

JANUARY 1953.

BULLETIN

EDITORIAL:

The approach of a new year is often regarded by editors as an excuse for summing up the deficiencies of the old.

As this column has been used all too frequently as a means of criticism, abuse and exhortation it is proposed to give weary members a relief from such tiresome verbiage.

Instead, the Committee feels that 1952 is the best year the Club has had, that members are really nice people and that the progress of motor sport in general and the Club in particular is a very adequate reward for all the hard work that is done behind the scenes.

The Committee wishes you all the very best for Christmas and happy, fast and safe motoring for 1952.

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CLUB CARS NO.2:THE MCMILLAN DELAGE

Alan Ventura.

The big white D.8. Delage is probably one of the best known cars in the Club today. Just about every club member who has ever acted as a marshal has been transported to his position in it, and a list of competitors who have returned home via the McMillan Delage tow-rope would read like a Who's Who of N.Z. Motor Sport. That it is not merely a glorified hack, as was suggested by some sacriligious type was conclusively proved at the recent Houghton Bay Road Hill Climb in which the time of 1-6.85, bearing in mind the size of the car, does great credit to both car and driver.

The Delage was bought by John McMillan in 1945 in a fairly dilapidated condition. Originally brought to New Zealand by a Royal Navy officer, who delighted in racing round Wellington's bays in company with a contemporary Mercedes. The car was left here when the ship was refitted just prior to the war. For 6 years the car was left standing with no attention whatsoever, and consequently the body was in a pretty dilapidated condition when John acquired it. The motor however was run for several thousand miles before receiving any attention until the time came for a complete overhaul. The engine was rebored to remove the rust at the top of the bore, the wear being small. A pair of new gears was made up for the gearbox and this was the sole major fault mechanically, the rest of the gearbox, the motor, transmission etc. being perfect.

The body was originally a two-seater with dickey seat, modelled on American cars of the same period. This was rusted through in many places and generally in atrocious condition, and it was decided to build a completely new body. After studying many photographs of contemporary coachwork, and bearing in mind the needs of a growing family (and McTavish), the present body was designed. This was built by Billie and John in the small garage of their home, using only dollies, hammer and a welding torch, any awkward curves being made up piece by piece and welded together. However, we are not at liberty to say who built which side of the body, and you'd probably be wrong if you guessed. The interior is still not completed with a certain amount of trim and woodwork remaining to be done.

The engine is a straight-eight pushrod-operated O.H.V. of 4.1 litres capacity, incorporating a counterbalanced crankshaft machined from the solid, force feed lubrication, detachable head and an incredibly complicated rocker gear. The motor entirely filling the

under-bonnet space (T.D.'s please copy). This car seems to possess to a remarkable degree that attribute of all good vintage machinery, namely, ability to run for many thousands of miles with no maintenance apart from an occasional wipe down with a rag. In fact, it ran for 88,000 hard miles between a valve grind and the recent engine overhaul. But, as John pointed out, one of the main reasons for this is the fact that the owner takes extreme care in the fitting when assembling the engine, knowing only too well the difficulty of dismantling the motor for overhaul. For example, the procedure for fitting a new big-end bearing goes something like this - Remove motor, remove sump, remove crankshaft, remove con-rod, fit bearing put everything back again. So it pays to be careful when fitting big-ends. The exhaust and inlet manifolds are on opposite sides of the engine, and at the moment a single Delage-Smith updraught carburettor is fitted; but there is talk ----. The fuel is delivered by a vacuum tank, but an electric pump supplements the flow, as the vacuum tends to drop under heavy acceleration. The electrical equipment is American Northeast (12 volt system) and the distributor is a Delco Remy with two sets of points.

The four-speed gearbox is in unit with the engine and boasts a constant mesh helical third gear, 2nd low and reverse being normal spur type. This drives via a short open shaft, though constant speed universals to a well designed rear axle which has never given the slightest trouble; The brakes are operated by cables with the assistance of a huge Dewandee servo, located on the side of the gearbox, and very effective they are. In the event of complete servo failure, the long handbrake operates the brakes direct and will stop some two tons of high speed motor car very effectively.

The springing is by semi-elliptics back and front, the rears performing the usual Hotchkiss function. The chassis itself is a heavy cross braced piece of work, cleverly strengthened at all points of strain. (For example, where a $\frac{1}{2}$ " rivet hole is drilled, the chassis is $\frac{1}{2}$ " wider at that point. The front dumb irons are of laminated construction a costly business, but immensely strong. The king pins are original, with practically no wear even now. The locking device is a miracle of ingenuity, and unless one is in the secret, hours can be spent figuring out the method of removal. Furthermore, the king pin itself is of larger diameter in the centre than at the two extremities, which caused a certain garage, which shall be nameless, much gnashing, gashing and bashing until the owner showed them how to remove it.

As regards performance, no accurate figures are available. 55 or 60 mph is readily available in 3rd, and a pessimistic speedometer will show 85 mph in top without much trouble. The car will cruise all day

at 75 mph, well within the safe working limit of the engine, and there still remains a useful margin of acceleration. Petrol consumption is about 12 mpg around town, but rises to 17-18 mpg at a steady 60 mph. During one hectic weekend in Nelson, the car competed in 8 races, gaining several places, and incidentally beating a $4\frac{1}{2}$ open Bentley placed on the same handicap. We know comparisons are odious, but.....

I was fortunate enough to be taken for a fast run in this car which impressed on me the many virtues of the large vintage machine. At no time did the engine sound strained, despite some pretty hard gear work. The road holding is excellent, as one would expect from a race-bred car, and even Pomeroy would be impressed by the lack of all the usual manifestations of "G". The suspension is firm, but by no means hard, and a wavy road can be traversed at speeds which would make modern I.F.S. look silly. A run at night, with the huge headlamps blazing, a large engine burbling happily, and a narrow twisting road beneath the Rudge Whitworth wheels, must remind one forcibly of the Le Mans races of 20 years ago, for with all its modern features, the D.8 Delage is essentially Vintage.

SOUTH ISLAND NEWS:

Allen Freeman recently returned from a trip around the South Island, and has passed in some interesting news.

Des Wild has an Alta on the way out from England. It is due to arrive late in December.

There are several new specials being built in Christchurch. Don Ransley is building a very fine Riley with i.f.s. and "Oleo-Cg" suspension at the rear. Jacobsen has a very quick V8 special completed, which is said to look more like George Smith's car than the G.C.S. itself. Frank Shuter has fitted a single seater body to his V8 special.

Some times from the Canterbury Car Club's recent flying $\frac{1}{4}$ mile.

H. Green (Vanguard Special)	7.527 secs. - 119.57 m.p.h.
H. McLean (Cooper 1100)	7.795 secs - 115.45 m.p.h.
F. Shuter (V8 Special)	7.92 secs. - 114.9 m.p.h.

Allen drove the Morgan in this event and recorded 86.5 m.p.h. He also drove at a track meeting at Kaiapoi - a half mile oval - and gained two lasts and one first.

Haig is building a special on the same lines as Hec. Green's - tubular chassis, rear engine (Citroen), driving through Citroen front wheel drive mounted at the rear.

Allen also drove at the Otago Club's grass track meeting on a circuit slightly over 1 mile in length. He was first in one handicap and second in a scratch race. He reports skids on the corners are very easy to promote.

On November 15 the Southland Car Club held a standing $\frac{1}{4}$ event. Sybil Lupp gained F.T.D. in the blown M.G. (16.87), followed by I.P. Hayes (Jaguar XK 120) in 18.06 secs.

FUEL FOR YOUR ENGINE.

H. Hollis.

Before almost every Club speed event some members of the Club always ask me, "What fuel shall I use to make my car go better?". The notes which follow are designed to help Club Members with their problems. Much of the information comes from the Shell Co. of N.Z. and full acknowledgement is made for their help in this matter. The various grades of fuel quoted are all Shell products and members wishing to purchase from other sources will have to make their own enquiries.

The first and most important thing is to know the compression ratio of your engine. If this has been altered from standard it is absolutely essential to check and find out what the new ratio is.

The most important fuel characteristics for maximum power are knock resistance, to prevent detonation, and latent heat, to give mixture cooling. Benzol and alcohol have very good knock resistance and alcohol has the added advantage of a very high latent heat. The various characteristics are now considered separately.

1) Knock resistance - The octane number of the fuel is of little significance for racing fuels. In supercharged or high compression engines it is vital that detonation does not occur, as engine failure may very rapidly result. For ordinary car engines the knock problem is associated with low speeds and weak mixtures. To assess anti-knock properties of normal petroleum fuels under such conditions the C.F.R. Octane Number is used; it gives good general correlation with actual road tests. For ordinary non supercharged engines using petroleum fuels, average octane requirements are as follows:-

COMPRESSION RATIO	5:1	6:1	7:1	8:1	9:1	10:1
OCTANE REQUIREMENTS	61	70	80	91	98	104

However these requirements vary considerably with combustion chamber shape, breathing efficiency, etc. Our N.Z. Pool Petrol is suitable for ordinary running for nearly all standard cars run by Club members,

but a fuel of higher octane value is necessary if maximum power is to be developed with all modern English engines. If and when super grades of fuel return to the market these will fulfill all requirements on standard engines as at present manufactured. If obtainable a fuel of about 80 octane value will suit nearly all sports cars in the Clubs in New Zealand. (That is those which have not been tuned up).

For racing fuels octane numbers are not quoted, they are described as being suitable for certain maximum compression ratios. This is due to the very different nature of non petroleum fuels compared with gasoline, and the different operating conditions -- i.e. high speeds and rich mixtures.

2) Latent Heat of Vaporisation.

A fuel of high latent heat of vaporisation gives good mixture cooling and increases volumetric efficiency. Alcohols have extremely high latent heats and this is one of their main virtues as racing fuels: (At least one member is experimenting with water injection; water has a very high latent heat of vaporisation).

3) Volatility.

The boiling range of a fuel influences easy starting, mixture distribution and volumetric efficiency. With narrow boiling range fuels such as alcohols volatile components are added to aid starting.

4) Calorific Value.

This is a measure of the energy content of a fuel and may be quoted on a weight or volume basis; i.e. per lb or per gallon. On a weight basis benzole and alcohol have lower values than petrol but on a volume basis the order is benzol, petrol, alcohol. N.B. There is no relationship between the calorific value of a fuel and the power output that can be obtained by its use; the C.V. only determines the amount of fuel required to do this work.

5) Fuel Air Ratio.

This depends upon the chemical nature of the fuel and governs the mixture strength required. With alcohol fuels much larger jets are required than with other fuels.

General Notes on Racing Fuels.

a) Benzole - is a coal tar distillate consisting mainly of aromatic hydrocarbons within the boiling range 80°-170°C.

Benzole has very good knock resistance, especially under rich mixture conditions and blends well with gasoline. It has however a comparatively high freezing point 0°C. and on account of this is not much used in proportion greater than 60/40 with gasoline. Water is slightly soluble in benzol and therefore to prevent benzol separation from blended fuel care must be taken to keep such fuels free from water.

b) Alcohols. Methyl (wood) and Ethyl (grain) alcohol are used in racing fuels on account of their high latent heats of vaporisation and very good anti-knock qualities. They suffer from low calorific values and this necessitates very rich mixtures. Fuels containing alcohol must be very carefully stored and the proportions of the mixture must on no account be disturbed.

SHELL RACING FUELS: Shell Racing Spirit T.T. meets the demand for 50/50 benzol/petrol fuel. Shell Racing Spirit C is a straight gasoline fuel and is usually preferred for sprint and hill climb work with cars. Both these spirits are similar in general application.

A table is given showing the range of Shell racing fuels available together with relevant particulars. The compression ratios quoted are the general limits for satisfactory operation, certain engines may be able to exceed these values quite successfully, but in general, conditions should be limited to the values shown. Care must be taken in applying these limits with engines originally designed for moderate compression ratios but modified for racing purposes to much higher compression ratios.

Combustion chamber design, coolant flow and general engine stiffness may require a grade of fuel higher than that given in the table.

Shell Grade	Compression Ratio		Approx Jet Area. X Standard	Colour	Remarks.
	Normal	Maximum.			
Racing Spirit Y8	8:1		1.8	Clear	Alcohol/ Gasoline Blend. (No Lead)
Racing Spirit C	8.5:1		1.0	Red	Special gasoline very lightly loaded.
Racing Spirit TT	8.5:1		1.0 (or slightly less)	Clear	50/50 Benzol/ gasoline (No lead).

8.

Shell Grade.	Compression Ratio Normal Maximum.	Approx. Jet Area X Stnd.	Colour.	Remarks.
Racing Spirit M.	12.5:1	1.6	Yellow	Alcohol/Benzol/ Gasoline blend. No lead.
Racing Spirit Special.	For use above 12:1	2.2	Violet	Alcohol Base

STORAGE:

N.B. All of the above fuels are liable to deteriorate during storage unless due care is taken to ensure that they are stored in a dry place and that containers are kept tightly shut.

M.G. Car Co. Recommendations; TC & TD CARS.

Standard Engines.	General Use Max. Power.	Pool Petrol 80 Octane.	Comp. Ratio 7.25:1.	Equivalent Gde. Shell C.
Stage I Tune	Raised com- pression otherwise standard.	50/50 Benzol / Petrol.	8.6:1	C or TT
Stage II Tune	Raised com- pression Bigger Valves & Ports.	75/25 Benzol/ Petrol or 50% Methanol 20% Petrol 30% Benzol.	9.3:1	M
Stage III Tune.	Special Pistons big valves, ports and carburettors.	80% Methanol 10% Benzol 10% Petrol	12:1	Special.

9.

<u>M.G. Car Co. Recommendations.</u>		<u>T.C. & TD Cars.</u>		
Std. Engines.	General Use Maximum Power.	Pool Petrol 80 Octane.	Comp. Ratio 7.25:1	Equivalent Grade Shell. C.
Stage IV.	Standard engine supercharged.	80 Octane or 50/50	7.25:1	C or TT.
Stage V.	Supercharged. high C.R. big valves & ports.	50/20/30 or 80/10/10	9.3:1	M Special.

CORRESPONDENCE:

The Editor, Sir, At this time of the year it might be seasonal to remind readers that people who live in glass houses shouldn't throw parties. And, judging by your last bulletin, a certain correspondent whose name for the moment evades me, would appear to be throwing rather large stones. Let your readers give him all the credit for throwing dirt (with bricks in it), I write to claim that I was the one who started this. Referring back to a Bulletin several months ago, you will find I spoilt what might have been an interesting discussion on the Classification System by sidetracking the issue and casting aspersions on the previous performances of a correspondent (what was his name... bloke with glasses) who belittled the suggestions of a worthy contributor. For some reason, the W.C. (worthy contributor) hasn't appeared in print since, but he did appear at a hill climb in a very attractive special. The other Gentleman (a capital 'G', please Mrs. Wills - thank you) - oh if I could only remember his name - must have spent too much time learning to write to complete the necessary toil on his beloved chassis, and like myself was a side-liner at the hill climb. (Perhaps it is just a coincidence, (or maybe envy?) that caused him to make his debut as a locker-on in the vicinity of Berhampore!) Strange, too, that he should find spectating a satisfactory means of accumulating data on people doing things and supply for publication in the bulletin some very interesting comparative times we would not have had, had he been competing.

However, he seems to have been too busy to learn what I have been doing and probably through not having his hearing aid (he does have a hearing aid doesn't he - or is it crutches?) took my remarks to be criticisms of people doing somethingPity. He seems to have gone to so much trouble to prove what I said earlier - and what was equally true in my case - that he had nothing constructive to offer to the discussion on classifications (This sir, was my sole motive in changing the subject to a personal one at the time). If it wasn't a season of goodwill and all that, and I am expecting this gentleman (Whatsisname, again?) to buy me a drink (I have had drinks with N.Z. Champions, but I'm democratic!) I'd hurl more abuse at his hawk-like head. However, all I hope, dear Editor, is that in 1953, other people will heed your plea and WRITE FOR THE BULLETIN, thereby leaving no space for my spouting and causing a second void in the make-up of this stoney-eyed contributor whose name is - is it MUD?Eric Honey. (The originator of this Correspondence having had his say, the subject is now firmly closed. Ed.)

Sir, Since I am a regular reader of the Bulletin I feel moved to add my spoke. This is a letter of commiseration to other "Car Club Widows". Our troubles would be solved if we could form a club of our own, but the self-same reasons which bring about our 'widow-hood' prevent any sort of social compensations. It is not just meetings and events which deprive us of our mates, but nightly sessions in the garage 'Tuning-up', then after events 'Tuning-down'. I have spent many draughty hours in the garage endeavouring to regain the art of conversation, but progress no further than "Pass the spanner" or "Hold the wire" stage. My own contributions are not appreciated, since my little knowledge gained driving Army trucks seems to be a dangerous thing and merely sets up a diatribe on women drivers, which is not a subject to my taste!

I do, however, try to attend events, weather permitting (which it very rarely does) and I am sure nobody can blame 'Car Club widows' remaining 'widows' when the only alternative is the hair-raising pastime of clutching two infants while the car performs wiggle-woggles, victory rolls, etc. to the accompaniment of sheets of rain and blankets of mud.

There must be many, I am sure, who join me in the cry "Oh! why didn't I marry a cricket or football fan"; at least theirs is a seasonal hobby and not much night work can be put in. Still having married the man for better or for worse, not much can be done! I do own to a dream I have, that when the children are grown-up, I

will own a swifter slinkier car than my spouse and will drive it with consummate skill - gained goodness knows how - so that he will blink with amazement and see me with new eyes. Instead of which he will doubtless have to retire from the Club to push my bathchair, since every Rally night I lie awake and picture the Minor cornering the none too gentle curves of Gentle Annie, and age ten years! But take heart, the internal combustion age is on the wane and the rocket era is upon us and though it may move our husbands more violently, let us hope it brings them home more swiftly.

Yours faithfully, Carol Grant.

Sir, In reading past issues of the Bulletin I have been subject to a growing bewilderment at the matter published in the Correspondence columns. In common with other Club Members I am beginning to wonder what it is all about, as your correspondents appear neither logical, nor capable of clarity of expression.

I gather there appears to be some controversy as to classification of cars running in speed events. Why there should be controversy is not clear to me. From its inception this club has very wisely adhered to the international classifications. At our speed events, as one would expect, except in cases where the driver was incompetent, the fastest car in each particular category has won. This outcome appears to have raised fury in the breasts of some of your correspondents. Pray abuse me for being a dumb clot if you will, but I have always understood that the object of such competitions was to find out which was the fastest car in a given capacity class. Have I been mistaken all these years?

It appears that some members running unsuitable material in these events are distressed that more specialised cars are faster? I am afraid I for one have not heard their bitter plaints ringing on the castrol tainted air, and fear that if I had, I should have been tempted to reply, "Well, what the hell do you expect?". If any of your correspondents have read in the disciplines of Economics or Psychology, they may recall a concept of Marginal Satisfaction. Briefly stated it is the truism that we all tend to spend our money in the way likely to give us most satisfaction. In other words, the gentleman whose Morris Minor is resoundingly defeated by an ancient Brooklands Riley, or whose A40 is monotonously defeated by an MG costing approximately the same, has only himself to blame. He knew what the rules were before he plonked his pennies down. He apparently has loused up his consideration of his marginal satisfactions somewhere along the line.

I would suggest that there are three fundamental points which

most of your correspondents have overlooked. In motor racing:-
 1. The man with most money to spend can, if he spends it wisely, always beat the man with less money to spend. This is no doubt repugnant in these egalitarian days and come the revolution will be altered. In the meantime it remains true. 2. Given equal money, the man who spends it on a perhaps less comfortable but more specialised car will go faster than the man who spends it on a more comfortable but less specialised car; 3. Given no money at all, anyone prepared to work like hell over a period of years can evolve something from the most frantic junk, which will allow him a lot of fun, and, on occasions, shake those better endowed with this world's goods. All these hold good no matter what the category classification worked out becomes.

I do hope your correspondents were not aware of the obvious implication underlying all their letters, that most of our Club Members are interested in competing in speed events only when there is a chance that they may figure as class winners. If this should be true it would be a most regrettable state of affairs. As one whose entire competition life has been spent driving unsuitable motor cars, may I say, that while on occasions it is pleasant to receive an award, infinitely more satisfactory is the pleasure of reducing one's standing quarter, Paekakariki, or beach lap time every year over a series of years, or alternatively running in several events against another competitor in a similar car. I think the most pleasant season's motor sport I have had was when Bert Cresswell and I were both running Sunbeam 16s. That we didn't receive a class award anywhere in the season worried neither of us, but we did enjoy seeing which 'beam put up the faster time. I can quite understand of course that it would be difficult to take any really enthusiastic interest in a lot of the mass produced nonsense that so many members seem contented to drive, but perhaps it would be worth trying, or has the regrettably progressive Americanisation of our cars and culture extended to our concepts of sportsmanship as well?

Perhaps I should conclude by apologising. I am rather out of touch with the great majority of the club, as my work precludes me from attending Club nights. The few, very few members I do meet, seem to have a more practical than academic frame of mind. They don't seem to worry about whether they are going to win trophies or have their names in the paper. I like them. There are only ten or a dozen of them. They meet every second Sunday at Pahautamui.

Yours sincerely, W. Easterbrook-Smith.

Sir: After reading Toby's appraisal of the Renault, I wouldn't be surprised to see in a future bulletin, Roy Cowan waxing poetic about the Bond Minicar! On the other hand, Toby's article may have converted Roy to the rear-engined school of thought, and last Roy rush off and buy a Renault, I hasten to report that I have discovered a Renault-style vehicle more in keeping with the Cowan traditions. It is the Ansair Clipper.

Here, sir, is a vehicle combining the characteristics of the Renault with those proportions so desirable in the Cowan eye. The vehicle I travelled in was one of Newman Bros.' immaculate fleet, and I had a front seat. Visibility is excellent, though, like the Renault, the driver is very close to the accident. This probably wouldn't matter in the case of a head on collision with a Renault, but would be awkward if one met a low flying aircraft face to face. The windscreen is curved in the modern manner, and it was noticeable that rain falling thereon was carried round the screen rather than trickling down. As in the Renault, the Ansair's engine - a Leyland (Royal Tiger, I Believe) is in the rear. Gear changing as in the Renault is by a lever in the floor, working by remote control. In this case, the change seemed on the slow side, partly due to the crash type gear box. The engine (and any grating of the gears!) is almost inaudible from the front. In this respect to quote their slogan - the 'Leyland is a (very quiet) Lady' (Often, ladies in the back seat are far from quiet!). The Ansair (which is Australian built) cruises up to about 45 m.p.h. at which point a governor counteracts any heavy footedness. (The governors were not fitted by Newmans but are part of the engine in the first place). The governor can be a disadvantage, for, when pulling out of a line of traffic, one has to stay in 'top' to maintain speed. Even so, the Clippers move along at a fair pace. The time allowed for the trip (89 miles) is 2 hours 50 minutes. Renault owners may sneer at this, but if you've ever tried to get an eleven ton bus to Palmerston North in that time you'll realise that there isn't much time to waste. The two hours fifty minutes includes stops which may run into several minutes, and the buses are brought to a complete halt at every railway crossing. The Clippers also stop quite satisfactorily, thanks to air-brakes which make them sound like tram-cars. Air is also utilised to work an auxiliary horn. This is operated by a strap above the driver's head, and the result would rival that of a Rail car's warning device. The ride is quite pleasant, though I noticed when traversing a rough piece of road slowly that the shocks were quite severe in my seat; later I realised I was sitting right over the front wheels. Appointments are in the luxury class-

plenty of room, plenty of luggage space, and though there wasn't a 'sunshine' roof there was an escape hatch right above my seat. (With this open, the bus would probably be classed as a sports car!) All in all it would appear that the Ansair Clipper is a desirable version of the Renault for the man whose family requirements reaches thirty-seater proportions - or for the vintagent who likes his cars B.I.G.E.H.

CHRISTMAS ATTRACTIONS:

CHRISTMAS - NEW YEAR Motoring attractions: The Nelson Club advises that the circuit racing will now be held on the Tahuna Beach not on the club's track. This takes place over the New Year. The Secretary has copies of the programme (and entry forms).

24TH JANUARY: This is the date of the N.Z. Beach Race Championship to be held at Oreti Beach, Invercargill. If you are on holiday in that area it will be a worthwhile attraction.

Club members in the North Island, looking for something to break the monotony of Christmas, could do a lot worse than visit Wanganui on Boxing Day. The attraction - Motor Cycle Races on a road circuit in the City. Rod Coleman, who has recently collected laurels in European Motorcycle racing, will be competing. Rod should certainly give four-wheeled exponents something to look at - and think about!

TRACK! TRACK! TRACK! TRACK! TRACK!

Is there a civil engineer in the House? The Committee is interested in contacting a Civil Engineer who could offer help of an advisory nature concerning the future of the Track. Any member with experience in this direction (or anyone knowing a tame civil engineer) please contact the Secretary. (Mike Hipkins, who has given us such useful service in the matter of the Track will be leaving for England in the New Year.

FOR SALE: CAR RADIO: 6 Volt, Perfect order, just out of Radio Shop. Price £15. Ring John McMillan, Phone 84-645 (Day) 84-923 (Night).

WHO WILL WIN THE SCRATCH RACES:

G.E.S.

By "win" I mean, who will be first over the finish line in scratch races, or who will make fastest time in handicap races as while the heterogeneous nature of New Zealand racing cars makes handicap races interesting (and in many cases inevitable), it must be accepted that the winner is the man that is cleverer than the handicapper.

Relating winning to the fastest reduces the list of possibles and it is still unfortunately true that we just don't have enough fast cars in the country. However, the number is growing and in the not too distant future we should have the normal spectacle of fast cars racing fast cars, instead of fast cars running away from slow cars in scratch races or trying to catch slow cars in handicap races.

Having cleared the ground of discussion, it now remains to examine the main contenders for honours in the coming season.

The first big query is Ron Roycroft with the P3 Alfa Romeo. The Alfa has apparently been rebuilt very thoroughly by Ray Watson in Auckland and is said to be in first class order. It is of a classic racing design, has good stamina and road holding and braking capacities equal to its power development. Its date of birth was 1935, and it has had a hard racing life, but the longest race will be the 150 mile Grand Prix at Christchurch, which should be well within its capabilities. Ron Roycroft is among the best drivers in New Zealand. His style is easy and adaptable to the needs of the moment, he has the ability to drive furiously when the situation warrants such methods and he seldom makes a mistake, so I shall stick my neck out and suggest that Ron wins at least one of the big races.

Next we come to George Smith and the G.C.S. During the last few seasons I think George must have won more championship events than all the others put together; yet his car is a V8 engined special with transverse cart springs front & rear. In theory it just doesn't add up, in practice it has paid off time and time again. The answer seems to lie in a big and lightly stressed engine that works well within its limits, propelling a light chassis that is well suited to George's driving style. I know he should not be, but on fast corners he is faster than anyone, with the possible exception of Hec Green, and on slow corners he does not try to go quickly, which combination is the mark of a good driver. With the bits and pieces available from the U.S.A., tuning a V8 engine may be regarded as more of an exact science than an applied art. George knows what to do and does it, and very successfully too.

This article will be continued in our next Bulletin.

★ C L U B C A L E N D A R ★

TUESDAY: 20th January, 1953. Committee Meeting, Geoff Easterbrook-Smith's home.

SATURDAY: 24th January, 1953. ANNUAL SPEED TRIALS IN WAIRARAPA.

14th FEBRUARY, 1953. Club Championship Hill Climb, Plimmerton. The speed trials will comprise STANDING AND FLYING QUARTER MILES and will be held on the Te Maire Road, just beyond Featherston. Awards will be:

STANDING QUARTER: F.T.D. - Trophy & Miniature.
Class Awards - Trophies and Miniatures for most classes.

FLYING QUARTER: F.T.D. - Trophy and Miniature.

Certificates of performance will be issued to all competitors.

The event is scheduled to begin at 11 a.m. (sharp!) Scrutineering will be at 10 a.m. Anyone arriving after 11 a.m. is liable to miss Scrutineering and consequently will not be permitted to run.

ENTRY FEE: 10/- per car (covers both events). Entries accepted at event.

CRASH HATS WILL BE WORN!

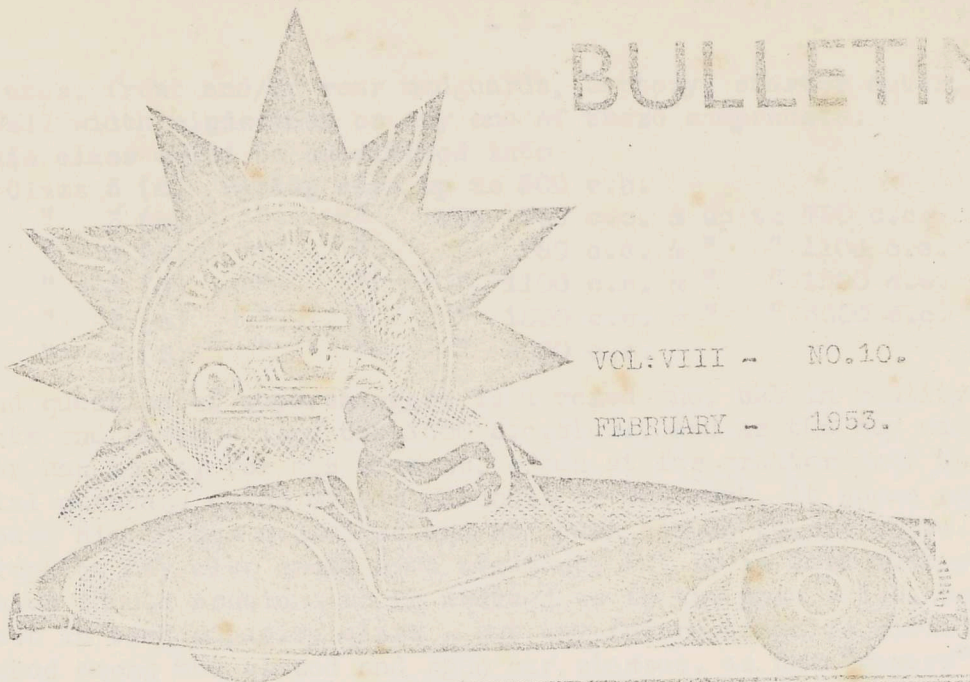
Competition Licences: Competition licences endorsed for 'Speed' are required for participation in this event. Those without competition licences or with only 'basic' licences should contact the Secretary (P.O.Box 5142 or phone 70-349), (day) to complete necessary formalities).

FOOTNOTE: The purpose of this event is primarily to give owners of all types of car a chance of obtaining a certificate of the performance of their vehicles. Builders of super-heated rods can collect officially timed data on the capabilities of their vehicles, owners of Renaults, Morris Minors and Bond Minicars can satisfy themselves - and other cynics - that their cars really will do 48.9 m.p.h.

This is an event for everyone. Bring your own lunch. If you don't own a car, the organisers, John McMillan and Guy Thornton will welcome your assistance as marshals.

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

BULLETIN



VOL:VIII - NO.10.

FEBRUARY - 1953.

WELLINGTON CAR CLUB (INC.) P.O. BOX 5142, WELLINGTON, C.I.

EDITORIAL:

The art of Government is said to be largely a matter of successful compromise, whereby no section of the community is fully satisfied, but equally so no section is so dissatisfied that it causes trouble.

Reduced to that epitome of the community, the Wellington Car Club, it may be said that the same principle applies, and as there appears to be a growing revulsion from the present method of awarding class wins in speed trials and hill climbs in terms of the recognised international cubic capacity classes, the Committee, as a good government should, is considering a revision of present methods.

Competitors fall into the following classes:

- (1) those with fast cars (usually racing cars or the better class of sports cars), who naturally win the main trophies as awarded at present,
- (2) those with family cars, who have little chance of anything

CAUTION IS NO SUBSTITUTE FOR SKILL

except minor placings in spaced events and (who may also be in classes 1 or 2);

(3) these people (who may also be in classes 1 or 2) with any sort of car, good or bad, old or new, fast or slow or even good, old and fast, who drive for fun and could not care less whether they ever won anything.

To this classification there should probably be added class 5(a), which is composed of earnest souls, who do not worry about themselves, but like to see everyone else get a fair break.

Various suggestions have been put forward over the past year and the time now seems opportune, with the main club speed events behind us, to attempt to synthesise the various suggestions and opinions that have been offered, and to emerge with a classification system that will offer the greatest chance of reasonable competition to the greatest number, with the provision that classes should not be multiplied to the point where they become ridiculous.

It is emphasised that these suggestions are expressions of Editorial opinion only and are not to be construed as the collective opinion of the Committee.

For better or for worse, the suggested reclassification is as follows. The definition of each classification has been made as simple as possible, so that cars may be easily graded into their respective classes.

