, with burning eyes, lean forth, and drink
 With eager lips the wind of their own speed,
 As if the thing they loved sped on before,
 And now, even now, they clasped it.
 Their bright locks
 Stream like a comet's flashing hair; They all
 Sweep onward.

(Prometheus Unbound.)

.....
 It is a matter of deep concern that so few songwriters have been impelled to burst into lyric praises of our sport. As an example of what might have been, and for all we know may be in the future the following deeply moving lyric to the tune of "Slow Coach" is appended.

You make me dizzy like the crankshaft of a Lizzie
 You're my king-pin.
 I try to touch you, but you disengage my clutch, yer
 Are my king-pin.
 A car means nothing to you A Riley or Ford, Austin or Cord
 Jaguars, Bentleys, you merely look bored.
 When I talk of bore-stroke ratio, you quote Hamlet or Horatio
 You're a tie-rod, dear.
 It's too late to try to change me, you can't do it anyhow,
 So I guess I'll have to find another drag-link, now.

ANON.

PARAPARAUMU HILL CLIMB.

.....
 It was very fortunate that we did not receive permission to run a hill climb on the Moonshine Road, because that made us investigate the road over to the Game Farm at Paraparaumu, and finding it newly fenced it was the obvious answer as a gravel surfaced hill climb. The event

on 12th July was so successful, that it must become an annual event.

The course was $\frac{3}{4}$ mile in length, and study of the times below shows that average speeds were not high. This was dictated by the constant corners, with which the climb abounds, and it is undoubtedly a drivers' hill in every way.

The idea of such a climb was to provide something reasonably slow on which new drivers could cut their competitive teeth and in this it was most successful as none of the new boys put a wheel wrong all day, but a subsidiary purpose was served as several of the top dicers ran out of road in all directions, which added valuable experience of what not to do under certain conditions.

Gaze and wonder at how much faster Alan Freeman was than anyone else - and he would have been faster still if he had not tried conclusions with Mother Earth's unyielding bosom on his last run.

RESULTS:

Name	Car	Capacity	Practice	1st.	2nd	Official.U.R.
<u>750 cc.</u>						
A. Stafford	Cooper-Norton	500 cc	1-44.0	1-40.8	Not completed	1-37.6
<u>751-1100cc.</u>						
T.G. Grant	Morris Minor	918 cc	1-53.6	N.C.	1-51.0	1.56.4
A. Stafford	"	"	-	1-55	-	
H. Cocke	"	"	2-2.6	1-59.0	1-56.8	
C. Withers	Morgan	J.A.P.	2-6.2	2-3.8		
Mrs. Stafford	Morris Minor	"	2-12.4	2-6.8	2-4.8	
<u>1101-1500cc.</u>						
H. Hollis	M.G.T.D.	1250	1-41.4	1-38.2	1-40.4	
M. Hipkins	"	1250	1-46.4	1-42.4	1-41.4	
T. Johnston	"	1250	1-46.6	1-42.0	-	
G. Thornton	"	1250	1-48.8	1-47.4	1-44.6	
R. Tubbs	"	1250	1-51.4	1-52.4	1-48.6	
E. Flighty	Riley		1-52.6	1-50.8	-	
B. Oldham	Ford 10 Spl.	1172	1-56.2	1-50.8	1-53.8	
J. Van Logham	M.G.T.D.	1250	1-55.6	1-53.2	1-54.0	
J. Duncan	Prefect	1172	1-56.4	1-57.4	1-56.0	
P. Porteous	Morris Oxford	1477	-	2-2.4	1-59.4	
J. Williams	"	"	2.00	2-1.4	2-4.0	
<u>1501-3000 cc</u>						
A.T. Freeman	Morgan +4	2088	1-39.4	1-32.4	Not Comptd.	* F.T.D.
G. Cowie	"	"	1-39.4	1-36.8	1-38.8	
Fugle	Austin	2200	1-54.0	1-49.0	1-49.2	

RESULTS CONT'D.

Unlimited c.c.

R.A. Gibbons	Jaguar XK 120	3442	-	1.41.8	1-38.0
V.B. Cook	Allard K2	4375	-	1-47.6	-

22 cars competed. A.T. Freeman F.T.D.

CORRESPONDENCE:

Sir, Mr. Bagnall's notes on classification are interesting and obviously the product of more advanced experience and thought than I find myself capable. I yearn an easier way. What class for the "Rolls" or Rover? The lucky owner of a high efficiency engine would still be very happy with the proposed arrangement. A side valve engine won most premier events last season (who mentioned compression ratio?). Such are the thoughts that occur to me. A wiser pen than mine will some day solve all, but lets list the variables and hope that food for thought lies therein.

Lets accept the fact that a wide divergence of types will compete against each other for many years, when eventually the ideal of classifying very similar cars will perhaps be possible.

Here then are the more common elements in performance

- (a) Engine max. B.H.P.
- (b) Dry weight of car.
- (c) Suspension
- (d) Frontal area.

Take c & d as the basic difference between racing, sports and saloon cars and assume index figures for the limitation of each type.

Saloon . 8 Sports . 85 Racing . 9.

Now convert a and b to BHP/Ton (only two variables now!)

Max BHP/Ton.	Type index.	Take four examples.
1200cc Saloon 51 BHP/TON	X .8 =	40.8
1250 " Sports 64	" X .85 =	54.4
500 " Racing 100	" X .9 =	90
1500 Super G.P. 320 "	" X .9 =	288

Charged If these figures look like representing the capabilities of the cars in open company then we have a basis for handicap or classification and driving skill should win.

A further suggestion is that tuning other than raising the compression or supercharging should not further penalise a car.

Guy Thornton.

To save delay, this letter was referred to Rob. Bagnall, who commented:

"Unfortunately I can't see that Guy's suggestions offer a way out. He says "...then we have a basis for handicap or classification and driving skill should win". Surely one of the main attractions and interest of motor sport is that the car, as well as driving skill, counts?

The disadvantage of classifying - as distinct from handicapping on power/weights ratio seem to me to be grave: in particular -

- (a) Far too much guess work is involved - even with the most honest competitor.
- (b) Any work done in increasing power output or reducing weights - surely legitimate activities - would be penalised instead of being rewarded. Crazy?

Anyway, I hope there can be some discussion at next meeting."

Sir, The no doubt becoming shade of purple that suffused our Editor's face on reading the outrageous suggestion by D.R.Bagnall "that major awards should go to Sports or Touring Cars" would have appeared a blush of lightest tint beside the violent puce that flushed my usually sallow complexion and sent my wife racing for the doctor.

On page 1 of that same Bulletin wherein the offending article appeared, the primary objects of the Club, as set forth at it's inception, are printed and I would like to draw the attention of Mr. Bagnall (who must stand alone with his perverted ideas) to -

- (2) The promotion of interest in sports and racing cars. and
- (4) To have an organization ready to promote motoring competition at the cessation of hostilities.

Early members of the Club bore these tenets in mind and really worked to enable those objects to be attained and, as the Editor mentions, our Club was the pioneer in serious motor racing.

Having spent ten hard years in making the general public aware of "The Sport" and educating them (and, incidentally, those enthusiastic souls who joined the club under the impression that any car with a canvas hood was a sports vehicle) to recognise not only a genuine racing car from a sports model but also good, clean driving as distinct from "going fast", are we then to ask them to pay to come to Events where all they will see is Mr. Smith's Minor tootling along with Mr. Brown's A40? - a sight they see every day on their way to work; indeed, even more interesting on those days because of the additional hazards of trams, trolley buses and Mrs. Robinson who has just learned to drive.

I wonder if Mr. Bagnall would care to suggest to the Angler's

Society that their major awards go to the largest tiddler caught with a bent pin on a piece of string?

According to Mr. Bagnall, - and I quote - "(3) This was a "Sports Car Club" it is now a "Car Club". It has never had more than an infinitesimal number of racing cars." - Unquote. Regarding the first part of that statement may I suggest that ours is now a "Car Club" because of the lack of Sports belonging to it? A possibility of the reason for the suggestion under discussion, and also, perhaps, the cause of the second statement. If Mr. Bagnall's preposterous suggestion should be carried out it is quite certain that even that "infinitesimal number of racing cars" would immediately withdraw from the Club and, no doubt, found a "Sports Car Club" where motor racing as a sport and an art could be appreciated.

I remain, indignantly, (G.Leslie Stone.)

This letter also was referred to Rob. who looked slightly startled but only commented - "Good old Les - anyway my five year old son would agree with him - "Daddy I saw a little red car with only one wheel at the back - daddy, it must be a real racing car - daddy, it can't be very safe."

Recovering a little, he said that surely the anglers equivalent of a racing car - all out to win, and no frills - was a stick of dynamite and a detonator, and would Les suggest etc? Ed.

FOR SALE:

THE FAULKNER SPECIAL:

Ewen Faulkner reluctantly advises that, due to its limited passenger capacity his famous special is no longer adequate as a family and competition car, and is now offered for sale. The Faulkner Special needs no introduction to most enthusiasts, who will remember its duel with Bruce Cook's Allard at Ohakea, it's record breaking climbs of Saddle Road, it's flying quarter speed of 103 m.p.h., and its numerous successes in all types of club events. The Faulkner Special must be one of the most reliable and fastest all purpose specials in New Zealand.

DETAILS: Ford V8, Morris-based special, 2 seater with all weather equipment, tyres good. Remarkably low price of £300 includes spare V8 motor, extra pair 19" wheels and set of 'knobbles' (worn). Ewen Faulkner's address: P.O.Box 70, Palmerston North.

COMPETITION LICENCES: These expire at the end of July. All persons requiring renewals, extensions, or new licences should contact the Secretary at the next Club meeting. (It is hoped that a more simple system of licencing will be evolved at the next Annual Conference).

OUR 'LONDON' LETTER:

FROM OUR OWN CORRESPONDENT

Among those who heeded the editor's request and wrote for the Bulletin was one Colonel Tiller-Steering. Though the Colonel claims to be a member of the Wellington Car Club, we can find no trace of his name on the records and assume he is confusing us with the Duke of Wellington's Car Club. Nevertheless his letter is interesting:

(Mud)Guards Club,
Much-Nattering-o-the-
Noggin,
Near Longstroke,
MIDDLESIX, ENGLAND.

Dear Boy: Saw your request in the Bulletin and seems fair enough to me..fair enough. Thought you might be interested in a report in my 'Times' this morning of this year's Le Man's. Couldn't be there myself - gout, y'know - and last time I went, they damaged my bath chair unloading it at Calais - pity.

The Mercedes 2.9 litre cars came in first and second, beating the Jaguar's speed for last year. These Jerries will make the other fellahs sit up, by Jove, though must admit a Talbot was in the lead when it had to retire an hour before the race ended. Had been driven by one driver for 23 hours...reminds me of the days when men were men - and I can remember being on the road 32 hours from Portsmouth to London back in '07.

The Jaguars all retired early through overheating. Had altered the body for better streamlining or some damnfool thing, and messed up the cooling. Always said that radiators shouldn't be cluttered up with bodywork - can't see why cars should be cluttered up with that sort of thing, either - must have something to hide. Aston Martin also went out with miscellaneous transmission troubles. Nash Healey Third. Poor show by British, sir, poor show....Very embarrassing too, as an American visitor to the club, General Hank Hardtopp, keeps blowing about the reliability of American engines, and saying Cunninghams will beat the world...What with this and the new liner, United States, I'm thinking of writing a letter to the Times saying what I think about Americans.

(The Colonel then went on to tell us what he thought about Americans but as it wouldn't help anglo-american relationships), it is fortunate that space will not permit the publication of the rest of his letter - ED.)

Eric Honey was recently taken for a run in a Mark VII Jaguar - his impressions might be summed up in three words: Grace... Space... Pace...

SHADOW AND SUBSTANCE: From an authoratative statement made in Palmerston North, we learn, with some surprise, that the Wellington Car Club pays its secretary £1 a week as honorarium.... Wellington competitors in the Manawatu Club's recent trial were asked to average 25.5 miles an hour with speedometers sealed; they are wondering how many drivers can estimate correctly the difference between 25 m.p.h. and 25.5 m.p.h.

It was a most unusual trial- several competitors got lost in the Palmerston North Square! While some arrived at Ballance (near Woodville) via Pahiatua Track others came via the Gorge, while rain soaked marshals on the correct route (the Track) feared the worst while waiting for the non arrivals.

'W.C.'

A Canterbury Car Club Circular contains an announcement concerning the Wanaka Inter-club Rally sponsored by the Southland Car Club. Extracts of this announcement follow:

'Destined for Labour Weekend, this Monte Carlo Type event will be run on the Saturday, and elimination tests and a concourse d'elegance held on the Sunday, Monday being to your own care...Starting points are Invercarrill, Dunedin, Christchurch and possibly Timaru. This is the first genuine rally to be organised in New Zealand..... entry fees are low, 2/6 covering car and driver and 2/6 per passenger...

*W.C. stands for Without Comment.

Further evidence that navigational experience is a handicap in a trial is provided by Hugo Hollis's achievements in the night trial. In the two events before that he had enjoyed only average success when navigated by Geoff Easterbrook-Smith and Eric Honey; in the night trial, he took along someone who had never been in a trial before.... and they won!

Competitors who sneer at the formalities of putting in entries for trials before hand take heed of the lesson learned by Tom Grant. Tom missed the monthly meeting just before the event - and as having an entry in was worth only a couple of points he didn't bother to go further with the matter. When the results came out he was one point away from Hugo Hollis. on the wrong side!

No, Reader Smellicue, Alan Freeman was not trying to put the engine of his Morgan further back in the chassis, to give better weight distribution for the mudtrial.....

★ C L U B C A L E N D A R ★

FRIDAY: August 1st: Birthday Party....

THURSDAY: August 14th: Club Night: Brains Trust. Bring along your questions - technical, facetious, farcical - to be put to the 'Brains'. Written questions should be handed to Toby Easterbrook-Smith (Questionmaster) or to the Secretary, before the meeting.

SATURDAY: August 16th: HALF DAY SPORTING TRIAL: This will be a mild mud-plug devised by Roy Cowan and Geoff Easterbrook-Smith. Start: Foot of Haywards Hill on Western Hutt Side. Time: 2 p.m.

TUESDAY: August 19th: Committee meeting. Geoff Easterbrook-Smith's home. 14 Hildreth Street, Karori.

FRIDAY: August 22nd: Film Evening.

SATURDAY: August 30th: The biggest motoring event of the year - the Association's Annual Conference to be held in the Victoria League Rooms. This is an all-day affair, but if you're looking for an afternoon's sport, it will be warmer than sitting on the West Bank at the 'Park'....

QUOTABLES:

'I find that night driving is more pleasant now that I aim a little to the left of oncoming headlights, instead of between them.'
Anonymous.

LE MANS: Members will have noticed the press announcement of the Le Mans event, with Mercedes First and Second and Third. It is learned that the Jaguars retired early through overheating, possibly due to alterations to the bodywork and radiator to improve streamlining. Aston Martins were out with various transmission troubles, and a Talbot, driven by one driver throughout had to retire when in the lead, one hour from the end of the race....

NEW MEMBERS: The membership continues to grow and the Club welcomes the following newcomers: Messrs. T.J.Cameron, P.Ross, (Minor, '51) Reg. Tonks (Wyvern - also member of Bentley Owner's Club, G.B.), Bruce Oldham (Ford Ten Special), R.A.Gibbons (Austin 10, etc.) Eric Johnston, (M.G.(Jaguar MKV, Jeep) Laurence Daurloo.