Class 1. Closed cars - i.e. any car with a fixed hood, or if fitted with a folding hood, driven with the hood erected, equipped with permanently fitted winding or sliding side windows, battery, starter motor, generator, mudguards and headlamps to comply with certificate of fitness requirements. This class would be subdivided into:-

- Class 1 (a) Closed cars up to 1200 c.c. capacity.
- " 1 (b) " " over 1200 c.c. up to 2500 c.c.
- " 1 (c) " " over 2500 c.c.

Class 2. Open cars - i.e. any car with a folded hood, or without a hood, but fitted with mudguards, full width windscreen (erected), headlamps to comply with certificate of fitness requirements, battery, starter motor and generator.

This class would be subdivided into

- Class 2 (a) Open cars up to 1200 c.c. capacity
- (b) " " over 1200 c.c. " up to 2500 c.c.
- (c) " " Over 2500 c.c. capacity.

Class 3. Racing cars - i.e. any open car running without

headlamps, front and/or rear mudguards, battery, starter motor, generator, full width windscreen or any one of these components.

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This class would be subdivided into

- Class 3 (a) Racing cars up to 500 c.c.
- " 3 (b) " " over 500 c.c. & up to 750 c.c.
- " 3 (c) " " " 750 c.c. & " " 1100 c.c.
- " 3 (d) " " " 1100 c.c. & " " 1500 c.c.
- " 3 (e) " " " 1500 c.c. & " " 3000 c.c.
- " 3 (f) " " " 3000 c.c.

The question of superchargers is a vexed one, but in reality it only affects one class - i.e. the 1500 c.c. class, and as the boy with the blower has to pay for his success, often at far greater cost than the initial purchase price of his Marshall or Shorrock, it seems only fair to leave him in his c.c. class and not push him up to one above.

Trophies may also cause some argument, but it is felt that present trophies should continue to be awarded as in the past - i.e. to the fastest in each capacity class - but any future trophies should be distributed among the closed and open car classes, as the "racers" have a fairly permanent lien on the hardware under the current rules.

Finally, the suggested capacity classes will not please everyone, but it is considered that they are a reasonable compromise between the actuality of the present and an unattainable ideal. Entrants at present are divided among six classes. Under the suggested system they would be divided among twelve classes, so instead of six satisfied gentlemen at the end of each event we would have twelve. Reduced to arithmetic and absurdity the proposed system is therefore 100% better.

CLUB CAR - NO. 3.

THE BAGNALL-TALBOT SPECIAL

D.R. Bagnall

In the first place, why does one set out to build a "Special"? Many would say, with some truth, because of a sum total of ignorance and egotism rather greater than that of ones fellow men. I myself take a more cheerful view, and suggest the following two reasons

(1) The natural and almost universal desire to create something - to experiment.

(2) The belief that a more suitable product can be made than can be bought for the same outlay.

With me, the idea of building a "Special" became firm some 5 years ago. It was obvious that the would-be builder of a 'Special' in New Zealand, particularly if his available cash was limited was faced

with supply and design problems which do not trouble the factory designer. Supplies of suitable secondhand parts are limited and expensive, supplies of new parts very expensive. Suitable engines (other than V8) and gearboxes are about non-existent. Design has to be related to parts available rather than ideals.

My first thoughts were to use a V8 engine, and build my own chassis somewhat on the Healey lines, of 18 G steel. I bought a secondhand V8 engine, transmission, rear and front axles, with brakes and wheels. Shortly after, perhaps unfortunately, I came across a partly wrecked Citroen body, and was attracted by the idea of fitting the V8 parts and making a car suitable for both family and competition use. I had the body repainted, acquired a welding set in addition to my basic equipment of a lathe and a drill press, and set to work.

The project proved too ambitious for my limited capabilities, and although I did obtain a very high performance and excellent handling qualities, I was completely defeated by the finishing off of the bodywork. I decided to abandon the idea of a family-sports car, and build a car for competitions only. I decided against a single seater for two reasons.

(1) I believe, Les and Toby notwithstanding that the best future of the Club lies in catering primarily for sports cars, rather than racing cars

(2) I would like more use and pleasure from the car than would be afforded by a maximum of say 200 miles running in a year.

Once again I settled down to toy with designs and collect bits. To make an intelligible story I will try to cover the following points in order - engine, gear box, rear end, front end, chassis, bodywork. I start with the engine because the power and weight of this must largely govern other design points.

I am well aware of the good points of the Ford V8 engine. It is compact, reliable, not too heavy, delivers something approaching 100 B.H.P., with good low speed torque, consistency and cooling problems are not insuperable. But motor sport, like most other sports, is not entirely a question of reason. I don't like side valves, cast iron crankshafts, or exhaust passages through what should be the cooling system. I do like an engine the detail design of which is a pleasure, and I set out to try and find one. My first thought was a $1\frac{1}{2}$ litre 4 cyl. Riley, but I couldn't find one. Almost in desperation I considered a 1923 Ansaldo of some 1800 c.c. and a stroke of 120 m.m., which I thought - and still think - could be made to give some 50 b.h.p. By keeping weights to a minimum I hoped for a reasonable performance.

About this time, I discovered that Len Southward had an H.P. Talbot engine in pieces in a box, and I discussed with him the possibilities

of acquiring this. I had been, as most of us are, familiar with the general design and performance of the 1931-1937 Talbots, but had never seen one in pieces. When I did, I at once decided that here was a basis on which I might profitably work - a beautiful seven bearing crankshaft, good rods, light valve gear, the best porting I had seen on a vertically valved engine. The engine was a "75", 69.5 x 100 m.m., 2250 c.c. approx. and developed I understood 75 b.h.p. I knew that the '90' engine was of similar dimensions, but I believed (wrongly) that it had a different head. I advertised in Motor Sport for a '90' head or complete engine, and had two offers of '95' engines, one with gearbox. By then I had found out a bit more about Talbots, and knew that the '95' was much the same as the 105, 75 x 112 m.m. (just under 3 litres) and with staggered vertical valves. I decided to buy both these engines, and the one preselector gear box - the total cost delivered in N.Z. was less than I would have had to pay for a good V8.

They arrived in N.Z. in November 1950 and a detailed examination gave me no reason to doubt that after reconditioning one would serve my purpose very well. The other would be retained as spares in case the worst happened and a con-rod broke or a block cracked. A complete overhaul was carried out - pistons and bearings being given $1\frac{1}{2}$ thous. greater clearance than normal. The valve stems were turned down a fraction from their metric size to 21/64 inch, Humber guides adapted for the inlets and new guides made of phosphor bronze for the exhausts. The triple valve springs are now Talbot 90 double springs surrounded by a Talbot 95 outer spring. The valve gear is fascinating. The valves themselves are deeply relieved on the stem except at the top and bottom of the guides, and all 24 - clearly the originals, with the original numbering - as good as new after nearly 20 years work - to judge by the state of the bearings and bores, really hard work. The rockers are light forgings, the longer exhaust rockers being of deep open girder formation. The push rods are soled but beautifully tapered at each end, and the cam followers very light steel cups. The whole gear must weigh less than that of many side valve engines.

The head was, after careful thought, planed to the extent of 5 m.m., raising the C.R. to about 7.2:1. The connecting rods were polished and, with the pistons, carefully balanced. No other modifications have been made to the engine towards getting more power. The manifolding is standard and the carburettor at present a Rochester. The original 2 4 V starter generator has been discarded, and conventional starter and generator added. So far the engine has run about 10 hours. It feels promising, but obviously I don't know yet whether its performance or reliability will be up to hopes - by the time this appears in print I should know more.

(To be continued)

WHO WILL WIN THE SCRATCH RACES: Continued from last Issue. G.E.S.

For several seasons people have been saying "George will have to take a back seat now" when some scintillating importation appears, but my guess is that George will continue to go to the front from the start to finish of many more races. I am not aware of what he is doing with the J2 Allard, but feel that given the right engine, it is a chassis that could cope with most other cars in New Zealand.

The third driver/car consideration must be applied to Hec Green and the R.A. Vanguard. In its brief appearance at Wigram this year it showed exceptional handling qualities. The chassis and suspension is in accord with the very best of contemporary automotive engineering practice, and actually in advance in certain points. The available power is the main consideration. I understand that the blown Vanguard engine has reliability - the car has recently covered a flying $\frac{1}{4}$ at 120 m.p.h. For a car of such small frontal area, with a blown 2 litre engine, a higher speed might be anticipated (after all Fred Dixon used to lap Brooklands at 130 m.p.h. in his unblown 2 litre Riley in 1936), but I would not be surprised if Hec Green had something up his sleeve. If so, Mr. Roycroft and Mr. Smith will be kept very busy indeed.

Next we come to the 1100 Coopers of Hec McLean and Bob Gibbons. McLean recently covered a flying $\frac{1}{4}$ at 115 m.p.h. His car is somewhat older than Bob's and reliability cannot be expected to be as high. For short races, he must always, be considered a potential winner, but for anything over 50 miles the position is very different. However, Bob Gibbons cannot be dismissed as lightly. His Cooper has had very little work. He is a fast and safe driver, and of particular importance where a Cooper is concerned, a sympathetic driver. His car has the requisite roadholding and braking capacity, but there is doubt of the engine's stamina. It is significant that very few 1100 c.c. J.A.P.'s are being used for long distance racing in England and they have never been successful where sustained high power output is required, so my crystal ball tells me that for sprints or short distance races Bob will be unbeatable, but that for long races he will have to nurse the J.A.P. too much to win, unless of course the other fast boys blow up.

Frank Shuter must not be left out of this summary. The ex George Smith car was always very quick. It now has a single seater body and one of my southern agents tells me the engine has been bored, stroked ported and relieved to the nth degree, which in a V8 probably means something over 150 b.h.p. Frank is a very skilful driver and is always there at the finish, so it could be that in addition to being there he will also be first at the finish.

I have deliberately left any overseas visitors out of the picture - if any Australians come, the picture may be different, but so far, and with the exception of Tom Sulman, none have distinguished themselves.

Equally so, I have have omitted potential New Zealand winners, but for scratch races I'm willing to back my judgment that the winners will be from the six drivers mentioned.

FOR SALE.1952 MORGAN PLUS FOUR

PROBABLY THE BEST ALL ROUND FOUR SEATER SPORTS CAR AVAILABLE IN N.Z. TODAY.

WITH THE VANGUARD ENGINE IN ABSOLUTELY STOCK CONDITION A MEAN SPEED OF 86.5 m.p.h. WAS OBTAINED AT A RECENT FLYING QUARTER MILE.

THE ACCELERATION, BRAKING AND CORNERING CAPABILITIES OF THIS CAR ARE REALLY EXCELLENT.

PRICE £ 850 CASH (TRIBUNAL PRICE £984)

PHONE: (Business Hours)
17-003

(Home) 14-326.

A.T. Freeman,
10 Washington Avenue,
Brooklyn,
WELLINGTON. S.W.1.

FOR SALE

EASTERBROOK-SMITH SPECIAL - AVAILABLE FOR SALE AFTER 14TH FEBRUARY.

RECENT PERFORMANCES: Game Farm Hill Climb 1st Unlimited Class and 3rd F.T.D., Haughton Bay Road Hill Climb 2nd Unlimited Class and 4th F.T.D.

Club Championship Standing $\frac{1}{4}$. 1st Unlimited Class and 2nd f.t.d.

PRICE £190 complete, or will sell less engine, or less twin carb. manifold and magneto, but with single carb. manifold.

G. EASTERBROOK-SMITH, 14 Hildroth St. Karori, Wellington.

Phone 76-312.

RESULTS ::::: WELLINGTON CAR CLUBS SPEED TRIALS - TE MAIRE ROAD, WAIRARAPA, 24TH JANUARY, 1953.

Up to 500cc:		STANDING QUARTER		FLYING QUARTER		Mean
		South	North	S	N	
W. Lee	J.B.S.	17.15	+16.20	53.9/96.6		69.23
A. Stafford	J.B.S.	17.45	16.35	65.15/97.7		78.9
501 - 750 cc:						
M. Biegel	Ulster Austin	23.20	25.45	53.9	-	
751 - 1100cc:						
T. Grant	Morris Minor	25.95	24.85	55.2/65.5		60.0
D. Moller	Morris Minor	26.55	26.10	49.2/66.6		55.0
D. Oxenham	Anglia Special	28.40	26.45	49.5/58		54.0
Mrs. Stafford	Morris Minor	27.05	26.60	51.75/63.4		56.0
1101 - 1500cc:						
H. Hollis	M.G.TD s/c	17.85	+17.35	86.7/66.0		75.0
G. Thornton	M.G.TD s/c	19.15	18.95	52.0/-		
B. Cronin	M.G.TD	-	23.60	67.75/80.5		73.5
B. Oldham	Ford 10 Special	25.05	24.05	60.4/-		
K. Johnston	Hillman Minx	24.5	24.30	60.8/70.0		65.2
J. Berkott	Humber 10	25.6	25.3	59.2/68.5		64.0
R. Couper	Rever 12	27.7	28.65	55.0/67.5		61.0
1501 - 3000						
R. Bagnall	Bagnall/Talbot	19.30	+18.50	-/86.7		
A. Freeman	Morgan - 4	20.00	19.55	79.0/88.95		83.5
H. Mitchell	Aston-Martin	26.45	25.70	65.0/79.0		72
Unlimited:						
W. Easterbrook-Smith	E.S.S.	17.20	+16.95	-		
J. McMillan	McMillan Special	19.40	18.50	-		
D. Edhouse	E.J.Special	22.80	21.35	63.9/77.5		73.46
J. Harris	Ford V8	23.75	23.20	-/79.3		
Mrs McMillan	Delage	23.85	23.45	-		
Timed in Flying Quarter only:						
R.A.Gibbons	Cooper '1100'	106/9/105.8	106.5			
J.L.Greig	Jaguar XK-120	93.2/108/75	101.3			
R. Green	Riley	75.0/87.5	80.71			
P. Ward	Vanguard	68.25/80.5	74.07			

+ Record. Conditions: Strong South wind. Cool, dry.

Mean speeds in flying event are obtained by averaging times not speeds.

Drivers' best time in Standing quarter events counts for award.

THE TROPHIES

The H. E. W. SILVER TROPHY
(501 - 850 c.c.)

M. BIEGEL (Austin)

THE SLADE JONES TROPHY
(850 - 1100 cc.)

T. GRANT (Morris Minor)

N.Z.S.C.C. TROPHY
(1101-1500 c.c.)

H. HOLLIS (M.G. TD)

HOWARD TOLLEY CUP
1501-3000cc.

R. BAGNALL (Talbot Special)

DOBBIE BROS. CUP
(Unlimited)

W. EASTERBROOK-SMITH
(E.S.S.)

SOCIETY OF MOTOR MANUFACTURERS
AND TRADERS TROPHY - for fast-
est time by British car.

W. LEE

VINTAGE ROSE BOWL

BILLIE McMILLAN
(Delage)

GRANT TROPHY

For fastest time in Flying
Quarter.

R. GIBBONS

CORRESPONDENCE:

Sir, I have enjoyed reading the articles by Allan Ventura, and do hope he will continue the good work.

However, as the initial few years of the Delage's life in N.Z. are obviously not accurately known to him, I have decided to supply the information and will add the odd bit of description here and there. I'm sure that some of the older club members will find it amusing.

In the first place the car was brought to N.Z. ^{by} Lieut. Sykes R.N. (one of the Walrus Amphibian pilots) who was a member of the crew of one of the Cruisers that were based at Devonport. He was an extremely wealthy man always had bundles of bank notes locked away in his cabin, but he could never remember to pay accounts or put some money in his pocket when he went ashore. He was very popular completely crazy in a plane, and whenever I saw him in the Delage he was going like mad! Always reminded me of pictures we used to see of Benoist driving one of the Delages.

To the best of my knowledge the Delage was never in Wellington during Sykes ownership, and furthermore the Mercedes had long since left the country when the Delage arrived.

In 1943, about four years after Sykes left N.Z., Paul Harvey and I found the car in a lock-up garage just rear the dockyard. It was just as Sykes left it - filthy and dreadfully delapidated. Strangely enough there was still enough air in the tyres to allow us to push her outside to have a closer look.

To make a long story short. Paul got her for £45! You see, Sykes had forgotten to pay the rent before he left! Also the garage proprietor was pleased to be rid of the "wreck" as he called the Delage. Little did he know! Eventually she was put into proper running order and ran for many miles before John McMillan bought her. Since then of course the Delage has done a magnificent job of work. May she continue her reign for many years. Ken Hemus.

 Sir, My first reactions to the letter from W. Easterbrook Smith in the January Bulletin were of sorrow - firstly that the N.Z. system of higher education could leave anyone with the illusion that orthodox economic theory could be applied to a quite unreasonable hobby like motor sport, and secondly that the aforesaid system did not include logic as a compulsory subject.

However in his fifth paragraph he does very sensibly contradict the implication of the first part of his letter and states a most

important principle - that most pleasure can be had from competition amongst similar cars. It is here of course that the "International" capacity classification breaks down completely. To realise just how absurd it can be, you have only to realise that it makes no distinction between the present Shelsley record holder and a Morris Minor, or between a B.R.M., a T.D.M.G., and a Ford Prefect.

It is important to remember that the international capacity classification is only one of many systems which have been tried, and is not in general use - or as far as I am aware in use at all - for international racing, being replaced by formulae designed to meet special circumstances, notably the current Formulae I, II, & III, & Le Mans.

The aims of any classification should be primarily:

- (1) To provide good competition
- (2) To give some reward for skilful design and preparation
- (3) Not to discourage some diversity in design.

All these may be achieved by a fairly simple formula when dealing with a relatively inexpensive vehicle which the manufacturer is able and willing to design to the formula without embarrassing his other intentions - e.g. most motor cycles. With car competitions in N.Z. the situation is of course quite different. We must compete with a variety of cars, a negligible proportion of which are specifically designed for the purpose of racing in international classes, and of which the overwhelming majority are used by their owners for purposes other than competition.

It accordingly seems to me most important that

- (1) Classes should be evolved and stabilised for some time ahead which will provide better competition than the International classes.
- (2) That Club events should cater primarily for sports cars, not racing cars.

A continuation of the present head-in-the-sand attitude is not in the best interests of the sport. D.R. Bagnall.

 Sir
 It grieves me that I have caused my friend Rob. Bagnall sorrow and concern for our higher education. However I find it well nigh inexplicable that one who has built such a fine special as the Bagnall-Talbot should have been able to do so without becoming aware of the extremely strong relationship between economics and motor sport. For myself I can only say that during my motoring life I have been constantly, acutely, and sometimes painfully aware of the relationship.

I do hope that Rob's removal of one sentence from a paragraph talking of sportsmanship and using it in relationship to my argument regarding classes will deceive no member; whether they have studied

logic or not.

With regard to the contention that International Classes are not in general use a survey of results published in Motor Sport of Hill Climbs and Sprints in fifteen consecutive issues shows as follows:

Number of Events 21.
Using International Classes 9.
Using Other Classes 12.

Of the latter 12, no less than 4 ran their racing car events under the international classes. Of the types of classification used in these other events NO TWO EVENTS USED THE SAME CLASSIFICATION.

I would suggest therefore that the only method of classification that commands any general adherence at all is the international one.

The point which I tried to make in my first letter was simply that no matter what classification is used the person with enough money to buy the best car or to make extensive modifications to an unsuitable car will win. Also, that surely the satisfaction in competition lies in the individual performer doing the best he can with a particular vehicle, not in the collection of trophies.

At the moment there are trophies awarded for our championship hill climb and our championship sprint on the basis of capacity classes. Averaging the number of events over the last few years we can expect the Club each year to run three other speed events. One of these, the beach race, is a handicap so no classification is necessary. The other two events have no trophies or prize money attached to them.

May I suggest that these events be run without any classification at all and no awards except perhaps for F.T.D. so that no one can say I can't win in my class because my car isn't fast enough, or alternatively I have won the class for Nuffaustin products with no compression in No.3. bore.

However if championships are to have any meaning, let us retain an international standard which is accepted and used in this country for national championships.

Yours etc. W. Easterbrook-Smith.

A misprint on page 3 of last Bulletin - 'strain' should be 'stress'. I can imagine the hair of M. Delage rising!

TREND?

The prospectus for Ohakea states that if there are sufficient entries, a race for M.G. cars will be held in conjunction with event 4. Event 4, is a saloon car race for cars over 1500cc. Maybe this is a new classification system: An under 1500cc sports car is equal to an over 1500cc saloon - or is it a typographical error?

DECEMBER EVENT

INTERCLUB GYMKANA

Manawatu carried off the honours - and for a month or so, the results sheets - at the inter-club gymkana. However, these (the results sheets, not the honours) have now been returned and the winners and losers appear below. Adverse weather scared away a large number of Wellingtonians, who had been warned on the previous Thursday that rain would mean a cancellation. The Manawatu club, super optimists, turned out in force, reinforced by a contingent from their Levin Branch, who provided the ultimate winner. At the request of a group of Manawatu competitors Hugo Hollis, played the perfect host and altered the nicely printed regulations to suit their requirements - not that it mattered much; whatever the system of scoring, our club wouldn't have had a show of collecting the first prize. This just goes to show, that once we leave the hard macadam for the lush green pastures, those country boys have it all over us, but then, as Smollicue said, cars were made for roads, cows for grass. The biggest duck-out-of-water at the event was undoubtedly Geoff Easterbrook-Smith, who, sheltering under a golf umbrella, helped with the timing.

The winner is Peter Ward of Levin, whose Vanguard saloon managed to keep tractive longer than others. Les Wilton, who lives on a farm and entered his Morris car/tractor made second placing, and the McGregor Mercedes was third.

Driver	Car	I	II	III	IV	V	VI	Total	Place
P.J.Ward	Vanguard	0	0	0	0	35	0	35	1
L. Wilton	Morris 25	5	5	3	15	0	18	46	2
K. McGregor	Mercedes	25	11	2	12	1	0	51	3
K. Jones	Ford 10	0	0	1	0	35	35	71	5
H. Hollis	M.C.T.D.	0	3	2	0	35	35	75	6
C. Mulholland	Singer Spts13		10	1	3	35	0	62	4
D. Sherriff	Mayflower	38	4	4	13	45	35	139	18
D. Moller	Morris	19	5	6	28	45	35	138	17
G. Bunney	Velox	35	32	1	10	35	35	148	21
J.B.McLeod	Singer Spts	9	0	8	0	35	35	87	19
B.Woollams	Morris	35	35	9	18	0	19	116	15
L.Mungavin	Morris 8	35	26	2	0	0	35	98	11
W.J.Abraham	Singer Spts35		35	10	35	35	20	170	23
D. Hutton	Railton	35	15	4	25	45	30	154	22
M. Murrany	Austin 7	9	27	0	15	34	4	89	10
A. Freeman	Morgan +4	34	7	3	10	35	26	115	14

GYMNHANA

TESTS

NAME	CAR	I	II	III	IV	V	VI	TOTAL	PLCE
S. Mayo	Hillman	35	14	6	5	21	0	81	7=
G. Cowie	Morgan + 4	20	1	5	25	35	35	121	16
A.S. Farland	Standard 10	35	11	5	10	35	10	106	13
T. Grant	Morris Minor	23	20	0	15	10	13	81	7=
L. Farland	Ford Prefect	35	21	3	0	35	9	103	12
J.A. Carrick	Continental	35	16	4	2	50	35	142	10=
B. Oldham	Ford 10 Sports	35	20	7	10	35	35	142	10=

"DRESS.... INFORMAL" or, WOULD YOU LIKE US TO GET TOUGH?

Our Wairarapa sprints have been held on 'informal' lines, with no pretence at putting on a show for the public. If we are to go by the comments heard in the paddock, we have carried this informality too far. Criticism did not seem to be levelled so much at the organisation (which was on the loose side), or against a scrutineer who had the misfortune to break-down on the way to the event, or against the late-comers the 'non-descript' class, but against one competitor, who, having worked all night on his rather potent car, was further delayed by helping the unfortunate official who was stranded on the road. The latecomer missed his standing quarter run, and perhaps rightly so. At 'informal' events does it matter if Amos's Alcohol Special isn't going in time to make its run in programme order? Do we mind waiting while two drivers each make runs in the same car? Or letting the Haybaler Hotrod run at the end of the list because it isn't completely stripped yet? When one car, a good one, is singled out for criticism, it suggests that its immediate opponents are over-anxious lest it wrest from them, F.T.D. (Anyone can beat a car that stays on its trailer!) This should not be taken as condoning late arrival; a late arrival, naturally forfeits any rights he may have to attention from the organisers, and is at their mercy entirely. If they agree to accept his entry and scrutineer him, and providing latecoming is not prohibited in the supplementary regulations, other competitors, whatever their personal feelings, should have no voice in the matter, unless they have been directly inconvenienced by the late arrival's actions. Consistent lateness is an insult to marshals and officials who have given their time voluntarily, often at the expense of running themselves, and these people are worthy of consideration by competitors. No doubt the organisers would like to make things tough for the late-comers. How nice to have an entry of a mere half-dozen, no matter how much the paying public would like to see the other 24 cars running. However, if competitors arrive on time, they should be certain of organisation ready to receive them- but to say to an erring marshal - 'late-comer, you don't marshal is hardly going to achieve our object.....

SPEED TRIALS - WAIRARAPA - JANUARY 1953.

In a sprint event, nothing tells the story better than the time sheets, and published in the centre pages of this issue is the whole truth, and nothing but.

It is perhaps significant that a sprint marks a change of tone in the club conversation: the 'what-she'll-do' becomes the 'why-she-didn't' until such time as memory dims the disillusionments of the day, and hopes rise in anticipation of the next spring event. Perhaps some of the following comments heard on and after the historic Saturday 24th, are superfluous, but they are recorded for the sake of posterity and all that:

Tom Grant (Morris Minor) 60 m.p.h.) 'It's that distributor....packs up at every event' later... 'It's the lead in the racing fuel, I used'...

Guy Thornton (Blown MG - 52 m.p.h. one way!) 'Air in the fuel line'

J. Berkett (Humber 10 with dual carburettors - 64 m.p.h.) 'There's something wrong somewhere; if it doesn't go better than this, I don't think I'll enter for Ohakea'

Arnold Stafford (J.B.S.) - 78.9 m.p.h.) 'Overgeared'

Bob Gibbons (Cooper 1100 - 106.5 m.p.h.) 'Undergeared'

Rob Bagnall (Bagnall-Talbot Special 86.7 m.p.h. on north run only) 'Front end was getting a bit light at that speed so I didn't feel like pressing her - and the motor's 20 years old!)

Alan Freeman (Morgan Plus 4 - 83.5 m.p.h.) 'Wasn't able to do my usual tuning - I couldn't find the larger jet, I usually put in for sprints'

Hugo Hollis (M.G. s/c 86.7 south, showing over 100 on the return when things blew up) 'Lost the top of a piston - and have now found it in all the other cylinders and the crankcase'

Joe Harris (Ford V8 saloon - 79 m.p.h. one way (South) - 'These days you have to do better than 80 to be in the hunt'

However, the somewhat slow times in the flying event should not be allowed to dim the important aspect of the day - records were falling in the standing quarter:

Bill Lee has set a new 500 c.c. record of 16.2, Hugo Hollis has lowered his 1500 c.c. record to 17.35, and the Talbot-105 motor has wrested from the Sunbeam motor of Geoff Easterbrook-Smith the 3-litre record, the new holder, Rob Bagnall; and in the unlimited class another special, the

.....On page 16.



CLUB CALENDAR



THURSDAY, 12TH FEBRUARY:

Monthly Meeting, Victoria League Rooms, D.I.C. Building, 7.30 p.m.

SATURDAY, 14TH FEBRUARY:

Club Championship Hill Climb. Plimmerton. Scrutineering 9 - 10 a.m. Practice runs start at 10 a.m. Entry fee 10/-. Entries close on 7th February. Late entries may be accepted in payment of a fee of £1.

NOTE: Any entrant who does not present his car for scrutineering before 10 a.m. will not be permitted to run.

SATURDAY 14TH MARCH:

Manawatu Car Club - Ohakea Trophy races.

SATURDAY, 25TH MARCH:

Manawatu Car Club - Saddle Road Hill Climb.

Preliminary Announcement.

MARCH EVENT:

'No-Trophy' Night Trial. This short night trial (an event to be held in addition to the annual night trial) is being organised by Berkett and Honey incorporated. The organisers are offering as first prize a 4-gallon can of Racing Fuel. The date: Saturday 21st March - full details next month.

SPEED TRIALS CONTINUED

chassis of which previously held the 3 litre Sunbeam motor but now has horsepower of a different colour, gave Toby Easterbrook-Smith the class record for the standing quarter.

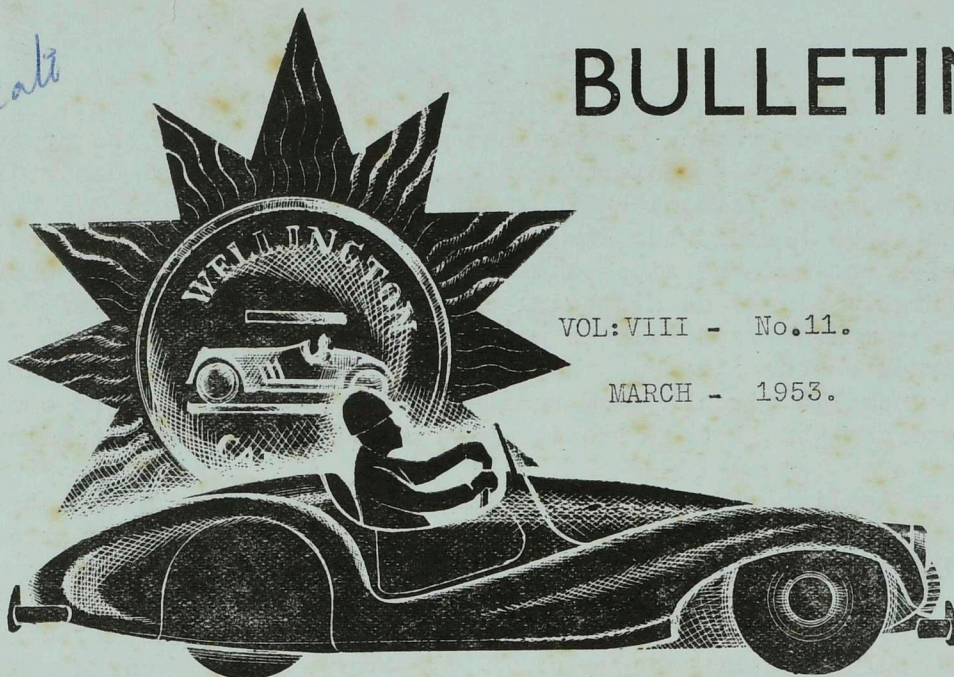
Billie McMillan, has now taken the Vintage Rose bowl for the best performance by a vintage car.

F.T.D. in the standing event goes to Bill Lee in the J.B.S., and in the flying event, Bob Gibbons has recorded the fastest mean times ever made in a flying event held by the club - any advance on 106.5?

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

Duplicate

BULLETIN



VOL:VIII - No.11.

MARCH - 1953.

WELLINGTON CAR CLUB (INC.) P.O. BOX 5142, WELLINGTON, C.I.

EDITORIAL:

With a number of highly successful events behind us, a constantly increasing membership and a financial position which is better than it has ever been at this time of the year it is unfortunate that a discordant note must be introduced.

This concerns the future of the Pahautanui Track project. It will be recalled that the land was first leased in the 1951/52 year and a Finance Committee was set up. For a variety of reasons this Committee did not function as originally planned, but in its short life it did raise a substantial sum, which was augmented by various donations.

In the 1952/53 year, the shape of the circuit was pegged out and Mike Hipkins, a civil engineer by profession, took over the supervision of construction. Unfortunately, his efforts received only limited support, and while a few members spent untold effort in drain digging on the track site it became apparent that neither the

CAUTION IS NO SUBSTITUTE FOR SKILL

Club nor the Committee was wholeheartedly behind the project.

It appears that many members had grave doubts as to the practicability of the track. Unfortunately, with Mike Hipkins' departure to England we were left without expert advice in the Club. Rather than push ahead blindly the Committee decided to secure an independent opinion and had the site examined by two civil engineers, one of whom is highly placed as a roading engineer in the Ministry of Works. These gentlemen advised that it would never be possible to form a sealed track on the site but that with the expenditure of time and money an unsealed circuit of a reasonably satisfactory nature could be achieved, although the circuit would need fairly constant maintenance.

There is little doubt that if sufficient members wanted a track and were prepared to work for it a practical and interesting circuit could be made at Pahautanui. It would not be perfect, but it would be a place where drivers could try their cars and develop their driving technique at regular practice periods and where two full scale meetings could be held each year. However, it is apparent that the enthusiasm of those members who pushed forward the track project is not matched by that of the remainder of Club members.

Under the circumstances the Committee had no option but to decide that all work on the track would be suspended.