.....
W R I T E F O R Y O U R B U L L E T I N

Duplicate



SEPTEMBER - 1952.

BULLETIN

EDITORIAL:

It is with a sense of urgency that we return to the Pahautanui Track as the subject of this month's editorial. The Summer is fast approaching, we have dates set aside for race meetings at the track, but much remains to be done before we can look with confidence to the use of the circuit during the coming season.

However, after a slow start, construction is now going ahead at an increasing rate. The land has been surveyed, and it has been found that while drainage problems exist, they are by no means insurmountable. Construction work is now under the technical direction of Mike Hipkins, a plan of campaign has been drawn up and further progress is now dependent on the full co-operation of all members as regards labour, finance and materials.

To take labour first, while certain work can only be done by machinery, a lot can be done with picks and shovels. At the last

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film evening a strong appeal was made for assistance on the following Saturday. The response was poor and only eleven members appeared at the track. However, the work carried out by the eleven stalwarts made a substantial contribution to track drainage and a large section is noticeably drier as a result of their efforts; but larger numbers of helpers are required and it has now been decided that there will be two track Sundays each month to which any member can go, secure in the knowledge that a job will be waiting for him. Work will start each day at 10 a.m. The first Track Sunday will be on 7th September, and thereafter at two weekly intervals. All members are urged to make every effort to assist in this direction. If your talents lie more in the direction of carpentry, we would be delighted to have your assistance in the construction of pits and other permanent installations. Timber is available.

Finance is the next problem. We have quite a substantial sum in hand, but much more is needed, and anyone who feels like making a donation would receive a warm welcome from our Treasurer, Brian Robinson, or from any member of the Committee.

Materials are needed for many purposes, of which the most urgent at the moment is large diameter (12" or over) piping for making culverts at points where the track crosses main drains. We need nearly 100 ft. of such piping, and at today's prices nearly £100 will have to be spent on this item alone unless some member can put us in touch with a cheaper supply source. Concrete piping would be most suitable, but we would be pleased to hear of any other alternative. Spoil and gravel is also required, and anyone who feels disposed to donate a truck load would be making a real contribution to the success of the track. We have a fair supply of timber, but need lengths of 2 x 4, and here again all donations will be thankfully received.

The foregoing summarises briefly the main problems. The nucleus of hard working members is already on the job, but the rate of progress depends entirely on the assistance YOU are willing to give.

If there is anything further you wish to know Mike Hipkins ('Phone 40-961), John McMillan ('phone 84-645), or Geoff Easterbrook Smith ('phone 76-312), can help you.

And, as a final reminder, the first Track Sunday is on 7th September and the next on 20th September.

T R A C K S U N D A Y

7th. S E P T E M B E R

MORE MOTOR RACING:

Trevor Wickham.

Recent visits to Silverstone and Goodwood have provided me with some food for thought and, for what my thoughts are worth, I pass them on. You don't have to read this!

I went to Goodwood for the Whit Monday B.R.D.C. meeting and I had a most pleasant day spectating. Mind you, there isn't quite the same happy atmosphere about Goodwood as there is at Silverstone but its a grand circuit none the less. I enjoyed the 500 racing. It was the first time I'd seen a whole pack of these exciting little cars and I was most impressed. I feel that a solitary Cooper fighting it out, however successfully, with larger cars looks too silly for words but a howling mass of them is rather fun. Bob Gerard was the star of the 500's. What a grand driver he is, not spectacular but right on the job and he doesn't put a foot wrong. In his heat he lay third until he was ready and then popped into the lead. In the final, he didn't mess about but went straight to the front and stayed there. Just like that. My opinion of his driving was strengthened when he ran second to Hawthorne in the big race. Hawthorne was, of course, driving the Cooper Bristol while Gerard was using his old E.R.A. After fifteen laps Hawthorne crossed the line only 3 secs. ahead of the E.R.A. and both were a minute ahead of Dennis Poore's big 3.8 litre Alfa. I'm not belittling Hawthorne who throws his car about with a light hearted abandon which it would delight your heart to see and in this race he actually lapped the works entry driven by John Cooper. The big Alfa is a delight. Deep throated roar, smoking tyres but too big for track racing apparently except possibly on banked corners.

Of the sports cars, I was interested to see that the ex world's fastest sports car, Walker's Delahaye, was either sick or that times have changed as it was back with the Allards, which with V8 engines are not very quick.

The Bugatti Owners Club Silverstone meeting was a most friendly affair. We wandered amongst the cars at will and there was practically no restrictions. The racing was good too although the Bugatti's themselves didn't shine much. The only 2.3 that appeared did not leave the line and was pushed off the track, making the most expensive noises from its "back end". Rivers Fletchers 2 litre went like a bomb and has a most authentic note. One of the fastest Bugs had a V8 engine but the note in this case was far from standard. The fastest car on the track was Oscar Morris' H.W.M. with Jaguar

T R A C K S U N D A Y

7TH S E P T E M B E R.

engine and that really does go more than somewhat though at one stage it was hotly pursued by an 1100 Cooper. Tyrer's Mille Miglia B.M.W. is an extremely potent car and can see off XK120's with a decent show of ease. But (and pardon the vintage leaning!) one of the really fantastic shows of the day was Macdonald in his short 4½ Bentley seeing off these same Jaguars. Even Stubberfield, who is for Bugatti in a big way, was staggered and like the grand chap he is, said so not once but several times. In the words of the prophets that Bentley "Doesn't 'arf go" and Macdonald is just the man to drive it.

The car park was interesting enough to keep one for some time. A 38/250 Mercedes Coupe was magnificent and I also saw for the first time a Type 55 Bugatti - a very pretty car. Several Type 57 saloons and coupe's gave me happy moments while Stubberfield's big 4.9 litre coupe' is always impressive.

Two very pleasant days and, as usual, the Talbot took us there and back with the minimum of fuss. I remember Bob Bagnall saying that a good old Talbot was the poor mans Rolls Bentley and I'm pretty sure he's right.

.....

CORRESPONDENCE:

The Editor, The Bulletin.....

Sir, From a letter in the August Bulletin, it is obvious that a stone has been cast into our motoring millpond; for the benefit of new boys who are sailing their boats thereon, a little oil (not Castrol R) on the troubled waters seems timely...

From the tone of Les Stone's letter, the uninitiated might picture him as the owner of nothing less than a pukka G.P. car. Such is not the case. If the club had adhered strictly to the objects of the founders, it is doubtful if your correspondent would ever have 'desecrated" Waikanae Beach in a stark side-valve engined V-8 chassis, or Paekakariki Hill in another side valved machine with engine of infinitesimal c.c.s. Fortunately, some early members tempered their enthusiasms with tolerance and history records that 'the club will have to have a much larger membership in order to be a real power in post-war motor sport' (1944).

Later, at a meeting attended by Mr. Stone, (but conveniently forgotten?) the name of the club was changed, 'Racing' being dropped as 'the present name was clumsy and in many ways unjustified', hence

the name N.Z.Sports Car Club.

It was realised early in the club's career that a club for 'specialists' had little chance of survival, and the present pattern of motor sport - numerous territorial clubs with wide interests seems more practical than a few 'national' clubs with 'specialist' aims. The species *Enthusia Motora* persists in various forms - the type that insists that no motor car has been built since 1931; the specimens that consider nothing built pre-war can possibly hold the road; those who would never allow a Side-Valve engine to propel their cars; those whose mantel shelves are heavy with silver won by SV motors; those who suffer claustrophobia beneath a metal hood; those who don't feel safe in an open car; new strains of the species see a future for Cooper-type cars - others would ban them as being 'four-wheeled motor-cycles'. Most members, with the exception of Mr. Stone (who, to coin a phrase 'must stand alone with his perverted ideas') have put their differences aside and realised that motor sport is not the stamping ground of one particular type of motorist. Motor sport has gone ahead - and while Mr. Stone's eyes have been blinded by overseas oil fumes, the man in the street has entered the picture - as a source of revenue. Of the variations of the sport seen on airfields and roads, nothing has pleased the Man-in-the-street more than the spectacle of saloon cars - the same as his own, similar to his neighbours' battling it out in races. In many cases the man-in-the-Minor is doing more for the sport than the driver whose Overcharged-Supervalve G.P. Importti lasted for 13 laps in the big race.

If Mr. Stone is really serious, we can expect him to forsake the club at any moment now, for surely midget car racing is the answer to his problem. However, if he does decide to stick by us, let us hope that, when his new '500' eventually roars up a hill he will have a word of appreciation for the Morris, Austin and Ford owners who are making the event possible by marshalling - often out of sight of the maestro's car.

At present, the classification system is under review and Mr. Bagnall has done a conscientious job in trying to provide a basis for discussion. Mr. Stone's remarks on Sports(manship) might be more acceptable if just one sentence of his letter had contained a note of constructive criticism.

Yours, with my pulse still beating normally,
Eric Honey.

COLONEL TILLER-STEERING WRITES AGAIN....

(Mud)Guards Club,
Much-Nattering-o-the-Noggin,
Near LONGSTROKE,
Middle-Six England.

Dear Boy, There ought to be a law against these Americans. This fellow, Hardtopp, now. Just because he's a General and an American he thinks he can say what he likes in the club. No diplomacy, sir - just sheer impertinence. He rushed in the other day just when I was reading Boddy and waved a blue pamphlet in my face, shouting 'Goddam, Tiller, this is a real car!

Sir, the bounder had the cheek to show me a brochure from some Yankee firm, blowing about a thing called a Muntz Jet. I quote: 'Here at last is the world's most talked about sports car - the new Muntz Jet. Styled and engineered to surpass the most expensive of luxury sports cars, the Jet combines limousine comfort with unprecedented sports car speeds....Now for the first time international motoring enthusiasts may experience the thrill of matchless speed and matchless performance'

Hardtopp drivelled on about it having a Lincoln V8 engine giving 156 b.h.p., and a hydramatic shift. Imagine it, sir, an officer and a gentleman mentioning a hydramatic shift in the club! Only an American....

The fellow seemed quite hurt when I mentioned it looked like 106 BHP per ton, and that, in my opinion it was the most over-chromed monstrosity ever to be called a sports car. And that damn' fool blurb didn't mention one performance figure. No sir, it was just an infantile slobbering of superlatives from bumper to bumper.

I told young Hardtopp to come back and tell me when Stirling Moss had consented to drive one.

And to make matters worse, sir, Hardtopp has been blowing his top about Indianapolis. Said that only American-engined cars - Ducks and Drakes or something - lasted the 500 miles. (The Colonel means Meyer-Drake, previously Offenhauser-)Ed.). The Ferraris, according to Hardtopp, packed up. Call that a race, Sir? Going round in circles like a Hornby train? Gad, I'd like those fellahs to see a real road, with real cars, like back in the days of the Paris-Madrid. Now, sir, that was a race. Yours, Tiller-Steering.

A TRIO OF TRIALS:

Roy Cowan.

Trials competitors, being human after all, like to feel that they will be in the competition if they carry out exactly what they are told in the route sheet. It's hardly satisfactory to competitors to discover that the results are likely to be affected by chance, and one of the principal difficulties of organisers is the elimination of chance as an element in the placings. Consider now our 150 mile trial.

As the route sheet here was to depend heavily on mileage figures, the trial began with a ten-mile speedo test, within which no checks were imposed. All the cars starting were bound to have speedo errors, and if they had been asked to crack straight off into checked sections, based upon the speedo reading of the mapping car, or, worse, upon A.A. sign figures, the results would have devolved largely upon the chance as to whether the competitor's speedo error happened to be that of the mapping car. And the more care competitors put into navigating, the less chance of checking in correctly, for those with divergent mileage readings.

Of course, all who wished to compete seriously in trials of the navigational type would have first ascertained their own speedo error in terms of statute miles. But unless the trials organisers have given the matter thought, this information will be of little value to the competitors. Any route sheet, then, which talks about "Miles" should go on to say that Statute Miles are meant - or that the miles are as recorded by a certain car (which must never compete). If it has to be the latter, then the first ten "miles" at least, should contain no checks on time or speed, and should end at a prominent mark. Many other tests and incidents can assuredly be devised to while away the time!

Back to the 150 miler. This was mapped with a car having less than one percent error. The first ten miles were check free, and ended at a mark which gave the necessary speedo check. The first rift in the lute occurred just before the lunch stop, when some fell between reading the instructions on the route sheet and reading an A.A. sign. Those who stuck to the sheet came home dry. So far no organiser faults. In the afternoon there came a "maze" section based solely on miles and "Left-Right" directions. Here, a direction was omitted from the route sheet, causing many to become lost. So Father Chance entered with a vengeance, for beyond the point in question competitors could only happen upon the route, and all subsequent checks, up to the point where all the sheep could be mustered and set right would be so many lotteries.

The Night Trial. The route sheet of this trial omitted the necessary "calibrating section" but gave turning instructions based on mileages of a certain car, with the result that not one entrant could adhere to the planned course. The organisers were perhaps lulled by the fact that a guinea pig team managed to complete the course correctly - but this must have been due to chance or perhaps to unconscious prompting from the back seat!

The Hepolite Trial. This promised well as the first route sheet indicated a speedometer test section of twenty miles. Unfortunately the organisers saw fit to include secret checks as well as a check at the twenty mile mark, so spoiling the effect. As the twenty miles and these two or three checks constituted a very small part of the trial, the chance scorings could not have a serious effect upon the placings. A more serious fault occurred after the two-hundred mile mark, however, upon a section where competitors were instructed to follow Tauranga signposts at road junctions. Road constructions had resulted in a number of diversions and rejoining-without signposts, one at least of which was deceptive enough to cause many competitors to go back the way they had come. The Freeman-Cowan combination here lost ten minutes, a loss which stayed with them through several checks and finally led to bank-banging and retirement, and Graham Cowie went back 14 miles before discovering his error.

More and more trial teams are discovering that the accurately navigated trial can provide both fascination and first-class competition. Accordingly, the organisers should take all the more care that they are providing, in fact, a real competition, and not a mere "Horse-Racing-Game".

F O R S A L E: Gearbox and Back end of Jackson Special - including hydraulic brakes on 15" wheels, plus all other parts to build a good special. Offered at very reasonable price as owner has now bought a car instead of building. Full details from V. Shuter, P.O.Box 68, Cambridge.

IN THE AIR: Overseas news on the YA's has offered the following brief - and in some ways tantalizing - results:

GOODWOOD: - 9 hours event (3 p.m. to Midnight) Aston Martin 1st. (Peter Collins driving).

DUTCH GRAND PRIX: Ferraris, 1st, 2nd, 3rd - Ascari driving winner. Also (apparently at same venue) 500 cc race: Cooper (Moss), 1st; Coopers 2nd, 3rd, and 4th.....

THE COWAN SUNBEAM:

Geof. Easterbrook-Smith.

At a recent monthly meeting I heard a member say that he did not consider Roy Cowan's Sunbeam to be a vintage car, as it had been so altered as to lose its vintage character.

Just how wrong he was I hope to prove in the following notes, and if in so doing I can express my anathema on the designers' aberrations so unfortunately evident in many modern cars, so much the better.

The Sunbeam first saw the light of day in 1926, and took the form of a luxurious town carriage, with a wheel base well in excess of 12 ft., suspended on half elliptic springs at the front and extraordinarily long cantilevers at the rear. It was brought to N.Z. by Lord Galway and served as a Vice-Regal conveyance for the gallant peer. Its intermediate history is obscure, but in 1947 Roy discovered it in rather tatty circumstances in the Hutt Valley. Very well, Reader Smellicue, it was Stokes Valley, but why quibble.

The first modification consisted of running a hacksaw briskly round the roof at waistline level and thereby converting it into an open 4 (or occasional 6, 8, 10 or 12) seater. In this form it was quite an astonishing car to drive and the long wheelbase could be wriggled through corners with amazing adroitness. However, I always suspect that Roy looked too long at a photo of Forrest Lycett's 8 litre Bentley (was it too messed about with to qualify as a vintage car?) and the Sunbeam was finally laid up for conversion to sporting guise.

To effect this metamorphosis the obvious defects of the Subbeam as a sporting car had to be considered and ways devised to overcome them. The defects were

- (a) it was too long
- (b) it was too heavy
- (c) it was too low geared.

The first defect was speedily overcome by cutting a large piece of the chassis, which reduced the wheelbase to 10' 3". The second responded to the throwing away of the remnants of the heavy original body, plus much touring impedimenta, and the construction of a slim aluminium two seater body. The question of gearing was more difficult and the original Sunbeam axle ratio of 4.7:1 was obviously useless, but Roy managed to obtain a Rolls Royce axle, with a ratio of 2.9:1, and with a lot of tricky and expensive machining (carried out under John McMillan's supervision), this axle was adapted to take the Sunbeam hubs, brake drums and prop. shaft.

The result is 5 1/2 litres of engine snugly fitted into a chassis with 10' 3" wheelbase, 5'7 1/2" front track, and 4'4" rear track. The 23" wheels of knock on type, carry 7" tyres, and with the 2.9 axle ratio the arithmetical rate of progression per 100 r.p.m. is 38 m.p.h. This means, of course, that the engine is unburstable in top gear, but the heavy wheels and tyres impose a rather unfortunate measure of unsprung weight, while my personal opinion is that the car would go a lot faster and look a lot better with smaller wheels. It may be Roy's too, for all I know, but fitting a car out with a set of wheels and tyres is an expensive business, and no doubt he has had to make do with what was available.

The indirect ratios are 4.65 (23.6 m.p.h. per 1000 r.p.m.), 7.75 and 10.85:1, so the car is probably as fast in third as in top under normal conditions - however third is a very useful ratio and provides surprisingly rapid acceleration, carried out with the subdued and well bred whine that is typical of the best English gear-boxes, while it is almost superfluous to say that the gear lever is operated by the right hand and moves in a gate.

Another very adequate chassis feature is the brakes - 18" rear drums, each containing four shoes, with 2" linings, while the front drums are of 16" diameter, with 3" lining width. Even in relation to the weight of the car (35 cwt.) the brake lining area is generous and with the driver's efforts reinforced by a mechanical servo driven from the gearbox, braking is smooth, progressive and makes the car STOP, while there is no evidence of fade, even under the most arduous conditions. Of course, being a vintage car it is not inhibited by the ridiculous modernities of small road wheels and the concomitant necessity for tiny brake drums, with cuddlecar coachwork which effectively prevents any air from reaching them. If some venturesome manufacturer would use today's metalurgical knowledge in the construction of a car built to vintage standards of honesty what a tour de force it would be.

To return to the Sunbeam, in the first phase of reconstruction Roy used the original cantilever rear springs, but found that they imposed an intolerable degree of oversteer, and going round and round in dirty great circles in a car of the Sunbeam's size is not fun for anyone. The solution was easy - the intrepid constructor merely bought another Sunbeam, cut off a suitable length of its chassis with semi elliptic springs, grafted this to the 5 1/2 litre and threw away the remnants. The result was excellent, and had a

most beneficial effect on steering and roadholding.

So far little mention has been made of the engine. It is a straight eight, with a bore of 85 mm. and a stroke of 120 mm. The safe engine speed is 3300 r.p.m. and it is interesting to conjecture just what speed the car could be worked up to with the large windscreen and mudguards removed. The crankshaft is not counter-balanced, but revolves in nine main bearings so is very smooth up to maximum rpm. So far Roy has experienced none of the con.rod troubles to which many Sunbeams are so prone (I speak from bitter and expensive experience) but he pays careful attention to the alignment whenever the engine is stripped. Ignition is by a B.T.H. polar inductor magneto (again nothing but the best is good enough), and carburation is by means of a twin choke Claudel Hobson, which in normal running gives 20 m.p.g. There are two oil pumps and the camshaft is driven by fine pitch helical tooth gears.

Roy estimates that the car has travelled in excess of 130,000 miles and as is common with real cars, it is now just nicely run in and ready to give its owner many thousands more miles of stimulating motoring.

M.G. CAR CLUB: This club has been formed in N.Z. for all those who own or are interested in M.G.Cars. The Annual Subscription is 10/- and it is intended to publish a quarterly Service Bulletin as well as periodical Bulletins. The first Service Bulletin will be published shortly, all M.G. owners are urged to get in touch with Hugo Hollis and join up. He will also be pleased to give any further particulars.

HALF LITRE CLUB: Les Stone is anxious to get in touch with anyone who would be interested in the formation of a club for the encouragement of 500 c.c. cars. He asks that as a first step they should get in touch with him or phone Mrs. Stone (44-464.)

CRASH HELMETS: It is a rule of the A.N.Z.C.C. that crash helmets must be worn at all speed events. A recent hill climb organised by the W.C.C. and other clubs, the borrowing of crash helmets has been a noticeable feature. This is bad for two reasons, the first being that events are delayed while helmets are transported from the finish to the start, and the second that helmet borrowers are starting wearing helmets that are either too big or too small - and nothing can be more dangerous in the event of an accident.

The Committee has decided that this practice must cease forthwith and in future it is the responsibility of each competitor to provide his own crash helmet - there will be no borrowing at the event. Crash helmets may be purchased from almost any motorcycle

★ C L U B C A L E N D A R ★

11th SEPT: Monthly Meeting - Victoria League Rooms - 7.30 p.m.

SEPTEMBER EVENT:

'RALLY REFRESHER COURSE'

The September event will take the form of a Rally Refresher course, designed specifically to give entrants in the North Island Rally a chance to brush up on time-keeping and test driving. The event will be divided into two parts - a time trial in the morning, arriving at a lunch spot, with driving tests in the form of a gymkana in the afternoon.

Those who are free to leave in the morning are urged to enter the time-trial; those less fortunate can go direct to the Gymkana.

Details:

DATE: SUNDAY, SEPTEMBER 14th.

TIME-TRIAL: Two starting points: McGinnity Street (behind Dominion Farmers Building) and Western Hutt Road (Brolite Factory)

Starting time; Assemble at 10.30. Route approximately 40 miles. No tests enroute, but a stiff time trial with numerous checks. Slower average speeds for smaller cars. No trophy for this event, which is purely instructional. Route is easy, with no traps - just good experience for those who wish to get to Gymkana by devious and interesting route.

GYMKANA: This will take place on the parking area outside the Dunlop Factory at Upper Hutt. Starting time: 1.30 p.m.

Tests will be along the lines of those held at previous Manawatu Car Club Rallies; two classes for scoring - sports and touring cars. Challenge trophy and miniature to winner of gymkana only. Gymkana should finish not later than 4.30 p.m.

ENTRY FEE: Time trial, free; gymkana 2/6 per car.

Whether you are entering seriously with a view to improving your rally technique, or merely making it an afternoon's fun, this outing will be well worth while. If leaving in the morning, bring your own lunch.

Guy Thornton, the organiser of this event, is offering a bottle of whiskey (Seagrams Canadian) to be raffled at the next club night; the proceeds will go to the purchase of a trophy for the gymkana.

16TH SEPT: Committee Meeting - G. Easterbrook-Smith's home. 7.30 p.m.

W R I T E F O R Y O U R B U L L E T I N

Sept 1952
60x



BULLETIN

EDITORIAL:

Many members will have read the newspaper reports that the Wellington City Council has granted permission for the Club to hold a hill climb and a speed trial within the City limits.

This is the first occasion on which such permission has been granted, and the possibilities and responsibilities are so great that it is necessary to bring these very strongly to the attention of all members.

Firstly, as to the possibilities, this is the first occasion that it will be possible to present motor sport to a Wellington public. The Committee has decided that with the first event being of an experimental nature only, no effort will be made to obtain a large entry of outside drivers (apart from our friends in the Manawatu and Hutt Valley Clubs), nor will any great effort be made to

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attract the public. This may appear to be a negative attitude, but it is done with the object of ensuring that the first event may be run within the limits of our organising capacity, and that the lessons learned may be applied to subsequent events, which will be concerned with money making in addition to motorsport, and with the population of Wellington to draw upon the financial possibilities are almost unlimited if events can be presented in a sufficiently well controlled and attractive form.

Representatives of the City Council are going to watch the first events in a critical spirit and it is up to us to provide no basis for criticism.

This involves

1. That an adequate number of marshalls is available and that each marshall is fully informed of his duties and carries them out
2. That there is no unofficial practicing before the events on the roads that will be used. This could result in cancellation of the events and any member detected in unofficial practicing will be subject to severe disciplinary action
3. That all members should drive to and from the event in a reasonable fashion. This may appear superfluous but there is still a small number of club members who prefer to exhibit their virtuosity going to or from rather than on the course.
4. That competitors, too, should be on their best behaviour. It is hard to draw the line between hard and wild driving, but while the former may thrill the spectators it is unlikely that the latter will impress the City Council representatives.

It is hoped to hold the first event on one of the two new courses in November and full details will appear in the next Bulletin.

THE TRACK:

The institution of regular Track Sundays has been a partial success only, but over the past six weeks construction has proceeded at a steady rate although sadly handicapped by inadequate labour. Work has been confined almost entirely to the clearing and deepening of drains and concrete pipes have now been lain at the track crossover points, so the track is now almost ready for grading.

It is pleasant to report positive progress such as this, but a number of unsatisfactory features must be mentioned.

The main one is that not nearly enough members are attending Track Sundays. The rate of construction depends almost entirely on the number of workers available and the success of such a large project cannot be left to the efforts of less than twenty people. When three lady members have attended and taken their part in the hardest navy work, is it too much to expect a greater attendance of the dominant males.

The next difficulty is finance. While many members have contributed generously to the Track Fund, and money has been raised by raffles, the sum available is quite inadequate and almost exhausted by the unavoidable purchases that have already been made. The Committee has several plans afoot to ensure a regular Track Fund income, but in the meantime members are asked to support the fund by donations, which may be handed to Guy Thornton, or posted to the Secretary.

And remember, the next Track Sundays are on 5th October and 19th October, and work starts at 10 a.m. Bring your own spades, shovels, saws and hammers. We provide the work.

CHANGE IN HANSEN TROPHY MARKING SYSTEM:

At a recent Committee Meeting it was decided that the previous principle of allowing marshal's points (1 for marshalling, 2 for chief marshal) would be abandoned, but that to avoid the unfair advantage gained by some competitors who compete in all events and work in none, points would be awarded for 10 events only each year. If a member competes in more than 10 events his points for the two events in which he is least successful will not be counted.

The Hansen Trophy points position at the present time is as below:

- T. Grant 19, A. Freeman 16, H. Hollis 16, G. Thornton 7,
- B. Oldham 6, G. Cowie 5, R.A. Gibbons 5.

GRIM FAIRY TALE - 1 RUDOLPH & ADOLPH. A Fable for our times.

Once upon a time there lived two princes, as handsome and princely as any in the land. Adolph was the quiet type, keenly interested in the welfare of the peasants, and in encouraging better production from the farm lands. In fact, Adolph was well-known for this and was Vice-President of the F.I.A. (Feudal Institute of Agriculture). His brother, Rudolph was a sporting man, a tall,

lithe fellow, whose red nose showed that he liked his mead. Both owned stables of fine horses, though Adolph's were sturdy beasts of great strength, and Rudolph's high performance steeds, with lively acceleration. Adolph was keenly interested in the suggested use of horses for the pulling of ploughs, and was active in the new movement which was gaining publicity with its ploughing competitions. Hitherto, the peasants had been used to pull the ploughs, and they were all for the use of horses, though their union secretaries (who never pulled ploughs) took a dim view of this, and ploughing competitions were receiving bad publicity, and there was a move to have them banned. However, there was to be a ploughing competition at the annual Royal show on Pancake day, and Adolph asked his brother to give a hand to control the crowd, keep lap times and the like. Rudolph said that personally he wasn't keen on acting as a marshal to keep useless yokels from being ploughed under, and he'd be too busy with other glasses to keep an eye on the hour-glass in the timing tent. So the ploughing event was started with insufficient marshals. The enthusiasm of the crowd knew no bounds and in their excitement they rushed on to the field, one, Clueless Clotte, being trodden underfoot by the horse, the plough running off its course, and hitting the straw bales, and due to mis-timing the whole thing was a fiasco. The Union Secretaries pressed their case, and ploughing competitions were banned. (It didn't help the Unionists, for Sir Henry Fforde came along with a mechanical means of ploughing, and both horses and peasants were turned out to grass).

A few months later, it was time for the Summer tournaments, a series of tests of riding skill, and great crowds came to the Public Green. Rudolph was a favourite with the crowd, and was heavily backed against all comers. Adolph, was not a starter as his mare was in foal (all fouled up in fact), and besides he was still working secretly on his "special" (plough). When asked by Rudolph to do a sport of marshalling in the pits where the horses were marshalled, he told his brother what he could do with his horse (and his lance as well). Adolph said that if he were present at the Tournament he'd be busy looking after the 'fillies' from the neighbouring kingdoms. It so happened that in the event to decide the National Tilting Championship, Rudolph was put off his line by spectators encroaching on the course. He ran out of road at the critical moment, skittled half a dozen peasants, and was unhorsed. If it hadn't been for his crash helmet he'd have been hurt himself, too.

This time the peasants complained, and just because half-a-dozen bods got nipped in the bud, petitioned to the king to have Tournaments banned from Public places. And they were.

The two princes had to sell their stables, and Adolph opened a hostelry called The Plough, where he ministered to the wants of the poor and meady. Rudolph had to be content with Parlor games in the back parlour of his brother's pub, and all forms of horse sports were soon forgotten - and the peasants and union secretaries lived (if not happily) at least safely ever after.

And the moral of the story is this - Whatever the sport, Marshals are a 'must' - and if you want to see our events succeed, you'll have to do your share of marshalling.

+ + + + +

UNDER OR OVER-STEER - WHY? -

"Perry"

The following is an attempt to set out the basic causes of under- or over-steering tendencies in a motor car.

- (1) If a car is travelling in a straight line, and is subjected to a sideways force, not sufficient to cause the wheels to skid, it will move in the direction of the force. If the front moves more than the rear, it will tend to "understeer": if the rear moves more than the front, it will tend to "oversteer".
- (2) Two factors only can directly affect this sideways movement.
 - (a) A change in steering geometry
 - (b) The relative slip angle of the front and rear tyres.

These two factors are in turn affected by a number of subsidiary factors, briefly as follows:

- (3) Change in steering geometry.
 - (a) Of rear wheels: The classic examples are three -
 - (i) If the axle is located by a torque tube or radius arm meeting at a point ahead of the axle and springs - e.g. Ford, Buick, etc. - any sideways movement of the chassis relative to the axle will steer the rear wheels in the direction of such movement, tending to oversteer. If the location point is behind the axle - e.g. Pegaso - the result is reversed.

(ii) If the axle is located by two cambered half or semi-elliptic springs, if the chassis rolls, one end of the axle will be moved forward and the other backward, causing similar effects.