If sufficient members wish the work to proceed the Committee is willing to set work going again, but in the absence of substantial member interest it is proposed to abandon the project.

The correspondence columns are open for discussion.

HILL CLIMB CHAMPIONSHIP, PLIMMERTON, 14TH. FEBRUARY 1953.

The abominable summer weather relented sufficiently to allow the Club Hill Climb Championships to be run off in reasonably fine weather. The organisation of the climb was marred by two things only, intermittent defect in the timing and P.A. sets. However despite this the Chief Marshal and everyone else who assisted are to be congratulated on the speed with which they kept cars moving. On one series of runs I noted eleven cars as having completed their runs in ten minutes. The spectators were not given a chance to get bored, and Toby Easterbrook-Smith on the P.A. system was almost running out of breath from the necessity of talking non-stop. Altogether it was an admirable example of organisation, and one which the Club would do well to maintain.

Bob Gibbons, as was expected, made F.T.D. However, don't let

the conditional clause detract from his performance. Setting up a new course record on each official run, his handling of the Cooper was masterly, while his meteoric final run left the crowd gasping. He was obviously working hard, and it was delightful to watch his grand sense of anticipation, every action settling the car for what was to come, not, as were one or two other drivers, attempting to deal with what was already happening. In the under 750 cc Class, Bill Lee and Arnold Stafford drove the J.B.S. with verve, Stafford returning fastest time, mainly through his obviously greater speed through the cutting bend, which Lee treated with some respect. Oxenham's Morris Ford improved its time on each run in the 1100 class but of course that was the Cooper's Class too. In the $1\frac{1}{2}$ litre Class Hugo Hollis, his M.G. rebuilt after its blow up at the sprint, drove with his usual determination to win from Guy Thornton whose TD was suffering from a slipping clutch. Guy also put up slowest time of day on one run when ignition leads came adrift. Robinson's Jowett is deceptive appearing to go faster than the watch says. Cottrell's Special looked most unsteady on almost every run, and appeared to be misfiring badly, in spite of which Ollie bettered his previous best time on the Hill. The three litre class was fun. The Morgans of Cowie and Freeman having a grand scrap, with Rob Bagnall's beautiful Talbot Special never far behind, and Mike McLeod lending dignity to the occasion as his Red Label Bentley thundered up as the fastest of the vintage brigade. Alan Freeman's last run to pip Graham Cowie on the post was a desperate effort to watch if one watched the car, but not so much if one watched Alan who is surely one of our most relaxed drivers.

The Easterbrook-Smith Special deserved its win in the unlimited class. Breaking a half shaft on the line on his first run, Geoff immediately took off for Wellington and spares. By the time he got back Toby had stripped down the back axle and had the broken shaft out. Together they had the car reassembled in time to get in all three runs. With Fordy Farland and Don Edhouse close behind and Fordy driving with the same verve that he used to show with his Magnette at Paekak the class was a close one.

The Touring Classes provided fun and good driving. Johnston's handling of his Minx deservedly won him a first in the under $1\frac{1}{2}$ litre class, Tom Grant driving as neatly as usual in his non standard Minor having to content himself with second place. The over 1500 class was lively in a lot of ways. Bill Fugle did a little bank clouting, Bohm seemed to be finding this year's Vauxhall not so nice as the older model and appeared to have some uncomfortable moments on each run, registering slower times than he did last year. Joe

Harris (Ford V8) Jock Macintosh (Vanguard) and Ward (Vanguard) had themselves a wonderful scrap with the Vanguards and V8's clipping leaves from shrubs and leaning at very odd angles. By the third runs Ward had dropped behind and the class was obviously between the other two. Jock, working furiously and handicapped by the bent-wire on-the-steering-column that so many manufacturers seem to think can be used instead of a real gear lever drove magnificently to equal Joe's 39.0. The Ford came up next, this time heeling less, and just a shade neater on the corners to save Harris another fifth of a second and give him the class.

Detailed results are printed on the centre pages.

CRASH HELMETS: Despite previous warnings it has been noted that some members are still borrowing crash helmets at speed events. The insistence on the wearing of crash helmets is not done for fun. Wearing a properly fitting helmet may be the means of saving your life, but wearing one that is too big or too small for you is a highly dangerous business. Personally, we could not care less if you kill yourself, but it is a messy business and gives the Club a bad name - so this is a final warning that at future meetings there will be no borrowings of this essential item of personal equipment, and anyone who appears on the line wearing a 6 3/4 head and a 7 1/8 or vice versa will be told most impolitely by the starter to go away.

HANSEN TROPHY POINTS: With one event to go Hansen Trophy points are as follows:

H. Hollis 36, T. Grant 33, A. Freeman 32, G. Thornton 18,
R. Gibbons 16, G. Cowie 13, G. Easterbrook Smith & J. Mackintosh 11 each, W. Easterbrook Smith 9, B. Oldham 9, W. Fugle, A. Stafford, Mrs. Stafford, D.R.Bagnall & D. Moller 7 each.

George Smith retains N.Z. Spring Championship - and not as quoted in the Evening Post of Feb. 23 in 27 minutes .785 secs. for the standing kilometre. February 21 was the date.....27.785 secs. - the time. Congratulations, George.

FOR SALE: Fred Sharman wishes to sell his Railton saloon. This is one of the fastest cars of its type in N.Z. and has covered a standing quarter mile in 18 seconds. Inquiries to F. Sharman, 775 Colombo Street, Christchurch.

FOR SALE: Alvis "Silver Eagle" short chassis sportsmans saloon.
Three carburettor engine. £170.
Easterbrook Smith Special £180
G. Easterbrook Smith, 14 Hildreth Street, Karori. Phone 76-312.

CLUB CAR NO. 3 (Continued)
The Bagnall-Talbot Special.

D.R.Bagnall.

The first section of these notes dealt with the general scheme and the engine. This section will cover - gearbox and rear end.

Gear Box : - this is the standard Talbot pre-selector box, general principles by Wilson, detail design and construction by Talbot. It is lubricated from the engines, and when I got it was solid black sludge inside. However it cleaned up well, and with the three main ball races, and the top gear helixes, replaced seemed as good as new.

It is quieter than most similar boxes, and take-off on the bottom gear band is quite smooth and fast.

Rear end: This is de Dion type and was actually the first part of the car to be started. The central portion is V8, 3.78:1. The axle housings were cut off just outside the bell housings, suitable tubes and flanges brazed on and machined to take Jeep back-plate and a roller race to guide the short axle shafts, which in turn were splined to take universal joint fittings. The outer axles, carrying Ford 10 4" wheels, are Chevrolet, machined to take taper roller races and splined for universal joint fittings. The inner and outer axles are joined by Jeep drive shafts, shortened by having the tube cut away and re welding. The axle beam is a 3" truck drive shaft, bent cold and welded through plates to the outer bearing carrier with Utectic 16. The work involved was rather more than the casual observer might think. The various parts making up the drive looked to me to be on the light side, and although I have had no trouble so far in two hill climbs and one standing 1/4 mile, it will be some time yet before I have complete confidence in them.

The axle beam is located by four trailing links and a Panhard rod at wheel centre level.

The reasons why I adopted a de Dion arrangement some three years ago may be of interest.

(1) Any rear axle gearing no higher than a 4:1 ratio would be very heavy, and it would be difficult to keep the unsprung weights below about 60% of the sprung weights (at present it is about 25%).

(2) I wished to avoid any parallel action type of suspension partly because of its low roll centre and partly because I have always felt that wheels should as far as possible remain at right angles to the road.

Up to 750cc:

A. STAFFORD	J.B.S.	34.55	33.05	-	31.2+
W. LEE	J.B.S.	39.	35.35	33.05	<u>32.45</u>

751-1100cc:

R.A.GIBBONS	Cooper 1100	30.9	29.55	28.85	28.25+
D. OXENHAM	Morris/Ford	47.25	48.30	45.25	<u>44.75</u>

1101 - 1500cc:

H. HOLLIS	M.G. TD s/c	37.3	35.3	35.35	35.7
G. THORNTON	M.G. TD s/c	37.95	37.20	52.9	38.3
B. ROBINSON	JOWETT JUPITER	38.75	38.2	38.2	39.0
O. COTTRELL	COTTI-HILLMAN	40.3	39.8	<u>39.3</u>	39.55

1501 - 3000cc:

A FREEMAN	MORGAN Plus-4	36.1	36.05	35.7	34.8+
G. COWIE	MORGAN Plus-4	36.75	36.25	35.3	<u>35.1</u>
R. BAGNALL	BAGNALL-TALBOT	37.3	37.05	36.95	<u>36.5</u>
M. McLEOD	BENTLEY	43.85	43.0	43.15	<u>42.55</u>

OVER 3000cc:

G. EASTERBROOK-SMITH	E.S.S.	36.5	35.2	35.6	35.15
A. FARLAND	SINGER-BUICK	38.25	37.2	36.4	35.6
D. EDHOUSE	E.J.Special	37.6	36.45	35.95	35.75

TOURING CARS:Up to 1500cc:

K. JOHNSTON	HILLMAN-MINX	42.1	42.95	41.8	42.00
T. GRANT	MORRIS MINOR	43.85	43.55	44.7	<u>43.15</u>
D. MOLLER	MORRIS MINOR	48.0	48.25	46.55	<u>44.6</u>
R. FROST	HILLMAN MINX	-	45.65	45.65	46.05
A. STAFFORD	MORRIS MINOR			<u>47.1</u>	
MRS. FROST	HILLMAN MINX	51.5	49.45	47.8	47.25
MRS. STAFFORD	MORRIS MINOR	50.6	49.25	49.6	<u>48.5</u>
L. MUNGAVIN	MORRIS '8'	50.0	49.05	50.4	50.0

Over 1500cc:

J. HARRIS	FORD V8	40.65	40.1	39.0	38.8
J. MACKINTOSH	ST. VANGUARD	40.8	40.05	40.0	<u>39.0</u>
P. WARD	ST. VANGUARD	41.65	41.0	40.45	<u>40.05</u>
J. BOHM	VAUXHALL VELOX	40.95	40.9	40.95	<u>40.6</u>
W. FUGLE	WOLSELEY 6/80	47.0	43.9	42.75	45.45
MRS. McMILLAN	DELAGE	45.5	43.85	<u>44.15</u>	44.5
H. MITCHELL	ASTON-MARTIN	46.45	<u>44.75</u>	<u>44.15</u>	45.25

F.T.D. (and new hill record) R. GIBBONS, 28.25 secs. (Previous record: 30.1 - Same car and driver)

+ = New Class Record.

AWARDS: MAGNUS MOTORS TROPHY (750cc class): A. STAFFORD
 D.P.FISHER TROPHY: (1101-1500cc): H. HOLLIS
 EASTERBROOK-SMITH TROPHY:(1501-3000cc): A. FREEMAN
 GIBBONS TROPHY (F.T.D.): R.A.GIBBONS
 WICKHAM VINTAGE AWARD: M. McLEOD.

(3) I felt that swing axles might result in tricky handling qualities, particularly on account of the high roll centre which would result from the wide V8 differential unit with necessarily short swinging axles.

(4) It is relatively easy to change the characteristics of a de Dion axle by altering the spring base or heights of the sideways locating mechanism - e.g. Panhard rod.

In retrospect, I probably over-estimated the disadvantages of independent rear suspension and if I were to design another car I would probably adopt I.R.S. in some form.

Front end.

I have always been convinced that a solid axle beam is an excellent method of connecting a pair of front wheels. If it could, without affecting the steering geometry, be given a lower spring ratio and a wider spring base than is usual, I believe it could give results in many ways better than I.F.S., except perhaps on very rough surfaces. Designs and results at Indianapolis seem to support this theory. My first thought therefore was to try to design a really good front axle, but in the end, partly to save time, I decided to use production I.F.S. parts. I picked on Morris Minor design, as being neat, with well separated, and so lightly stressed, bearings. The stub axle, bearings and brakes seemed too small, so the following modifications were made -

- (1) The 7/8" parallel stub axle holes in the swivel pins were reamed out to a No. 3 Morse taper
- (2) Stub axles were made up from SD50 to take 25 MM taper roller bearings, both inner and outer (these are Ford 10 inner bearings)
- (3) Morris Series E hubs, which will take these bearings, were used.
- (4) A dural plate was made to adapt the Morris hubs to take Ford 10 commercial wheels (16" x 4").
- (5) Jaguar 12" x 1 5/4" brake drums were fitted.
- (6) Morris Oxford Lockheed back plates and operating gear were fitted.

The standard Morris rack and pinion gear was used, with a universal joint, incorporating Renault flexible members, to the steering column, which is Hillman. The steering wheel is Blumell "Brooklands" ex Vauxhall.

(To be concluded).

OTAGO SPORTS CAR CLUB INCORPORATED:

Office of the Road Race Committee,
382 Princes Street, Dunedin.

PRELIMINARY NOTICE OF N.Z. CHAMPIONSHIP ROAD RACE: 3rd June 1953.

The Otago Sports Car Club Inc., advises that the A.N.Z.C.C. Inc., has agreed to grant N.Z. Championship status to its Road Race, to be held in Dunedin, on a road circuit of 1.8 miles, on Monday 3rd June 1953 (Queen's Birthday weekend). The proposed Programme for the day is as follows:-

N.Z. Championship Road Race 1953.

Distance:	75 Miles.	Scratch Race, Grid Start.
Fuel:	Open.	Prizes: 1st - The Butcher Challenge Trophy (Valued at £250.) and A.N.Z.C.C. Inc. Performance Certificate.
		Championship Blue Ribbon.
		£150. 0. 0
		2nd. £100. 0. 0
		3rd. £ 75. 0. 0
		4th. £ 50. 0. 0
		5th. £ 30. 0. 0
		6th. £ 20. 0. 0

Sports Car Race:

Distance:	30 Miles.	Handicap.
Fuel:	Restricted to up to 80 octane or 50/50 Benzole.	
	Prizes:	1st: £20. 0. 0
		2nd: £15. 0. 0
		3rd: £10. 0. 0
		4th. £ 5. 0. 0
		5th: £ 4. 0. 0
		6th: £ 3. 0. 0

Stock Car Race:

Distance:	25 Miles.	Handicap
Fuel:	Restricted to Pool Fuel only.	
Prizes:	1st: £15.	2nd. £10.
	3rd. £5.	4th. £4.
	5th. £3.	6th. £2.

All nett proceeds from this Championship are in aid of the Dunedin War Memorial Community Sports Centre : -

Intending Competitors are recommended to make early Steamer reservations.

OHAKEA entrants are reminded that Competition licences must be endorsed for racing. See Eric Honey if yours needs endorsing.

CORRESPONDENCE:

Sir, My first impulse on reading Toby's lengthy article on the Renault was to rush round to Dominion Motors. No, not to cancel my order for a new Minor, but to ask them how much they'd paid Toby for revealing so many faults in the Renault. Front wheel bearings that last 12,000 miles, anti roll bars and silentbloc bushes that have to be replaced at 22,000, rivets that work loose on wheel hubs, oil seals that lubricate the brakes, sheared timing wheel key - and to top it all an admission that, on gravel, the car is prone to front wheel slides'. Hitherto I had been impressed with the Renault. It's performance in rallies overseas, (and in the Manawatu Rally here) suggest it might be a very desirable motor car, but after reading Toby's confessions, I hardly think I'll change. The Minor may have shortcomings - but taking it for what it is intended, an economical family car, it leaves little to be desired, and at least I can stow all my luggage without having to make the roof look like a Tramper's pack. My Minor shows no signs of rivets working loose or oil seals leaking; the brakes are always there, ready to work to 100% when required. And never, on my oath, have I got myself into a front wheel slide (or a rear wheel one for that matter). If breakaway does occur front and rear go together, a very desirable quality.

And talking of comparative performance, I, being a new boy round New Zealand roads, still take some of the transport department's regulations literally and refrain from showing a competitive spirit on the road; conversely, I let off steam in club events, but have been disappointed to see that on only one occasion has a Renault put in an appearance in a speed event - at the Plimmerton Hill Climb. And the results, dear reader, show that the Renault was 3.61 seconds slower than an ordinary Morris Minor. True, the Morris Minor motor does not lend itself to great development, but then, it was never intended as a performance car; as a handy little touring car, costing less than £630 in N.Z. it cannot be beaten, as Dominion Motors waiting list would indicate.

As far as running costs are concerned I can only hazard a guess as I have never kept a car for more than a year (it's cheaper that way) but would suggest that by the time the Renault owner has paid for the rectification of the various faults and failures, not to mention a re-spray and re-chrome, he will have paid out considerably more than the difference between a set of wet liners and a rebore. Incidentally in its country of origin, a factory reconditioned Minor engine can be purchased for £19/10. or £22/10. fitted, and as the average Minor will run over 40 - 50,000 miles between engine changes, this can hardly be called expensive.

Without even trying to be remotely objective, I should like to

see the Renault that could hang on to the Minor through a corner, be it uphill, downhill or on a road sealed or unsealed, wet or dry. (If this does not induce a Renault owner to enter the Plimmerton Hill Climb, someone please tell me what will!) I have never heard the theory advanced before that roadholding can be too good for power available. One of the few cars that could corner faster with more power is 'Minor'. This is illustrated by the fact that it can be taken through sharp corners much faster in the wet (or downhill) as the reduced wheel adhesion allows the car to drift, thereby allowing a greater proportion of the available horses to overcome resistances other than tyre. The majority of cars have too much power (for cornering) and more would only increase the tendency to 'swap-ends', especially if the back is a bit heavy.

Both the Minors I have owned have had a fairly hard life and have made no protest at being driven for long distances at road speeds corresponding to 2,500 ft. per min piston speed. (Yes, Smellicue 4,400 r.p.m. is 2,500 ft. per min. in a Minor, and 1000 revs equals 14.9 m.p.h.). Running in has been undertaken in the enlightened manner, i.e. 30 m.p.h., for the first 300 miles and a progressive increase to 40 m.p.h. at 400, and 50 m.p.h. at 500, up to 1000, at which point it is 'run-in'. After all, these are the days of shell-back (or thinwall) big end and con-rod bearings and with the selective piston assembly usual in the 'Quality-first' Minor the above method is entirely satisfactory and not nearly so tedious. (To my mind, it is more efficient). Tyre wear on my Minor averages a set every 10,000 miles. This to some, may seem excessive but is explained by the following Autocar report on the Minor which ran 10,000 miles non stop at Goodwood. "Tyre wear is a typical example. The excellence of the Morris Minor suspension is by now a household word, and it means that if all corners are taken at the limit of adhesion, the tyres, which have to take the strain, get worn much more quickly than on a car that is not capable of being cornered fast."

And, incidentally, to return to one of Toby's statements, since when has even-all-round tyre wear indicated correct steering geometry? I would suggest that the series of 'little hops' which occur when the tail breaks away give a fair indication of the correctness of the steering geometry. Likewise, why should a heavy tail weight make a front end breakaway? Referring back to the 'Goodwood' Minor, tyre wear was reported to have been 10,000 miles per front tyre and 6,600 m.p.t. at the rear. Is there an expert in the house who would say that the Minor's steering geometry is not correct? Finally, to query Toby's statement to the effect that the 'Motor Road' tests give identical performance up to 60 m.p.h. Toby must have been reading with his optimistic-speedoptical glasses, for the copies I have, give the top



CLUB CALENDAR



THURSDAY, 12TH MARCH: Monthly Meeting, Victoria League Rooms,
D.I.C. Bldg., 7.30 p.m.
Programme: New motor racing and
Alpine Rally films.

SATURDAY, 14TH MARCH: Manawatu Car Club . OHAKEA RACES

TUESDAY, 17TH MARCH: Committee Meeting, John McMillan's home,
314 Esplanade, Island Bay.

SATURDAY: 21ST MARCH: 'NO-TROPHY NIGHT TRIAL'

The final events on the 1952/53 calendar is a short (not more than 50 miles) night trial, organised by Berkett & Honey. There is nothing very difficult, the emphasis being placed on consistent time-keeping rather than performance and special tests.

REGULATIONS: Permitted - additional lights (providing they comply with traffic regulations, navigational equipment of any kind (speedometers will not be sealed), - navigators and 'spotters' up to seating facilities of car. Modifications to engine.

IMPORTANT: Cars entered are to be as near as possible in 'production trim' - and contain all seats, weather equipment (up or down) etc., and tools, spares, spare wheel etc. carried in normal positions. 'Ballast' is barred.

MUSTER POINT: Outside entrance to Karori Park, Karori. Time 7.30 p.m.
Cars arriving later than 7.45 p.m. may not be allowed to start. ENTRANCE FEE: 2/6. (At start).

OFFICIAL MILEAGE: The official mapping car's speedometer has been checked against the 'trade' measured mile around Oriental Bay. Supper will be provided if time, weather, and conditions permit.

Anyone willing to Marshal should volunteer to Eric Honey or Jim Berkett next Club night.

Correspondence continued from page 11.speed of the Renault as 56.7 m.p.h. I venture to suggest that Toby has viewed the Renault in that light on other points as well?

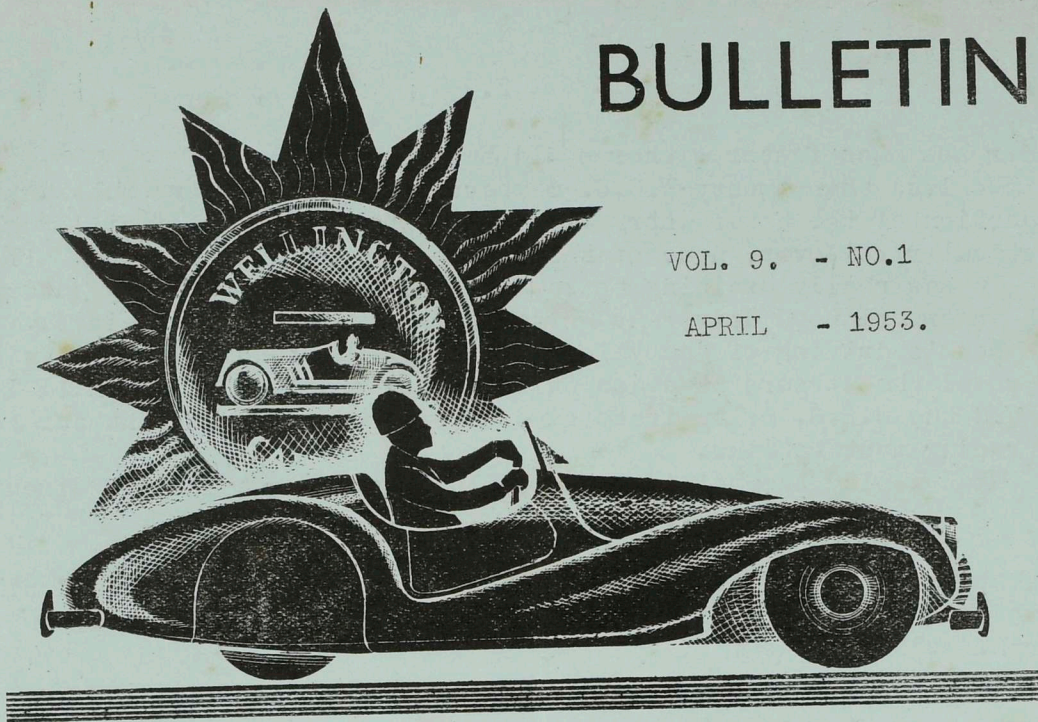
My own experiences of the Renault -- those of a back seat passenger - are far from pleasant. But then, maybe Toby doesn't consider the back seats of the Renault are meant for passenger carrying - merely to provide a 'sound-barrier' from the internal noise that goes on at the rear!
T. Grant.

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

BULLETIN

VOL. 9. - NO.1

APRIL - 1953.



WELLINGTON CAR CLUB (INC.) P.O. BOX 5142, WELLINGTON, C.I.

EDITORIAL:

THE OHAKEA RACES

The Manawatu Car Club must be congratulated on the success of the Ohakea races. Without exception this was the biggest programme of motor racing ever to have been run in New Zealand, and to carry it through in such an efficient and enjoyable fashion is to the great credit of the organising club. There were faults, but they were minor ones, and the Manawatu Car Club has always shown the ability to profit by experience, so the next Ohakea meeting may be looked forward to with equal confidence.

From the Wellington Car Club aspect, the highlight was Alan Freeman's win in the Ohakea Trophy Race. He drove the Morgan hard but without fireworks, his pit control was efficient and he thoroughly deserved his win.

Bob Gibbons was our next highest placed club member. This time the 1100 Cooper ran beautifully, although a gearbox defect restricted Bob to top gear for most of the race. Bob adapted his driving style accordingly and lapped as fast as the Alfa. One is tempted to

CAUTION IS NO SUBSTITUTE FOR SKILL

wonder how much faster either could have gone.

No less than twenty W.C.C. members competed - a very substantial proportion of the total entry - and with the exception of Bill Fugle's spectacular rollover, none of them seemed to put a wheel wrong all day.

It was really exciting to see Brian Robinson completely outdrive such an experienced driver as Gordon Brown in the other Jupiter. John Bohm's driving of the Velox was really outstanding, Rob Bagnall got round the corners at a deceptively fast speed on the Bagnall Talbot and the J.B.S. triumvirate gave a very good idea of what scratch 500 racing must be like.

What a pity the Wellington Car Club has not got its own circuit.

.....

Congratulations to George Smith on his winning the North Island Hill Climb Championship. Hugo Hollis finished third and Alan Freeman fourth.

.....

The Hansen Trophy: For the first time in the history of the Club there is a tie for first place in the Hansen Trophy points. By his win in the night trial Tom Grant brought his corrected total for the year's events up to 37, to equal Hugo Hollis' earlier total of 37. Hugo did not compete in the night trial as he was running in the hill climb at Auckland that weekend. This is the first club event that Hugo has not either competed in or acted as an official in since he joined the Club many years ago.

For drivers of two such different cars as a Morris Minor and a (frequently blown) T.D. M.G. to tie, shows that the Hansen Trophy marking system is reasonably fair. Alan Freeman finished third with 32 points.

The Clapperton Memorial Trophy: This trophy, for the most points gained in non speed events, has been won by Tom Grant with 23 points. Hugo Hollis was second with 18 points.

.....

Crash helmets are available from the Secretary,
A.N.Z.C.C., 28 Chambers Street, Dunedin.
Prices: With peak £3.10. 0, without peak £3. 5. 0

CLUB CARS. NO.3:

The Bagnall-Talbot Special.

Concluded.

D.R.Bagnall.

I saw no prospect of obtaining a ready-made chassis which would suit, and in any case was quite keen to construct one myself.

Three types were considered:

- (1) Light alloy bolted construction incorporating part of the body panelling.
- (2) A triangulated structure of small diameter steel tubing
- (3) A basis of larger diameter steel tubing.

- (1) Was abandoned when it was decided to use "overall" bodywork, and
- (2) was abandoned primarily because it was necessary to start the chassis before all details of design had been worked out, and a properly designed multi-tube structure is difficult to alter or add to.

I was however unable to get steel tubes of the desired diameter - at least 4" - and finally compromised by using two 3" x 16g. tubes for the main members, braced in the vertical plane by triangles of 1" tubing, and in the horizontal plane by an "X" of 2 $\frac{2}{3}$ " tubing - rather like the Jupiter. Attachments for front and rear suspension, etc., are of various sizes of tubing, joined by welding or Utectic 16 as seemed most appropriate. The bulkhead immediately behind the engine is of 12 gauge high tensile aluminium alloy and forms an important part of the structure.

The bodywork is at present complete as far back as the bulkhead only the mudguards are Morris Minor, extended rearwards in steel and joined by a rounded aluminium panel. The whole, back to and including the windscreen is hinged at the front and lifts in one piece, giving unusually good accessibility.

Parts from 30 makes or models have been used, as follows:

Alvis -	Rev. indicator - mirror
Austin 7 -	Accelerator pedal and mounting
Austin A40 -	Joints for gear selector
Buick -	Fuel tank
Chevrolet -	Rear outer axles: near hydraulic dampers: Starter motor.
Dodge -	Master cylinder
Ford -	'A' - Torque tube
" -	V8 - Differential unit & drive shaft.
" -	10 - Front wheel bearings: starter
" -	Zephyr - Radiator.

Fordson	Wheels	
Hillman	Minx	Bonnet holding clips
"	14	Steering column
Humber	Hawk	Inlet valve guides
Jaguar	2½ litre	Front brake drums
Jeep		Rear brakes and universal shafts
Leyland -	Heavy truck -	Rear suspension bushes.
Morris -	Minor -	Suspension, steering, part mudguards
"	Series E.	Front hubs.
"	8	Petrol pump
"	Major	Front brake operation
Renault	Rear Springs:	Steering column universal
Riley		Panhard rod
Rover		Dynamo
Sunbeam Talbot		Water pump seal.
Talbot 95.		Engine and gearbox
" 75		Inner valve springs
Vauxhall		Steering wheel
Whippet		Starter ring
Unknown		Truck drive shaft - De Dion tube

Performance;

The car has now done some 500 miles on the road, and has completed in two hill climbs, one "sprint", and nearly 70 miles of circuit racing at Ohakea. The following notes, although only the impressions of one not very experienced person, may be of interest.

1. No mechanical trouble has been experienced so far.
2. It is very comfortable and handles well. Gusty side winds at 80-90 m.p.h. don't seem to affect it at all. At Ohakea it would cover much of the straight at up to 100 m.p.h. with hands just clear of the wheel, and was clearly taking the open drainage channel more happily than many others. On corners it seems to have no vices, speed being limited by the drivers capabilities. In general it is pleasant and safe to drive, with "modern" rather than 'vintage' characteristics. The weight with fuel and driver is about 19½ cwt., approximately 52/48 front/rear. Slightly more weight at the rear might be an advantage.
3. For Ohakea the 30 m.m. choke Rochester carburettor was replaced by a 37 m.m. Zenith. There was no means of making an accurate comparison, but the engine did feel more lively.

In the first race the rev. indicator suggested that approximately 100 m.p.h. was reached before shutting off for the end of the straight. In the long race no attempt was made to reach maximum speed, revs. being limited to 4000 - about 85 m.p.h.

- (4) Its performance in hill climbs and at Ohakea, in particular in relation to the Morgans, has not been impressive. This I believe to be largely due to differences of driving experience and capabilities.
- (5) Modifications to the engine - compression ratio and breathing - should result in an appreciably better performance next year.

Postscript - Swords into ploughshears - aluminium sheet surplus to requirements has been rolled into some 80 feet of spouting and drain-pipe and will shortly be installed around the Bagnall residence.

E N D.

FOR SALE

Fiat 500 front end complete, spring, hubs, shoes, master cylinder and track rods. £20.

Apply Bill Andrews, 13 Manuka Street, Miramar.

Ford Zephyr 6 engine - new, complete, modified with semi race camshaft, 7.5:1 compression ratio, ported and polished. £225.

Apply John McMillan, Universal Garage Ltd.,
Island Bay. Phone 84-645.

Morgan Plus Four - the winner of the Ohakea Trophy Race.

Apply Alan Freeman, 10 Washington Ave., Brooklyn.
Phone 14-326.

Crash Helmet - size 6 $\frac{7}{8}$ - £1.10. 0

Frazer-Nash sports Car - £325

Apply Les Stone - Phone 54-027.

'NO-TROPHY' NIGHT TRIAL

Is it necessary to cover a hundred miles of country roads to have a successful night trial? The organisers of the March event felt that it wasn't, and rather went to the other extreme by putting their problems of navigation into a mere 40 miles, of which 17 were covered twice. No one asked for their money back, so it can be assumed that the trial met with the approval of the 18 competitors - well, the 16 who finished, anyway.

Cars were sent off from Karori Park over Makara Hill and on to Johnsonville, thence over Blackbridge Road (the new access to Wellington), to a muster point near Wilton Road. From there, there was an involved tour of Northland and Wadestown which brought competitors back to the gully at Wilton Road again. Then (following a savaloy, roll and cup of coffee) the cars retraced their treads over the first section. Even with the very explicit route sheet, there was room for error, and some teams increased the official distance considerably with little excursions of their own.

The scoring was by points allocated for being on time at checks (not previously disclosed) and also on a 'consistency' basis. Thus, two miles from the top of Makara Hill, cars were checked to see if they had come down the hill too fast. Four miles from the end of the section (near Johnsonville) there was another check point, with one half way in between there and Wilton Road. This gave three two-mile sections and times were compared each way; those who maintained a nice steady speed (even if it was the wrong one!) gained bonus points for consistency, though they may not have been spot-on time on the over-all schedule.

One special test was included - drivers were required to stop on a steep piece of road, stop their engines, then re-start using the crank handle. The antics of some people inserting their bent wire through the birdcage were enough to make a Vintagent's blood run warm - more so when 'FTD' went to Mike Poynton in a vintage Sunbeam, the designers of which had anticipated this test 25 year's ago. Next best was Tom Grant who rushed round in a bigger flat spin than usual (this followed a flat spin a few minutes before, when navigator Arnold Stafford lost the winder off the stop watch!). For the benefit of those who were looking for an 'improbable' sign, the correct one was 'Speed through tunnel' with the 20 m.p.h. part missing. Humourists who put down 'men working' were given the bonus point, also. Results were - (the organisers omitted to make a careful note of the driver's names, so in the following list, the numbers of the cars

are correct, though the driver's may not be).