(iii) It is possible with certain types of swing axle to make the wheels toe in or out as they rise and fall. This can influence the steering geometry under conditions of roll.

(b) Of front wheels: here again the classic examples are three:

(i) and (ii) as for rear wheels.

(iii) Where steering connections are so laid out that roll or sideways movement of the chassis alters the relative position of any two connections. The probable result can usually be easily worked out for any individual case.

(4) Relative slip angle of front and rear tyres:-

This is a more complex problem.

The slip angle of a tyre is increased by the following.

- (a) An inclination of the wheel away from the sideways force
- (b) Increased sideways forces.
- (c) Variation in tyre pressure, or
- (d) Increase or decrease in weight carried, from the optimum.

These will now be covered in more detail.

(5) An inclination of the wheels away from a sideways force (Para. 4a) tends to occur in every case where they are mounted independently and capable of substantially parallel vertical motion. Whether the wheels are controlled by double wishbones, trailing links, (Porsche) or sliding blocks (Lancia, Morgan), they all permit the wheels to lean outwards with the body on corners.

(6) Increased sideways force (Para. 4b) - this is governed by

- (a) Weight distribution - the centripetal force acting in a turn on front and rear wheels is governed, primarily by weight distribution. It is affected to a less extent by the wheelbase, the radius of the turn - and also, indirectly by the slip angle.

(b) Wind pressure. This is difficult to calculate exactly and can vary with the relative velocity of the wind.

(7) Variation in tyre pressure (Para. 4c) - the slip angle may be increased by lowering the tyre pressure. Problems of stability, type lip, etc., limit the design to which tyre pressure can be used to continue under or over-steering characteristics.

(8) The most important way in which slip angle is governed in design is by weight transference under a sideways force. This reduces the weight carried by the "inside" wheel and increases the weight carried by the 'outside' wheel (Para. 4d). Irrespective of the type of suspension, the chassis and body tend to move away from the force. This transfers pressure from the inside to the outside wheel in two ways.

(a) A turning movement proportional to -
$$\frac{\text{Force} + \text{Heights of Roll Centres}}{\text{Track}}$$

This means that the weight transference, and hence the slip angle, tend to be greater the higher the roll centre; which is lowest with parallel action I.F.S., and rises, through beam axles, to swing axles, where it is often above hub level.

(b) The tendency of the body-chassis to roll is communicated to the wheels by the spring stiffness in roll, which is in turn proportional to the spring stiffness in a vertical plane and the width of spring base; plus any artificial constraint or independent movement, such as an anti roll torsion bar. The spring base is wider with independent suspension - usually track or at least kingpin, width, and reduces through transverse springs, conventional semi-elliptic springs, to special designs when it is intentionally reduced to zero - e.g. Kieft. Note that if, say, the roll resistance is less at the rear than at the front, the maximum weight transference at the front will only be obtained if the chassis is rigid under torsional stress.

D O N T F O R G E T - TRACK SUNDAYS!!!!!!

OCTOBER 5TH. 10 A.M. OCTOBER 19TH. 10 a.m.

RESULTS : 14.9.52. DRIVING TESTS.

			I	II	III	IV	V	VI	TOTAL	PLACE		
<u>SPORTS CARS</u>												
1	B. Oldham	Ford 10 Special	11 (-) 6	41/1 25	50 21	32 25	35 9	37/4 25	111	7		
3	G. Cowie	Morgan +4	9/4 0	47/2(20)40	45/4 0	29 18	35 9	28 25	92	6		
5	A. Aitken	Morgan 4/4	12/2 13	49/1 25	52/2 25	32/1 25	50 50		188	22		
7	E. Newmarsh	M.G. T/C	12/2(10)23	59/4(10)35	65 25	35/2 25	40 25/3	20	168	19=		
9	H. Hollis	M.G. T/D	11 6	35 - 0	46 1	25/2(10)10	33/1 0	23/1 8	25	2		
11	W. Cumming	Austin 7	13/4 20	40/4 25	54 25	28 13	35/4 13	29/3 25	121	8		
13	A. Freeman	Morgan	11 (10)16	38/4 19	57 25	29/4 22	34/4 8	21/3 0	90	5		
15	A. Maney	Ford A	11/4 - 10	40 (10) 35	51 (20)40	27(10) 18	36 14	26 22	139	14		
17	T. Fox	Singer 1500	50	44/4(30)40	60/2 25	33 25	42/3 25	27/2 25	190	23		
19	B. Robinson	Jupiter	50	42/2 25	50/2 25	29/3 21	34 4	22/2 4	129	11=		
<u>'TOURING CARS.</u>												
2	R. Green	Riley	11/4 7	61 (20) 40	67(10) 35	49 25	43 25	28 25	157	16		
4	R. Barnes	Bradford	11 3	44/2(20)40	54/1 25	32/2 25	41 25	22/2 4	122	9		
6	H. Ross	(A/40)	10/2 0	45/1 25	52/1 25	33 25	43/1 25	26/4 25	125	10		
8	J. McFarlane	(Hillman)	12/4 12	50 25	59/2 25	34 25	42/3 25	25 17	129	11=		
10	G. Duncan	(Prefect)	12 8	41/1 19	49 17	32/4(10)35	36/4 5	22/2 4	88	4		
12	T. Grant	(M/Minor)	11/3 6	37/2 0	45/3 0	26/4 0	37/1(10)17	21/3 0	23	1		
14	B. McMillan	(Prefect)	12 8	62(20) 40	60(10) 35	35(10) 35	45/3 25	25/1 18	161	18		
16	A. Stafford	(M/Minor)	11 3	38/4 7	51/2 25	27/2(10)13	35/4 0	22/3 5	53	3		
18	O. Cottrell	(Hillman)	10/2(10)10	67/4 25	60/1 25	39(10) 35	44(10) 35	27 25	155	15		
20	R. Hall	(Riley)	12 8	59 25	62/1 25	48(10) 35	55/2 25	50	168	19=		
24	A. J. Duncan	(M/Minor)	10/4(10)12	50 25	59/2 25	42(10) 35	40/3 24	24/4 16	137	13		
26	A. Robb	Vauxhall	13/2 15	45(10) 35	60 25	32/1 25	41 25	32/4(10) 35	160	17		
28	H. Easterbrook-Smith	Alvis)	- 50	77 25	81 25	86 25	52/3 25	45 25	175	21		

Penalties shown in brackets: Latecomers who missed first test lost 50 points: figure after stroke equals fifths (i.e. 40/2).

PENALTIES: Fastest car :- Thereafter 1 point lost for each fifth second slower (maximum: 25 points lost)

Hitting Pylon or Kerb: 10 points lost for each infringement

Failure to enter garage: 10 points lost

Failure to complete test correctly - Disqualification 40 points.

Maximum loss in any test: 40 points.

Failure to undergo test: 50 points.

Cars awarded points in sports and touring groups; Outright winner decided on loss of points overall.

1st: T. Grant - 23 points.

2nd. H. Hollis - 25 points.

3rd A. Stafford - 53 points.

SEPTEMBER EVENT:

MINOR TAKES MAJOR PLACING IN 'RALLY-TYPE' DRIVING TESTS.

A suitable venue not being available for the speed event scheduled for September, the committee decided that a gymkana along rally lines would be timely, and Guy Thornton and Eric Honey were detailed off to do that small thing. The early difficulty of finding a suitable spot for a harmless non-speed event was overcome by Arnold Stafford arranging for the club to use the Dunlop Factory Parking Area at Upper Hutt; to give the day the air of a Rally 'Preview', a short time trial was organised for those who were prepared to forego their cooked Sunday dinner.

The response to the trial was a trifle disappointing, but the organisers' misgivings were soon dispelled as cars rolled up for the main event, a series of six driving tests along the lines of those held at previous Manawatu Rallies. There was the usual acceleration and braking test, the garaging and manoeuvring tests and the inevitable wiggle-woggles. The parking area was made to measure (in American, Custom Built) and rather than cause an obstruction (except to erratic drivers) the centre concrete strip, proved useful in devising tests.

One quarter of the area was used as 'pits', tests being held in quick succession on the remaining portion. The bitumen surface had a light covering of fine metal, and was moderately kind to tyres, though at times, the Dunlop shares must have moved up a notch or two as drivers tried to shorten the life of their rubberware. (No, Smellicue, only a car would turn up at the Dunlop factory in Firestones.)

T R A C K S U N D A Y S

OCTOBER 5th. & 19th.

only a cad would turn up at the Dunlop factory in Firestones!)

Without the use of sketches, it would be difficult to describe the tests, but the following brief comments, which, alas, hardly do justice to the antics of some of the competitors, give some idea of the event:

There were 23 starters, and latecomers were 'docked' a full 50 points for failing to attempt a test. This proved unfortunate for them, for no one who underwent this test (acceleration and braking) lost the maximum penalty...Moral: be on time. The 'Minors' all three dropheads, which, electing to run with hoods up were classed as 'touring' cars, soon showed their manoeuvring ability.... Tom Grant's rear end - that is, the rear end of his Minor - revealed a tendency to judder violently on the getaway, and he had to take off gently (for Tom) thereafter. It was perhaps fortunate that this fault was detected now and not at Palmerston North in October. Hugo Hollis, making his first appearance in his new TD, kept one eye on the rev., counter, but still didn't waste any time...Arnold Stafford gave Tom Grant a run for his money, and the Morgantics of Alan Freeman and Graham Cowie were a delight to watch. Graham Cowie, incidentally came down from Masterton on the Saturday by mistake, and had to come back next day. He also brought, for running in purposes a very nice and as yet 'unwrapped', Riley 2½'.... another 'visitor' was Bob Barnes from Palmerston North in the amazing Bradford....where maximum speed is not called for it is very much a Jupiter in trade clothing....Bryan Robinson's Jupiter was also present... and in the sports class (because it ran with its hood down) was Bill Cummings' Austin 7 roadster (which surpassed the efforts of several more potent models! Not so fortunate was the Singer 1500 sports model of Tom Fox. Tom had taken delivery of the car on the Friday and finding its handling somewhat different from his previous Prefect, did some spectacular skittling.. however, it should perform very well in coming events... and talking of Prefects, G. Duncan confounded the critics with a Wharton-like display that gave him 4th position in the general classification.... Alan Maney drove a Ford Roadster in the sports class, with no mean ability, and Billie McMillan made up the third member of the Ford Fraternity in a pre-war Prefect. Almost qualifying for inclusion in the foregoing is Bruce Oldham whose neat little special had a Prefect motor beneath its businesslike bonnet. In the 'vintage' class (not that there was one) was Hannah Easterbrook-Smith in the Alvis. This seemed to be one of the occasions when Geoff realised the shortcomings of the car, and nobly let Hannah drive (and take the blame for the car's limitations).... The TD brigade was noticeable by its absence...

Guy Thornton's new TD acted as demonstration car, usually doing the tests in the wrong direction; and apart from Hugo's was the only MG there.

The complicated score sheet (see centre pages) is based on the Manawatu Car Club's rally scoring system. Cars are divided, first into sports and touring categories. The fastest in each category loses no points; thereafter, cars lose 1 point for each fifth of a second slower, with a maximum of 25 points. A further ten points are deducted for each pylon knocked over, or other infringement, with a maximum loss of 40 points per test (unless a driver fails to undergo a test in which case he is docked 50 for being a sissy - or having to go home and put the potatoes on for tea). To get the ultimate winner, the person who loses the smallest number of points, regardless of category, is adjudged the winner, and in this case the major placing goes to Tom Grant!

(Yes, Smellicue those Minors can take it... but Tom had to take his in to Dominion Motors a few days later to have some new bearings in the gear-box!)

CORRESPONDENCE:

Sir, On Sunday 21st September there was a working party at the track. Remember? The party was composed of six in the morning and three much over-worked bods in the afternoon, in addition to which three other members moved huge quantities of wood on the previous day. Yet the Sunday before 23 competitors turned out for spuffling egg and spoon races and lolly scrambles. Are most of the competing members in the Club parasites or do they just not intend to use the track when it is finished?

Nothing has ever been achieved by waiting for the other fellow to get cracking. A small number of members have put a lot of time and effort into the track project and a substantial sum of money has been spent on it. All this will be wasted unless the gum bashers, who seem to be in the majority in the Club, get off their big ends and do some work.

The Committee is no example to other members. Not only have several Committee members never come near the track but the Committee's apathy has prevented it from successfully organising others into action.

Most non workers can, I am sure, appease their consciences with a whole string of excuses for not giving up a little time and effort. Well, my list is growing too, and at the top is "Why should I slave my guts out for a pack of lazy (censored-Ed.)

I have said my piece and it is over to the Club. Those who have pulled their weight can ignore this. I hope the others will be at the track on Sunday, October 5th., with their shovels, spades, hammers and saws. I am, etc., Mike Hipkins.

Sir, I don't propose to waste space in the Bulletin with what might be termed Honey'd words but a few timely remarks may clear Eric's mind. Firstly I didn't criticise Bob Bagnall's plan in its entirety, merely one point. Secondly, at the meeting in the Commercial Travellers Rooms 18.4.45 there were a few bods who voted against the proposal that the word "racing," be dropped from the club's name. I was one of them, despite the fact that in Wellington we had only one genuine racing car. Since those halcyon days, we have managed to produce a goodly number of dicing wagons and fortunate types who can afford to run these machines (about 10% of those owning them) together with the other 90% who can't, trundle out their toys for every speed event their pocket book will stand. Admittedly they do it for fun but it is an extremely costly method of getting ones amusement.

I'm all with Eric that the public enjoy stock car racing. I do myself, but no one would seriously care if a V8 or a couple of Renaults had not turned up for, as an example, Ohakea. To prove my point, namely that it is the racing cars the public go to see, let me refer to our May Bulletin page 5. I quote. "We do not blame the drivers for their attitude or the publicity the matter received in the paper, merely mentioning the occurrence was regrettable as it marred the support of the crowd." Unquote. Might I be forgiven for mentioning that these words were those of the Editor of the bulletin last year namely my friend Mr. Honey who flayed me so mercilessly last month.

What I am getting at is that it costs a lot of money to build, or buy, and race a car, and the returns, meagre tho' they are should most certainly not be taken away from them to give to a man who has done little to draw the crowds from whom the promoting club makes its money.

While on the subject of money if the scoffers would like to ask our Club Captain what this last season has cost him, they'll get quite a shock. It is common knowledge that the day before Ohakea John burst his gearbox. What is not so well known is that it cost him £62 to get a new one so that he could run in the beach race the following week. Two more names spring to mind as drivers who have done little or nothing this season namely Geof Easterbrook-Smith and Morrie Proctor. Both these drivers found that the costs, after a blow up, got out of hand. Let one or two of our armchair dicers have a guess

at what the 51-52 season must have cost Arnold Stafford. The £100 plus that Ohakea netted him wouldn't help much, and Arnold is motoring the poor man's racing car!!!

Frankly, if the Sport is to progress, some encouragement must be given to those who are prepared to lash out the necessary money for a racing car. In fact they should be paid appearance money. I am, etc. G. Leslie Stone.

SIR,

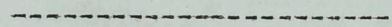
CARS AREN'T WHAT THEY USED TO BE ...