Car No.	Competitor (?)	Points gained.	Place.
1	T. Grant	31	1st.
11	R. Green	27	2nd =
14	(Fordson Van)	27	2nd =
10	E. Newmarsh	25	4th.

Car No. 8 (J. Harris) 21 points: No 3 (P. Cronin) 18 pts: 12 (Oldham) 15 pts: No.6 (Williams) 14; No. 17 (Poynton) 14; No. 9 (Fox) 13; No. 5 (?) 12: (No. 7 (Searle) 12: No 15 (George) 8; No 16 (Shelley) 8; No. 2 (Sparksman) 7: No. 4 (Robinson) 4; Retirements - Nos. 13 and 18.

No. 13 (A green Jupiter, driven by Barton Ginger) proved the unlucky car of the night, and suffered a puncture; Mike Poynton's Sunbeam besides showing the advantages of accessibility in the special test, also showed the ease with which wheels can be removed involuntarily

FOR SALE:

Alvis "Silver Eagle" 3 carburettor sportsmans saloon £170.
Easterbrook Smith Special £180.
Apply G. Easterbrook Smith, 14 Hildreth St. Karori
Phone 76-312.

Alvis 12/60 4 seater sports car. This car is in excellent condition, and a wide range of spares is available with it.

Apply A. McKenzie- Douglas, 140 Colombo Road, Masterton.

SUNDAY 12TH APRIL

HUTT MOTORING CLUB

1/2 DAY TRIAL.

CORRESPONDENCE:Sir: MINIATURES:

A few years ago, in a fit of what I now consider, misguided enthusiasm, I added to the club's tinware with a trophy, a condition being that the club should purchase miniatures each year. I have grown wiser (I hope) since then, and I now suspect that I have contributed to the Club's present epidemic of 'Miniature-madness'. (I admit I have an axe to grind - the business of collecting the trophies and getting the necessary miniatures has nearly driven me mad over the past year; also, sour-grapes Honey has never won anything in Motor-Sport). I seem to recall that at an A.G.M., when the long-awaited certificates were in sight, it was the feeling of the meeting that these should be the recognised form of award, but a competitor might claim a miniature providing this was deducted from any prize money he won. The interpretation of this motion is open to argument, and the coming A.G.M. might clarify it. While I am not against the outright winner of an event receiving a miniature, I do feel that to throw them around amongst the class-winners is unnecessary. Surely a good certificate is sufficient evidence of performance. Class awards, to my way of thinking are a sort of consolation prize; it is a pure co-incidence if they give credit for good driving. If we are going to continue to adhere (as Toby Easterbrook-Smith puts it) to the International Classification System (from which the F.I.A. has apparently broken away to provide an extra class for such spoil-sports as Goldie-Gardner and Taruffi), we should extend it to touring cars, instead of dividing them into two groups.

If entries of under 1500 cc in the 'general classification' are to be spilt up into several groups, then (if capacity is the yardstick) the 'touring' group should be treated likewise. If our present line of reasoning (or lack of it) continues and we develop more classes - perhaps racing, sports and touring, all sub-divided - our bill for miniatures will be staggering. Perhaps an answer could be found by dividing cars into classes at the beginning of the season and awarding annually one pewter tankard, nicely engraved, for the best performance (on a points basis) in each of the many classifications. Our present system, where miniatures are distributed willy-nilly, devalues them. A certificate giving much fuller details, should theoretically be of more value to a competitor. Perhaps some psychologist can enlighten us as to why it is not the case in fact.

Yours, etc. Eric Honey.

Sir:

While Tom Grant's enthusiasm for the Issogonis designed Morris Minor which is a very fine motor car may I suggest that it is not always wise to allow one's enthusiasm to blind one to virtue elsewhere.

As regards comment on the performance of the two cars, I was speaking from experience in regard to the 0-60 figures. If Tom cares to look up his 'Motors' he will note that August 23rd 1950 and May 17th 1950 contain Road Tests for the Minor and the Renault respectively. The figures for the most part show a slight advantage for the Minor but the Renault tested was wearing 4.75 x 15 tyres in place of the later standard 5.20 x 15 and was running on the lower of the two optional compression ratios of 6.7 & 7.25 to 1.

Maximum speed	Minor	Av. of 4 runs	58.7	Best run	60.0
	Renault	" " "	56.7	" "	60.0
Standing $\frac{1}{4}$	Minor		27.1 sec.		
	Renault		27.6 sec.		
Hill Climbing	Minor		37 m.p.h.		
1 in 20 grade	Renault		41 m.p.h.		
Fuel Consumption	Minor		42 m.p.g.		
	Renault		49.7 m.p.g.		
Braking at 30 m.p.h.	Minor		32 $\frac{1}{2}$ ft. with 150 lb pedal pressure		
	Renault		31 $\frac{1}{2}$ ft. with 135 lb pedal pressure		

As I said in my original article, not much in it either way. Tom commented on my honestly listing what had been necessary in the way of maintenance. Would it be unfair to say that the Renault has not deranged its gearbox nor burnt out exhaust valves. A similar institution to the one which employs me and the Renault, purchased two Minors at the same time approximately as we bought two Renaults. Excluding tyres, petrol and oil, and major engine overhauls the maintenance costs on their two cars over 30,000 miles are within £10 of the corresponding costs on the two Renaults. One of their Minors having to be repainted as was one of our Renaults. Tyres they found lasted 12,000 miles a little more than Tom gets. I am glad by the way that Tom reassures us that he drives with due decorum. We will pay no heed to his wild eyed passengers apocryphal tales in the future. Petrol consumption on their Minors is 39.3 and 40.9 m.p.g. on our Renaults the 1952 check gave averages of 46.4 and 48.3. Over 30,000 miles a difference per car of approximately 120 gallons or about £18. Tyre expenditure on each Minor is about £24 ahead and will be more so by the time 40,000 is reached. Both Minors needed major engine overhauls at circa 30,000. One at 29,700 and the other at 31,200.

My Renault, now at 37,500 is beginning to show signs of sloppiness and will need sleeves and pistons shortly. The Minor's cost approximately £45 each for their jobs and were off the road for between one and two weeks. The quote for the Renault is under £40 and the time quoted is a day and a half or a day if it is really urgent. Quite a saving on Rental car costs.

Tom agrees with me that if you are fortunate enough to have the money and the influence to be able to get a new car annually it is the cheapest way to do so. If you are not so fortunately placed I still suggest it may be cheaper in the long run to get a Renault.

Tom's comments on the "commonsense" way of running in a car are interesting. The method I detailed as used on the Renault was not specified by the agents who indeed suggested a similar method to that used with Mr. Grant's Minors. It is a method laid down as standard for our fleet of over a dozen cars where maintenance costs are an expensive item. With medium powered cars it appears to be giving us up to 10,000 miles more between rebores than we were getting before, which on a fleet is a saving reckoned in terms of more than a couple of hundred pounds a year.

Incidentally later model Renaults are free of the oil seal defect my car had, and mine has now been modified accordingly. Like Mr. Grant I too should dearly love to see a privately owned Renault in the same state of tune as most of the Minors in the Club competing in events. The Manawatu Rally results showed what the story might be in touring events. Yours etc. W. Easterbrook-Smith

COMPETITION LICENSE HOLDERS are reminded

that they must be certain the Holders signature

is in the space provided.

THIS SPACE IS VACANT -

BECAUSE

YOU

DID NOT

WRITE FOR THE BULLETIN



CLUB CALENDAR



THURSDAY: 9TH APRIL:

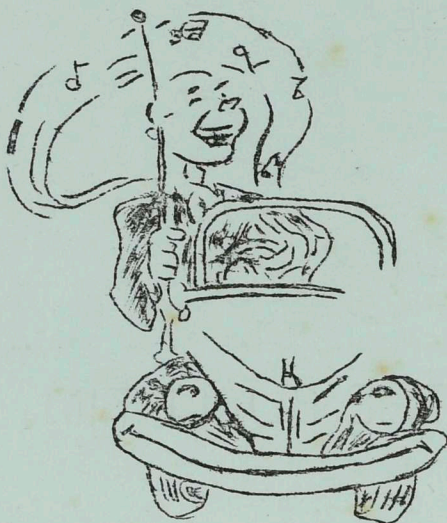
Monthly Meeting,
Victoria League Rooms,
D.I.C. Building, Wellington
7.30 p.m.

SATURDAY: 11th APRIL:

Driving Tests. This will be an interesting event, suitable for all types of cars and drivers, and will be held on the area in front of the Dunlop Factory, Upper Hutt.

ENTRY FEE 2/6d.

The start will be at 2 p.m., but drivers are asked to arrive by 1.30 p.m. to permit prior organisation.



TUESDAY, 14TH APRIL:

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

THURSDAY: 14TH MAY:

Annual General Meeting.

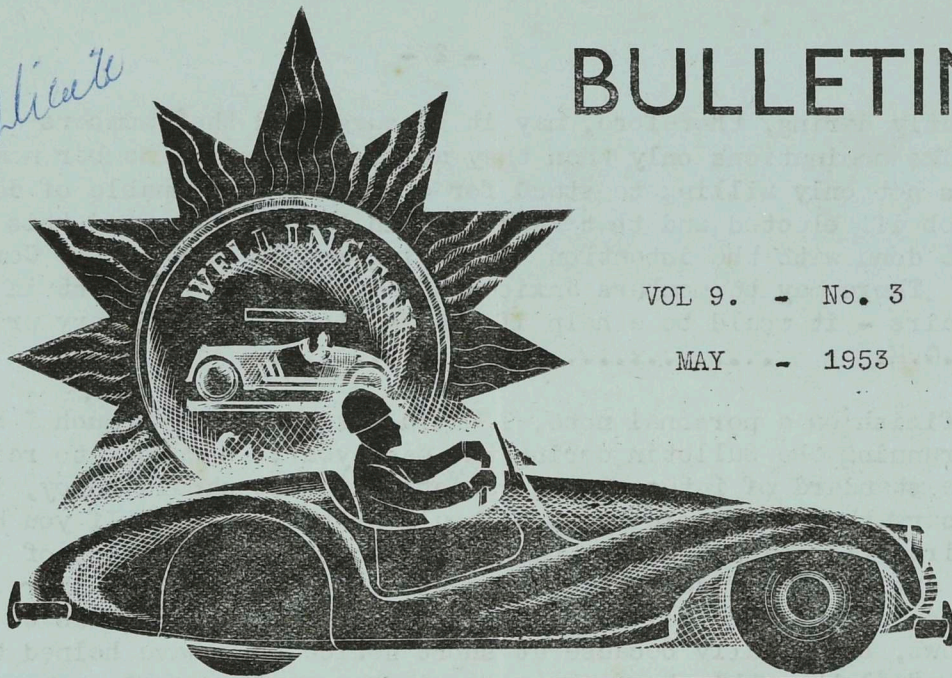
MANAWATU CAR CLUB - 19th APRIL

TREASURE HUNT.

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

Duplicate

BULLETIN



VOL 9. - No. 3

MAY - 1953

WELLINGTON CAR CLUB (INC.) P.O. BOX 5142, WELLINGTON, C.I.

EDITORIAL:

As your weary Editor studied his typewriter for the twelfth time, and wondered what on earth to write his final editorial about, before handing over the job to some other sucker at the A.G.M. (roll on the second Thursday in May), the thought occurred that the A.G.M. might provide a subject.

Last year, after a period during which people had practically to be press ganged into office, there were signs of a healthy change as the number nominated for the Committee exceeded the number required and it was necessary to have a small election. That is a healthy sign, as members should be anxious to accept office and all the hard work that goes with it, because, as has so often been emphasised in these pages, the Club is only as good as the amount of work that members put into it, and that includes acceptance of the responsibilities of official duties.

CAUTION IS NO SUBSTITUTE FOR SKILL

Greatly daring, therefore, may it be suggested that members should make nominations only when they are sure that the member nominated is not only willing to stand for election, but capable of doing a good job if elected and that when a nomination is accepted this should be done with the intention of working really hard on the Committee. There may be members anxious to take an official part in Club affairs - it would be a help if they advised the Secretary prior to the A.G.M.

To finish on a personal note, I would like to say how much I have enjoyed running the Bulletin during the past year; however, to raise it to the standard of interest and variety which it should enjoy, it is necessary that many more members should write for it. If you have become tired of seeing the same names too often as the writers of Bulletin articles, please reflect that those names are often there, not because of any particular desire on the part of the writers to air their views, but usually because at short notice they have helped the Editor to fill those blank pages.

Therefore, I would like to thank, Rob Bagnall, Roy Cowan, Toby Easterbrook Smith, Tom Grant, Mrs. Grant, Ken Hemus, Hugo Hollis, Eric Honey, Gordon Markham, John McMillan, Mike Hipkins, Les Stone, Guy Thornton, Alan Ventura and Trevor Wickham who were the MEMBERS WHO WROTE FOR THEIR BULLETIN.

WINTER RECREATION:

Would any member be interested in helping to modify and prepare Rob. Bagnall's Talbot Special for next seasons competitions? There are a few more horses to be caught (and trained as stayers) and some minor chassis modifications. A keen type with time to spare who doesn't as yet know everything might put in some interesting and instructive hours.

Rob's phone is 37-348, or he can usually be located at monthly meetings half asleep in one of the more comfortable chairs, probably murmuring "War-films again".

FOR SALE: - for the discerning vintage connoisseur, the Cowan 8 cyl. 5 $\frac{1}{2}$ litre Sunbeam sports car.

For description see article in September 1952 Bulletin.

Apply 66 Donald St., Karori, or phone 70.063 (business hours).

GYMKHANA:

Contrary to all expectations, Saturday 11th April though windy, was sunny and fine; the result, no doubt, of very earnest prayers offered up by Brian Robinson and Les Stone, the organisers of the Gymkhana.

This type of event has gained popularity in no uncertain manner, and the organisers were somewhat embarrassed to find that they had an entry of 27 cars which grew to 29 after the event had got under way. It is obvious that in the future if we are to give participants more than four tests we will have to make the Gymkhana an all day event with a picnic lunch or run the cars off in pairs against a clock, each car using, and staying on it's own side of the ground. This last will, in itself, necessarily simplify the tests as the organisers will have less room in which to map out fancy manoeuvres. Unfortunately some of the best tests could not be used as time ran out, but those which were completed seemed to cater quite well for the man with the family car.

Those of you who delight in studying figures will notice that the first ten places, with but one exception, were taken by Nuffield products. Unfortunately the writer was so busy rushing round that he missed quite a number of the funnier things that happened to the competitors. The only ones that he can recall are the pained expression on Brian Robinson's face while trying to lift the bonnet of his Jupiter in Test III, and the occasion, Test I, I think, when Arnold Stafford pulled the wrong button and floodlit the area instead of starting his Minor.

As is usual with these tests many points were lost through drivers not studying their instructions, and many a good performance was spoilt by bods dicing round the wrong side of the pylons.

Spectator control didn't present much of a problem fortunately though it is felt that parents of young children should keep a closer eye on them when there's a possibility of odd things happening to cars when they are being thrown around in a hurry.

After seeing the cars in action spectators seemed to be of the opinion that anyone owning shares in the tyre trade can look forward to at least an 8% dividend in the next quarter.

There is no doubt about the fact that the surface chews your tyres about.

Results as laid out overleaf show points lost in the various tests and make quite interesting reading.

.....

Name	Placing	Test 1.	Test 2.	Test 3	Test 4.	Total Pnts. Lost	Car
H. Hollis	1	5	14	0	5	24	M.G.
T. Grant	2	5	14	7	0	26	Minor
J.B.Cronin	3	0	4	18	18	40	M.G.
G. Thornton	4	20	16	13	4	53	M.G.
D. Moller	5	19	7	34	6	66	Minor
N. Manthel	6	13	12	28	18	71	Minor
T. Fox	7	31	11	26	9	77	Singer
B. George	8	19	7	50	12	88	M.G.
R.L.Bennett	9	25	7	31	27	90	M.G.
P. Porteous	10	34	0	32	28	94	Oxford
A. Shelley	11=	50	10	31	15	106	Singer
P. Langley	11=	26	22	33	25	106	Singer
D. Hutton	13	41	14	47	6	108	Railton
H. Cook	14	29	39	29	12	109	Oxford
S.G.Simpson	15	32	0	60	25	117	Bradford
A. Freeman	16	60	8	10	41	119	Morgan
J. Strong	17	35	25	50	10	120	Fordson Van.
C. Boulton	18	50	7	50	15	122	Riley
A. Stafford	19	37	2	27	60	126	Minor
G. Duncan	20	26	12	31	60	129	Prefect
R.L.George	21	37	3	35	60	135	Oxford
M. Dykes	22	42	31	35	33	141	Oxford
J. Harris	23	50	2	34	60	146	Prefect
M. McLeod	24	34	24	60	29	147	Bentley
G. Cowie	25	35	20	50	48	153	Morgan
B. McMillan (Mrs.)	26	35	25	35	60	155	Ford 10
L. Mungavin	27	29	20	50	60	159	Morris 8.
J. Stohr	28	42	32	50	60	184	Hillman
K. Johnston	29	60	60	50	60	230	Consul.

SUBSCRIPTIONS

ARE NOW DUE !!!!!

CORRESPONDENCE:

Sir, In view of the fact that there is space to spare in the Bulletin I should like to take this Minor v Renault controversy a little further.

I am unable to look up my 'Motors' of May and August 1950 as I left these in the U.K. but have on hand a survey of road test figures published in the Motor dated June 18th. 1952 these together with the figures for the Series 2 Minor are:

	0-30	0-50	Std. $\frac{1}{4}$.	Max. (best of 4 runs)
Renault	9.7	37.6	27.6	56.7
Minor (4 door)	10.0	37.1	27.6	60.1
Minor (Series 2)	8.4	28.6	26.5	62.3
Braking at 30 m.p.h.				
Renault.	31 $\frac{1}{2}$ ft. with 135 lb pedal pressure.			
Minor.	31 ft. with 125 lb pedal pressure.			

I note that the Renault had the advantage of running on smaller tyres than those now fitted as standard but assume that the extra 4 b.h.p. (22 instead of 18) that is being extracted from this excellent 750 cc O.H.V. motor will enable it to keep up its performance.

It is a pity that Toby can only quote from the experiences of non privately owned Minors as I feel he would be surprised by their endurance in the hands of owner drivers, and as for taking between one or two weeks to carry out a major engine overhaul, what do these people do, stand and admire the car for the first week! No wonder the cost is so high. As far as running in is concerned Toby should know that the instructions issued by manufacturers and fleet operators are based on the assumption that the average driver has little or no mechanical knowledge which is usually the case and does not mean that these instructions are necessarily the best method of running in a new vehicle. I therefore assume that the Renault Agents knew that Toby had a clue or two when they suggested a method similar to that advocated by me.

The gearbox trouble experienced on my present car was due to a faulty bearing cage, hardly a design fault. As for exhaust valves has Toby never heard of Pool petrol! in any case a better material is now used which will stand up to inferior fuels. (Why not fit the better material in the first place? A point up to W.E.S. I think. Ed.)

Far from being blinded by enthusiasm for the Minor I should like to say that I have a very high opinion of the little Renault as far as fitness for purpose is concerned, it is a continental car designed to suit the French style of driving and the lower standards of comfort, silence and finish that are acceptable to the average Frenchman or Continental European. It is in fact the French conception of a 'Peoples Car' similar in concept to the German 'Volkswagen' and built by the French Government in the now nationalised Renault works and as such it fills a definite need, but to compare it with the Morris Minor as Toby did in his first letter is hardly fair as the Minor is built to the higher standards of finish, comfort, silence and luggage carrying capacity demanded but not, I must admit always obtained by the average British motorist.

The fact that one, fleet owned, no doubt locally assembled and therefore unbonderized Minor required a repaint proves nothing, for if there is one good point about Nuffield products it is their very good finish.

As far as my wild eyed passengers are concerned, I am afraid Toby has made a mistake, they are not wild eyed but wide eyed. Yes Toby, wide eyed at having experienced a comparatively cheap mass produced car which handles with Grand Prix precision. Ask them!

To sum up; if the Renault could be sold on the same value for money basis as the Minor, in other words at about £500, it would be a very good buy for those who require good economical 'basic' motoring.

Yours etc. T.G.Grant.

P.S. I included the test figures for the Series 2 Minor as a matter of interest. T.G.G.

Sir, In view of the publicity miniatures are receiving lately I thought I might as well pen my views which are no sillier than anyone else's.

Firstly, the printed certificate will never take the place of a small cup. I personally would be quite pleased to see a little more glitterware strewn carelessly around our lounge, whereas I'm damned if I'll pin certificates round our walls. No doubt there are exceptions and Messrs. Grant and Hollis, or those responsible for the cleaning of the trophies will be in favour of the certificates (or would they?) but for the bod like myself who sees perhaps one cup every five years or so it is a different story.

Rumour has it that Grant has an arrangement with the Victoria League over the thinness of the carpet between his seat and the presentation table.

It is felt that where sixteen saloon cars do battle at a Hill Climb at 10/- per piece they should surely be given a little more concrete evidence of their efforts, when successful, than a colorless piece of cardboard. After all they are dicing for the glorification of the W.C.C. and a certificate is hardly just recompence for the damage one can do to a car. (Did I hear Alan Freeman muttering?).

However, our friend from Berhampore can be forgiven for feeling slightly unhappy. I can see his point of view. Dozens of lovely little miniatures passing through his hands daily and not a one for him. But cheer-up, Eric, there's a move afoot to right this injustice that has been done you. Several of our members (well, I'm sure I can dig up two) who can appreciate your worth are combing chain-stores and pawnshops for a suitable miniature for you. Should there be time at the A.G.M. this will be presented to you then and it is hoped that you will have a few well chosen words ready to meet the occasion.

With our battle cry of "Bigger and Better Miniatures,"

I remain, etc. A. Pothunter.

Sir, I wish to give notice that I intend to propose to the A.G.M. motions on the following lines:-

- (1) This club should represent to the A.N.Z.C.C. that a condition of all permits for speed events should be timekeeping records and procedures to the following minimum standards:

- (a) The time of every starter from the start to the completion of the course, and in the case of lap races to the completion of each individual lap, should be recorded, and the record be made available for perusal by any entrant, competitor, or their authorised representatives, at least 60 minutes before the latest time set down for receipt of protests.

- (b) The foregoing results in full to be posted to each competitor within 14 days.

- (c) The Association stewards to assure themselves that adequate organisation exists to ensure compliance with the above, before allowing the meeting to start.

(d) The Stewards also to keep a general eye on the timekeeping and to initial all timekeeping sheets at the conclusion of the race - such sheets to be made available to the Association on request at any time before all protests or appeals have been finalised.

2. That this meeting re-affirm the principles expressed at the 1952 A.G.M., that the winner of an award has the right to be consulted before he is inflicted with a 'miniature' which he may not want, and which is in any case too small to be used for drinking and too large to hold an egg. Part of the saving could well be applied towards the engraving of the actual trophies, which are a valuable club record, with slightly fuller detail - in particular including the car, and perhaps the venue. Yours etc. D.R.Bagnall.

Sir, Recently I received an entry form from the Auckland Car Club (Inc.) inviting my entry in the New Zealand Hill Climb Championship. I like Hill Climbs, and although I am not much good at them, I had been thinking very seriously of making the journey to Auckland.

However, to my surprise I found that the course was an unsealed road, approximately half a mile in length.

Surely this makes the whole competition farcical. There are many first class hill climb courses in New Zealand, and in its annual allocation of championship events I understand the A.N.Z.C.C. takes into account the nature of the course.

Of course, the idea of a Championship being decided in one event is itself silly, but why reduce it to absurdity by deciding it on a gravel road.

May I suggest that at the next A.N.Z.C.C. Conference, our club delegate should take up the question of suitable courses very strongly. I am, etc. 16/95.

GOSSIP:

George Smith finished first and fourth in the N.Z. Hill Climb Championship with the G.C.S. and Allard. Ron Roycroft was second with the Alfa, Ron Sutherland third with his Jeep Special and Bob Gibbons gained fifth place with his Jaguar, beating Peter Harrison's very warmed up XK 120.

The Editorial Alvis has been sold to Bill Fowler, a Club member in Masterton. Bill has plans for a two seater sports body.

Bill Davy's Frazer Nash is now owned by Bill Andrews, who has also bought John McMillan's Zephyr engine. This engine is to be installed in the 'Nash, together with a Ford rear axle. Apparently Bill is not a believer in the old rhyme.

"Nash and Godfrey hated cogs,
So built their car with chain and dogs."

And while my head is full of doggerel verse I might as well unload another one about

"Johnny had a little Bug.
It changed gear with a flick,
And anyone who caught that Bug.
Had got to go damn quick."

Yes, Smellicue, I am fully aware that "quick" should be "quickly", but this is my last Bulletin and I JUST DON'T CARE.

The Canterbury Car Club held its sprint championship recently at which Frank Shuter made fastest time over the standing quarter (16.135 seconds) in his V8 special, followed by G. Horder (Allard) 17.22 seconds. and David Owen (Jaguar) 17.35 seconds. Over a flying kilometre Owen did 121 m.p.h. and Del Drewery registered a very creditable 100 m.p.h. in his blown Singer.

I was talking to Mr. Cecil Taylor, the Mercedes agent the other day, and he told me the 300 SL will be produced for sale with right hand drive before the end of this year, - intending New Zealand purchasers will need to peel just about £6000 off their roll before they can drive one away. The Mercedes publicity service is quite amazing. Mr. Taylor mentioned that he received all the advertising material concerning the Merc. win in the Mexican race, including photographs just twelve days after the race.

MORE GOSSIP:

Keith Roper of Nelson has a Healey Hundred on the way and one of our Wellington members is reputed to be trying very hard to get one. On the other hand, the XK 120C that was said to be coming is now said not to be, so you can take your choice.

.....

All members will be pleased to hear that the Annual £1000 Scholarship awarded by the Association of New Zealand Art Societies was won by Roy Cowan. Roy will study at a London Art School and will be leaving for England later this year.

.....

CANDID COMMENT ON CARS:

The Continental car is regarded by its owner as a valuable possession, and if it is a marque noted for participation, and better still, success in competition, his pride is the more enhanced. If it will not run continuously at full speed it will go WRONG on the long straight roads of Europe. If it will not go round corners in a seasonable manner it will KILL him. If it uses an excessive amount of fuel it will BUST him.

The American car is intended for an entirely different purpose, being an indication of its owner's social position. Most American cars go at about the same speed, and the cheapest and dearest are equally reliable and of about the same size. The Buick owner, however, dare not buy a Cadillac, and dare not be seen in a Chevrolet.

The British car, with very few exceptions, is designed as a beast of burden. Its nervous owner does not know how to maintain it, and spends large sums in having this work not done by "experts". A car that will corner rapidly is regarded as dangerous. Fuel consumption is of no importance as his electric fuel gauge will not let him know the truth even if he were seeking something so elusive. Sloppy springing and non-existent damping result in "comfort".

The Vintage car comes into one of these three classes, the queer thing being that it was frequently built in England!

Having got that off our chest, let us see what is offering within some of these categories.

The new Healey Hundred is a neat little car, with Austin A90 engine and Austin front suspension. A tall man may get into it fairly easily, but getting out again is another problem, and if he combines stoutness with tallness.... The maximum distance from seat back to steering wheel is only 20 inches. With its light weight and overdrive it should be economical of fuel, and there is no doubt of its speed. The body includes a most reasonable lock up luggage boot, in which is the fuel filler cap, and unfortunately, the spare wheel, which seems to be as big a problem as ever for designers.

Morgans go rapidly, but the front suspension wears itself out at a rate only exceeded by the steering box, and even if it is a sports car must it make such a shocking noise.

The Bristol is well finished and goes quickly, but fast cars are nicer with bigger and less fussy engines. Also, it has square instruments with rather illegible, elongated figures, which are unworthy of a car with strong connoisseur appeal.

Jowetts have rectified many of their faults, but it appears that the Jowett designer holds a pessimistic view of the future of homo sapiens who has traditionally stood erect on two legs, since the combined bonnet-cum-mudguards only open to give roughly three feet of ground clearance. Therefore, even a driver of sufficiently stunted growth to accommodate himself in a Jupiter with the hood up would still have to walk on all fours to get under the bonnet.

The new Humber Snipe is a far better looking car than its predecessor and the designers have solved the problem of providing rear leg room and a luggage trunk. With the new engine it should rush along (in a straight line, anyway,) very quickly.

Its close relative, the Sunbeam Talbot has been greatly improved by the deletion of the tin formerly hiding the rear wheels, and it is understood that after a great deal of criticism, the steering has been redesigned. The chief objections to this car are the lack of room in it, and the formidable weight, although the latter may be useful in forcing a way through tangled masses of competitors in the Monte Carlo Rally, where the car has done very well.

As for the XK120, it certainly goes, but what a queer way for the driver to sit. The Mark 7? Well, the owner of one said to me "Quite a nice car, but not very fast. My 1914 T.T. Sunbeam was a lot quicker."

The 125 m.p.h. Bentley Continental may well gratify British pride, and those who have been privileged to ride in it say that its road-holding and cornering bear no resemblance at all to the Mark 6, which is possibly just as well.

Rolls Royce offered for transatlantic consumption are now to dissipate a good deal of their already modest power output by playing a juke box transmission system, but a special RR lever enables you, within limits, to play which tune you prefer. Probably the Rolls spy system has its fingers on the American pulse, but it does seem that if an American wants an American car he can get a very good one in America; but if he decides to buy a Rolls Royce it is presumably because he knows too much about American design, in which case he wants something different and better. Or do Americans only buy Rolls Royces for snob reasons? It should be noted, however, that both Bentley and Rolls have ROUND instruments with LEGIBLE figures.

The Vauxhall now has square pistons (not like your oval ones, Smellique) or something. Forward visibility is not this car's strong point, but roadholding is an improvement on its predecessor, which is, after all, not an impossibility.

The small Austin has a wheelbase roughly 6 inches shorter than the Morris Minor, with the result that the Morris looks like a car with a wheel at each, meant to sit on the road, while the Austin looks like a car perched precariously on a roller skate. One is there fore led to wonder if it will have the same fascinating directional uncertainty as the A40 when driven in a hurry (to say "quickly" would be an overstatement.)

It is remarkable how the very look of a car at once betrays the outlook of its designer. It is obvious from the tough, functional lines of the Minor that it was designed by a man who had motoring in his veins, and a deep conviction of what a motor car should be. The handling qualities of the Morris will go down in history, and if Alex Issigonis can do something as fine with such an already credit-

able car as the Alvis, we should soon see something remarkable indeed.

The A.C. retains cart springs all round and a genuine 1922 engine, but it is scarcely to its discredit, because it works so much better than many other designs in which modernity has been applied at the expense of quality.

The instruments on the Lanchester are abominable, while those on the Daimler have grey figures and grey dials so you can't see them.

A very fast car should be the new Armstrong Siddeley, but Armstrongs have made such a lot of slow cars that it would perhaps be best to wait and see.

This year brings the Citroen with an external luggage trunk out of which most of the luggage should fall when the lid is opened. However, if you require a really strong closed car for long journeys at high speed, you could do far worse than a Citroen, and the poor lock would not matter much.

After much anxious probing the Ford Zephyr back axle is now said to be reliable, but its ratio is so low that overdrive is a near necessity. Of course, if you wear the whole engine out quickly, they can make more money selling spare parts.

Finally, the Triumph. Here is a car smaller than the Morris Minor, having an engine of almost 2 litres, noted for power at low revs. The makers claim only 24 mpg. but something over 30 should be realised in practice, with a car weighing only 15 cwts., and pulling a high gear. The body is not exceptionally commodious, the air intake has obviously been stolen from a p.a. set, and if you parked alongside a high curb the door might not open, but with these reservations it looks like a good car.

.....

MEMBERS PLEASE NOTE:

SUBSCRIPTIONS ARE NOW DUE.

THE OLD HEAP:

Another romance of the open road has gone bust. My post-war car and I are separating. My post-World War 1 car and I, that is. No tears will be shed. It was just another of the hasty, head-long affairs of the heart in which I and thousands of others have been involved in recent years. I had some money, someone else had a car that ran. The romance was inevitable. Now the honeymoon is over.

"She'll get you there and get you back, an' that's all any of 'em will do," hummed the ex-owner as he pocketed my roll. It was a variation of the old French proverb that all cats are grey in the dark. And just as wrong. She'd been around, that was obvious. But there remained that charming coquettishness. The motor had a harmonic purr which old advertisements labelled the roar of full-throated power. The roar proved to be nothing but a sure indication of impending rain, but it still fascinated.

Engine stoppages were frequent, but a simple remedy was at hand. The cure consisted of taking the motor apart, piece by piece, gazing fondly at each, and replacing in approximately the same order. All parts left over after these soothing treatments were thrown under the back seat. And her habit of locking the steering wheel in the right turn position, for which the reason has yet to be found Fixing these petty ills was first a joy, then a task, then downright irksome. Spark troubles were with us always, mechanical breakdowns occurred about every cycle of the moon. Small children used to shout as we rolled past. But we did always outrun them. Often we beat their dogs, too.

Her shockingly familiar attitude with garagemen - and they with her, struck a sharper note. "One of these old crates," became a typical salutation. There would usually follow a period of deep meditation, during which mechanics sat on the running-board and smoked cigarettes at 10/- an hour. A few approached her with an attempt at the masterful touch, notably one part-time plumber who worked by directions relayed from the garage apprentice.

"Hey, Joe, how does the carburettor adjust on these?" - "Isn't there a set-screw?" - "It won't turn". - "Hit it with a hammer,

it'll loosen" - "You'll have to get a new set-screw here, Mac, this one's worn out, see - it's broken." Some time between the occasion when her generator lost its grip and the day she slipped her timing, burned out a coil and debilitated the battery, I dropped the pet name Jezebel. Now I refer to her usually as "the car" sometimes "the old heap." I even ceased boasting of the fact that the radiator never leaked. And now its too late to boast.

It was at 2 a.m. one Sunday, as I was walking home, that I reached the inescapable conclusion that the grande passion had gone stale. Soon I may be admitting to her next victim "There wasn't much of a body on these cars, but they sure had one helluva engine." Or perhaps this is the make with the weak motor and the peculiarly excellent body. I forget. At least I can intone, "They don't make cars like this any more."

And, brother, he'll be convinced of that when he tries to buy spare parts. T.A.F.



Lipstick Lil finds the rear-vision mirror, set askew, helps her to repair her make-up as she drives. She wants to look her best because she never knows who she'll meet. Maybe the man the crystal gazer told her she'd run into sometime.



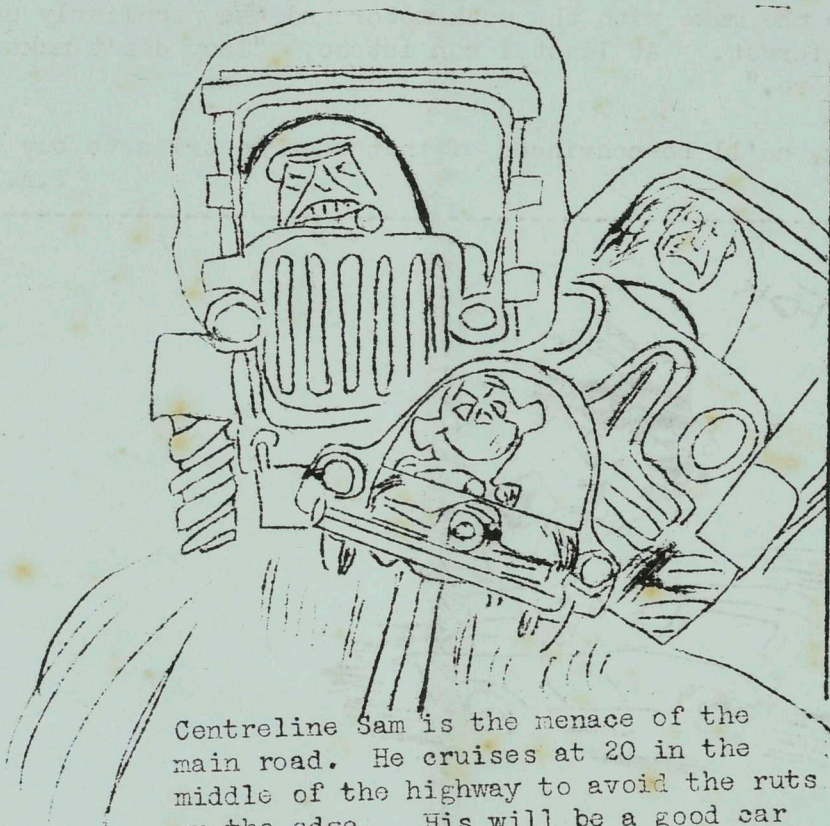
CLUB CALENDAR



THURSDAY 14th MAY:

Annual General Meeting, Victoria League Rooms,
D.I.C. Building, Wellington - Starting at
7.45 p.m. sharp.

Details of the May event will be announced at
the A.G.M., but to whet your curiosity its title
is the Wellington Alpine Trial.



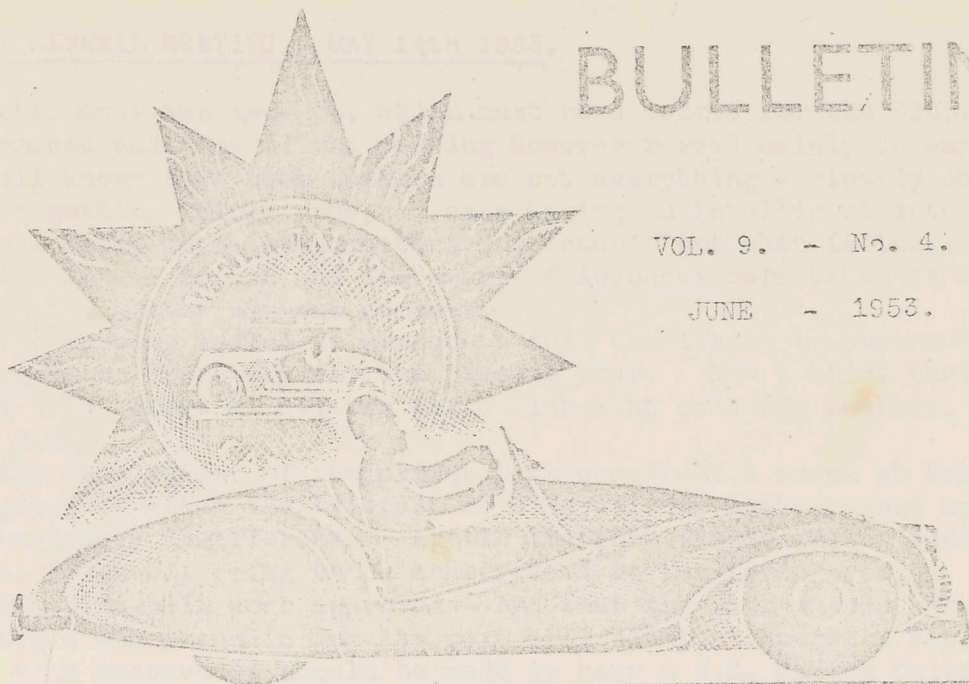
Centreline Sam is the menace of the
main road. He cruises at 20 in the
middle of the highway to avoid the ruts
on the edge. His will be a good car
to buy second-hand if a hearse doesn't
catch up with it first.

WRITE FOR YOUR BULLETIN

BULLETIN

VOL. 9. - No. 4.

JUNE - 1953.



WELLINGTON CAR CLUB (INC.) P.O. BOX 5142, WELLINGTON, C.I.

EDITORIAL:

In assuming the editorship of the "Bulletin" I feel that it is desirable to set out briefly the lines on which I hope it will run. In my opinion it should serve, primarily, the following four purposes:

1. It is the means of conveying to members information regarding Club activities, proposed and past, and any other information relating to Motor Sport in New Zealand, which members should have. This section is essential, but gives the editor no headache.
2. A certain amount of factual information and news should be given, for the interest of members. Some of this must be taken from overseas periodicals, and will not therefore be new to everyone. "Articles" contributed by members are absolutely essential to maintain the interest of this section.
3. The opinions of members on any subject of current interest are a most important part of a live publication. They can take

CAUTION IS NO SUBSTITUTE FOR SKILL

the form of articles or letters to the editor. They can form the most interesting part of the Bulletin - but only if they are made available to the editor for publication. Not everyone finds it easy to write an original article or open a topic, but it is relatively easy to follow up with a letter something which has already attracted your interest - particularly if you disagree. Try it. Only one rule - no anonymous correspondence please.

4. Editorial - The Club has a Bulletin 'Editor' who therefore assumes that he is expected to express, and be personally responsible for, his own views on matters of interest. Editorials will be signed and should not be taken as necessarily expressing the official Committee attitude, which will be given in Section I. If members do not like the editorials, or think they occupy too much space, the remedy is in their own hands, for this editor at least has no intention of writing at any length if sufficient copy is available from other sources. Please if possible give contributions to me personally, or post to Box 5142, Lambton Quay, before the 20th of the month.

The publication of this Bulletin has been delayed a few days, partly on account of the changeover of Club jobs, partly because there is as yet no Secretary, and partly because far too much has had to be written by the Editor - the letter from Rob Shand on another page being the sole contribution to date. Future editions should it is hoped be delivered to members by the end of each month.

D.R.B.

RACES AT NAPIER - Saturday, 20th June.

A number of motor cycle races, and three car races, are to be held on a 1½ mile silt track at the Old Aerodrome, Westshore Embankment. There are handicap races for racing cars (8 laps), sports cars (6 laps) and saloon cars (4 laps). There is no entry fee. Entries close with the Secretary, H.B.Sports Car Club (Inc.)

P.O.Box 146, Hastings, on the 13th of June. The Bulletin Editor has two entry forms which he will try and remember to bring to the next Monthly Meeting.

ALBI GRAND PRIX: From the B.B.C. new on June the 1st., - won by Ferrari (L. Rosier) B.R.M. (Gonzalez) second, Gordini (Trintignant) third.

ANNUAL GENERAL MEETING - MAY 14th 1953.

The attendance was over 50, which must be a record for the Club. The performance and tone of the meeting however served mainly to emphasise the well known fact that numbers are not everything - clearly when it came to getting things done, or even taking an intelligent interest in what was being done, this meeting just hadn't got what it takes.

The Annual Report and Statement of Accounts were taken as read and adopted almost without comment.

The meeting failed to produce a full Committee, or even a member willing to be Secretary for the present year. Now I think that is a pretty awful state of affairs for a Club with some 200 members, mostly quite young.

The abandonment of the proposal to construct a track at Pahatanui was agreed to after the briefest of discussions, most present appearing completely indifferent. Arnold Stafford stated that a sealed surface track was going to be constructed in the Levin area.

Two proposals were approved - one that the Club should ask to be allotted a Championship for its next hill climb at Haughton Bay, the other that endeavours should be made to have a N.Z. Racing Calendar published early in the year.

I withdrew the two proposals of which notice had appeared in the May Bulletin, as it seemed a pity to keep the meeting out of bed any longer.

Altogether, a dull and uninspiring evening.

The foregoing represents my impressions: it is possible that others have completely different impressions. They may think, for instance, that the Club has already done all that it is possible to do for members, particularly in fostering their enthusiasm and widening their knowledge, and that everyone who refused to be Secretary really is too busy with more important things (or really believes himself to be incompetent). If so, will they please write to the Bulletin and say so? D.R.B.

COMMITTEE: The following were elected at the Annual General Meeting:

Captain	-	J. Berkett
Vice Captain	-	R. Haynes
Treasurer	-	A. Robb
Members	-	D.R.Bagnall, W. Fugle, T. Grant J. Harris, D. Moller, R. Webster

The Committee has added H. Hollis and M. McLeod. When a Secretary is found, the Committee will be up to full strength.

D.R. Bagnall was appointed Bulletin Editor.
H. Hollis was appointed Association Delegate.

Programme for the year - a tentative programme on the same lines as last year was agreed on. Detail alterations will doubtless have to be made, but at present it reads -

June	Night Trial
July	Mud Plug
August	Gymkhana
September	Full day trial
October	Manawatu Rally - possible also
November	Plimmerton Hill Climb
December	Social Event
January	Sprint
February	Haughton Bay Hill Climb.
March	Beach Races
April	Hill Climb (gravel)

Hill Climb at Paraparaumu.

Monthly meetings - it was thought desirable not to rely too much on films, but rather to get more members to participate actively and constructively in discussions and the like. It was also decided to discontinue providing supper, at least for an experimental period. (For further particulars of June events, see Club Calendar on back page).

A review of the Clubs classification of cars for hill climbs, sprints, etc., was thought to be overdue. R. Bagnall and T. Grant were asked to submit proposals to the Committee.

D.R.B.

CLASSIFICATION OF CARS FOR SPEED EVENTS:

The Committee noted that this matter had made little progress since the Motion passed at the Annual General Meeting two years ago, and asked Messrs. Bagnall and Grant to consider the matter and submit suggestions. It is understood that suggestions will be submitted on the following lines - it should be clearly understood that these have not yet been considered by the Committee.

If members have any comments will they please submit them in writing to the Editor (or Secretary if there is one), for the information of the Committee (and the benefit of the Bulletin), straight away.

From Tom Grant (to be amplified in detail)

Racing cars 'International' capacity classification, except that superchargers will be taken as doubling the capacity.

Sports cars: Up to 1500 cc and over 1500 cc Superchargers again to double capacity.

Touring cars: 1100 cc., 1500cc., 2000 cc., and over 2000 cc.

From Rob Bagnall.

Categories

Touring: Production cars
To seat four or more
Permitted modifications - Chokes
Jets
Plugs
Coil
Polishing
Thin gasket.

Types intended as 'sporting' may be excluded - e.g. Bristol, Alfa etc.

Sports Two seats minimum
Mudguards
Lights
Pump fuel
Reasonable comfort and suitability for general use.

Racing Others.

Competition Classes.

1. Up to 1500 c.c.
2. Unlimited.
3. Special classes as justified - e.g. 500 cc. (Superchargers to double capacity in Sports Class, triple capacity in Racing Class.

Trophies etc.

There is nothing to prevent a trophy being given for a performance not covered by a separate competition class - e.g. the fastest 3 litre, or the fastest car with pink wheels, or, as is sometimes done in quite respectable circles, for the best British car.

Where there is no overriding consideration against, major trophies should be for Sports, rather than racing cars.

The categories and classes are based on the assumption that large cars are faster than small cars, that racing are faster than sports, which in turn are faster than touring. Entrants may therefore elect to run their cars in any class higher than that into which they would naturally fall. e.g. if a touring Austin 7 could win the unlimited racing class, why not let it? D.R.B.

"AS YOU LIKED IT"

Approximately one person in six troubled to complete - at least partially - the questionnaire and return it. The ratio amongst Committee members was higher, but not much. This is too few to provide a reliable picture, but a quick analysis (help from Brian Robinson is acknowledged) gives the following:

	Competitors	Non competitors(%)
Gymkanas	40	60
Trials	45	55
Sprint	55	45
Hill Climbs	75	25

	Votes that there were - (%)	
	Too few	Too many
Gymkanas	45	55
Trials	20	80
Sprints	100	0
Hill Climbs	100	0

Meetings

	Want more films	Want more discussions and talks.
Bulletin.	25%	75%

The greatest demand was for more news of N.Z. events. Social and Dance.

There was 100% request for another. The only criticism was that it was undesirable for a Club which professes an interest in safety to have fairly extensive drinking at an event from which members drive away.

General.

Hopes of a Beach Race were expressed - "There is a trophy for beach races... the only circuit racing the Club can run ... reasonably cheap to run... reasonably easy on cars... no tyre wear...any intelligent person can clean a car afterwards.."

More shingle hill climbs should be run to favour the lower powered cars.

The only general criticism was the organisation of the last sprint. "The Club and 90% of its members stink. The other 10% should start a new Club".

With the exception perhaps of the last, the trends and opinions suggested above seem to me pretty sound. If anyone doesn't agree, let him first ask himself if he did complete his questions, so that his opinions might carry due weight. D.R.B.

ALPINE TRIAL:

Trials seem to have returned to Wellington to roost of late. Recently, a short night trial never lost sight of the city lights for any length of time - though some competitors did. Then the Hutt Club moved right into our city streets and lost the whole field with no trouble at all. John McMillan followed this precedent with the afternoon trial held recently, and it is likely that several newer members never realised before that real 'country-fied' country could be found so close to the city.

First, to give competitors a sense of false security, the course was confined to the city area and followed routes beloved to Sunday-afternooners, with some steeper hills thrown in to give the trial a true 'Alpine' flavour. The actual route sheet was briefer than a Bikini, and the area covered almost as interesting. But Wellingtonians' instincts led them to the main points, though not always without unscheduled excursions elsewhere. Certainly there were interesting curves and contours, some of which kept wayward competitors amused longer than the organisers had intended. Competitors first paid a visit to a popular wench called (Mount) Victoria, then left her for the more alluring lines of (Mel)Rose. There was a brief but happy sojourn, in a valley of that name, then a hunt for a neat piece of 'sugar' called Sugarloaf hill, a Brooklyn blonde, if you're not wise to these things. After this a lot of competitors got led astray on a downward path (Hugo Hollis and Bryan Robinson saw each other several times on the same piece of road) that should have taken them to Aro Street, and eventually to Wilton's Bush and back through Wadestown to the tram sheds at Thorndon. Here the competitors were instructed to leave town - and after meeting odd (very) samples of Wellington's week-end motorists in the early stages, they were not sorry to seek the comparative safety of the lesser-known Horokiwi Road. Just how little it was known to club members is shown in the fact that most of the competitors missed

the very unobtrusive turn-off at the top of the hill, and apparently continued on into the wilderness. They were probably lucky, for it postponed the agonies awaiting for them in the section across open country to Newlands. (That is a surveyed road, by the way, and you must agree that it compares well with any city tram route). There may have been a lot of wheelspin on this section, but no one could complain of tyre wear, and after a lot of gate-opening and shutting civilisation loomed up on the horizon, and not long after it, further evidence that the peace of the countryside was over. For there was one of the natives, a chap named Grant, with a cunning little wheel change test, to make sure that all five wheels were muddy by the time the trial was over. (He seemed a little surprised that the 14th competitor to leave the start was the sixth to arrive, which proves something or other, even if it is only that half a dozen have fallen by the wayside, or left the wayside altogether).

The Makara section was familiar to most drivers, but it is an interesting piece of road, and finally brought the entry - or what was left of it - back to Karori to a reception committee in the big white Delage. It was quite a pleasant afternoon's motoring - made more so from a navigators viewpoint because no strict average speeds were set. The weather was kind, and the views quite worthwhile, though had it rained a little longer, the trial might have ended on the heights of Newlands - for that is where John McMillan's Prefect paused long and lonely when mapping out the trial. His diff was proving difficult. (The trial was won by Hugo Hollis.) E.H.

10 M.T.T. - Le Mans Broadcast.

It is understood that arrangements are being made by the Broadcasting Service to give the results, and possibly an eye-witness account - of Le Mans. If this comes off, it will most likely be heard over the main national (YA) stations following the 12.30 weather forecast on Monday 15th June. Shortwavers may pick up commentaries direct from the BBC at odd times during the preceding 24 hours.

TT broadcasts of the races in the Isle of Man may also be broadcast during the week commencing June 8. These will also follow the midday weather report, on June 9th, 11th and 13th. (The actual times of the broadcast by the BBC, for those who want to hear them direct, are - Junior TT: 9th June - 2.15 and 9.5 a.m. (N.Z. Time)
Lightweight: 11th June - 9 a.m.
Senior: June 13th, 12.10 a.m. 12.35 a.m. and 9.05 a.m.

The underlining is mine - the phrases so marked suggest real gen Anon.

from a Department of State. The 'will' a line or two later must surely have slipped in inadvertently? - Ed.)

Wellingtonians may champ at the bit (or the throttle) at the slow progress of traffic through the city. Contrary to what we are told by certain overseas members, things are not so wonderful elsewhere. A report issued by the R.A.C., AA, and Scottish Automobile club provides the following figures in regard to London's traffic flow -

In 1905, a 2-horsepower Brougham could average 13.72 m.p.h. in Park Lane compared with 11.1 m.p.h. for present day transport with fifty times the horse-power. In Piccadilly, the Brougham could do even better - 14.8 m.p.h. Today's average - 6.2 m.p.h. It is estimated that if the traffic flow could be speeded by only 1 m.p.h., the London Transport Board could save two million pounds a year.

Since 1910, the total mileage of roads in Britain has increased by 4.7 per cent. Motor vehicles have increased from 144,000 to 4,400,000.

LETTERS TO THE EDITOR:

Sir, I should like to warmly commend "16/95" for his forthright criticism of the Hill-Climb Championship. I think it is high time that motor sport in this country was planned by a few people with some foresight and a little push. If we want to return to pre-1914 motor sport lets do it properly and not confine it to Hill Climbs and before I go any farther I do not want a whole pile of clots writing in defence of shingle hill climbs. They have their good points but they are not the place for Championship events.

Potential Hill climb courses in this country are as good in every respect as anywhere. All that remains is to find them and then get them and keep them, a feat which to my knowledge, has been achieved only by Otago and Wellington clubs.

I gather too that 16/95 is also an advocate of the multi-hill Championship system, a scheme which the Vintage Car Club at the instigation of Andrew Anderson and the writer tried to introduce some years ago when the Club ran the climbs on the Summit Road and Governors Bay courses and wanted other clubs to support the system and run other climbs on similar good tar sealed courses as part of the Championship. We were met with apathy, criticism and in certain quarters active opposition. The Governors Bay course has now been lost as a result of bungling by another Club which though three times

the size of V.C.C. uses the short Summit Road climb as it obviously does not know how to find another course in Canterbury. That was on the home front. As for any other support there was little or none, Nelson were more interested in trying to make a circuit out of their mud flats than running a hillclimb on the Whangamoa, Timaru seemed to think shingle better for their mass of midgets, and of course the A.N.Z.C.C. was far too busy making rules for everyone to break or else settling petty squabbles instead of getting on with the job of organising bigger brighter and better Hill Climbs.

And that is one of the main reasons why the V.C.C. resigned and retired to their funny old cars and funny old ways.... I wonder.

Yours faithfully R.B.Shand.

P.S. I see that the circuit idea is being abandoned. I hate to say "I told you so." Just think if all that money and effort had been put toward finding a road circuit and running a real race. R.B.S.

ROYCROFT'S ROAD RACE:

From beginning to end, Ron Roycroft had things his own way in the N.Z. CHAMPIONSHIP ROAD RACE in Dunedin on June 1st. Dunedin's organisation was superb. Drivers were loud in their praise of the efficient running of the race, the excellent flag marshalling, the interesting 1.75 mile "round the houses" circuit, and the Southern hospitality. The surface was mainly tar-sealed with a short gravel section. Lots of interesting corners and a tricky "hill" in the form of an overbridge, the descent from which was complicated by a wriggle and a bump that had many drivers guessing. It was here that the day's only accident occurred.

Mass start, grid fashion. Front row were Roycroft (Alfa), McLean (1100 Cooper), Gibbons (1100 Cooper). Second row Frost (J.B.S.), Brown (XK120), Mrs. Lupp (XK120). Places decided by practice times.

First away was McLean. Gibbons had to be pushed and went off in the ruck. Syd Jensen (of motorbike fame in the ex-Stafford J.B.S.) stalled, changed a plug, lost almost a lap.

Roycroft was first round. No one else in sight. 1 min 54 sec., average 55.2 m.p.h. From then on it was the Alfa's race. After 28 of the 43 laps Ron had a two lap lead. He eased off and finished in 80 min. 45 sec - just under 60 m.p.h. He touched 103 on the pit straight and in spite of the many bumps had an "arm chair" ride.

Nearly 2 mins. behind was Bob Gibbons in second place. After his slow start, Bob went extremely well but found the bumps a bit trying. In spite of pre-race prophecy by nearly everybody that the course would suit the Cooper better than the Alfa Bob found it otherwise. He stopped to refuel and but for that and his slow start may have been much nearer the Alfa. Time 82.39.

Third was Ron (?) Frost in the J.B.S. He drove extremely well and put his Brands Hatch training to good use, nipping past in the most unlikely places. Time 82.55.

Frank Shuter urged the stock V8 Special to fourth place. His was another excellent drive and but for a pit stop might have been further up. Time 84.21.

Syd Jensen was fifth in 86.16. His first car race was a success. With Frost tutoring him in the race he learnt quickly and eventually led Frost by several hundred yards but, alas, a lap in arrears because of his poor start. Several times he cleverly slipstreamed larger cars.

D.J. Haigh in a Citroen Special drove steadily to sixth place. Time 81.38.

Sybil Lupp in the ex-Tutton Jaguar was first Otago driver home and earned a tremendous cup. (A feature of the prize-giving was the size of the silverware). Mrs. Lupp had a lovely dice with Brown in a similar Jaguar and eventually drew well away. A loose flywheel slowed her in the end. Time 91.55.

Pat Hoare in the R.A.Vauxhall finished eighth. Time 91.16. (or so the paper said, but there's obviously something wrong with the last two times).

The rest were flagged off. Several fell by the wayside. Jack Brewer (R.A.Vanguard) didn't survive the practice, spewing his gearbox on the tarmac. George Smith (V8 Spl.) burnt a piston in practice, feverishly patched it up and ran in the race until the works gave in. George's motto: "Press on regardless".

Shuter had rear end trouble in practice and some smart work put things right for the race.

Don Ransley had the best prepared car on the course - a beautiful Ransley Riley. A mistake on the overbridge caused him to wrap it round a post and practically write off the chassis completely. Fortunately he came out with only a broken leg.

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CLUB CALENDAR

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THURSDAY: 11th June - Monthly Meeting, Victoria League Rooms,
D.I.C. Building, 7.30 p.m.
The main item will be a 'Brains Trust',
conducted by Jim Berkett. Members are requested to bring
written questions of likely interest.

SATURDAY: 20th June. Night Trial - Start at Maginnity Street at
6.45 p.m.

Roycroft's Road Race (Continued.)

O'Neill in a nicely bodied Chev. Special (many nice specials came out of ChCh.) whacked a gutter and luckled a wheel. Many others had exciting moments and the spectators on the corners had their money's worth. Altogether a top-notch show. Arnold Stafford's comment 'Up to Grand Prix Standard'. The Stock Car race was notable for two things - (1) The difference in the speeds and (driver's ability) of the Morris Minors and the exciting duel between two 2 $\frac{1}{2}$ Rileys. These latter were driven by "press-on" boys much to everyone's delight. However the limit men had too much start and E.R. Gunn (Morris Minor) won and G. Paape (Austin A40, very competently driven) was second.

The Sports car race went to another Minor off the limit - D.G. Waters Jack Button (J2 Aillard) tried hard but just couldn't make up the handicap.

Altogether an excellent day, even if the wind was cold. (Ask Toby Easterbrook-Smith who was perched up in it in a tower bravely doing a commentary!). H.G.M.

FOR SALE: 2 Dunlop racing tyres 6.00 x 15 with tubes.
2 " " " 5.00 x 15 " "
2 " pressed steel wheels 15 x 4.
2 " " " 15 x 4 $\frac{1}{2}$.

The wheels are accurate within fine limits, with 5 holes on 6" centres. Price £50 or would sell individually. Apply Ansell Fouke, Lr. Hutt.

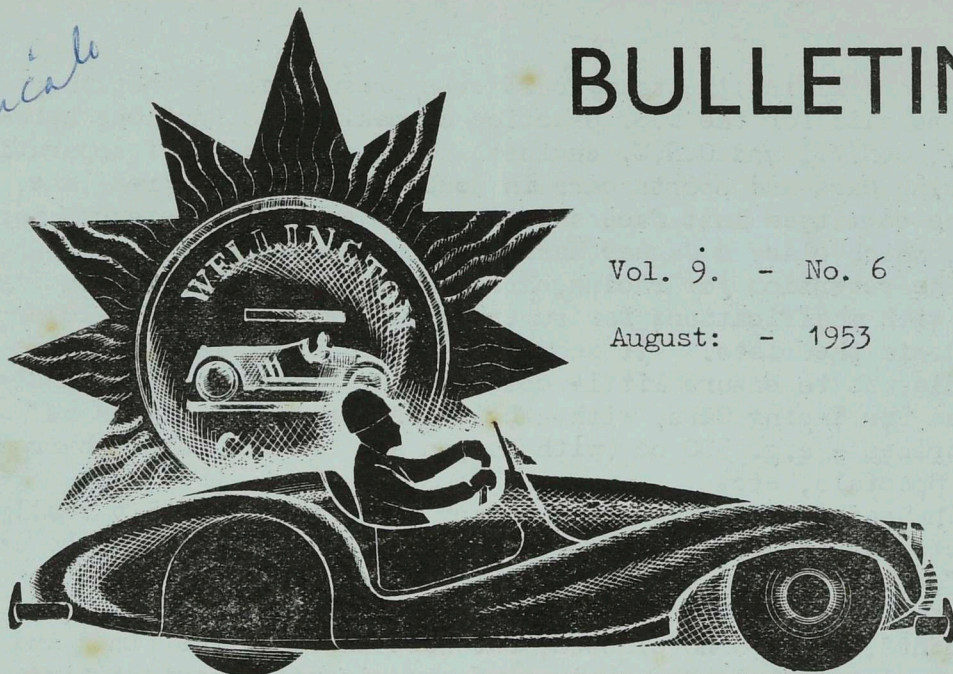
Ron Frost wishes to sell his J.B.S. 500.

Anyone interested can contact Ron at Frost Motors
Levin - Phone 828.

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

Substitute

BULLETIN



Vol. 9. - No. 6

August: - 1953

WELLINGTON CAR CLUB (INC.) P.O. BOX 5142, WELLINGTON, C.I.

EDITORIAL:

In the last Bulletin were details of the classes in which the Committee proposed cars should run in Club speed events. They are of necessity a compromise, and I don't suppose even one member will consider them ideal. They do however represent some improvement on the old (50 years out of date,) system previously used, and are a welcome sign that something is happening after the apparent complete inactivity of the past two years.

The Touring classes have obviously been designed to fit touring cars at present on the N.Z. market, and this is probably a realistic view. In the Sports class, the variety of cars which can be serious competitors is more limited than in the Touring class, and owners can reasonably be expected to have placed performance high on their list of requirements. The number of classes can therefore logically be reduced. The snag at present seems to lie in the Jaguar, which has an engine quite out of the ordinary run, with a potential output of nearly twice its class

CAUTION IS NO SUBSTITUTE FOR SKILL

NOR SKILL FOR CAUTION

mates. I still incline to my earlier expressed views that there is much to be said for the U.S. practice of making distinctions between the S.V., O.H.V., and O.H.C. engines. The difficulty of separating the touring cars and sports cars in doubtful cases is a real one, which the committee must face shortly. Is anyone quite sure, for example, which class a Jaguar Mark VII should go into.

The retention for racing cars of the International capacity classes with modifications for supercharging will no doubt please the academic theorists. It should make for peace, for there are enough classes to ensure little competition. Personally I prefer one class for Racing Cars, with subclasses for special types as demand arises - e.g. 500 cc (with Norton and similar motors barred) Ford 10 Specials, etc.

The sad fact is however that any attempt to classify really satisfactorily is defeated before it starts, unless cars can be designed for the express purpose of fitting in with the system. Perhaps the best solution would be, in timed and individually run speed events, to have no classes, but just announce the times and let people interested make their own comparisons. Fastest time would get the only award, as it is a distinction no classification can defeat.

Can anyone explain why 'Cubic Capacity' is used as a yardstick to classify cars?

In the specifications of a car, certain factors are significant - weight, power curve, body size and shape, suspension, gear ratios, fuel consumption, price, service likely to be obtained. There is one specification of no direct significance whatever - the volume swept by the pistons in one half of an engine revolution. Why then is this almost meaningless specification used to decide with which others a car should compete? I don't know, nor has anyone I have asked been able to give a reasonable explanation. If anyone in the Club can, will be please write to Box 5142 and let me know?

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MONTHLY MEETING: - JULY:

Two short films were shown, by courtesy of Todd Motors - one of the Alpine Rally, and one of the record breaking Humber trip to the Cape. This one was very good indeed. The Rally one was also good in its way, but my own impression was that we had seen, if not this actual one, at least some very like it more than once before, and that by the end the commentator was repeating Sunbeam-Talbot ... Sunbeam-Talbot... Sunbeam-Talbot.... until I felt that I could put my fingers in my ears and scream. Surely the very fine performance

put up by the S-T team would have been emphasised, not overshadowed by admitting that there were other cars in the Trial?

There was a very interesting discussion on Club affairs in general, and some members felt that the references to the proposed Championship Hill Climb in the July Bulletin had been far too pessimistic. The Editor maintained his right to publish his own opinions, and invited others to do likewise. Someone moved that the Editor be asked to resign, but there was no seconder. This discussion ranged over a wide field and I found it most entertaining and stimulating. There was wide support for a suggestion that trials, gymkanas etc. are not worth the trouble and are only attended by people with nothing better to do.
D.R.B.

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NOTICES:

CRASH HATS: The Association can supply at £4.0.0 including postage: Visors 7/6d extra.

COMPETITION LICENCES: Expire 31/7/53.