Your hot-gossiping on the Cowan 'Beam, and the evils of modern cars, touched my heart. As I read sentence after soul-stirring sentence, I realised my sins. There seemed little doubt that, by the end of your sermon, I would be grovelling at your feet, a humble convert who had resolved never again to enjoy the snobbish satisfaction of sitting in the rear seat of a new Rolls; the synthetic sensuality of swishing through space at 110 m.p.h. in an XK-120, or the cheap thrill of cornering 'flat-out' in a Post-War Minor. Brother, I repent... pray for me... and hereafter may every bone in my body feel the surface of the road beneath me. I am saved...Hallelujah! But sir, your last words lacked the punch that turns sinners into saints - the weakness of your arguments came through; cars of the vintage period had one drawback - they needed at least 100,000 miles of running in! Sir, it grieves me to recall that our poor little Singer Junior, never lasted through the initial running in period. No wonder, too, that my father stroked his beard and complained bitterly about the cars of the twenties. They weren't a patch on his father's 1901 Benz. At least, the modern machines that desecrate the highway, get their running in done smartly, and their teething troubles over, settle down to a merry - if short life. And my salesman friend tells me that back in the twenties, it took real salesmen to sell those beautiful cars.... and nowadays cars sell themselves. It prompts me to add to my heading...

.... THEY NEVER WERE

Yours, sinningly,
R. Smellicue.

P.S. Wouldn't you rather have a Post war Fraser Nash TT Replica?
(Than what? Ed.)



SIR!

WHAT IS A VINTAGE CAR?

From the opening paragraph in your Vintage-inclined (I was going to say (biased') article, you mention that a member challenged the validity of the Cowan Sunbeam being a Vintage car. In the following pages you leave no doubt that it is still - if not externally - at least basically, vintage in concept and that the Cowan car incorporates the best of the craftsmanship of its period. However, I do recall that following a speed event (a sprint, I think) a wise committee ruled that Morrie Procter's Brooklands Riley was non-vintage on the grounds that, though the parts were manufactured before 1931, and the car apparently assembled before this date, it did not leave the factory until after Dec. 1930; sure on the basis of your recent article, the brooklands Riley was done out of a well-earned trophy. Perhaps you could explain this situation, or is it one of those things that a non-vintagent could never understand? The complicated business of defining vintage cars satisfactorily has a parellel in the A.N.Z.C.C.'s abortive efforts to describe a 'Stock' Car. At the recent council meeting they admitted defeat, and the general reaction (which many people will consider apt in the case of Vintage cars was - 'Well, who cares, anyway?' If we want 'vintage' defined without the use of 'ifs' and 'buts' perhaps the following is the answer:

'Vintage' is what a car becomes by the time we can afford it.
Yours faithfully, Eric Honey.

After reading the letter from Eric Honey and R. Smellicue, I re-read my article on the Cowan Sunbeam, and found, as I suspected that neither Eric nor Smellicue could have read it properly. While disappointed that my gem of prose should have been treated in so cavalier a fashion, I do feel that the two correspondents have delivered themselves into my hands, securely bound, although certainly not gagged.

Either directly, or by implication, Smellicue admits that he is a snob, that he knows nothing about vintage cars because he thinks they are all uncomfortable, that modern cars do have teething troubles (could these be related to lower standards of engineering honesty?), and that their life, while merry, is short. Also, while I have not had the doubtful pleasure of meeting Smellicue personally, I imagine he must be young as his memory does not go back to the 1930 days when the excess of cars over purchasers made salesmen necessary, while today the position is largely reversed.

At no time in my article did I say that vintage cars are better
.....Continued on back page.....

★ C L U B C A L E N D A R ★

- SUNDAY: OCTOBER 5TH: Track Sunday, Pahautanui, 10 a.m.
- THURSDAY: " 9TH: Monthly Meeting, Victoria League Rooms,
7.30 p.m. Programme - Films.
- SATURDAY: " 11TH. Hill Climb - Game farm road, Paraparaumu,
Scrutineering 10 a.m. Practice 10.30 a.m.
- TUESDAY: " 14 TH: Committee Meeting - John McMillan's home
314 Esplanade, Island Bay.
- SUNDAY, " 19TH: Track Sunday, Pahautanui, 10 a.m.
- FRIDAY/SATURDAY 24/25TH. North Island Rally (Manawatu Car Club)
- SATURDAY: NOVEMBER 1. Road Races, Napier (Hawkes Bay Car Club)
-

than modern cars. That would be foolish as well as untrue; but I did suggest, and would again emphasise my belief that the car of today could be immeasurably improved if it were built to vintage standards of honesty. By that I mean that it should be built for a purpose - i.e. as a means of efficient transport at the greatest speed, comfort, safety and economy between any two points, and not masquerade as a concert chamber, lady's boudoir, projection of the owner's Americanised ego or any of the similar purposes which overlay the primary one of moving the driver and passengers from here to there. Furthermore, for how long can we afford to spend such a large proportion of the national income on cars which by Smellicue's own admission have a short life and a merry one. Cheap and nasty is a poor basis for what should be a national asset, but dear and nasty is a worse one.

It may be significant that the Morris Minor, for which I have a great admiration, was designed by Alex Issingonis, who is, and has for many years been a member of the Vintage Sports Car Club.

Eric Honey's point about the Brooklands Riley is easily disposed of, as the car in question was made after Dec. 31, 1930, which was the deadline laid down in 1936 by the V.S.C.C. to separate vintage from post vintage. In recognition of the fact that some good cars have been made since 1930 the V.S.C.C. recently conducted a survey of all post 1930 cars to determine which could be classified as "post vintage thoroughbreds". While the list is numerically large, in comparison with the many makes and types made over the past 22 years it is depressingly small, which indicates that with honourable exceptions the modern car is not as good as it could be: or perhaps it would be truer to say that it has improved despite

W R I T E F O R Y O U R B U L L E T I N

Subheads



BULLETIN

TRACK REPORT:

The Track Sunday on October 5 was a big success and with a large number of members present, construction proceeded at an encouraging rate. The drainage system is now working well, although further work remains to be done, and the drains have been bridged at four points, with the main crossing still to be completed.

For October 19 the use of a grader had been arranged but unfortunately the weather was bad, and work was officially abandoned for the day. However, two wet weather enthusiasts arrived (Toby Easterbrook Smith and Searle) and put in some useful drain digging.

It is hoped to have the use of a grader for the next Track Sunday (November 9), and all members are asked to make every effort to be present. Our civil engineer, Mike Hipkins, is leaving for England early in 1953, and it is essential to make the greatest use of his knowledge while he is still able to help us -

so let us aim at finishing the basic construction of the track in 1952. It can be done if sufficient members help.

The emphasis is now moving from ditch digging to carpentry, and a large quantity of timber is now at the track for the construction of a clubroom, control tower, pits and other amenities. Saws and hammers should now be regarded as necessary tools for a well equipped member on a Track Sunday, but if you mistrust your carpentering ability there is still plenty that can be done with a long handled shovel.

REMEMBER - TRACK SUNDAYS NOVEMBER 9 & 23.

THE BULLETIN:

The stockpile of articles is completely exhausted. Articles on any item of motoring interest are welcome. The Editor's address is 14 Hildreth St., Karori, Wellington. If you enjoy reading the Bulletin, send in your contribution to keep it going.

HILL CLIMB - 'GAME FARM ROAD' - 11th October.

The October hill climb, although not favoured by as large an entry as the July event, was nevertheless successful and enjoyable.

In the hands of Derek Bale as Chief Marshal the organisation was smooth and the event was carried through with the minimum of delay. Derek Moller deserves an honourable mention for handling the telephone at the top of the hill for the whole event under difficult weather conditions.

The road surface was rather looser than in the previous event, and no records were broken. However the standard of driving was high and not marred by the wholesale pranging of the July climb.

Alan Freeman, combining speed and caution with the Morgan took f.t.d. again, with Hugo Hollis second and Geoff. Easterbrook Smith third. Apart from trying to discard its bonnet the Easterbrook Smith Special now seems to have run out of extraordinary things to do and followed a reasonably straight and level course, while the only machinery wreckage was suffered by K. Smith, a newly joined member from Australia, who ran all the big ends in his very beautiful Ford 10 engined special. Bob Gibbons was a disappointed non-starter in the Cooper 1100, as it suffered from oil pump trouble on the starting line.

November Hill Climb - Those who have volunteered for marshalling duties will be 'briefed' at the monthly meeting on 13th November. More marshals are required!!!

RESULTS:

<u>Competitor</u>	<u>Car</u>	<u>Practice</u>	<u>1st</u>	<u>2nd</u>	<u>3rd.</u>
				<u>Official</u>	
<u>751-1100 Class</u>					
M. Hipkins	Morris	1.58.4	1.58.7	2.2.8	- - - -
Mrs. Stafford	Morris	2.13.6	2.10	2.4.1	2.5.5
<u>1101-1500 Class</u>					
H. Hollis	M.G.	1.46.2	1.42.8	1.42.8	1.40.7
G. Thornton	M.G.	1.49.4	1.48.1	1.46.7	1.46.7
- George	M.G.	1.50.9	1.50	-	-
T. Fox	Singer	2.3.0	2.2.1	1.59.9	1.55.3
B. Oldham	Ford Spl.	-	1.55.5	-	-
D. Williams	Morris	1.58.9	1.56.5	1.55.4	1.57.2
<u>1501-3000 Class</u>					
A. Freeman	Morgan	1.42.6	1.41.4	1.37.6	1.39.3
<u>Unlimited Class.</u>					
G. Easterbrook Smith	E.S.S.	1.47.3	1.44.6	1.45.7	-
W. Easterbrook Smith	E.S.S.	1.52.3	1.46.6	1.46.2	1.44.7
R. Cowan	Sunbeam	1.47.9	1.46.4	1.48.3	-
H. Logan	Plymouth	-	1.48.2	1.47.6	-

STOP PRESS!!!

RALLY RESULTS:

It is unlikely that any W'gton. starters will be over-enthusiastic about this year's Labour Weekend Rally; conversely, the organisers were hardly enthusiastic about the pitiful efforts of their neighbours from the capital city...of the mere nine who left the Wgton. Railway station on the Friday, only six completed the road section, and two of these missed out a 12-mile portion. Their performance in the special tests did little to help matters, and only one of our number finished in the first ten. Honours went to Hamilton this year, and J. Spence in a Vauxhall Velox is to be congratulated on becoming the first holder of the N.Z. Rally Championship. This worthy son of the Waikato (Mooloo country) has completed in three Manawatu Rallies and has improved his position from second-to-last to outright winner.

Results; J. Spence, (Vauxhall), Hamilton, 29 pnts lost..1st; J. Dalrymple (M.G. TD) Mangaweka, 41, 2nd; A.S. Farland (Standard 10) P.N., 46, 3rd. Saloons up to 1300cc; R. Henderson (Renault) P.N., 49; 1301-1300: J. Spence; Over 1300, G. Brown, (Ford V8), Auckland, 70; Team Prize: Renault Team (R. Henderson, P. Andrews, M. Pitcher) P.N. Best Sports Car: J. Dalrymple; Best navigator: C.S. Farland, Palmerston North.

Continued on page 10.)

My first acquaintance in the flesh with the 760cc Renault was when wearily winding the tiller of an oil fuming 1936 Ford V8 coming down the Mungaroas, one flashed passed me and disappeared round the next corner very rapidly without any fuss or bother at all. I was impressed.

A visit to Manthel Motors gave rise to a testdrive and I was more impressed, and after some natter, I was offered the opportunity of driving their demonstrator in the Saloon car race at Ohakea in 1951. The car was completely standard with the exception of one size larger main jet and one size larger choke tube. The only "tuning" consisted of a valve grind a day before the meeting and an open exhaust pipe. With this the speedometer showed complete willingness to indicate 65 m.p.h. in top and 48 in second. The race itself was fun, in spite of a piece of arrant bad driving on my part when I entered the bend at the top of the pit straight at least ten miles per hour too fast and had to use the grass verge to recover. Even then the car would not lift its wheels and in dodging p.a. pylons and landing lights in front of the crowd was completely under control at all times. This actually indicates the odd point that road holding can be too good for power. If it had been possible to make the back end break away, this incident would not have occurred, but 19 b.h.p. is insufficient for such doings.

On May 25th. 1951 I took delivery of the Renault which today, exactly seventeen months later has covered 30,000 miles, most of them quite hard ones. To refresh memories a little technical gen may be appropriate. The Renault 4 c.v. is a four seater saloon, with four doors and all wheels independently sprung, the front by coil and wishbone and the rear by coil and swinging half axles. The rear mounted engine is a 4 cylinder water cooled four stroke of 55mm x 80mm giving a cubic capacity of 760cc and developing 19 b.h.p. at 4000 r.p.m. at which the piston speed is the low one of 2,100 f.p.m. The motor is behind the rear axle and drives forward to a three speed box, 5.05, 8.72, and 17.4, down through a transfer case and back to the differential the whole unit being one piece. Incidentally all gears are indirect the final drive ratio being 4.71.

The motor is a delightful piece of work. The usual one piece casting for block and crankcase incorporate easily removable wet liners. The three bearing counterbalanced crankshaft and con rod bearings are thin shells. The aluminium head is cast in considerable depth shrouding the rocker shaft and providing an extremely

rigid structure. The whole engine gear box rear axle structure may be wheeled away from the car for major overhauls in under one hour.

The first impression in driving the car is the nearness to the accident as one appears to be looking at the road from very close quarters indeed. All controls are easily accessible. It has a gear lever (which on my car has been shortened by nearly three inches as the damn thing always caught my coat when I was getting out) infinitely preferable to the magic wand and witchcraft form of gear selection; horn and lights being controllable without lifting the hand from the wheel.

On driving one rapidly becomes amazed, first at the road holding and then at the number of cars which the combination of road holding and fair acceleration allows one to pass. I am not built on Minicar lines being six feet in my bare feet and weighing some thirteen and a half stone. But I find that I do not get cramped and have no hesitation in labelling the Renault as the least tiring car I have ever driven (Silence Reader Smellicue, the Special is not supposed to be a comfort chariot.)

From its inception the car has been driven hard. It has also received regular attention. It was run in very carefully over 1500 miles at under 30 and a further 500 before 40 was permitted. It has always had the benefit of colloidal graphite in its oil. The first oil was dumped at 250 miles, the next sumpful at 750 miles and since then the car is greased and the oil changed every 1000 miles. In the first 1000 miles the petrol consumption was the lowest it has ever been, a tight motor giving 41.6 m.p.g. Samples from its log show the average consumption to range from about 48- 52 m.p.g. according to state of driving. At the moment after 30,000 and with the last valve grind 10,000 miles away the consumption is 45 m.p.g. I might mention here that the car cruises most of its life at 50m.p.h. Less urgency would undoubtedly be rewarding as far as economy is concerned, but my job demands 500 miles a week as a preliminary, to be put out of the way as rapidly as is compatible with safety and care of the machinery. Oil consumption has gradually risen from a pint per 600 miles to the present pint per 350-400. However hardened steel liners and aluminium pistons with a low piston speed and graphited oil are a fine combination and I anticipate another 10-15,000 before the engine requires the equivalent of a rebore. With unhappy memories of the frequency of rebores on the family Ford 8 h.p. and with a sardonic interest in the relatively low speedo readings of recent Morris Minors I have seen in various garages, this I feel is a Good Thing.

The car has had two involuntary stoppages. A sheared key, causing a derangement of the timing was remedied by Manthels together with a grease, oil change and brake adjustment in one morning. The second stoppage was in a severe southerly storm when I very stupidly parked the little slug with its tail to the wind. Mopping the water out of the ignition took some twenty minutes. Service and parts facilities are good. The ^{car} was savaged by a van when parked one day and one wing and headlight damaged. I had to wait some time for a lamp but these as with all other parts are now readily available. A gentleman who was engaged in an acrimonious discussion with his wife neglected to look behind his double parked Hillman before opening the door and tore off the Hillman's door and the Renault's near side wing. A new wing and lamp took a day to fit. The first set of brake linings lasted 15,000 miles and the second set are now due for replacement. The brakes are excellent. I negotiate the Rimutakas at least once and often twice a week and have experienced fade only once, immediately before the replacement of the first linings. The first set of tyres were retreaded at 20, - 21,000 miles and wear completely evenly indicating correct steering geometry. There has been some trouble with cycle parts. Front wheel bearings do not last more than 12,000 miles. The silentbloc bushes on the anti roll bar had to be replaced at 22,000 and at the same time it was noticed that rivets were working in the rear hubs and these were replaced. Oil seals in the rear axles are poor and need replacing at about 10,000 mile intervals by which time the rear brakes are extremely well lubricated. The last 1,000 miles has been marked by electrical troubles, windscreen wiper, generator, and voltage regulator all requiring attention.

The car handles well and performs well. The Motor Road Test gives almost identical performance up to 60 m.p.h. for the Renault and the Morris Minor. In practise I have found this to be so. Encounters with some willingly driven Minors on the Rimutakas have shown the Renault 2nd gear to be more suited to the hill than 2nd or third of the Morris box. Depending upon the amount of traffic Brown Owl to Featherston is achieved regularly in from 32-35 minutes without driving hard, and keeping severely to one's own side of the road, the latter being a habit seldom met with on that particular hill. The aforementioned 1936 V8 took from 35 minutes up and left the driver in a state of nervous prostration and sprained wrists. As mentioned before, it is difficult to make the tail break away, and when this is achieved on dry bitumen it tends to move in a series of little hops which are unaesthetic but entirely controllable.

Cornering fast in gravel shows up the disadvantage of the heavy tail weight in that the car is a little prone to front wheel slides, this is more so if the oil seals have allowed oil on to the back brake and the weight of the braking is falling on the front shoes. The same phenomenon has occurred once when descending a hill rapidly with saturated back linings. While I have driven Minors on only a few occasions I have the impression that the Renault will corner faster on the flat or when climbing, but the Minor will corner fractionally faster downhill and on gravel. Certainly there is very little in it either way.

Paint and chrome finish on the car is poor and it will need repainting shortly. The paint is an English job, as is the assembly of the car, instruments, and most of the electrical accessories. The car cost £649 complete with roof carrier, but I understand the price is now considerably more, being about £100 more than the Minor with which it invites such direct comparison. Trying desperately to be objective I think the Renault is the better car. Performance is near enough to equal, handling the same, comfort for one of my build better. Durability is the remaining factor. Taking the question of rebores alone. Replacing liners and pistons costs approximately half the cost of reboring the Minor and if I may generalise from my own car and other used by my employing organisation, will require to be done far less frequently. If you can afford to trade in your Minors every 15,000 miles they are the better buy, if you have to hang on the Renault will be cheaper in the long run.

As far as development is concerned, there is ample room for it, I understand the Le Mans cars which were timed over a kilo at slightly over 85 m.p.h., and one of which averaged over 63 m.p.h. for the twenty-four hours were modified only as follows. The compression ratio was raised from 6.7 to fractionally under 8:1. The inlet valve diameter was increased from 27mm to 30 mm and two larger carburettors were fitted in place of the one miserable Solex. Exhaust valves were replaced with standard sized valves of K965 and a four branch exhaust manifold was fitted. An oil coil replaced the standard fitting. Camshaft and all internals were standard. I doubt if the side valve motor in the Minor leaves room for such development. The Renault record in the Monte Carlo and the Alpine Rally has also been impressive. After 30,000 miles over half of which have been done at night, many of them on country roads even worse than those of Wellington city, I can still honestly say a fine car, with which as every mile ticks up, one becomes more satisfied.

(If a Morris Minor owner would care to tell Toby just how much better the Morris Minor is than the Renault, the Bulletin is open for the encounter. Ed.)

Sir: There'll never be peace in the world while these Americans continue to turn out Cadillac convertibles or men like General Hank Hardtopp. At present Anglo-American relations around the club are strained almost to breaking point, and it's all this fellah Hardtopp's fault. He interrupted my reading my latest copy of AutoCourse last week to ask me what I thought of the Chrysler 'Saratoga' - and by the time I'd told him what my honest opinion was, the bar had closed. Gad Sir, it was all I could do to keep my temper and remember that I was an Englishman and a gentleman. What would you do if boulder with chrome-plated medals said: 'Now the Chrysler Saratoga is a real car - do a genuine hundred miles an hour!' Well, I counted ten and said, 'one of our Jaguars has been doing a hundred miles an hour for seven days on end over in France - and what's so wonderful about a hundred miles an hour? A Gobron-Brille did that back in 1904. And I am convinced, Sir, that with a little polishing of the Ports (Ah, port,, don't mind if I do, sir), my wheelchair would reach three figures on the speedo.

I think the best thing the United Nations could do would be insist on every American owning a Morris Minor, and speaking of Morris Minors, one taken off the production line has been percolating round goodwood for nine days without stopping! They've even greased it and changed wheels on the move, according to the B.B.C. It's a new export model with a British Motors Corporation (Austin-Morris merger - Ed.) engine. Now sir, there's a car!

I am, etc.

Tiller-Steering
(Col.)

WHO IS DRIVING WHAT:

Arnold Stafford has sold his Cooper and will be driving the J.B.S. during the coming season.

John McMillan will be driving a Ford Sephyr at the major meetings.

Rob Bagnall's Talbot Bagnall Special is approaching completion. This car consists of a Talbot 105 engine, with preselector gear box, mounted in a tubular chassis, designed and constructed by Rob, with i.f.s. and de Dion rear axle. Body work is all enveloping. Watch for this car - it has probably the most advanced chassis design in New Zealand.

THE MARTIN LUCKIE PARK HILL CLIMB - NOVEMBER 15.

The Committee is most anxious that this event should be a success in every way, as our future relationship with the Wellington City Corporation authorities depends so much upon upon the way the event is run.

The basic organisation is in good hands, with Roy Cowan and Eric Honey acting as joint chief marshals. The success of their efforts is governed by your co-operation.

Intending competitors are reminded that entries close on 7th November, and that late entries will be accepted up to November 13 at a penalty rate of £1 - so save money by putting your entry in at the right time. The reason for the early entry requirement is that programmes will be printed, and this is difficult if we do not know who is going to drive. Another important point is that scrutineering is between the hours of 9 a.m. and 10 a.m. Competitors who arrive after the official scrutineering time WILL NOT BE PERMITTED TO START.

Roy Cowan's notes on the climb follow:-

We are starting the course about twenty five yards from the junction of Houghton Bay Road and Russell Tce. This will give a run of a hundred yards to the right and left bends near the pump house. If we took the start nearer these bends, we could remove the pits from the residential area, but would render these first corners uninteresting as no one could get up enough speed to make them a real test of driving. Seeing the pits are opposite houses, we would like drivers to be restrained over running-up, and if the car is noisy, to come up nearer the line and away from the houses. The third corner opens on to an easy curving section of moderate grade, where the faster cars should attain real speed. This section will have to be particularly firmly marshalled, as the road looks wide enough for all. In fact, pedestrians would be in danger here, as thick gorse defends the slopes on either side, and the fast cars would require the entire width of the seal on alternate sides as they go through this section.

Next comes a double climbing left hand turn. Arriving from the fast section, cars will pass through a sharp left turn assisted by a considerable banking of the surface. They will then face a short straight, about twenty-five yards, just sufficient to allow the placing of the car at the extreme outer edge of the surface as a need for attacking the acute ascending left bend which follows. From this point upwards there are few driving difficulties, but any amount of demand for power for the straight ascent to the line.

We have mapped the probable lines of cars ascending this hill, and have a scheme for placing marshals at critical points to maintain
+(Russell Terrace, Newtown)

control. They will have poles with discs, which will be used in rather the same manner as the School Patrols' markers. When the pole is extended horizontally the driver is asked to exercise caution. An up and down motion will indicate danger, and will be a definite command to the driver to shut off and cruise to the top. Any runs which are flagged in this manner will be refunded.

Beside the system of marshals, there will be a telephone crew who will be in addition armed with flags so that control of the course and runs can be maintained even though the electrical connections fail. Near the top there is a hill from which almost the whole course can be seen, and the emergency control point will be placed here.

At some time or other I have seen most of N.Z.'s hill climbs, and I believe this course to be the best short hill in the country. It has an ideal combination of fast sections and corners, and will provide a good drive for cars over a very wide range of performances. There are ample safe standing spots for onlookers, well placed to allow a view of the more spectacular points, and we could if we tried draw a huge crowd to watch. In this first climb there will be no special effort to attract the public, but a large attendance can be expected, and we must conduct the meeting in such a way that both the Council and the public will have confidence in us in the future.

HANSEN TROPHY POINTS:

The points position is now very interesting as Alan Freeman has 21 points, Hugo Hollis 20 points and Tom Grant 19 points. Guy Thornton is next, with 10 points, followed by B. Oldham (7) and Mike Hipkins (7).

Why is this Bulletin so thin? Because no one has written any articles for it.

FOR SALE: There is a Straight 8 Stutz Saloon for Sale in Hamilton. The owner could be contacted through the Hamilton Car Club.

There is also an M.G. Motor for Sale in New Plymouth. We understand that this is similar to the motor of the famous M.G. Tiger.

Best Wellington starter: H. Hollis (M.G.TD): Best Hutt Valley Moroting Club Member: R. Green(Riley). Concourse d'elegance: Open cars: H. Hollis (M.G.TD); Closed: D.L. Sherriff (Mayflower) P.N.; Special award for Rally equipment: R.H. Greenwell, (Hillman), Auckland.

CORRESPONDENT HONEY IN A STICKY POSITION...

Sir: From your October Bulletin it would appear that I am being attacked (or counter attacked) on both flanks. So with a parting shot at Les Stone, I'll hasten to join friend Smellicue. I'm afraid I misunderstood Les's original letter and what he meant by 'sport'. Now I know; A 'Sport' in the motoring sense is the man who buys or runs a sports or racing car he can't afford and expects someone else to stand his losses. (Hitherto, I would have considered that man a fool - I still do). I'm afraid I'm sticking by the man who fits his sport to his purse, even if it means entering the family saloon in only one event a year. (There is no objection to a man who can afford it, backing horses in a big way, and backing outsiders if he wishes, but no one has any sympathy for the punter who invests money he cannot afford to lose). If a man can afford to run a 'Real Ricer', good luck to him; if he cannot afford the expense of running one, let him be content with something more modest. But please don't expect his more rational friends who cannot compete through lack of funds to pay for the indiscretions of others. If the club adopted the Les Stone 'Sport' attitude in relation to the track, we'd have a miniature Nurburg Ring... but not for long!

Yes, I wrote that paragraph about the road race. However, it was not the non-appearance of the so-called fast cars that spoilt the event, but the whispering campaign that made people think (incorrectly) that the race wasn't going to be worth watching. Only one of the group of drivers concerned started at Ohakea, and the event certainly did not seem to suffer through the absence of the others.

Now to join Smellicue in his anti-vintage campaign. If we are to believe these self appointed judges of what is good or bad in cars, the motor industry departed its 'vintage standards of honesty' as the knock-off whistle went on 31 Dec. 1930. The unfortunate Rolls that failed to get a birth certificate that day because Alec Trician slipped off to 'wash his hands' instead of connecting the horn button, lost forever its claim to blue-blooded aristocracy because it wasn't finished till 1931. (Likewise Morrie's Brooklands Riley which was apparently years late). This mass departure from honesty overnight might well have been the cause of the Napier earthquake a few weeks later! Conversely, any hack made pre-1931, automatically qualifies for immortality, even if such factors as poor design or workmanship had already removed it from the makers catalogues - or the makers from the industry.

Roy Cowan has estimated that his Sunbeam Le Tourneau was originally in the £5000 bracket, and since then he has spent quite a few... continued on page 12.

★ C L U B C A L E N D A R ★

<u>SUNDAY</u> , <u>NOVEMBER</u> 9:		Track Sunday.
<u>THURSDAY</u> ,	" 13	Monthly Meeting, Victoria League Rooms, 7.30 p.m. Programme: A Film of the Monte Carlo Rally.
<u>SATURDAY</u> ,	" 15	Hill Climb - Martin Luckie Park. Practice 10 a.m. - 12 noon. Official Runs 1.p.m. - 4 p.m.
<u>TUESDAY</u>	" 18	Committee Meeting - Geoff. Easterbrook Smith's home.
<u>SUNDAY</u> :	" 23.	Track Sunday.

A reminder who the Club officials are:

Club Captain	+	John McMillan
Vice Captain	+	Hugo Hollis
Secretary		Eric Honey
Treasurer		Brian Robinson
Committee:		Derek Bale
		Harry Cooke
		Roy Cowan
		Bill Davey
	+	Geoff. Easterbrook Smith
		(Bulletin Editor)
		Tom Grant
		Les Stone
		Guy Thornton

+ Competition License Panel.

shillings modifying it to his requirements. I should say that £5000 in 1928 was worth three times that much now, and today for £15000 the most critical enthusiast should be able to buy quite a good 'kitset'. Beside this figure, any modern car is certainly not dear. It may be significant, as Geoff says, that the designer of the Morris Minor is a member of the V.S.C.C., - it is probably equally significant that the designer of the Easterbrook Smith Special is also a member! - Eric Honey.

W R I T E F O R Y O U R B U L L E T I N



DECEMBER - 1952.

BULLETIN

EDITORIAL.

Few people read editorials so a good one should be short, as the waste of valuable space is thereby avoided.

Several previous editorials have urged the need for Club members to work at the Track. As these have been almost completely without affect, this editorial is merely an announcement that the usual ten members (including the usual three lady members) will be continuing with their forlorn task on Sunday, December 7th, at Pahautanui.

HANSON TROPHY POINTS:

A. Freeman 25, H. Hollis, 24, T. Grant 23, G. Thornton 11, R. Gibbons 10, G. Cowie 8, B. Oldham, J. Mackintosh, M. Hipkins and G. Easterbrook-Smith 7 each.

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SIX HOUR RELAY.

Trevor Wickham.

Just twelve months ago I performed my first job in England by waving a flag at Stowe Corner, Silverstone, during the 750 Clubs 6 Hour Relay. This year I have progressed inasmuch as I "Managed" the Bentley B team and consequently had an exalted position in a pit having E.R.A. written on the outside. The team was entered by George Buxton whose short "4 $\frac{1}{2}$ " has been mentioned before in these pages. The rest of the team consisted of Bowring's blower 4 $\frac{1}{2}$ in original standard condition, Peter Woosley's long 4 $\frac{1}{2}$ in definitely non standard condition, J. Walkers "bobtailed" short 4 $\frac{1}{2}$ and, of course, George's car. Practice started at about 10 a.m. and all our cars went out - and one came in! The blower car had clutch slip and despite frantic Pyrene treatment it still slipped so there was nothing for it but to withdraw. A shame as we had hoped to use the acceleration it has in the early stages of the race. Actually we couldn't have run it for long as its 12 gallon tank only gives it three quarters of an hour in safety. Well that left three but we had four drivers as Ben Wyatt was to drive Peter's car. George had a binding brake in practice but that was soon remedied and we looked /for with sober (Wickham sober? Never!!! Ed.) confidence. We decided to run each car for two runs of one hour each, Peter and Ben to have an hour each in the long chassis and the other two drivers to have two hour drives. Starting order was Ben, Jo, George, Peter, Jo, George.