CLUB RULES: - A number have been distributed. Copies will be available at next monthly meeting.

SECRETARY: Miss Zelma Sinclair has been appointed as Secretary.

COMMITTEE: D.R.Bagnall has resigned from the Committee, as he finds he cannot spare the time necessary to assume his full share of responsibility.

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FOR SALE
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M.G. T D./2/2/ Latest Model, Silver Bronze, 10,700 miles, many extras include: spare axle ratio, twin fuel pumps and fuel lines, tonneau cover, badge bar and fog light, special instrument panel. In excellent order, consistently successful in all types of competition.

PRICE: £350 or near offer.

Also: Marshall Nordec Supercharger, Spare wheels with Dunlop Racing tyres, many spare parts and extras, full details on request. H. Hollis, 43 Rawhiti Tce. Wgton.W.1. Phone 27-393.

ANNUAL SPORTING TRIAL:

On Saturday 11th July the Club held its annual mid winter sporting trial. The course selected was a series of clay hills used by the Ministry of Works in the realignment of the Haywards Road and the weather was real mid winter. In the morning when the organisers were plotting the course there were intermittent showers of rain hail and snow and a biting southerly wind. In the afternoon the gods relented and the sun peeped through to make conditions much more pleasant.

Four hills were selected and the object was to climb each of these as far as possible non stop. Five marks were allotted to each hill and the front of the car had to reach or pass the numbered points. A timed circuit of two very slippery hills was included to decide any ties in the results.

During the morning one of the organisers in a well known Morris Minor became stuck when trying out a section which was not included, it took the combined efforts of eight men, much manuka and the Minor to extricate it. At one time all four wheels had practically disappeared under the mud. Several of the helpers had to be dug out also.

The first Hill was very steep with a straight approach run of about 50 yards. Hugo Hollis, Brent George, Tom Fox and Ollie Cottrell all managed to climb to the 5 point mark, Hugo having to brake hard to prevent running on into unexplored territory. Ollie just clawed his way up with clouds of blue smoke from his tyres. Others got well past the 4 but just could not reach the limit.

The second hill started on the level, climbed round a very muddy left hand hairpin up a badly channeled greasy hill, round a right hairpin with gravel surface then a sharp left hair pin with a gradient of 1 in 4 and up a very steep hill. Most cars got round the last hairpin and failed from wheelspin. Derek Moller almost reached the 4 but just could not make it. All cars finished amidst clouds of blue smoke and steam.

Section 3 was another hill the early part of which was a flat run to a very greasy rise, then round the last left hairpin used in Test 2 and so to the top, so we hoped. Jim Berkett was outstanding in this, the A.40 flew up the easy part, broadsided the hairpin and climbed to the top amidst cheers from the onlookers. Jim was second to last to run and Roy Haines was observed bouncing for all he was worth in the back. Good show boys.

Section 4 was a second run at the first hill used. Hugo was observed walking up the mountain a long way past the finish and casually kicking rocks out of the track. When his turn came he rushed up the hill and disappeared over the skyline. Brent George

was the only other car to reach 5 on the test. Tom Grant thought his Minor was a baby bulldozer and pushed away a large section of the hill.

The timed test involved going up and down two greasy hills turning round at the end and returning to the start in the shortest possible time. Many different methods were used for turning and this accounts for most of the variation in times.

NAME	CAR	Sect.1.	Sect.2.	Sect.3.	Sect.4.	Total	Timed Tie Decid- ing.	Place
Hollis	M.G.	5	3	5	5	18	48.5	1
George	M.G.	5	3	4	5	17	57.25	2
Berkett	A.40	4	3	5	2	14	1.31.3	3
Fox	Singer	5	3	3	2	13	53.15	4
Cottrell	Hillman Special	5	2	1	4	12	51.25	5
Fowke	Ford Fiat	4	2	3	3	12	1.00.3	6
Moller	M.M.	3	3	3	2	11	50.25	7
Grant	M.M.	3	3	3	1	10	52.75	8
Buckthought	Javelin	4	3	1	2	10	58.7	9
Porteous	M.O.	1	-	1	1	3	-	10

H. HOLLIS 1st. with 18 out of possible 20, Also fastest in timed test.

The 2.3 ALFA:

(These notes were done by Trevor Wickham some time ago. They have just come to light, but seem to read as well as when they were written). Ed.

I received my copy of the Bulletin today and read with considerable interest Geof. Easterbrook-Smiths article on the 2.9 monoporto Alfa which recently arrived in this country. I must

congratulate him on his masterly summing up on the car's origin and can only say that I agree with all he says about it. However, he did say that I was more interested in the 2.3 four seater which arrived at the same time - not strictly true, old Geof, perhaps but there's something in it all the same. The fact is, I'm getting old. I'm even slightly older than Geof, believe it or not, and the four seater appealed to me as a car which it might conceivably be possible to own (bearing in mind my wife and two children) and with which motoring could regain something of the flavour of the good (bad,) old days.

Going over in my mind what I propose to write I foresee a real slap up argument developing and that's just as it should be because of such stuff is motoring enthusiasts gatherings made! Now, each motoring generation has created its own interpretation of magnificent motoring - Rolls Royce being the great exception as for many many years they have continued quietly and unostentatiously to produce the best car in the world and, I for one, am not prepared to argue about that. In the early 30's we had the "slump" and many of Britains great cars simply could not face world conditions and either passed out of existence or into the hands of salesmen as opposed to engineers. The intense types shook their heads, sighed a deep sigh and said in effect: "This is the end. Let us call this the end of the vintage period and let us dedicate our lives to damning everything built from this day on." Very praiseworthy and many people, notably the Vintage Car Club and the Bentley Drivers Club in England, have with infinite care, patience and understanding preserved many of the great cars of the past. In all sincerity I say "Good show, chaps."

However, into this sad world came a new car - the 2.3 Alfa. Yes, I know, Herbert, that it was a development of the delightful 1½ litre and 1750 c.c. Alfas but I repeat a new car. A purely technical description of the car would probably not be of very great interest as most of you know all about it - actually if you don't you darned well should! Briefly it was a twin overhead cam straight of 65 x 88 giving 2336 c.c. The drive to the camshafts was between the two blocks of four cylinders and the blower was of the Rootes type. The chassis was a straight forward affair with short flat semi elliptics all round (they still used that method for staying upright in those days) and was available in two lengths 10' 4" and 9' 0". On the short chassis one could (if sufficiently wealthy) have the delightful Zagato two seater with which the 2.3 was mostly associated but what many of us do not realise is that it was in the long chassis four seater that Birkin had so much success. In his car he won the 24 hour race at Le Mans covering something like 125 miles further in the time than he had the year previously in the 6½ Bentley and feeling

a whole lot fresher in so doing which is quite a point. You see, the Alfa was built for real motoring - just as the Bentleys were (sorry, Bob, but I had to bring that bit in).

In other words a sports car, in the truest sense of the word, that, in spite of being really fast, could be driven across Europe as a matter of course. I bring that point up because Bugatti built fast cars about that time too but with all due respect I feel safe in saying (being 400 miles away from Ken Hemus and 12000 miles away from Hampton) that it was not till Bugatti produced the type 57 that he did what Alfas had done with the 2.3 and by that I mean produce a really fast car that could be driven outside the factory gates with an easy mind. I reckon I'm building up trouble for myself but I stick to my story!

So great was Alfa influence in those days that when Rolls Royce bought Bentleys they experimented with a blown 2½ litre straight eight. This car was briefly announced in The Motor of the time and the story is vouched for by a friend of mine now living in Wellington who saw the prototype and described it as "very like an Alfa". Could it be that Rolls thought better of entering a field which at that time was so dominated by the Italian car?

"Motor Sport" (long may it live) tested Birkins long chassis four seater and "Allon" with two up reached something like 114 and spoke admiringly of the long black wheel spin marks left after changing into third at 50. Alfa steering is, of course, of the classic variety and it has been said that one doesn't steer it - you merely look round the corner and the car goes round. Unfortunately I've never driven one so I can't say from experience. It is only fair to mention that Birkins car lapped Brooklands at something over 120.

Alfa successes are too numerous to mention but I feel that it was as a sports car that it really left its mark. It was the beginning of that new era of lower, lighter, more manageable sports cars which left the old giants still proud but beaten. The 2.3 also appears in 2.5 and 2.6 litre form but they were bored out versions and, here I quote J.H. Bartlett who knows more than most about Alfas, by the time you reached 2.6 litres you had to be fairly careful about revs as the pistons were rather inclined to pop through into the water.

So there it is. I felt as I looked at the somewhat battered four seater sitting beside its 2.9 litre descendant that it was a true sports car. I thought of long straight roads and fierce winding climbs and I felt that here was magnificent motoring - here was a car which, although nearly 20 years old, I should be intensely proud to own.

Do you perhaps feel, as I do, that that is a far better definition of "vintage" than some arbitrary date? Think it over sometime.

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S U P P L E M E N T T O A U G U S T B U L L E T I N .

The Buckler Ford 10 Special (Continued)

The Agents A.W.Harris, Box 9159, New Market Auckland are very informative and helpful and have quite a stock of grata sheets giving all the details for anyone who cares to get in touch with them. Plans are afoot for an all enveloping fibre-glass body for the Mark XI which from the sketches should look very smart. So there it is special builders. A very interesting project indeed. A.R.

ENGLISH PERFORMANCE DETAILS OF THE COMPLETED PROTOTYPE (FITTED WITH A FORD TEN RECONDITIONED ENGINE WITH RAISED COMPRESSION RATIO)

Maximum Speed 75 - 80 m.p.h.

Acceleration	Road Trim		Racing
	70 Octane	80 Octane	Petrol/ Benzole
	<u>secs</u>	<u>secs</u>	<u>secs</u>
0-30 m.p.h.	5.5	5.0	4.5
0-40 m.p.h.	8.7	8.0	7.3
0-60 m.p.h.	22.0	20.0	18.4
Standing $\frac{1}{4}$ mile	22.5	21.5	20.5
Standing Kilometre	42.2	39.8	38.0
10-30 Top Gear	7.5	6.9	6.6
20-40 " "	7.5	6.9	6.6
30-50 " "	8.6	7.8	6.9
40-60 " "	13.0	11.5	10.4

Maximum speeds in gears (5.00" x 17" rear tyres)

	<u>1st Gear</u>	<u>2nd Gear</u>
With standard Ford Ten Gear box	28 mph	48 mph
With Buckler Close Ratio Gears Type 'D'	36 "	60 "
" " " " " " 'C'	38 "	65 "
" " " " " " 'B'	42 "	70 "

Addition of Supercharger (51 lbs. Boost) decreases acceleration times by approximately 25%. Increases fuel consumption by 10 miles less per gallon. Maximum speed 85 m.p.h.

GYMKHANA: This event is being held on a public road by courtesy of the Eastbourne Borough Council, and we are particularly keen to have a good show which will interest both competitors and spectators. So will everyone who possibly can please turn up to compete, help or spectate!

Committee Meeting - at Jim Perkett's house in Joclyn Crescent, Silverstream.

S U B S C R I P T I O N S

Of a total membership on record of approximately 200, 105 unfinancial people who were duly warned last month, will not receive this month's bulletin. With four months of the year gone this can hardly be regarded as a satisfactory state of affairs. However to you 105, the remedy is in your own hands. If you can't see me personally a note in the mail to the address below with your subscription will do the trick.

A.H.Robb, (Hon. Treas.)
P.O.Box 1294,
WELLINGTON.

SPECIAL WANDERINGS

by "Sillie Willie"

Quite a lot of owners and mechanics know engines specially their own from top to bottom, but have very little knowledge of basic theory and applied knowledge. They follow the crowd and haphazardly fit double valve springs, twin carbs, alloy heads porting and polishing etc. and claim fantastic increases which don't exist. We are all inclined at times to believe in miracles, and mechanical long haired experts who have the master touch of tune. But the principles of internal combustion engines remain much the same. In fact for years the limiting factors have been known and followed down to the last bitter pill and the eventual discarding of what will be known as a crude inefficient form of power unit. Bearing this in mind, the whole process condenses itself to matter of mathematics and applied theory against which there is no argument. The fastest cars of the past and today are all built on condensed experience of technical teams, expensive experiment, intense enthusiasm, and many, many man hours - there are no short cuts even right up to these limiting factors. What chance then has the mechanic or home tuner unless he follows the steps of the masters,

The knowledge any of us may have is gleaned from books and words at the masters knee.

Everyone will give any theory a different reception and modify it to suit his own channels of thinking and retention, so inevitably there are different schools of thought leading through technical diversions, along the same lines to the same limiting factors set down. These remarks if accepted, along with other disadvantages will put one that much further along the road to success which is not an easy one.

In modifying and stepping up the power output of a Standard Sports engine we must realise that as is, the manufacturer has produced a reliable unit and a large number of components are a compromise of efficiency and overall reliability. Almost any modification in quest of speed will take away in some measure the previous reliability and perhaps some other desirable feature of behaviour. In other words while outstanding performance at high speed will be very satisfying low-speed work and doddering in traffic performance will suffer. Also increased wear, highly stressed parts, higher revs and cyl. pressures, with resultant high heat values are inescapable.

What the tuner wants is power and that is all that is offering. How much money and how many hours put in on the job are directly proportional to the increase.

So much for the engine. But what of the rest of the car - is this also tied up in years of experience and a bottomless pocket book? Not necessarily so. The answer lies in level headed

thinking and compromise with ideals and what is offering by way of parts and the money available. Tons of thinking before making a move and above all, some basic knowledge of the subject and the ability to stay with it.

Stage tuning as suggested by the Morris Factory for M.B. owners is ideal. The stages offered are reliable and tried, also after each stage is completed there can be a breathing spell. The increase noted and compared and fully exploited, with a period for saving money for the next.

Why try and beat the factory teams and their pooled brains. Even they are divided in their opinions as evidenced by the many different makes and their very different approaches to these complex problems. How many Super Specials lay mouldering away or broken up for parts - home built independent front ends, tubular or stressed panel and wood frames - every idea that is still under development - all never to see the light of day - hidden and ashamed - never to see the glory of a massed start. - pipe dreams. All abortive efforts of hit and miss plans. They would soak up thousands of pounds and the best brains of the industry to develop them. They are wasteful from their enthusiastic birth to their ignominious end - they soak up money and precious enthusiasm.

What then, are we all to be spectators or are we doomed to flog the family hack in the Club events. No, let us pick on sensible compromise within our capabilities and our pockets and have some completed and medium performing cars.

The Buckler people, with an agent in Auckland offer a tried and tested special with endless possibilities, and special parts, also could be a reliable dual purpose car.

The Lotus Company also offer an endless variety of tried and tested set ups. Even if these are too small and under powered for some of us, why not some stock frame to base our car on. There is a fine old Ansaldo wandering around the city that would make a grand set up for a V8 Special. All road holding features and sensible steering box ratio built in, one among many if we look around.

I would like to see our Clubman Special builders working on these lines, beating Bertie and his dough and our Club bulletin with more technical articles, such as why fit aluminium heads, why two carbys etc. After all why not a 750-800 c.c. class and a Ford ten one. The Levin track is just around the corner and will be a great fillup to the sport, and believe me a lot of poorly built Specials are going to be scrutineered out. If the public are to pay to see our sport, then we must set a standard. The Auckland Grand Prix will show us that no amateur effort will be in big time. But while we must remain amateurs let us set a standard.

If this poorly pieced meandering is accepted for print I would

like to follow on with short technical articles.

(We have broken our rule in publishing this note without knowing who the author is - will he please let the Editor know - not necessarily for publication. The further articles he suggests would be welcome - Ed.)

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CURRENT COMMENTARY:

by Tacitus.

The Editor allowed me to pre-view "Sillie Willie's" article in this issue of the "Bulletin" and I would like to comment on a few of the points involved. In general, I think that the contents of the article are very true indeed, but in one aspect I find that "Sillie Willie's" thinking and mine do not coincide.

He says "Why try to beat the factory teams and their pooled brains?" Apart from a slight feeling of nausea at the thought of pooled brains, my rejoinder in "Why not?". After all, examples are not lacking of private owners who consistently beat factory prepared entries. Fred Dixon's Rileys were consistently faster than the Riley works cars before the war. The late Jock Horsfall made his Aston Martin do things the factory never expected. Even in New Zealand, there are examples of the special builder beating the man with the money and his factory built racing car.

"Sillie Willie's" suggestion that we should built racing cars based on Buckler or Lotus chassis has the merit of being sensible, providing one has sufficient money with which to be sensible, but special building is surely in its most sure form, a means whereby all problems of design and manufacture can be attacked and beaten, with greater or less success, rather than a simple matter of dropping someone's engine into someone else's chassis.

"Sillie Willie" speaks approvingly of Nuffield stage tuning. Again, it is an easy way if one has the money but it does seem to me that receiving, in return for payment, the regurgitated experience of the factory is a poor compensation for not using one's own brains. Perhaps my mind works the wrong way, but I would get little satisfaction from spending £x for Y parts, in the certain knowledge that I would get Z result, because it says so in the tune manual. Quite apart from that, the dreary little cars concerned all look and sound alike, and do not go particularly fast even when at the nth stage of tune.

I am not suggesting that other peoples' experiences should not be taken advantage of, but a facile acceptance of a factory product as good just because it is a factory product betrays the lack of a critical mind, without which consistently successful tuning is quite impossible.

I am reminded of the builder of several of our more esoteric

specials, who I questioned concerning a radical peculiarity in design. He admitted that he did not know whether it would work, but the accumulated experience of the sages had not convinced him that it would not work, so he went ahead and successfully experimented for himself.

The recent news that Italian cars finished in the first six places in the British Grand Prix makes me wonder why this should be so.

With the exception of Ascari, who is obviously in a class by himself, their drivers are probably no better than the others, while in suspension design the English cars appear at least as good. The difference appears to be in plain brake horse power and here lies the mystery. Why should such basically similar engines as for instance the Ferrari and Alta produce such differing power. Both are twin O.H.C. 4 cylinders, and the differences in compression ratio, induction layout etc. can only be small. British engineers should know as much about power extraction as their Italian counterparts, but the Italian Formula II engines consistently deliver about 20 b.h.p. more than the best English engines; and it is not as if all English efforts were based on the Alta engine. Much the same applies to the Connaught, while the Bristol based 6 cylinder engines too appear to be short of sheer power.

Perhaps some of the Club intelligentzia can supply the answer.

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THE BUCKLER FORD 10 SPECIAL: (With apologies to L.S.).

The following is an account of a not uninteresting afternoon spent at the N.Z. Agents for Buckler in Auckland which ended (for me anyway) in quite an eye-opening run in the first car to be built in New Zealand. The Buckler multi-tubular chassis frame which has been designed for use with Ford 10 components has been in use in England for some years with considerable success - briefly the construction is of four main drawn seamless tubes, 1 1/2" diam., of 45 tons sq. in. tensile alloy steel welded with other strategically placed tube members to form a very rigid low weight frame entirely free from whip and lozenging. This is supplied with all mounting brackets, floor and body framing ready for installation of the Ford 10 Motor and gearbox, drive shaft, diff. springs etc. A front independent suspension of the swing axle type has been designed complete with track rods and all the bits and pieces and this is also offered as a conversion kit for Prefects. A special Gallay radiator a la Aston Martin, Cooper etc. is provided for the special as also are available double valve springs, h.c. alloy heads etc. for motor tuning and a surprisingly



CLUB CALENDAR



MONTHLY MEETING: Victoria League Rooms, D.I.C. Building,
 Thursday 13th: August, 7.30 p.m.
 Supper: no films: intellectual pursuits:
 Stone '500' on view for examination and discussion.

GYMKANA: On Saturday 15th August: Start at Eastbourne
 just South of the wharf at 2 p.m.

COMMITTEE MEETING: At 43 Rawhiti Terrace, Kelburn, on
 Tuesday 18th August.

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wide range of close ratio gears. If desired, an overdrive and for 4.7 high ratio crown wheel and pinion set. With aluminium body the total weight of the finished car runs out at around 11 cwt which with a tuned motor should give a very efficient power/weight ratio in the vicinity of 80 + B.H.P./Ton. The weight distribution has been very carefully planned and steering and road holding are very much of Grand Prix standard.

The short run in the car was most satisfying. The acceleration was astounding and the braking even more so. The lining area works out at 142 sq.ins., per ton and the parts are so lightly stressed that no brake adjustments have been made since assembly, and this includes the race of Ohakea. Hands off braking from 60 brought us to a halt in what seemed to be only a few car lengths. The one bend taken at speed was in a beautiful controlled four wheel drift without a trace of either under or oversteer. Very definitely a car to inspire confidence right from the start. The suspension was very good, the model sitting down on the road without any rolling or pitching whatever and giving into the bargain a very comfortable ride. There is no apparent tyre wear at all after several thousand miles of fast driving.

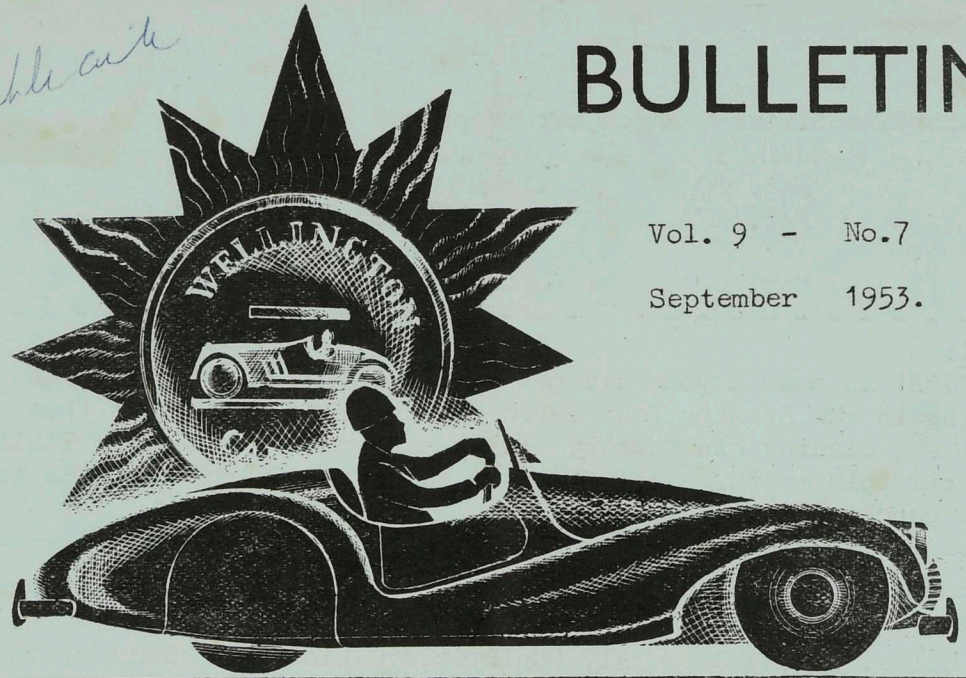
There are several different models available. The Mark V or VI being 2 seater the former to take the 8 h.p. drive shaft and torque tube and the latter 4" longer to take the 10 H.P. The Mark X or XI is a three abreast version of the 2 seater with the same dimensional difference and there is also a conventional 4 seater chassis available. Their Mark VI built with all brand new parts and including a professionally built body (£100) has worked at around £550 although a considerable amount could be cut off this by using second hand parts. For anyone toying with the idea of building a special the Buckler would seem to be well worth considering, the assembling consisting of, in the main merely bolting all the parts together.

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

Subleant

BULLETIN

Vol. 9 - No.7
September 1953.



WELLINGTON CAR CLUB (INC.) P.O. BOX 5142, WELLINGTON, C.I.

EDITORIAL:

This seems likely to be a short Bulletin. I make no apologies; part of what time I can spare from family affairs must for the next few months go into the Talbot, and the Bulletin must keep going largely on what members send in for publication.

Word is just to hand that the Association has approved of this Club running the New Zealand Hill Climb Championship in February next. A major part of our energies must now be concentrated on making this event the best run ever, and if possible a real financial success. More details after next committee meeting.

Association News:

A few notes from the association meeting last week and
The new Executive is:
G. Pape (Otago)
J. Tutton (Canterbury)
B. Parsonage (Manawatu)

CAUTION IS NO SUBSTITUTE FOR SKILL

Some important fixtures which were approved are:

- Jan. 9 Ardmore races
- Feb. 20 Wigram races
- Feb. 27 N.Z. Championship Hill Climb -
Houghton Bay Hill.
- Mar. 6 Ohakea Races.

FERRARI:

Just in case anyone did not notice it, we quote a message appearing in the Evening Post a few days ago, to the effect that Ferrari was closing his factory and ceasing racing after the Italian Grand Prix this month. All the cars would be offered for sale to private purchasers.

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ARDMORE RACES - 9 Feb. 1953.

1. CAR HANDICAP -
20 Miles. Racing Cars Only (Unlimited Capacity). Limit of 15 cars. Maximum Handicap - 1 Lap.

Prizes:
1st £50 & Trophy. 2nd £20 & Trophy. 3rd £10 & Trophy.
Entry Fee: £2 (May be returnable)

2. CAR HANDICAP -
10 Miles. Racing & Sports Cars (Unlimited Capacity). Limit of 15 cars. Maximum Handicap - 1 Lap.

Prizes:
1st £25 & Trophy. 2nd £12 & Trophy. 3rd £7 & Trophy.
Entry Fee: £1/10/0. (May be returnable)

3. CAR HANDICAP -
10 Miles. Sports Cars Only. (Unlimited Capacity). Limit of 15 cars. Maximum Handicap - 1 Lap.

Prizes:
1st £25 & Trophy. 2nd £12 & Trophy. 3rd £7 & Trophy.
Entry Fee: £1/10/0 (May be returnable)

4. MOTOR CYCLE HANDICAP -
20 Miles. 350 c.c. Class. 25 Fastest machines. Maximum Handicap - 1 Lap.

Prizes: 1st £35 & Trophy. 2nd £20 & Trophy. 3rd £12/10/0 & Trophy.
4th £7/10/0 & Trophy.
Entry Fee: 10/- (May be returnable)

5. MOTOR CYCLE HANDICAP -
20 Miles. 500 cc Class. Limit 25 Fastest machines. Maximum Handicap - 1 Lap.

Prizes: 1st £35 & Trophy. 2nd £20 & Trophy. 3rd £12/10/0 & Trophy. 4th £7/10/0 & Trophy.
(Entry Fee: 10/- (May be returnable))

6. N.Z. MOTOR CUP 210 MILES. 100 LAPS OF CIRCUIT.

Formula Libre. Limit 24 cars. Grid start (six rows of four cars). Starters will be those turning in fastest 2 laps from standing start (or by invitation). After 1st 24 selected, next 5 with fastest times will be reserves. To be run under R.A.C. and F.I.A. rules.

PRIZES:
1st £1000 & Cup (Value £250) First car past finishing line in following classes to receive:
2nd £500 & Trophy. 2001-3000 c.c. £20 & Trophy.
3rd £250 & Trophy. 1501-2000 c.c. £20 & Trophy.
4th. £100 & Trophy. 1101-1500 c.c. £20 & Trophy.
5th. £50 & Trophy. Up to 1100 c.c. £20 & Trophy.
6th £25 & Trophy.
7th £12 & Trophy.

All starters completing the first two laps within 10% of their qualifying time to receive £30. All other starters completing one lap receive £10.

Fastest Lap £50. Leader at each lap £10.

Nomination fee £25. Will be returned on arrival of car on track. Principal cups or trophies are for annual competition. Replicas retained.

Further details are being sought - particularly the method of picking the starters in the preliminary races, and the definitions of a 'sports car'.

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'BORES AND STROKES'

How big is an engine? Is there any justification for referring to the present 'over square' Vauxhall engine as being the same size as the old long stroke engine of about the same capacity? Does shortening the stroke of an engine reduce the piston speed? Does classification by capacity allow greater freedom of design, and tend to a better engine than classification by piston area (i.e. R.A.C. rating? There is a tendency amongst the thoughtless, and particularly in the popular technical press, to give a glib 'yes' to all these questions, and to assume that the matters are beyond argument. The purpose of this short article is to set out some of the factors involved, and to endeavour to draw some general conclusions.

The common statement that, other things being substantially equal, a short stroke engine will have a lower piston speed than a longer stroke one e.g. the last two models of the Vauxhall Velox) may not be a direct untruth; it is however very misleading in its emphasis. A more correct statement would be that the piston area has been increased, which has enabled the piston speed to be reduced without sacrificing performance, and that the reduction could be much the same whatever length of stroke was used. The theoretical proof of this is set out clearly in the Motor Year Book and a practical example is the latest modification of the short stroke Fiat 1400, where the stroke has been increased without increasing the piston speed.

There is as far as I know no universally accepted definition of engine size. I feel however that the term -

(a) Is generally, and fairly, understood to refer to the primary internal dimensions, the bore and stroke, so that capacity is the general measure of size.

(b) May also be used correctly to refer to the external dimensions, but if so this must be made clear in the text.

In accepting capacity as the definition of size, we must be careful not to exaggerate its implications. It is important to remember that capacity, although one factor, is not itself an indication of power, weight, fuel consumption, cost, or general characteristics.

For the purposes of a theoretical comparison, I propose to take two engines of the same bore, one with a bore/stroke ratio of I: .75, the other with a bore/stroke ratio of I: 1.5. These are not extreme, the first being found in the new Buick V8, and the second in many cars of not so long ago. For convenience call the first engine A, the second B, and the bore of each, D. The stroke of A will be S, and of B, 2S. The pistons, cylinder heads, valves,

induction and exhaust systems can be identical.

Assume engine A is fitted to a car, and geared to give an acceptable performance. What will be the effect of fitting the long stroke engine B, and adjusting the gear ratio to keep about the same performance? To retain this performance, the 'litres per ton-mile' figure should not be altered, and this will mean (neglecting for the moment any difference in weight between the two engines) that the final drive reduction will have to be halved - i.e. altered from say 6:1 to 3:1. I do not think that there is any doubt on this point - the theory is simple and seems to have no qualifications. As confirmation I quote (S.A.E. Journal, May 1953) an experiment carried out by General Motors using two V8 motors, similar except for strokes of 2.7 and 3.6 inches. To give similar performance in similar cars, rear axle ratios of 4.3 and 3.1 were used. The calculation is $3.1 \times 3.6 / 2.7 = 3.2$ showing that the gear ratio was raised in rather greater proportion than the stroke was lengthened. The experimenters claimed 5 per cent better fuel consumption for the long stroke engine, and the car fitted with it was more pleasant to drive.

What is happening inside these engines at 60 M.P.H., A doing say 4000 R.P.M. and B doing say 2000 R.P.M.? The piston speed will be the same, and the explosion forces on the pistons, but that is about all. The main forces acting on the pistons, connecting rods and bearings, also on the valve gear, are inertia forces. The absolute values of these forces can be calculated if all weights and dimensions are known: it is much simpler, for our purpose and quite adequate to make a comparison without seeking any absolute value.

The inertia force acting on the big end bearing in respect of the rotating portion of the connecting rod is proportional to MV^2/R , where:

M - mass of parts

V - velocity of centre of crankpin

R - radius of centre of crankpin

The mass of the parts will not vary much between the two engines: the velocity of the centre of the crankpin is obviously the same in each case: the inertia forces are therefore inversely proportional to the stroke. This means that the inertia forces in the short stroke are approximately twice those of the long stroke engine.

Exactly the same reasoning can be applied to the piston and reciprocating part of the connecting rod, and to the valve gear.

Other relevant points are that for the same sized bearings the short stroke engine will have twice the rubbing speed of the long stroke and will have only half the area of cylinder wall over which wear can be distributed.

Conclusion No. 1 is, therefore, that the large capacity long stroke engine would have a much longer life.

Would the large engine be larger in external dimensions, and heavier, to an embarrassing extent?

For the same cylinder arrangement it would be no longer. Its width at crankshaft level would be increased by the increase in stroke - say $2\frac{1}{2}$ inches. Its height would be increased by three times this, assuming the connecting rod length to be twice the stroke. The increase in width is immaterial, and in most modern designs eight inches in the height of the important parts of the engine could be taken care of by using dry sump lubrication and cutting down the air cleaner.

Much weight could be saved by careful design on most components of the more lightly stressed engine. I quote a remark of John Bolster's, that the nine litre Gipsy Six engine would be about the same in weight and power as next year's two and a half litre racing car engines. (It would use much less fuel, and probably last much longer.)

Conclusion No. 2 is therefore that the weight and size of the larger engine would not be prohibitive.

Would the large engine have any undesirable characteristics? I think it would be more pleasant at medium and high road speeds, but with its high gearing would be rather rough at low speeds. Some form of fluid coupling would probably be necessary to satisfy the ordinary user. As regards fuel consumption, general experience suggests that the high speed engine is not likely to be the more economical.

Conclusion No. 3. In general the large engine would be the more pleasant to drive. It might have disadvantages at low speeds, but these could be overcome by 'special devices'. It would almost certainly be more economical.