Twelve thirty and the drivers were lined up opposite the pits for the Le Mans start. As the flag fell, Ben sprinted across the road, the 4 $\frac{1}{2}$ started just like that and he was away right on the tail of the XK 120's and ahead of the D.B.2's. A minute and a half and the Bentley thundered past the pits going like a bomb. And Ben continued to circulate with a verve which staggered us all as we had considered it our slowest car. For an hour we were delighted and big, North Country Jo sat by his car starting it up every 15 minutes to keep it warm in case of bother. Ben did his fastest lap at 1.26 only 4 secs slower than the Mille Miglia D.B.2 which was the fastest car. As the hour drew to its close we prepared to change the sash. Jo's mechanic was to stop the car with its nose just behind car No.2 while I was to grab the scarf, sprint to Jo and pop the scarf over his head. All went well and as I leaned over to pop the scarf over Jo's head, I felt the big green car leap forward and I jumped clear just in time. At this stage a hasty calculation showed that we should finish 3rd., none of the faster cars showing much hope of catching us on handicap. Jo started slowly and was given the faster

to which he responded gamely but he could not find Ben's speed despite a short chassis. Reason? Brakes. However, the second hour passed and all was still well and George started off.

It was on his seventh lap that the timekeeper, standing beside me, said quietly

"He's late, bloody late."

For a moment, my brain froze and then I was yelling for Peter to get the long car ready. He leaped in and fumbled with his hat. He had just started it up when George came round Woodcote going very slowly. I had just time to thank the powers that be that at least he was alive before grabbing the scarf and passing it to Pete. And so there were two -

George drove slowly round behind the pits sounding terrible while the long black Bentley with Peter at the wheel went out, running like a train. George took over the pit while I worked like a black hoping against hope that we could make it a winner. My own bet was a broken rocker but "Bentley" McKenzie shook his head and declaimed in rich Scotch that "he didn'a like it". I was wrong but not much - a valve had pulled right through, luckily bending its stem, and jamming thereby saving the piston. I worked for an hour removing the valve gear from No. 3, tying up the damaged valve and generally making it into a 3 cylinder runner. Bad luck.

However, Jo and Peter had to carry the can and that they did right royally. I was relaxing back at the pit having a toothful with Milligan, Jo's mechanic, an enormous man with an appetite to match who fancies himself in a red beret when Williamson driving an A team Bentley blew up just opposite the pit. There was a bang like a Hunter going through the Barrier and the track was full of smoke and flying metal. A rod was through the side and that was that. A Team incidentally, was captained by Macdonald who is undoubtedly the greatest of the present Bentley boys. He drives so easily and smoothly that it is sometimes hard to realise how fast he is.

Ben was put in to finish the last half hour and as far as we could see we finished eighth. Not too bad really.

And so the long 3 cylinder ride home and another day with some of the nicest chaps in the world was over.

Margaret Buxton had a large hot supper waiting for us and so to bed - but up again at 6 to take the Talbot down to Sussex to pick up Joyce and the brats who had been disporting themselves at the beach. Tiring but what tremendous fun.

Incidentally, George is now in partnership with Fred Hofmann at Henley. Do you older ones remember the Bowler-Hofmann- well Fred did it. To meet Fred is to know why the old Bentley firm was the creator

OUTSTANDING MEETING:

Houghton Bay Road Hillclimb

Gordon Markham.

Probably the Club's most successful event to date, the Houghton Bay Road climb held on Saturday, November 15th was outstanding in every respect - it was the first speed event ever to be held within the Wellington City limits (thank you, W.C.C. and Minister of Transport), it was superbly organised (thank you, Roy Cowan and Eric Honey), it was adequately marshalled (thank you, Bill Davey), it saw the Club's biggest speed entry to date with 35 entrants and 34 starters (thank you, competitors) and it was possibly the first event in the Dominion to have a hearse in attendance (thank you, Jack Kennedy!)

Feature of the day was the superb driving of Bob Gibbons, particularly in the Cooper "1100". He made it look easy and his last run of 44.9 secs. for the five-eighths of a mile hill was not only easily F.T.D. but was no less than 3.9 secs. faster than his previous runs.

Disappointment of the day was the enforced retirement of Arnold Stafford's new J.B.S. making its first appearance. Arnold opened the practice with a slick but purely exploratory 53 sec. Then tragedy! Bill Lee took the car up for a practice, spun on the first corner, had another go, side-swiped a bank and wrote off both near side wheels and suspension units. Definitely not Bill's day. Thus Arnold had no chance to have a crack at Bob Gibbons' times, but the next hillclimb ought to be really something!

Shock of the day was the way the Easterbrook-Smith Special rocketed up in 53.05 secs. We've come to expect the E-S brothers to be dogged by exasperating troubles and when the Special played up in characteristic way on its practise runs and failed to appear for its first official run, we were scarcely prepared for Geoff's subsequent meteoric ascent. Seems the secret was some smart work by Ray Haynes in securing a rotor arm to replace one that had cracked. Just to show it wasn't a fluke, Toby took the Special up in just about the same time, 53.75 sec. (There is no truth in the rumour that the E-S brothers are entering the Special in a Concours d'Elegance.)

Star of the meeting, as we've said, was Bob Gibbons. Besides F.T.D. in the Cooper he collected second fastest in the XK120 Jaguar with 52.8 sec. Unlucky was Hugo Hollis who missed this second fastest honour by 0.05 secs. It is possible that had Bob had his final run in correct programme order (i.e. before Hugo instead of having the advantage of knowing what Hugo had done) the positions may have been reversed. However, Hugo was as polished as ever and his 52.85 secs.

in the blown T.D. was beyond reach of all but Bob.

Alan Freeman, as usual, was a force to be reckoned with and his 53.3 secs. in the Morgan plus 4 placed him between Geoff and Toby. Alan always drives with determination and leaves you speculating what might happen to records if he were at the wheel of something really potent.

An interesting point: with the exception of Bob Gibbons' F.T.D. in the Cooper (which was 7.9 secs. faster than anyone else) only 0.95 secs. separated the five fastest competitors - Gibbons (Jaguar), Hollis (blown T.D. , Geoff E-S (ESS), Freeman (Morgan), Toby E-S (ESS). Close competition if there ever was.

So much for the battle of the giants. The tiddlers were also having fun and a great duel developed between Harvey Cook and Tom Grant in Morris Minors - Tom finally emerging with the honours by 0.15 secs. Both these were appreciably faster than Ross' A40 on the day. The three other Minors in the class had a nice duel amongst themselves with only 0.6 secs. separating them. Mrs. Stafford drove nicely to take the middle place in the trio.

The only other lady competitor was Billie McMillan in the Delage who steadily improved her times to end with a cracking 66.85. Billie gets better with every appearance.

Jonathon put up another fine performance in his ageing V8 Coupe and sewed up the large touring class by cracking the minute and returning 59.75. secs. Second place went to Jock Mackintosh in the Vanguard but he really had to scuttle up on his last run to snatch it from newcomer Bill Fugle in a Wolseley 6/80.

It's not possible to mention every competitor individually - all drove with credit and appeared to thoroughly enjoy it all. It was good to see the far-distant competitors - Ward (with the ex-stafford Cooper) from Levin, Edhouse from Otaki, Cowie from the Wairarapa, Farland from Palmerston North and Mackintosh from Wanganui. It was good also to see the Bagnall Talbot Special at its first event.

Let's hope this is the forerunner to further climbs at this venue. It's a hill that could drag the crowds, and where there are crowds there's money. Results: See page 6.

SIX HOUR RELAY: Continued from page 3.

creator of such cars. When I get over to Henley and George Fred and I got together over a half pint of bitter - cor, life ain't 'arf flippin' good.

RESULTS HOUGHTON BAY ROAD HILLCLIMB:

(Numerals before names indicate positions on F.T.D. basis)

SPORTS & RACING CARS: Up to 750cc.		PRACTISE	1st RUN	2nd RUN	3rd RUN
7.	P. WARD Cooper-Jap	-	1.10.55	54.1	56.35
32.	J. KENNEDY Austin Spcl.	-	1.27.0	-	-
-	J. STAFFORD J.B.S.-Jap	53.0	-	-	-

751 - 1500cc.

1.	R.A.GIBBONS Cooper-1100	50.55	48.25	48.8	44.9
3.	H. HOLLIS M.G.TD S/c	55.2	53.75	53.5	52.85
13.	B. ROBINSON Jowett Jupiter	1.0.2	1.0.75	59.75	1.0.65
15.	G. THORNTON M.G. TD S/c	1.2.2	1.5.6	59.8	1.0.3
16.	E.T. JOHNSTON M.G.TD	1.7.15	1.5.55	1.3.9	1.2.8
17.	D.G. WRIGHT M.G.TD	-	1.4.2	1.5.8	1.3.65
18.	O. COTTRELL Cotti-Hillman	1.5.95	1.3.75	1.8.8	1.5.6
24.	R. DREW Austin Sports	1.8.45	1.9.0	1.8.9	1.9.3

1501 - 3000cc

5.	A. FREEMAN Morgan Plus-4	54.35	54.1	53.3	54.2
9.	G. COWIE Morgan Plus-4	56.8	55.1	56.1	55.05
12.	R. BAGNALL Bagnall-Talbot	1.10.55	1.3.1	59.35	-

Over 3000cc.

2.	R. GIBBONS Jaguar XK-120	55.45	54.25	53.45	52.80
4.	G. E-SMITH E.S.S.	57.35	-	53.05	53.55
6.	W. E-SMITH E.S.S.	1.4.9	-	55.1	53.75
8.	D. EDHOUSE E.J.Spcl.	58.35	56.95	56.20	54.6
10.	A. FARLAND Singer-Buick	57.8	56.65	56.65	57.6
11.	D. HUTTON Railton	1.0.25	59.25	57.95	56.95

TOURING CARS: Up to 1500cc.

26.	T. GRANT Morris Minor	1.12.7	1.13.65	1.16.7	1.11.1
27.	H. COOKE Morris Minor	1.17.95	1.14.05	1.11.45	1.11.25
28.	H. ROSS Austin A40	1.14.05	1.13.7	1.12.6	1.12.55
29.	D. MOLLER Morris Minor	1.19.4	1.18.4	1.16.1	1.15.1
30.	Mrs. M. STAFFORD Morris Minor	1.17.3	1.18.95	1.15.5	1.15.5
31.	N. ROSS Morris Minor	1.19.35	1.16.4	1.15.9	1.15.7

Over 1500cc.

14.	B. JONATHON Ford V8 Coupe	1.2.55	1.0.45	1.0.35	59.75
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Over 1500cc		P'tce.	1st.	2nd.	3rd.
19.	J. MACKINTOSH Standard Vanguard	1.8.55	1.7.65	1.7.45	1.5.9
20.	W. FUGLE Wolseley 6/80	1.12.3	1.10.0	1.6.5	1.6.5
21.	Mrs. B. McMILLAN Delage	1.14.35	1.10.0	1.8.8	1.6.85
22.	W. Fugle Austin A70	1.8.15	1.7.3	1.7.3	1.7.95
23.	M. HURSTHOUSE A.C.	1.9.55	1.8.85	1.8.85	1.7.45
25.	J. BOHM Vauxhall Velox	1.10.75	1.9.8	1.9.0	1.9.35

Time underlined is driver's best.

AWARDS: F.T.D. - R.A.GIBBONS (Cooper-Jap. '1100') 44.9 seconds
(Independent Motors Trophy)
TOURING OVER 1500cc: B. JONATHON (Ford V8) 59.75 seconds.
(English Car Sales Trophy).
TOURING UNDER 1500cc: F. GRANT (Morris Minor) 1 min.11.1 secs.
(Friendly Car Sales Trophy.)

POINT TO POINT TIMES:

We are indebted to Les Stone for these times taken through last left-hand, right-angled bend. Not everybody's time was secured, and not every run taken; so these times do not necessarily represent a competitor's best - but they're interesting for all that.

Gibbons, Cooper, 8.6 secs.: Gibbons XK120, 8.7 secs.: Hollis T.D.s/c 8.7 secs; Geoff. E-S. ESS 9.0 secs.: Freeman, Morgan 9.0 secs. Toby E-S, ESS 9.1.secs.: Ward, Cooper, 8.6 secs. Edhouse, E.J. 9.0 secs. Cowie, Morgan, 9.0 secs.: Hutton, Railton, 9.5 secs.: Bagnall, Talbot, 10.0 secs: Robinson Jupiter, 9.9 secs: Jonathon V8, 10.0 secs: Thornton TD, 10.0 secs: Johnston TD, 9.8 secs: Cottrell, Cotti, 10.8 secs; Mackintosh, Vanguard, 11 secs: Fugle, Wolseley, 10.2 secs; McMillan, Delage, 12.5 secs; Drew A40 Sports, 10.6 secs; Grant, Minor 11.5 secs; Cooke, Minor 10.8 secs: Ross A40 10.8 secs. Moller Minor 10.9 secs; Kennedy, Austin 7. 11.6 secs.

ECHOES.....

E.H.

In the past the designation 'Chief Marshal' has usually referred to the overall organiser of an event. At the hillclimb this title took on a new significance, and the 'Chief Marshal' was literally the head of the marshalling body, namely, Bill Davey. Bill Davey undertook to organise the marshalling of the hill, and, without a lot of spadework before the event, achieved what must be our best effort in this direction to date.

ECHOES: Continued.

The system worked so well that it was possible to dispense with the usual lunch break, marshals being relieved and the event going merrily on. (This wasn't always so convenient for the competitors, some of whom found themselves at the top of the hill and their lunch at the bottom). On the matter of lunch, the club is indebted to Mrs Evans for supplying a buffet lunch at her home nearby. The number of marshals and competitors who took advantage of this hospitality was considerable.

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The co-operation received from the 'locals' is noteworthy. The resident in the house near the start was particularly friendly, and kindly overlooked the trespassing of small boys over his beautifully kept garden.

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The hillclimb entry was the biggest the club has ever had. Disregarding non-starters, there were 34 entrants and the number of completed runs totalled 121. 'Scratchings' were Mike Beigel who decided his Austin brakes were not capable of pulling up his 'Ulster', Jo Harris, whose V8 had a mechanical defect, and the Mitchell Aston-Martin saloon's debut was postponed due to stripping a brake adjustor screw.

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Other misfortunes were suffered by the Stafford-Lee equipe. The bank-blipping incident of Bill Lee's practise run, robbed the 'J.B.S.' of a chance to show it's true pace, though Arnold's practise run of 53 secs (faster than the Cooper 500's best time) suggests that this will be a force to be reckoned with in future events. Arnold may find some consolation that he was the first person to make a timed run in a hill climb in the city.

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The Easterbrook-Smith Gremlin found their new haunts, and turned up early in the piece to cause trouble in the rotor arm of the magneto. When Ray Haynes showed his happy face at the event, he was promptly sent back to town to remedy the fault - after which the E.S.S. roared to new heights. (Perhaps the minor troubles they experienced were a penance for fitting a Ford V8 engine in a vintage chassis!)

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Amont the least concerned of competitors was Don Hutton, a new member from Auckland. Don arrived at the event shortly after Hugo (also quietly confident, and as usual very early) and contented himself with making only one last-minute adjustment - the wiping of the dust from the Railton's long bonnet!