The foregoing will I hope explain why I have never liked engine capacity as a method of classification - it places a premium on the short stroke, high revving engine, which type seems to be inherently inferior in other characteristics more important than power developed per unit of capacity.

There must however be another side to the question, or the major manufacturers would not be turning to the short stroke engine. Perhaps someone else will give this other side for the next Bulletin?
D.R.B.

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SPECIAL WANDERINGS:

Sillie Willie.

In reply to Tacitus, from previous month's issue. I do not wish to cross-swords with him nor anyone else. Also I do not wish to be too emphatic about my wanderings. I may be proven wrong or wish to retract some opinion later. Rather would I plead that I have been misunderstood.

I am not an M.G. enthusiast, I do not accept the factory product as the criterion. I merely pointed the way for the average Clubman, of average means.

Admittedly Freddy Dixon does all that is claimed for him. But he is a professional with equipment at his disposal that cost more than my whole car. The price of one of his hop-ups would be staggering.

Also the factory produced car would be a different thing entirely if the designers were given a free hand i.e. "Auto Course Vol.2 1953. A Lead to Design." This particular man designed the Morris Minor, a car his employer wanted to put into production for average motoring, but read on, What he could have built!! Fact and theory provide a basis for design. Experiment and test ensure their practical application. Good cars and design don't just happen by accident, and I say for those with no basic knowledge, spending £X for y parts for Z results is sound reasoning.

Also the rather simple matter of dropping someone's engine into someone else's chassis. Rather an under-statement. Someone else's chassis always seems to reach the special builder second hand, and never seems to be left as original. The re-building of a spoked wheel alone can take upwards from 8 hours. The search for a stage one increase on someone's motor for some tame special can take a lot of dough and half a year of spare time, presumably we would like a ride in it sometime. Also the accumulated experience of the sages is not available to the average man, but basic theory is. Most special builders cannot afford to spend hard earned money for a negative result. However opinions always differ and enough of argument. And to follow on with a short article that may be of interest, bearing in mind the secretive activities and spying of last year's close competition with the family hacks.

The following article was written before the Bulletin came out with preview.

Many keen bods in their tuning operations include aluminium cylinder heads. They seem very much sought after with a kind of hallowed awe. Their real advantages are brief and as follows.

Aluminium has a heat conductivity between four and five times that of cast iron, therefore it has the properties to reduce the temperature gradient across the combustion chamber walls, keeping the inner surface

cooler. It has a temperature equalizing effect, preventing formation of hot spots. The importance of keeping the inner surface of the combustion chamber cooler is borne out in the facts that from the carburettor onwards the fuel-air mixture is warmed by contact with the walls of the induction system, and this warming becomes more rapid as each element approaches the inlet valve and passes into the cylinder. It is the average temperature of the air in the cylinder just as the inlet valve closes that determines the weight of air drawn in per stroke. In other words - the less heat picked up or otherwise absorbed by the entered charge, the less expansion of that charge due to heat rises the more will be drawn in per cycle. Reliable sources state that the indicated Horse Power (I.H.P.) is always very nearly proportional to the weight of the fresh charge taken in per cycle.

Having kept our Inducted charge temperature down to a lower figure, the best way to employ this to our greatest advantage, is now to raise our compression ratio. In keeping with our standard pump fuel and freedom from pinging a sensible figure to arrive at is one complete ratio. Any increase of compression ratio is a direct gain and in this case will be approximately 10.5 per cent. Also a maximum torque increase of 7. per cent and a specific fuel consumption reduction of 10 per cent also the weight of the power plant reduced by about 5 per cent. All other advantages claimed for aluminium cylinder heads are dependant almost entirely on the higher compression ratios used and include better idling, due to smaller size of combustion space, lower exhaust temperature, better cooling of water coolant, slightly decreased con-rod bearing leads particularly at high speeds.

These advantages are welcomed and are borne out by the fact that two thirds of high out-put sports engines of today use aluminium heads.

Go to it fellahs - here's a cheap increase and one easy to make.

=====

Another Stone in the Club pond!.....

For every minute the enthusiast spends behind the wheel in actual competition, he spends hours in his garage lavishing attention on his beloved. 'Attention' may mean working on the car, but more often it means dreaming, gloating, or just plain talking about her.

And if our enthusiast is a special builder, he will be only too eager to share his parental pride with other enthusiasts. Just drop in on any member-builder at a weekend - and try to get away! One member didn't wait for the club to arrive at his garage and pay homage around the cradle of his babe - he brought his dream child along

to the club, and surely this must be a milestone in Club History. In the past, in the inevitable groups that form in the Victoria League rooms, there are graphic descriptions, even photographs - but never has a special, in its entirety, been lugged up the four floors and placed in the middle of the floor. A club milestone, and the person around whose neck this milestone hangs is none other than Leslie G. (Stone).

After the assembling multitude had filed past the new arrival and formed their own initial opinions, Les took the floor, somewhat in the manner of Horatious holding the bridge, and defended his love against all comers. His description of building a special, his anecdotes on early miscalculations (they could hardly be termed failures), and his plans for the completion of his private tomb-Stone, made one of the most entertaining evenings the club has held for a long while. It was a new idea - others might have done so in the past, but with a membership whose ideas tended towards 5¹/₂-Litre Sunbeam specials, it has never been practicable to bring the workshop to the club. It is to be hoped that we will see more of the Stone Special - and see more members spurred on to building specials of their own.E.H.

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RESULT SHEET - GYM KHANA - 15th August, 1953.

<u>Place</u>	<u>Name</u>	<u>Car</u>	<u>Points.</u>
1st	Barry Cronin	M.G.T.D.	38
2nd	Neil Manthel	Morris Minor	83
3rd.	Hugo Hollis	Jaguar	103
4th	Tony Shelley	Singer	106
5th	Tom Grant	Morris Minor	108
6th	Chris Boulton	Singer	157
8th =	Jim Birkett	Morris Minor	178
8th =	Alan Maney	V8	178
9th	Derek Moller	Morris Minor	187
10th	Ross George	Morris Minor	197
12th =	Peter Strong	Singer	207
12th =	Tom Fox	Singer	207
13th	Brian Searle	Vauxhall	213
14th	Ray Haines	Morris Minor	224
15th	Wynne Jones	Zephyr	225
16th	Dave Morrish	Consul	228
17th	Peter Langley	Singer	229
18th	Ollie Cotterell	Hillman Spcl.	245.

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CORRESPONDENCE:

(Mud)Guards Club,
Much-Nattering-o'er-the-Noggin,
Muddle-Six, ENGLAND.

SIR!,

What's the club coming to? In this Elizabethian age, in this Coronation year, when gentlemen are behaving more than ever like gentlemen, climbing bally mountains, winning ashes and doing everything bigger and better, a rumour reaches me that someone in the car club actually owns a 'five-hundred'.

Now sir, when I first heard it mentioned that a member had taken along a five-hundred to a club night, I naturally thought my informer was referring to H.P., and I pictured something like a real life-size motorcar, like that triangle thing old whatsisname uses in sprints at Brighton. But no - I'm told it is 500 cc. not H.P.

Gad, sir, what is the club - a nursery? By grandchild's kiddycar is bigger than that, and it takes more than half a litre to propel my wheelchair!

Not only that, I believe the fellah that owns the thing didn't have it left to him by a malicious aunt, but actually designed and built the offensive item himself, of his own freewheel - and then has the hide to take it along to the club and show it off as though he is proud of the damn' thing!

It's not cricket - and the best thing he can do is to convert the thing to Ashes, before word gets around that the club has gone to the pack.

Anyway, who is this fellah that is trying to sabotage the club? Can't he keep his Dinky-toys at home? And where does he expect to run the thing when its finished? In his bath, I hope, and certainly not in the public view. We'll be held to ridicule sir! I demand that this fellah's name be taken and that he be struck off the club roll before he perverts the minds of decent enthusiasts!

Yours, etc.

(Colonel)Tiller-Steering.

P.S. They tell me the 'Thing' runs on alcohol. If this is so, it is an insult to the Distillers' Guild - and to all men - repeat men - of good taste... Alcohol... in engines... and half-pint ones at that... Sir, I'm about to have a stroke!

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Sir,

In the editorial article of the August Bulletin the question is asked "Can anyone explain why 'cubic capacity' is used as a yardstick to classify cars?" You then go on to say that in the specification of a car certain factors are significant - weight, power curve, body size and shape, suspension, gear ratio, fuel consumption, price and service likely to be obtained.

While the editorial chair makes a very fine substitute for a hobby-horse, I cannot resist mixing my metaphors to suggest that in this instance the hobby horse is right off the rails.

The subject of the editorial article was the classification of cars for speed events, and unless things have changed since my day (which they well may have), I always understood that the main objective in a speed event was to spend the shortest possible time between the start and the finish.

Human nature being what it is, greater satisfaction is obtained if one proceeds between these two points in a shorter time than someone else and the satisfaction is even greater if one goes faster than a car which has some common basis of comparison with one's own. Motor cars have all sorts of sizes shapes, suspensions and gear ratios; fuel consumption, price and the service likely to be obtained has no bearing whatsoever in a competitive speed event.

This leaves us with cubic capacity, the power curve and weight as the three factors (apart from driving skill) which really decide the issue. The power curve, the weight and the skill may be changed - cubic capacity therefore remains as the constant basis of comparison.

While no one will deny the right of Morris Minor owners to compete between themselves, or condone the stupidity of putting a blown T.D. in the same class as the B.R.M., in speed events cubic capacity must remain the basis of division between classes.

If the cubic capacity of two cars is the same, but because of more intelligent design and manufacture, or because the owner, displays higher tuning skill, one beats the other, surely the main reason for motoring competition has been attained. That is, of two or more cars which start from the same datum line of an equal cubic capacity, one of them (ignoring driving skill) has shown that it has a more suitable power curve and gear ratio, a better power weight ratio, better handling qualities, and, if it is a very fast event, perhaps even a better body shape.

I am etc. G. Easterbrook Smith.



CLUB CALENDAR



10th SEPTEMBER: (Thursday): Monthly meeting in Victoria League
Rooms - D.I.C.Bldgs. 7.30 p.m.

A debate will be held on the motion "That in general a pre-war car can provide greater satisfaction for the enthusiast than a post-war one." There will be formal movers and seconders, and contributions from the floor will be welcome. If time permits, an impromptu debate will be held on a further subject.

13th SEPTEMBER: (Sunday): 150-Mile Day Trial (See below)
15th SEPTEMBER: Committee meeting - at 69 Raroa Road.

8th OCTOBER: Monthly Meeting.

23-4 OCTOBER: Manawatu Rally.

5 NOVEMBER: Monthly Meeting - Note the date -
this is the FIRST Thursday, as we can't get the
the room on the second.

14 NOVEMBER - Hill Climb, Plimmerton - Club Championships.

150-Mile Day Trial. This year the major day trial on the calendar is weighted in favour of the competitor. It's being held in the Spring instead of mid-Winter, the route involves smaller mileages on secondary roads, average speeds are easier (8 - 40 m.p.h.) and only drivers who spend too long looking at the lambs in the fields are likely to return to base in the dark. (The last car should cross the Rimutakas at about 4.30 p.m.)

STARTING TIME: 9.15 a.m. ASSEMBLY POINT: On Western Hutt Road
Opposite MELLING STATION.

ENTRY FEE: 5/- per team (driver and navigator) Entries close: 10th
Sept.

TROPHIES: 'HONEYPOT' and miniatures for both driver and navigator.
Special award for 'best novice' (see entry forms)

LAST YEAR'S WINNERS: Mr. & Mrs. 'Jock' Mackintosh.

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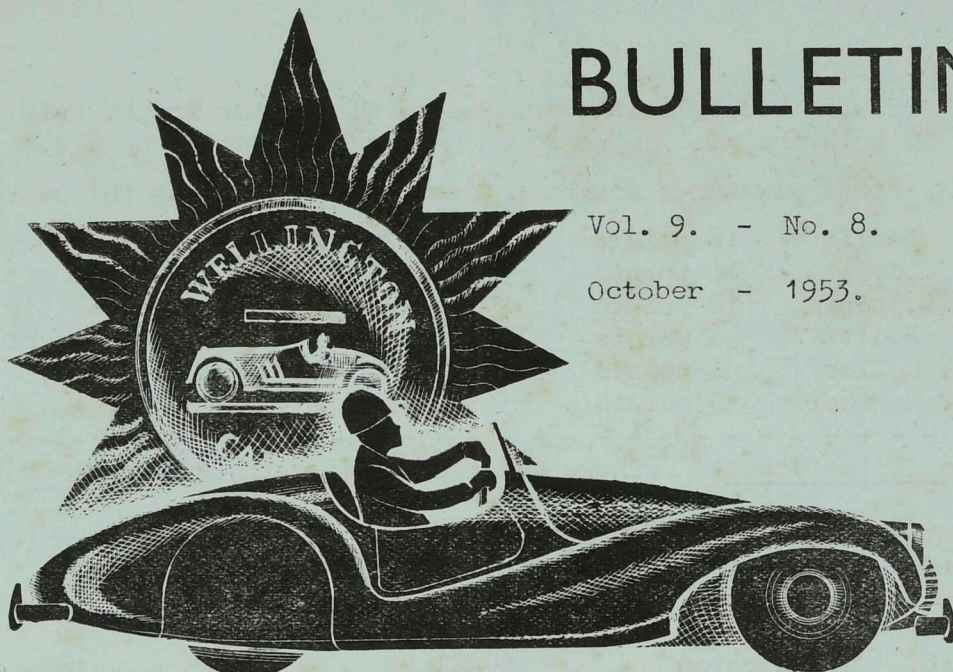
NOTE: Marshals, with or without transport, for the Day Trial on
Sunday please ring Eric Honey 70-999 (day) or hand
name in on Club night.

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

BULLETIN

Vol. 9. - No. 8.

October - 1953.



WELLINGTON CAR CLUB (INC.) P.O. BOX 5142, WELLINGTON, C.I.

SIX MONTHS COMPETITIONS.

The Club has now completed the first six months of its competition year and it is interesting to look back at the events which have been held - they are as follows:-

			<u>Winner</u>
1.	Gymkhana Upper Hutt	29 entries	H. Hollis
2.	Alpine Trial	15 entries	H. Hollis
3.	100 mile Night Trial	9 entries	H. Hollis
4.	Sporting Trial	10 entries	H. Hollis
5.	Gymkhana Eastbourne	18 entries	J.B.Cronin
6.	150 mile Full Day Trial	7 entries	T.J.Grant

A total of 44 different members have actually entered in events and many more have been involved as navigators or marshals.

It seems that the longer trials are not popular and one wonders if the time or expense involved in organising them is

CAUTION IS NO SUBSTITUTE FOR SKILL

worth while.

The Hansen Trophy Points and Roland Clapperton Trophy Points are at present both the same as no speed events have yet been held.

The first six names for both these trophies are as follows:-

H. Hollis	18 points	5 events	T. Fox) All
T. J. Grant	10 points	5 events	B. George	
J. B. Cronin	10 points	4 events	J. Strong) 4
C. Boulton	6 points	4 events	J. Buckthought) pts.
D. Moller	6 points	5 events	J. Berkett	
N. Manthel	5 points	3 events		

Placings Alpine Trial. (These had been misplaced, and are just to hand)

1st.	H. Hollis	M.G.T.D.	+ 8 points	22 (Car No)
2nd	C. Boulton	Riley 2 $\frac{1}{2}$ Litre	+3 "	17
3rd.	B. Robinson	Jupiter	+1 "	19
4th.	A. Freeman	Morgan	-1 "	12
5th.	G. Thornton	M.G.T.D.	-2 "	18
6th.	D. Moller	Morris Minor	-3 "	24
7th.	R. George	" "	-44 "	16
8th.	N. Manthel	" "	-62 "	11
9th =	P. Porteous) Morris Oxfd.)	-64 "	14
9th =	R. Manthel		Sunbeam Talbot)	-64 "
11th	B. Cronin	M.G.T.D.	-66 "	7
12th.	Fox Jnr.	Singer	-84 "	10

Retired J. Harris (Ford Prefect)
Eric Newmarsh (M.G.T.C.)
R. Green (Riley 2 $\frac{1}{2}$)

ARDMORE RACES:

The following extract from a letter from the organisers is of interest -

"Your letter will have to be read at the next meeting of the Board of Control, on October 7th, but in order to clarify matters for you as early as possible, I read your letter at the last meeting of the Rules & Track Organisation Committee and obtained the following answers which I hope will be of assistance to you.

1. How will the starters in Events 1, 2 and 3 be chosen?

These will be selected by the Board according to the calibre of the machine and details given on the entry form. If not accepted entry fee returned.

1a. If on the basis of fastest practice times, how exactly will starters in events 2 be chosen?

Event 1 will be for 'Specials'. (Fastest Race Cars).

Event 2 will be for Slowest Race Cars and Fastest Sports Cars.

Event 3 for the slower Sports Cars.

2. There have been many definitions of a Sports Car used in N.Z. and Overseas. What exactly will be your definition?

As according to Appendix C of the International Code.

Quantities are expected from England, Entrants will be advised and may purchase copies.

Drivers in the big race will be discouraged from entering in any of the Handicaps.

Yours faithfully,

(Sgd.) K.B. Ansley, Secretary.

(NOT) MUCH MEANDERING-O'ER-THE-MARSHES

Usually, after a day trial, the organisers have a night trial of their own, adding, subtracting, tossing coins and tearing hair in an effort to find the winner. This year, like the route sheet, everything was straightforward and the organiser had the answer by 6 p.m. For this he is indebted to the 20 competitors who stayed at home. The seven who braved the Wairarapa sunshine did not present any major problems, though the result was very close.

This year the trial began alongside the Melling station - and there followed the inevitable crossing of the Rimutakas. The string of questions about things en route, was replaced by one; the name of a corner 'dedicated' to someone. The organisers had in mind a board on a lamppost near Kaitoke - 'Reggie's Bend' (a corner we were told, made famous by the owner of a Citroen). However, our knowledge of Upper Hutt proved to be very limited - and we were not aware that there is a Clouston's Corner there... nor were we aware that the building with the clock is not the Post Office.....

On arrival at Te Mairie Road there was a timed standing quarter presided over by Hugo Hollis and Geoff Easterbrook-Smith. This was done on an 'estimation' basis, and we shall not comment on the figures which appear on the centre pages. Meanwhile, two 'official' Vauxhalls were speeding towards Martinborough. In one Joe Harris, Ray Webster and Ray Bowie were setting up checks on a road heading into the 'Haurangi Mountains' (That's what the map calls them). In the other or rather, out of it, Bernie Foster and yours truly were viewing a

very punctured tyre on the Fosters' new(ly purchased) Vauxhall. This episode over, we pushed on, viewing with apprehension the amount of water in the paddocks and wondering about a certain water-splash further on...

The lunch stop was about 10 miles up a no-exit road, and much to our surprise the seven entrants made it without any major setbacks. The ford had been quite frightening, but, despite the time-test it involved, competitors took it cautiously...

At the lunch stop there was one of those forward reverse tests that are very difficult to manage if one hasn't dried out one's brakes - see the result page!

It was quite a long lunch break and very pleasant in the sun. Here again Bernie Foster suffered misfortune for the over-enthusiastic efforts of Arnold Stafford and Tom Grant to make tea, resulted in melting the legs of the Foster Primus!

The organisers gave the afternoon route sheets out and disappeared before anyone asked questions about kilometres and KPM....It was simple really, as the distance was 15.5 kilos, and the average 31 kpm, which, Smellicue, is half-an-hour's motoring... (There was a secret check to note if anyone had bothered to be on time a mile or two from the end of the section - and a surprising number were! This check was used to determine ties).

Just when things were going nicely - providing you had turned off at Te Muna Road and not followed Phil Fowke straight on - there was an unexpected check by Hugo and Geoff. Then it was plain sailing over very good 40 mph roads to Featherston where Ray Haines and Jack Clapperton had been picnicing since starting the trial in the morning. Back over the Rimutakas, one had only to turn left at the second turning after the Upper Hutt Post Office to miss the final check completely as your careful organiser had made a 'blue' over which was the Post Office. However, the check was duly found, and a small wheel placing test ended the trial... at about 4.30 p.m.

Tom Grant and Arnold Stafford proved to be well in the lead - and as there is some doubt about the exact mileage in one section, might have been further ahead still. Barry Cronin and newcomer Brian Bradburn secured the same number of points as the Strong Singer team, but to separate the placings the secret check was used and Barry takes second place, and is also the best novice.

For the last three years, the day trial has been organised with marking on a 'small margin' scoring system. The biggest number of points obtainable at a check or in a test being 3, so complete failures in

one part of the trial do not eliminate a competitor entirely. Phil Fowke, for instance, missed the Te Muna Road Check, and so did not score on two sections, but through consistent performance in other sections, was not 'off the bottom of the sheet' in the results. It is interesting to note that the whole entry was made up of cars under 1500 cc.... Too tough for the big stuff. However, three of the four marshalling cars were over 1500cc - and they all came through successfully, though we did hear Joe Harris muttering about the last half mile of road to the lunch check - a 6 m.p.h. section. E.H.

* * * * *

POST-SCRIPT ON THE DAY TRIAL:

Whenever there is a poor entry, the official verdict is "They're not interested in this sort of event". If we were to take any notice of this reasoning, we'd have no events at all, for we've seen some very disappointing entries in beach races, gymkanas, hill climbs and trials. It is quite true that in each case 'they' have not been interested in this or that event. That is, their interest has not been aroused to a point where they'll enter. The interest is there, and except in a few notable cases, it needs to be stimulated for every entry. In the past, the day trial has been held when the membership is at its peak. This time it happened with membership at its lowest ebb - the unfinancial having recently been struck off. This time, too, the Bulletin was late and the notice of the event very short indeed. In future, it will be necessary to see that members know all about the trial - or for that matter, that they know all about every event - well ahead. Perhaps there is another reason for the poor entry. Could it be that too many of our events are 'minor' ones, organised in a hurry. It might be worth considering concentrating on holding - hill climb, gymkana, trial, etc. - once every two months, and spend the time between arousing enthusiasm for it. A few years ago this would have been a defeatist attitude; it may still be, but with the formation of additional clubs in neighbouring districts, there are enough events to satisfy the most ardent enthusiast. E.H.

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RESULTS OF HUTT MOTORING CLUB EVENT:

WALLACEVILLE HILL CLIMB 19.9. 53.

Place	Driver	Car	Practice	Official
1st	R. Gibbons	Cooper (1101cc.)	46.0 44.0	42.8 42.3 F.T.D.
2nd	J. Berkett	J.B.S. (500cc)	52.4 50.0	46.7 45.0
3rd	A. Stafford	J.B.S. (500cc)	48.2 46.8	45.4 47.9

Under 1500 SPORTS:

Place	Driver	Car	Practice			Official
1st	R. Buckthought	Ford10 Spc.	54.5	55.5	53.0	53.0
2nd	O.B.Cottrell	Hillman "	63.0	56.5	54.2	55.0
3rd	J. Curtis	Ford 8 "	59.2	55.8	55.3	54.7
4th	M. Biegel	Austin	60.2	"	56.0	58.2
5th	P. Strong	Singer	60.4	58.8	58.8	56.3
6th	D. Oxenham	Ford 8 Spl.	59.8	62.2	59.1	56.6
7th	Mrs. D.Oxenham	" " "	64.2	59.2	60.2	57.7
8th	J. Hardyment	Ford 10 "	66.4	63.8	59.0	59.5
9th	T. Fox	Singer	62.8	61.2	61.0	60.0
10th	P. Langley	Singer	61.6	60.6	53.6	63.4
11th	Mrs. A. Fox	Singer	68.6	66.0	65.8	67.0

Over 1500 Sports.

1st	H. Hollis	XK120	51.8	50.2	49.0	49.1
2nd	A.McBeth	V8 Special	86.8	100.0	50.8	49.6
3rd	A. Freeman	V8 "	53.8	52.4	52.0	51.0
4th	J. Jackson	G.M.C. "	50.6	55.2	54.0	52.9
5th	P. Slocombe	Hotchkiss	59.0	57.8	57.2	54.7
6th	J. Kennedy	T.D.M.G. Super Charge	-	-	56.0	55.3

Over 1500 c.c. Saloon.

1st	A. Maney	V8 Ford	57.8	57.4	56.2	55.6
2nd	K. Johnson	Ford Consul	59.2	57.2	57.4	56.3
3rd	R. Green	Riley 2½ lte.	64.0	62.6	61.7	59.4
4th	G. Cox	Chevrolet	65.6	63.2	61.0	63.7
5th	M. Poynton	Stutz	72.2	66.0	65.0	66.7

Under 1500 c.c. Saloon.

1st.	B. Johnathen	Ford 10	63.8	62.6	61.6	62.2
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FLAG STAFF HILL CLIMB. 5. 9. 53.

Over 1500 c.c. SPORTS.			Practice		Official	
1st	R. Gibbons	XK120	35.6	-	34.0	34.0 35.0 FTD
2nd	H. Hollis	XK120	37.2	35.2	35.1	37.0 36.0
3rd	A. Freeman	V8 Special	39.4	40.2	40.6	37.1 39.0
4th	G. Jackson	G.M.C.Spec.	46.4	42.5	42.	42. 41.6
5th	P. Slocombe	Hotchkiss	43.0	44.0	42.3	42.2 42.1

Under 1500 c.c. Sports.

1st	O.B.Cottrell	Hillman Spec.	44.9	43.9	42.0	41.2 41.6
2nd	P. Strong	Singer	50.0	47.2	45.5	46.1 44.8

Under 1500 c.c. Sports.

Place	Driver	Car	Practice		Official.		
3rd	D. Oxenham	Ford 8 Special	58.	46.	46.1	48.2	-
4th	J. Hardyment	Ford 10 "	51.0	49.6	47.3	47.6	49.6
5th	Mrs. D. Oxenham	Ford 8 "	49.0	49.0	47.8	47.4	-
6th.	T. Fox	Singer	48.6	48.0	56.6	47.4	-
7th	D. Moller	Morris Minor	54.0	48.0	50.0	50.2	48.0
8th	Mrs. A. Fox	Singer	54.0	51.0	51.0	51.0	-
9th.	? Porter	Austin Swallow	57.8	57.6	55.5	56.1	58.9
10th	P. Langley	Singer	69.2	60.1	58.5	-	-

Over 1500 c.c. Saloon.

1st	A. Maney	Ford V8	-	-	42.8	-	42.
2nd	G. Cox	Chevrolet	45.0	44.8	44.0	43.6	44.8
3rd	R. Green	Riley 2½	53.0	45.8	46.9	44.0	51.8
4th	W.Evans	Oldsmobile	66.9	51.5	48.3	46.8	45.4
5th	W. Fowler	Alvis	49.2	59.2	-	-	-
6th.	M.Pointon	Stutz	62.2	59.6	71.9	-	-

CORRESPONDENCE:

Sir: Permit me to enter my rocking horse alongside the editorial hobbyhorse and Geoff's old grey mare. (The advantage of a rocking horse is that the rider suffers no disillusionment - he knows it won't get him anywhere). I have always regarded getting from start to finish as quickly as possible only a part of the object of a speed event, and not the object itself. I had fondly hoped that the hours I have spent wire-winding, flag-wagging and watch-clicking were for the encouragement of driving skill - and that one day someone would come along with a satisfactory way of measuring this. (The nearest approach has been the dual entry, where providing the car is consistently reliable, we do have a chance to compare the relative skills of its drivers). But now Geoff has given me fresh hope. We need only worry about the factors that remain constant.... in cars, capacity - and to hell with the other things. Therefore, and I should have no difficulty in getting support for a system of classifying drivers - on their one consistent factor: height. Thus we could have Up to 5'; 5' - 5' 4"; 5' 4" - 5' 5" (Special class for me), 5'5" - 6' and over 6'...

At the end of an average day's hill climbing what have we? Reams of figures which prove only one thing - and that a foregone conclusion - that a Cooper 1100 went up the hill faster than anything else. Therefore, and rightly so we give its driver a pot, and, personally, I feel we should leave the matter there, officially. (Others may use the times to prove anything they like - and they do that already, whatever

150 MILE DAY TRIAL

RESULTS

No.	Name	Car	CHECKS.									TESTS.				Questions	Total
			A	B	C	D	F	H	I	J	K	I	II	III	IV		
			3	3	3	3	3	3	3	3	3	3	3	3	2	1	39
10	T. Grant	(E) Morris Minor	3	3	-	3	3	3	3	3	3	3	1	3	1	1 1 1 1 1 1	32 $\frac{1}{2}$
4	B. Cronin	(N) M.G. T.D.	3	3	2	1	3	3	1	2	3	2	3	0	0		26 $\frac{1}{2}$ +
3	P. Strong	(N) Singer L/M	0	3	3	3	2	3	3	3	3	0	1	0	2		26 $\frac{1}{2}$
5	J. Berkett	(E) M/Minor	3	3	3	2	1	2	3	0	3	0	1	2	1		24 $\frac{1}{2}$
1	P. Fowke	(N) S.M.1500	3	3	3	3	3	0	0	0	2	2	2	0	0		21 $\frac{1}{2}$
6	A. Shelley	(N) Singer	0	0	2	3	3	2	2	3	0	0	2	1	2		20
2	E. Newmarsh	(N) M.G. T.C.	(Withdrew)														
	Best 'Novice'	- Barry Cronin															

Test I: Stdg. $\frac{1}{4}$.				Test II: - Ford.			Test III - Fwd.-Reverse.		Test IV. Wheel placing
Est.	Actual	Pts.	Time	Average	Points	Time	Points	Points	
1	24 secs.	25.4	2	15.5	18.1	2	Disqualified	0	
2	25	30	0	15.2	"	2	"	0	
3	23	29.8	0	20.2	"	1	"	2	
4	27	25	2	15.0	"	3	"	0	
5	28	31.2	0	25.5	"	1	23.4	2	
6	28	34.6	0	15.5	"	2	34	1	
10	27	27.4	3	20.1	"	1	19	3	

Questions - Correct Answers - (a) Reggie's (bend)
 Clouston's (Corner) also accepted.
 (b) 6 Cattle stops.

A 'Secret' check was placed on the 'Kilometre' section, the times taken to be used only for deciding ties. As a result of this check, Cronin is placed 2nd, and Strong 3rd.

the official results.) To try to introduce a handicap system (which is what classes are) based on capacity alone seems just as silly as my suggestion for classifying drivers by height. After all, should we award a special prize to a competitor solely because he has had the good judgment to purchase (at several times the price) a more intelligently designed car than others in his 'class' - even though he lacks the judgment necessary to extract from it the performance its maker intended?

competition

Geoff's final paragraph assumes that our main reason for motoring/ is for the comparison of cars - but is it? In Europe it may be so, for there the emphasis is on the marque rather than the man. If we are interested only in comparing cars, then the motoring press of Britain can give us all the data required, and save us a lot of hard work organising events. Even with my limited technical knowledge, I have a rough idea whether a 2.9 Alfa is as fast as a Morgan Plus Four; though both cars are in the same capacity class, the handicappers at a recent road race managed to find other factors when handicapping them, so that the two cars were not far apart at the end of 150 miles. If Geoff's assumption is correct, these two cars should have started from the same mark. When the Alfa had come home laps ahead, we could have said the Alfa probably had a more suitable power-weight ratio, better handling, and better body shape - but didn't we know that before the event?

Unless we can make allowances for the various factors which determine performance, and use these to group cars so that they are equally matched, we would be advised to forget about classes - Eric Honey.

=====
P.S. someone has just told me that, prewar, there was an international formula based on weight only, and that the competition was very, very good indeed.

=====

Whatever the classification, there's always someone who is 'left out' and on studying the system adopted by the club, one member immediately comes to mind - the owner of an M.G. fitted with a Consul motor. This unfortunate is excluded from the under 1500 sports class, and is pitted against the Jaguars and V8 specials in the 1501 - 4000 cc class. But wait, he has a solution.... by removing his mudguards or other 'sports' accessories, he will be disqualified from entry as a sports car and can become a 'racing' car with a neat 1501 - 2000 cc class all to himself.....E.H.

=====
Winner of the Australian Rally was Ken Tubman. Ken will be remembered as a visitor with Tom Sulman a season ago. He and his M.G. were stranded here due to shipping difficulties.....E.H.

CURRENT COMMENTARY:

by Tacitus.

The spate of rumours concerning probable entries in the Grand Prix at Ardmore next January is growing rapidly. How much is fact is difficult to determine, but it does seem certain that we shall see some first line drivers and cars. When it is realised that the fastest road racing car to be seen in New Zealand to date is Ron Roycroft's Alfa Romeo (which was obsolete in 1935) it appears that we will have a real eye-opener if the rumoured 4 1/2 litre Ferrari, Cooper-Alta, C type Jaguar and various Maseratis really drive.