The worried look that has become a part of Tom Grant since Harvey Cooke fitted dual carburettors returned on Saturday. (It had disappeared temporarily on the Friday when, rumour has it, he obtained a 'very special' head for his Minor. This was kept very secret, but like some wartime secrets was overheard in a restaurant by 'the enemy', stealing Tom's thunder.) Something else prevented him from thundering up the hill just as he would have liked, and it was not until he had borrowed the distributor from another Minor that he managed to head off Harvey in a last minute dash.... one and a half hundredths of a second faster than the Cooke Minor.

The J.M.K. Austin Special didn't seem too happy in the sophisticated city setting - it seemed to have lost its grip - or rather, it's clutch had.....

Rob Bagnall's 'Bagnall Talbot Special' (the neat nameplate on the as-yet-unfinished front leaves no doubt as to what the car is) made a promising debut. Incidentally the DB-11 type front bonnet includes Morris Minor mudguards. The 'B.T.S.' got past the scrutineers without difficulty, which is a creditable reflection on Rob's handiwork. On the other hand the Official entry form required considerable modification by Rob before he would sign it - which may be a reflection on the Secretary of the meeting.... or maybe another reflection on Rob!.....

On the Monday following the event, Rob asked for a list of times, and from this it is certain that he will have something to say about something..... Les Stone has been warned.

And talking of times, it is interesting to note that the classification system worked well in some cases - not so well in others. In the 1501-3000cc class, six seconds separated the fastest and slowest of the three cars, though, with Rob Bagnall's car making its first appearance this might not be a true indication of relative performance; in the over 3000cc class, a mere four seconds covered the six competitors, and a somewhat similar margin was shown in the best times - all made in the third run - of the under 1500cc touring cars.....

Where things did become more noticeable was in the over 1500cc touring class where the difference in times increased to nearly 10 seconds, and the still greater margins in the 751-1500cc class for sports and racing cars - a matter of some 25 seconds.

In the latter class it was a case of 'dog-eat-dog': Bob Gibbons' Cooper 1100 was the only entry in the 751-1100cc class (the Minor exponents being given a lucky escape by the introduction of a touring class), and the Cooper 1100 was promoted to the class above. Here it proved to be

almost 8 seconds faster than the next fastest car, the Hollis super-charged M.G. This however, had already shown that 'blowing' gave it a ten second advantage over M.G.'s in 'standard' form. (All right Smellicue, it was 9.95 seconds.).....

If there had been any doubts about classification these might have come from Fordy Farland, Don Hutton and Ray Drew, who narrowly missed being 'touring cars'. For the purpose of this event true saloons automatically went into the touring class. In the remainder of cases, the organisers tried to see the maker's intention, and took as a general basis the car's ability to carry four passengers and their luggage. The Minors and the A.C. got by on this count, and had not the Austin organisation called their A40, a 'Sports' model, it would have too.

The touring classes might justifiably claim that there was a 'performance-car' bias in the event, as the Sports and Racing cars class offered four (originally five) classes, all carrying Hanson Trophy points for a class win while the Touring cars had to be content with only two classes, and only two people could win Hanson Trophy points for class wins. (An argument might be that there aren't enough touring class entries, but this is hardly the way to encourage them)...

Les Stone did some smart canvassing in search of a trophy for FTD - and in typical Stone fashion increased his effort to the 'boulder' class - with a trophy for F.T.D., one for touring cars above 1500cc and one for touring cars below 1500cc. The donors were Independent Motors, English Car Sales, and Friendly Car Sales respectively.....

Also on the collecting side, must be included the efforts of the Houghton Valley Cub Pack. The cubs looked after the programme selling - some of the feminine members of the club will be thankful - and returned a useful total of over £7. In return the 'club' (actually Bill Davey) has given them a genuine 'Fox' head for their Totem pole!.....

Jock Mackintosh, keen as ever, came down from Wanganui, and we learn from spectators on one corner, gave them more than their money's worth. It is rumoured that Jock will soon be sporting a Ford Zephyr. Graham Cowie made a strong bid to out-Morgan Alan Freeman by lightening his Morgan Coupe with cutaway doors. Alan kept a wheel's-length ahead by shedding his passenger seats.....

CLUB CARS:

This is the first of a series of articles that will be conducted by Alan Ventura. It is proposed to describe all types of club cars, whether new, vintage, veteran, specials or racing cars, the only criteria being that they are interesting and technically unknown to the majority of members. Number 2 of the series will be John McMillan's D8 Delage. (Ed.)

THE EASTERBROOK-SMITH SPECIAL:

Alan Ventura.

In society, as we know it, there are two classes - The vintagents and - er- The others. The Easterbrook-Smith brothers have always been firmly of the former persuasion, and so it was with considerable misgivings that members of the fraternity learned that the Sunbeam Special was to be endowed with a modern engine. Worse was yet to come. It was to be an American engine! Side valves and all! Another enthusiast had succumbed to the Ford virus. Geoff and Toby calmly shrugged this off by murmuring such phrases as "Needs must when the devil rides" and "Special Builders can't be choosers", but the reactionaries felt that something irreplaceable had gone from their midst.

A full description of the Sunbeam Special appeared in the Bulletin in Vol. 5 No. 1 but a brief resume of the chassis will perhaps be of interest. Starting from the front (we are nothing if not logical). The axle was originally mounted on a Marendaz Special, a vehicle whose name survives for only two reasons viz, its resemblance to a Bentley and the fact that the front axle is used on the E.S.S. The axle beam itself is very light and neat. The hydraulic brakes work in 12" drums, now plentifully drilled, the stub axles are mounted so as to give a positive trail, the same elliptic springs work in bronze trunnions and the wheels are Rudge-Whitworth. This axle is mounted on the front half of the same Marendaz chassis, which is pushed into the back half of an ancient Ansaldo, disinterred from a previous E.S. residence. An Alvis prop-shaft connected the Sunbeam gearbox to the Alvis diff, and true to the Vintage cult, even the cross member is from a Vintage Ansaldo.

During its eventful life as the Sunbeam Special it gained a 2nd place in its class at the 1949 Sprint Championship, followed the next year by a standing $\frac{1}{4}$ in 19.05 secs. winning its class and the vintage award. It also won its class at Paekakariki in 2.49 secs. (still a class record) and again collected the vintage award. In this year it also ran well at the Waikanae Beach meeting, collecting a 2nd place in the 5 mile scratch race ... Toby at the wheel, followed by a 5th in the Handicap Race - while running 3rd in the 50 mile race. However,

the elderly motor staged an extravagant blow-up, the resultant large hole assisting crankcase breathing, but detracting from the performance.

Les frieres Easterbrook-Smith are never happier than when surrounded entirely by dismembered motor car. The motor which had been largely standard, was rebuilt with a 7.8-1 compression ratio, and many detail modifications carried out. At Paekakariki, its first outing, the mag timing was considerably out; later at Judgeford Hill Climb, while travelling at some 5000 rpm in 2nd gear, the motor finally quit in a welter of aluminium and Castrol R. The remaining fragments being too few for even a single-cylinder Sunbeam. The present V8 motor was acquired, not, we feel, without many sleepless nights and much laying of offerings at the shrine of Bacchus, the God of Vintage.

The Ford engine was in pieces when bought, the only concession to its future use being the fitting of new main and big end bearings, and new Fisher pistons. The engine fitted fairly easily into the chassis, but a plate had to be made to mate the Sunbeam gearbox to the Ford bell-housing. Much ingenuity went into the design of a clutch throwout that really worked, and the final designs involved such apparently irreconcilable parts as Ford bearing Sunbeam throwout fork, Leyland valve stems, and a welded-up spigot shaft. (We suspect that this design accounts for the recent rise in the cost of midnight oil). It was found that, although the engine fitted the chassis neatly enough, it was impossible to fit one manifold, and much time was spent in a recumbent posture removing a portion of the chassis, with a file in one hand, and a book of Spanish cuss-words in the other, English being quite exhausted. The steering box (Marles, 1 1/2 turns lock to lock) was also moved to a position outside the chassis, which gives the steering column a slight outwards set. The Engine itself is virtually standard except for a B.T.H. magneto. The standard carburettor and fuel pump are used at present, although a pair of Solex carburettors have been bought for future tuning. However 85 b.h.p. in a 15 cwt. chassis gives some 110bhp per ton, which is plenty for most hill climbs and sprints. At present the car is under-gearred, low gear being impracticable. In top gear (4.77-1) some 18.5 mph per 1000 rpm is obtained on 20 x 500 tyres, and with over 60 mph in 3rd gear. A higher ratio diff is available (3.78-1) and may be fitted later.

During its first outing at the Hutt Club's Hill Climb, the car suffered from over heating, the elderly radiator being too small. This led to the fitting of the present V8 radiator, which though ugly, keeps things cool. It was necessary to mount it ahead of the chassis, owing to its width, and serpentine lengths of flexible hose connect it to the

engine. The car ran well at the Game Farm Road Hill Climb, a run of 1.44-6 being achieved, although the car was handicapped by an overabundance of power on this treacherous gravel surface. At the Martin Luckie Park Hill Climb, some excellent runs were recorded, and the car's good handling properties showed up to advantage on this course, although the presence of lupin in the rear wheel after one climb point to a certain exuberance on the part of the driver. This car should prove to be a consistent performer in future events, and, when the contemplated modifications are finished, should be considerably faster than at present.

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Alan Freeman has bought the Faulkner Special. This is exciting news and the combination will be a hard one to beat.

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Donations to the Track Fund and to the General Fund are acknowledged from John Bohm, Jock Mackintosh and Ken Hemus. It is particularly gratifying to receive substantial donations from Jack and Ken, as both are out of town members, who do not receive the same benefits from the Club as do Wellington members.

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Houghton Valley Road Hillclimb.

Bill Fugle entered a Wolseley Six 80 and his invaluable (to the Club) A70 truck to 'compete with himself' in the over 1500cc touring class. Billie McMillan spoilt his little game and sneaked the Delage into a place between the two - no mean effort for a car of that size; and on the last run, Jock Mackintosh pushed past them both and grabbed second place in the class, next to the almost inaccessible position held by Bruce Jonathon.

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For inclusion in the next issue, Hugo Hollis is preparing an article on racing fuels. This is a subject in which few people have any precise knowledge, so it should be of more than usual interest.

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CORRESPONDENCE:

Sir, The Houghton Bay Road hillclimb was a great show but it did highlight the difficulty of formulating simple classifications that would be fair to all.

As it happened, the touring classes worked out fairly well (although, had there been more of the big stuff - V8's and so on - the 2 litre cars would probably have been well down in the results).

It is in the Sports and Racing class that the faults are more obvious. It seems to me a mistake to lump "sports" and "racing" together as it usually results in a gift of the class to a "racer". Our results seem to bear this out. Admittedly, it is a most difficult thing to have classes for everyone with a comparatively small entry but (being oh so wise after the event) it might have been better to have had three general classes - OPEN, SPORTS and TOURING.

On Saturday's climb the results in the Open Class would have been :- Gibbons - Cooper - 44.9; Geoff. E-S. - ESS - 53.05; Toby E-S - ESS - 53.75; Ward - Cooper - 54.1.

The Sports Class could have been divided into capacity classes as on Saturday. However, I feel it hardly fair to have supercharged cars in the same class as unsupercharged cars. The overseas drill, I believe, is to treble the capacity for s/c. This would have put Hollis and Thornton into the over 3,000 cc class. Results would have been :-

Up to 750 c.c.	Kennedy- Austin - 1-27.0
751-1500 c.c.	Robinson - Jupiter - 59.75; Johnston, T.D. 1-2.8;
1501-3000 c.c.	Freeman - Morgan - 53.3; Cowie - Morgan - 55.05
Over 3000 c.c.	Gibbons - Jaguar - 52.80; Hollis - T.D.s/c-52.85

(Note the progression of times from class to class)

Ideally, the three classes - open, sports and touring - should each be divided into international capacity classes. In spite of our small entries in this country I think we could do this satisfactorily with a little ingenuity. All we need do is establish a figure of merit for each class - say roughly 80% of the F.T.D. or probable F.T.D. for the class. For instance, our No. 8 hats could now readily work out class figures of merit for the Houghton Bay Road climb. Then the next time we run this climb it doesn't matter if we get only one entry in a particular class there is a figure of merit for him to aim at and he's got to crack that before he can claim the class win. The figures of merit would be flexible and subject to change from time to time as bods got more expert.

The same principle could be established for a member of our

speed events - the sprint, the Plimmerton Climb, and later various standard distances on the track. A bit of work to begin with but once established I think most people would find it satisfactory - and it would do away with the need to lump so many cars of various capacities into one class. The idea is not entirely my own, by the way, so that probably makes it more worth thinking about.

H.G. Markham.

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Sir, Readers of the "Dominion" will recall A.S. Paterson's "Little Eric of Berhampore", a futile little man always standing critically on the sideline and hurling ineffective abuse at the man who was trying to do something, whether it be kicking a goal, riding a winner or building a racing car.

For many years I have been under the impression that this character was entirely imaginary and represented the average non-competitive on-looker; but it seems that Mr. Paterson drew his model from life. (I would have thought that the law of libel would have led him to choose some other name for his funny little man, but maybe fame dies hard and one way is as good as another in gaining possible immortality.)

Anyway, our Little Eric is once more bellowing from the bleachers and, after weary hours spent in heartbreaking toil on a much-loved chassis (mechanical, not female), it is pleasantly refreshing once more to read of his latest follies in print. For, say what you will, you can't help laughing at the picture of some victorious, grease-stained "Special" builder being presented with a hard won Cup, and possibly, a cheque for £5 with Little Eric on the sidelines (as usual) saying, "See! These fools will spend hundreds of pounds to build racing cars and then the Club has to give them these big prizes to cover their losses."

Yes, although the writing of "Letters to the Editor" is probably as near as Little Eric ever comes to active competition in any sport, you can have your Brick Bradford's, your Dick Tracy's and even Jiggs and Maggie, but do give "Little Eric of Berhampore" room to spout in the "Bulletin" and I will remain, Yours happily, G. Leslie Stone.

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The Manawatu Car Club has advised that the Ohakea Trophy Races will be held on March 14th and the Hill Climb Championship on March 28th. 1953.

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★ C L U B C A L E N D A R ★

SUNDAY, DECEMBER 7th. Track Sunday, Pahautanui.

THURSDAY " 11th: Monthly Meeting, Victoria League Rooms, 7.30 p.m. An entertaining programme has been arranged for this meeting, which will include the presentation of prizes that have been won at recent events.

SUNDAY DECEMBER 14th: Inter Club Meeting. This will be a gymkhana type event and will be held on Bob Stevens' property, on South Manakau Road, which branches off the main road, three miles north of Otaki Railway. Turn right off the main road and proceed down South Manakau Road to a T junction, where there will be a sign to direct you to the venue. Starting time 1 p.m.

TUESDAY: DECEMBER 16th: Committee Meeting, John McMillan's home, 314 Esplanade, Island Bay.

THERE WILL BE NO MONTHLY MEETING IN JANUARY.

SATURDAY, January 24th Club Championship Sprint, Wairarapa.
(Further details in the January Bulletin).

The Wellington Car Club (Inc.)
Secretary: E. Honey, P.O.Box 5142, Wellington.

APOLOGY: On page 8 - Title "ECHOES"

We abjectly apologise to Mrs. Donaldson who so kindly supplied our hungry competitors and marshals with food during the Houghton Valley Hill Climb for referring to her as Mrs. Evans. We cannot account for this unfortunate mistake but nevertheless we hope Mrs. Donaldson will accept our sincere apology and again - our grateful thanks for her kindness.

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W R I T E F O R Y O U R B U L L E T I N