The recent death of Tazio Nuvolari removes from motor racing a driver who was probably the greatest of them all. Possibly his finest drive was in the 1935 German Grand Prix when he defeated the pride of the Mercedes and Auto Union teams with what is now the Roycroft Alfa - a car far slower than its contemporaries in the German teams. Another measure of his skill was seen in the 1938 Donington Grand Prix which he won with an Auto-Union. In the middle of the race Hanson's Maserati blew up and dropped a sumpful of oil on a corner. The next driver to arrive was Muller who heavily pranged his Auto Union Dick Seaman followed, and although he did not crash, he executed several spins and stalled his engine. Nuvolari was next, and he merely slid out onto the grass, along which he drove for some distance to wipe the oil off his tyres, and then rejoined the course.

I shall always feel sorry that I did not see him drive.

Having acted as a marshal at the recent 150 mile trial in the Wairarapa I would like to suggest that trials should be removed completely from the club calendar. Both the 150 mile trial and the recent night trial attracted under ten entries. Both trials were well organised by club officials and other members who could easily find other and more interesting ways of filling in their time. Neither attracted an entry commensurate with the organisational effort. The lesson seems to be that few people are interested in trials (and Tacitus is a leading exponent of the non-trials school) so, why not put all that excellent effort into more speed events?

Is club membership cretinous? Should monthly meetings be for morons?

These questions are asked because of the falling off of attendance at monthly meetings. With an almost unrelieved diet of films, each more dreary than the last, attendance grew until the Victoria League rooms could only with difficulty hold the members present. The present Committee, with the best of intentions, has introduced some

variety into monthly meetings amusement and attendance has steadily fallen. And while on the same subject, the August meeting was notable for one of the most astonishing displays of sheer bad manners I have ever seen. Several Committee members had organised a variation of "Twenty Questions" which could and should have been interesting and amusing except that a solid block of members persisted in discussing their own uninteresting affairs in loud voices, and with this ill-mannered babel it was quite impossible to follow the formal entertainment. Speaking purely as a non-official member, I feel that the present committee is astonishingly long suffering in its patient efforts to cater for clots.

Club hill climbs should be more than usually interesting during the coming season. Hugo Hollis and the Jaguar will be chasing Unlimited C.C.Class honours, the E.S.S. has new i.f.s. and is quite a lot lighter than last season, the Bagnall-Talbot*, with a higher compression ratio, will be faster than ever, Jim Berkett's drive at Wallaceville in the J.B.S. showed astonishing skill for a first competitive drive in a car of that type, and towering above all is the 1100 Cooper and Bob Gibbons very considerable driving skill. Some new cars should appear to - perhaps another Cooper (s?), a P.3 Alfa, a C type Jaguar and some interesting "specials".

* It should not be forgotten that the B.T.S. has not yet shown itself to be as fast up any hill as many slower cars. Also that the Beath V8 special is a factor to be reckoned with - even if some of us have a suspicion that the Hutt County Council's request for increased public insurance at Plimmerton was after seeing this car at Wallaceville - Ed.)

If Tom grant carries out his intentions of fitting another - the third 'Flamethrower' to his Minor it will pay him to add trolley poles as well and draw the necessary power from the overhead lines.....

The Hutt Club's hill climb was very much a 'Specialist' affair. It must have produced the biggest proportion of 'specials' seen at an event for a long while. But the honours again went to the 'works' cars - Bob Gibbons Cooper-1100, Jim Berkett's ex-Stafford J.B.S., and Hugo Hollis's ex-auction XK-120. Often the noise that heralded the approach of a car was out of all proportion to the car itself...

Bryan Robinson tells us that when his Jupiter fell to pieces and fell out of the Hepolite Trial, he was lying third - He now uses a Morris Minor for general purposes around Auckland.

=====

I GO ON A TRIAL

- by Oneofus

(This article is contributed by a competitor in the recent day trial in the hope that it will encourage others to join in the fun in the next event of this kind. For those who just can't wait till our next trial, there's one being organised by the Levin Club on Saturday, 17th October. (see back page) and for those who are really sold on this form of motorsport, we recommend the Manawatu Rally at Labour Weekend).

I have been on trials before but this one was rather special, Why? because I very nearly did not compete, and looking back after the event it was a good trial and I would not have missed it for anything. It happened this way - a couple of weeks before the event the organiser asked me if I was going to have a bash, I said I thought maybe but was not very keen, I do a lot of motoring during the week earning a crust and am becoming less and less interested in fighting it out with the peculiar types that make up the traffic density on the weekends but after being assured that this event would take the entrants therein to parts where even the angels fear to tread I said I would have a go.

A week later I had changed my mind, I would stay home with wife and children and put in a few hours on the model electric railway that is under construction for junior. A couple of days later thinking of all the work put in by the organiser I rang the better half of my rally team and we are in the race.

The next few days is spent in feverish preparation, the car is in very standard form so for the next five evenings I am going to do a spot of tuning, you know the sort of thing, add a carburettor here, remove a few thou there and so on, but every evening the fireside calls and the job never gets done. The day before the event is frightful, rain wind and still more rain, I wish I had never joined a Car Club, I go to the garage, I look at the car, it's filthy dirty and I have not checked the oil or greased the thing for a couple of weeks. Outside the rain is still falling, I have visions of swollen rivers, muddy roads, slips and all the rest of the horrors of back country roads.

I check the tyres, oil, water, fill up with petrol and run over things with a grease gun and dash back to my fire.

D. Day dawns and yes, it's fine, I cut a few sandwiches grab my navigating instruments and am away to the start. After what seems an eternity my navigator arrives still in plenty of time, he has a long way to come and I have all sorts of fears, did his alarm go off, has he run out of road, or just forgotten all about the whole thing, but no, he is here and we are all set for a good day's motoring.

We collect a number and instructions, work out our time of departure and we are all set to go. At the appointed hour we set off taking it easy, there is plenty of time for the first section and we know where the check point is located, the weather is still on our side and we thoroughly enjoy the run over the hills to the end of the section where we are checked in by Hugo Hollis, as this section ends at the beginning of the clubs standing quarter, we guess that something brews - and yes, after nominating a time in which to cover this distance we are away getting a glimpse of Geoff Easterbrook Smith waving a flag at the far end and then we are away on the second section. The very clear instructions on the route sheet do not disclose the length of this section so it is a case for accurate navigating at which my particular passenger excels, so after a short spell of quick motoring to get on schedule we motor gently along enjoying the country which is quite new to both of us, the section ends with the end of the tar sealing and the absence of a marshal here causes me, anyway, a momentary misgiving. We start on the next section at a much lower average and for very good reason as the route now leads up into the hills and the road surface is of rather dubious quality, following the instructions we soon come to the next check point, presided over by Joe Harris who is busy removing a speck of dust from his immaculate Velox and after having our time sheet marked we proceed on section four at the end of which we understand there is to be some sort of larking about in a ford, keeping very strictly to time as the length of this section is unknown to us we eventually come upon Kay Webster waiting for us with stop watch in hand and a nice little ford all swollen with rain hard by, after being assured that we would not need schnorkle equipment we took a running drive at the burbling brook, very nearly did not make it and struggled up up the other side running on two. From here there was a short trip to yet another but much smaller ford, which was not timed. From here the last short section before lunch started. To say that the average for this section was 8 m.p.h. and that grave doubts were expressed by competitors when told that a certain XK 120 had negotiated this piece of road should describe this last section before lunch. On arrival at the lunch stop a cunningly contrived test involving among other things a downhill dash on loose gravel to stop astride a line ended the morning's proceedings. Lunch was a very enjoyable affair sitting just below the snow line on some mountain or other, trying to boil water on a primus and succeeding in boiling both, not to mention fixing a number plate that had fallen off on the last section, eventually our time of

resting was over and we all motored down to the top ford to wait for our time of departure to come up, wondering all the time if we would make it, at the ford, ours was the last car and there would be no one to help us out if we got stuck! The first section contained a secret check to decide ties so we set off keeping very much to schedule, made the ford O.K. and pressed on, meeting up with Joe Harris once again - wiping another spot of dust from his 'I.V.' (Immaculate Velox)

The next section was of undisclosed length and it required quite a bit of hard work for us to get on time after the stop, but it was a pleasant change to be able to give it the gun and after several miles we rounded a corner to find Hugo and Geof, lurking with a secret check and a change in average speed.

We did not stop long here and were soon away to pass through Martinborough and then on to Greytown. With the roads almost free from traffic and the sun shining it was very pleasant especially when two other competitors passed going in the opposite direction, not hanging about either and so we eventually came to the end of this section, just outside Featherston, but not before we had been passed by the stray lambs once again this time going great guns in the same direction as ourselves.

The final section of the day was a pleasant run back over the hill to Upper Hutt marred only by the one or two boorish drivers who did not want us to pass them, but these were soon disposed of and we arrived at Upper Hutt to find that the check point had been moved from it's supposed location, only to find that it was not the check point that had moved but the post office, and after taking a short test which entailed shattering a gramophone record lying on the roadway we had completed what was to us a very enjoyable day's motoring.

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Members are reminded that, next month, the club night will be a week early. This is because the Victoria League Rooms are not available on our normal club night. Remember the date: Nov. 5th. (isn't that a day that commemorates a gentleman who tried to raise the compression ratio of a parliament or something?)

Likewise note the closing date of entries for the November Hill Climb. Bring them along to club night if you haven't got them in before. Yes, Smellicue, £1 is a lot of money for an entry. However, we will need 35 entries (more than we've ever had) at this rate to cover the barest expenses of the event. These include: Public Risk Insurance, £17.10. 0, Advertising road closure £7. 8. 0, Trophies, engraving, etc. £10. Expensive hobby, isn't it? E.H.

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CLUB CALENDAR



TUESDAY: 6th OCTOBER: Entries close for Manawatu Rally.

THURSDAY: 8th OCTOBER: Monthly meeting - Victoria League Rooms,
D.I.C. Building, 7.30 p.m.
Discussion on preliminary arrangements for
N.Z. Championship hill climb.
Debate as postponed from September meeting.

TUESDAY: 13th OCTOBER: Committee Meeting at Les Stone's Flat*

SATURDAY, 17th OCTOBER: Though our club is not holding an event this
month - in view of Manawatu's Labour Weekend
Rally - the Levin Club is organising a full day trial on Saturday
17th October. This should appeal to prospective Rally Competitors
as a useful 'brush-up' on navigating; it should also appeal to those
who were unable to compete in our trial last month, or others who
will be unable to take part in the Rally.

The trial will take the form of timed sections over good main roads,
and following lunch, there will be special tests on bitumen surfaces.
The road sections total about 175 miles.

START: Assemble at Frost Motors (first garage on Right on entering
Levin from South), Oxford Street at 9.30. Note the trial
is on a SATURDAY.

THURSDAY, 5th NOVEMBER - Club night.

SATURDAY, 7th NOVEMBER - Entries close for Club Championship Hill
Climb.

SATURDAY: 14th NOVEMBER: Championship Hill Climb at Pauatahanui.

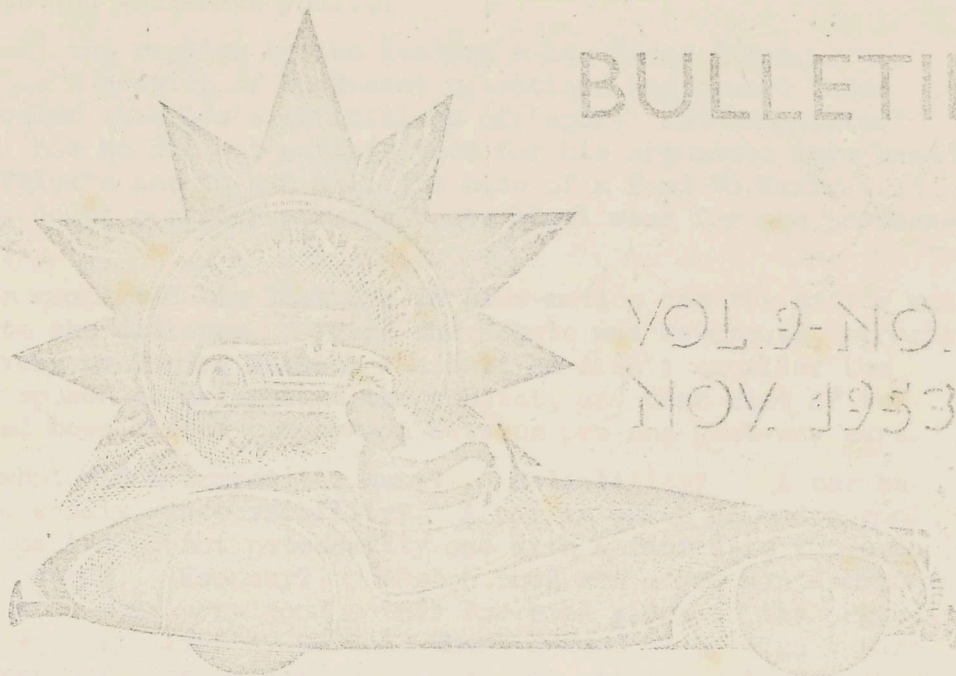
*Les Stone's flat Derwent St., Island Bay. 7.30 p.m.

FOR SALE:

Ford Model A Sports car. All parts new or
as new condition. Counter-balanced crankshaft
and close ratio gears - Jim Berkett, Phone 61-003.

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

BULLETIN



VOL. 9-NO. 9
NOV. 1953

WELLINGTON CAR CLUB (INC.) P.O. BOX 5142, WELLINGTON, C.I.

Don't forget that the monthly meeting is a week earlier than usual - on the 5th November. Even if you have to let off fireworks, come along afterwards - the Le Mans film will be run through as late as possible.

STOP PRESS!!!

Congratulations to Tom Grant on winning the Manawatu Club Rally last week-end.

CAUTION IS NO SUBSTITUTE FOR SKILL

BEG TO DIFFER.....

The Victorian motorist is to be pitied. He who would doubt that they were great days, let him read Baladeur of Motor Sport; but they were lacking in one respect - the Victorian Motorist had no predecessor with whom to argue. Well, not until the Edwardian arrived.... then the argument was replaced by Veteran v. Vintagent and today it is Vintagent v. Tinware or pre-war v. post-war. The eternal comparison was featured at the last club night, and though it might have been the nearest thing the club has seen to organised argument, it did not get any nearer to solving the question.

The argument took the form of a debate, the subject: That the requirements of the competitor were better met by the pre-war production car than they are by the post war car.

The chairman pointed out that the comparison was not, primarily between post and pre-war cars, but should be whether the competitor was better catered for by the cars offering pre-war than he is by the cars offering today. It was not suggested that a pre-war car was more suitable for present competition than a post-war one. Having made this clear, (ha,ha) the bone of contention was tossed to the six hounds - Rob Bagnall and Toby and Geoff Easterbrook-Smith (Affirmative), and Les Stone, Tom Grant and Alan Freeman (Negative). The next hour was spent in much snarling, baring of teeth and snapping at each other. The bone was seldom touched. Rob long-stroked into action and made an honest attempt to picture the pre-war competitor and what was offering. Les Stone then revved up (in overdrive, he said, as apart from Rob's 'low-low'). It was perfectly obvious said Les that the present day competitor was better off than his predecessor and went on to extoll the virtues of the present day Hillmans as against the pre-war models...

This no doubt would have pleased the Rootes Bros. - but unfortunately for Les, the brothers opposite him were Easterbrook-Smiths, and they saw red (label Bentleys). Geoff pointed out that very few present day members realised the fine cars that were offering pre-war, a fact that had been mentioned over and over again by Trevor Wickham. Geoff went on to describe what some of the prewar cars could do in the way of performance... the Alvis of yesteryear was no sluggard. Then over to Tom Grant who added to the word 'production' in the subject the prefix 'Mass', and tried to pin the opposition down to products of the big groups and exclude those more specialised creations that were the delight of the pre-war motorist. Toby then let in the clutch with some remarks about 'competitors' who had to have independent suspension on their cars to make up for their lack of skill in handling them. To this was added the inconvenience of post-war tinware, and the fact that these days cars all looked alike. Finally, Alan Freeman got

the starter's flag and roared away in the imaginary seat of Jaguars Triumph Sports and what-have you....

Came then, the replies by the leaders - Les Stone first. Previously, Les's mention of back-seat operations had caused those present to wonder what Les's definitions of 'sport' and 'competitor' really were; now he did not satisfy them for his arguments were based on Vauxhall Velox's and to end all, the case of a Ford V8 Taxi..... (Les would no doubt consider working boots ideal wear for the professional dancer).

Rob then completed the last lap in slow-motion and the matter was thrown over to the audience. Here the debate was re-argued, perhaps most effectively by Gordon Markham who said he didn't consider the speakers had spoken to or against the subject, and that most of the discussion had been direct comparison between pre and post-war cars.

First, what did a competitor want? Reliability? A car he could service easily - accessibility? A car in which he had a good chance in competition (not necessarily one with a fantastic top-speed) - a choice of cars? Economy? Gordon then ran a one man debate with himself, and made some very good points for both sides of the argument. On the brief summary given by Gordon, there seemed to be a good case for the pre-war car, for as Gordon pointed out, it was not necessary pre-war to own a car capable of 100-plus, but merely to have one whose performance was comparable with others offering those days. And pre-war, there were far more cars offering, as the competitor could buy British, French, Italian, German or American with equal ease.

Joan Stone hurled a heavy brick at the whole equippe by suggesting that both sides were up the pole, or in the pits, or somewhere. Alan Robb then interpreted one speaker's comments that these days there were far more ordinary everyday cars in competition to mean that the standard of competition was not up to pre-war as there were not sufficient numbers of the right kind of cars to meet the present day competitor's needs.

There was a suggestion that the matter be put to the vote to decide which team had won. Rob, as team manager and tactician-in-charge, began a strategic retreat by saying that, in any gathering, the majority was never really competent to express an opinion that would carry any weight. Before his team-mates could hush him up, the vote was taken - 11 to seven in favour of the Scuderia Bagnall. (Just why the remainder didn't vote is not clear - perhaps they had taken Rob's remarks seriously!) The debate then continued over supper.... and will probably go on indefinitely Motor-sport is like that. E.H.

'THE RALLY'

A GREAT DAY (AND NIGHT) FOR GRANT

The Manawatu Car Club's toughest rally to date was won by Tom Grant and Arnold Stafford in a Morris Minor Saloon, (or officially, a 'closed' car). The second car, driven by J. Boyd (Auckland), was also a Minor, and another Nuffield product, an M.G. T.D. driven by Auckland, P. Neil was third.

Last year, Tom Grant had a difference of opinion over the classification of his Minor, then a 'convertible' or 'tourer' - or in Palmerston North, a 'Sports' car. Tom bowed to their superior judgment and pitted his Minor unsuccessfully against all-comers in the Sports Class (which had no subdivisions for engine capacity). This year, however, he had a vastly different car - one with a steel roof - and was allowed to enter the under 1300cc closed car class (the designation of the classes has been changed to 'open' and 'closed' this year). Though he was in a field of some 20 'under 1300's), he emerged victorious, hotly contested by the Auckland Minor.

This year the timed section began at the top end of the Desert Road, and after leaving Wairouru, the route branched off into really rugged territory, the beauty of which was marred for some competitors by the fog (and the darkness, as it was a pre-dawn run for the early cars). Then a meal break at Taihape and another timed trial to Palmerston North. Things didn't go according to plan on this portion as the organisers weren't aware that their lovely route was blocked by a slip - not a new one- and there was something of a tangle for a while as competitors retraced their treads in the face of the oncoming stream of competitors who had to turn round on a narrow road and do likewise. However, smart work by a marshal got the trial going again, and all ended well, though the officials in Palmerston North couldn't figure out why the first competitors were nearly an hour overdue!

Then followed the driving tests; fewer than last year, but still, according to some competitors, three too many.

This year, the Rally could well have been won on the road section, for Manawatu fielded 24 marshals, some of whom did more than one check. Stafford's time-keeping gave the Wellington boys a 2 point lead on this portion of the rally.

The organisers were certain that no one would come through with clean sheets, and Arnold Stafford did well to get by with a 72-point loss in this part of the event, two points ahead of Neil's T.D. In the tests, John Dalrymple threw his M.G. round in a manner which was

a delight to watch (more so if one has shares in Dunlop), and lost 13 points, in most cases giving the opposition maximum penalties! Unfortunately, John hadn't done so well on the road, so was well down in the final placings. Tom Grant lost 60 points in the tests, three more than J. Boyd. The other Wellington Car Club representative, Hugo Hollis, did not come home empty handed; he won another sandwich tray in the Concourse d'Elegance. His Navigator, Eric Honey, let him down badly on the road section (he wasn't sick, Smollicue), and the Jaguar figures thirtieth in the final placings. Hutt Clubman, Peter Strong did well in his Singer Le Mans to take 11th place equal with Herb Gilroy of Auckland.

PROVISIONAL RESULTS. (Subject to Check)

OUTRIGHT WINNERS OF RALLY: 1st. T. Grant Wellington M/Minor.
2nd. J. Boyd Auckland M/Minor
3rd. P. Neil Auckland MG TD.

WINNER OF ROAD SECTION T. Grant Wellington M/Minor

TESTS IN SQUARE J. Dalrymple Manawatu

BEST NAVIGATOR A. Stafford Wellington.

CLASS TROPHIES: Under 1300 c.c. Saloon. T. Grant M.Minor Wgton.
1300 to 2300 c.c. " J. Bossan H.Hawk.Hamilton
Over 2000 cc. " J.Gleeson Chev. Hawkes Bay
Open Cars P. Neil M.G.T.D. Auck.

TEAMS PRIZE: Messrs J. Spence, Macdonald & Bern. Hamilton.

All in all, a highly successful rally - made more satisfying by a Wellington Competitor taking another heap of trophies from Hamilton, who once held the Ranfurly Shield too.....

.....
Add to the strange assortment of cars domiciled on the Terrace (these include, or have included, the ex-Easterbrook-Smith, Alvis, a small Standard, completely stripped to its chassis, and rebuilt on the kerbside at a busy intersection, a vintage Austin 12-4 and a vintage Vauxhall abandoned for several weeks) an immaculate vintage Riley. This car, protected from the hurly-burly of Terrace Traffic by a garage, is the property of Jack Mence who arrived recently from Auckland. The condition of the Riley - engine and bodywork, has to be seen to be believed.

CORRESPONDENCE:

I am sure that all present enjoyed the debate at the last club meeting even if at one stage so much was said about old crocks and bulbous fronts one wondered if the speakers were referring to cars or company present! However, so much mis-information was uttered by the ignorant post-war tinware bashers that I feel that a few remarks would not be out of place. One who was most ardent in his praise of the post-war car is so impressed with them that he is now busily building a far superior car for himself out of old scaffold tubes and a rusty motor cycle engine (very vintage!). The same gentleman also mentioned how superior the post-war Hillman was to its pre-war version (poor disillusioned soft sprung men!) and ridiculed the early Triumph, little knowing that in 1929 the 832 c.c. Triumph dawdled round Brooklands at over 80 m.p.h., and the pre-war Hillman 10 h.p. car was guaranteed by the makers to do 65 m.p.h. in 1920 - I repeat 65 m.p.h. in 1920 - but we will come to speeds later on.

How anyone can get enthusiastic over the modern post-war car is beyond me. For a start, they don't even look like a motor car, and if they hurry along - what happens? - they wobble all over the road like a blancmange in an earthquake, and can you imagine the feelings of a trials driver removing the mudguards to reset a tappet, or removing the radiator to fit a new fan belt, or better still taking his gearbox down to repair a starter motor. Oh yes, the post-war car is very accessible, so much so you even have to stand on your head to change a plug, whereas on a pre-war car it was possible to change a clutch plate without even moving the gearbox or engine, the complete job being completed in about 50 minutes - yes, you post war car owners, a new clutch fitted in 50 minutes!

And brakes - what has the modern car got? A pint sized brake encased in a small wheel and tyre, and the whole lot wrapped up in tin. Result - first long hill at a fair speed and then brake fade, with new linings at about 15,000 miles, but perhaps they are good in traffic! Well, can the post-war cars beat these recorded stopping distances of pre-war cars?

	Straker Squire	30 m.p.h.	stopped in 23 ft.
1936	Aston Martin	30 m.p.h.	" " 24½ ft.
1929	4½ litre Bentley	30 m.p.h.	" " 26 ft.

Also, how many post-war car drivers can adjust their brakes from the driving seat as one could in the pre-war Rileys and Bentleys etc? It is admitted that in time the old wooden bodies of pre-war cars fell to bits. Maybe they did, but what's going to happen when

the modern tinware rusts away; seeing as most post-war cars have no proper chassis what will keep the wheels in their respective positions?

And steering - on quite a number of post-war cars you find the owner has fitted a little knob so that he can twirl it round like an old traction engine, which I think speaks for itself - whoever heard of a driver at Le Mans or Brooklands using a steering like that?

The post-war car driver says his car has a better engine and is superior in speed. How silly! it revs so fast it wears out in no time, and does he think he can tune his engine (if he can get to it) to beat these recorded speeds of pre-war times, most of which were ordinary production cars hotted up.

1932 Records.

Class H.	750 c.c.	M.G. s/c	115.29
G.	1100 c.c.	Salmson	114.49
F.	1500 c.c.	Delage	127.05
E.	2000 c.c.	Bugatti	126.75
D.	3000 c.c.	Bugatti	125.45
B.	5000 c.c.	Bentley	137.96
A.	Over 8000 c.c.	Delage	133.88

Long Distance Records :

1921	200 miles	Talbot	88.82
1923	" "	Alvis	93.29
1924	" "	Darracq	102.27
1925	24 hours	Bentley	95.2
1927	100 miles	Vauxhall	111.92
1931	500 "	Bentley	118.39
1932	1000 "	Riley	84.41

And, before I finish, does any maker today give the following guarantee :-

3 litre Bentley 1922:

Speed - the standard short chassis is guaranteed to attain a speed of 80 m.p.h. on Brooklands track. The T.T.Chassis is guaranteed to attain a speed of 90 m.p.h. on Brooklands track. Petrol consumption - Every chassis is guaranteed to have a petrol consumption of 25 m.p.g. at an average speed of 30 m.p.h. Every chassis is guaranteed against any defect whatsoever (except Electrical Apparatus) up to 100,000 miles or 5 years use, whichever is the sooner. R.A.F.

Current Commentary:

by Tacitus

From a study of an entry form and regulations recently received for the forthcoming New Zealand Grand Prix one gains the impression that the A.N.Z.C.C. has been to some extent by-passed. I refer to the matter of international competition licenses, which I note N.Z. Grand Prix Inc. state they will procure for intending competitors.

This raises several interesting points. First, why is N.Z. Grand Prix Inc. able to obtain F.I.A. licenses when the A.N.Z.C.C. has not been able to obtain affiliation, through the R.A.C., with that body. Secondly, does the issue of international competition licenses by N.Z. Grand Prix Inc., mean that the A.N.Z.C.C.'s weapon of control over New Zealand drivers (and in some cases such control is very necessary) is now a dead letter. Personally, I can see no reason why the A.N.Z.C.C. cannot become directly affiliated with the F.I.A., without any nonsense of affiliation with the R.A.C. New Zealand is an independent sovereign state, and the A.N.Z.C.C., as the ruling body for motor sport in New Zealand, is fully entitled to affiliate with the F.I.A. The fact that the R.A.C. delegated its powers to some obscure uninterested Automobile Association in New Zealand is quite irrelevant, because the R.A.C. has no authority whatsoever in another sovereign state.

While excellent in itself, the N.Z. Grand Prix is only a small part of New Zealand motor sport, and the A.N.Z.C.C. must continue to hold and use effective control. I feel that the Wellington Car Club's Committee should do its best to ensure that the A.N.Z.C.C.'s power and functions are not cut down in any way.

Examination of the regulations for the Club's championship hill climb at Plimmerton in November gives the impression, with such a multiplicity of clauses, that every driver will be a champion of one class or another, so everyone should be satisfied. However, in the racing car classes, I feel that the organisers have gone well astray. Why should supercharging be taken as tripling capacity? It would need a 30 lb. boost for a 1½ litre car to be theoretically equal to a 4½ litre car, and while open to correction, I cannot remember any blown cars in New Zealand running at such pressures. Distortions are permissible in the touring and sports car classes to provide some competition between the wide range of competing cars, but why not leave the racing cars alone? After all, in the almost continuous altercations between the protagonists of various classification scheme, the racing car drivers are the only ones who do not seem dissatisfied with classification by cubic capacity.

.....

I hear rumours of a scratch race for 500 c.c. cars at Ohak next year. There now seem to be enough cars to provide a worth-while race and some really effective scratch racing between reasonably equal cars would be a pleasant change from the handicap races that the diversity of car types has forced on organisers.

THE LONG AND SHORT OF IT.

Sillie Willie

The other side of the question in reply to D.R.B.'s request. Firstly we of the British Colonies are mostly concerned with English engines which are protected by unfair import restrictions concerning foreign makes. Generally 90 per cent against 33 1/3. And since we are more or less forced to buy their products we are mostly concerned with them. Until quite recently the small bore long stroke design was introduced to evade English tax. However this tax is now lifted and no longer restricts the designer.

1. The modern trend in Europe and England is toward square and over square engines and for a very good reason too. The following may bring enlightenment.

By increasing the bore and shortening the stroke we get no more power from our unit. Power is dependent on the amount of fuel burnt per minute not on the bore stroke ratios. It naturally follows if fuel burnt per minute is the deciding factor, if we can increase the revs of an engine and still burn the fuel in an efficient manner with no falling off of filling efficiency, more power can be obtained from a unit of given size and weight.

2. As engine design has advanced so have piston speeds and crankshaft speeds increased and in modern racing cars have risen to 10,000 r.p.m. these increases have only been made possible through metalluric research. However metallurgy is still the limiting factor of piston design and speeds.
3. It is not uncommon for some well known English makes to need re-bores at 20,000 and even under these days.
4. Therefore designers look toward decreased piston speeds and decreased wear by increasing the bore and shortening the stroke.
5. This now brings about the question of economy. Repairs versus petrol consumption. A thin layer of gas spread over a large piston area gives incomplete and poor combustion. As ever in the motor world, we must compromise and the square engine gives us just that with

a fair balance between engine repairs and fuel costs.

6. Also of particular note. Aircraft engines which have been the first to reach limiting factors of power-output and have consequently turned to a far better power plant, have only advanced so far so quickly because they are not held by the hide-bound restrictions of capacity and tax evading designs. Most of the last of these engines, design leaned heavily toward square engines and as they have reached the limiting factors first we should always go to them for our answers.

7. Also I am not advocating formula libre or junking the capacity system. It stands for cars which are all built to a purpose and therefore must vary in size and seems to me the only constant for classification.

This letter arrived too late to include in last month's Bulletin. I do not feel that it provides an answer to 'why the short stroke engine', and have tried to explain only against each point claimed.

1. This is a commonly held belief, but an examination of the facts does not support it. An article in the Motor some years ago showed that there was in fact little difference between the bore/stroke ratios common in the U.S.A. and England before the war. The greatest stroke/bore ratio in any 'modern' engine is I think in the Hudson, which was not caused by English taxation. The move towards very short strokes has occurred in both U.S.A. & U.K. since the war, so it seems that we must look for some reason other than the changes in the U.K. taxation system.

2. If the capacity of an engine is not changed, increasing the bore and shortening the stroke is one recognised way of increasing the power. The reason is that within limits the valve and piston areas will be minimised, and the engine will be capable of higher revolutions, thus enabling the conditions set out in Willie's last sentence to be fulfilled. A typical example is the racing 500 c.c. Norton engine, originally 79 x 100, later about 85 x 85, now about 87 x 82, with increased power each time. In their standard models, when they require a good all-round engine, but not extreme power per cc. they still stick to 79 x 100.

3. Crankshaft speeds have certainly increased, but piston speeds comparable with todays existed nearly 50 years ago.

4. Agree entirely - does this not suggest that when your crankshaft speed goes up, your cylinder lip goes down?

5. Designers may look but have yet to prove. My whole point was that by increasing the bore and not decreasing the stroke, far greater advantage could be obtained.

6. The statement that the short stroke engine gives greater freedom from repair has yet to be proved. I doubt if Austin, Jaguar, Rover etc. would agree. I doubt if combustion chamber area is a very important point in fuel economy. Some engines with quite large combustion areas - e.g. S.V engine, and the present Rover engine - have been very economical.

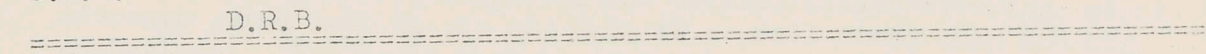
7. We must not forget that in aero engines, it is most important to keep frontal area to a minimum. Particularly in radial engines. a short stroke is therefore necessary. Even so, the great majority of aero engines have a bore-stroke ratio of less than unity. The important lesson to be learned from aero engines is that for economy, lightness and long life a fairly low output per c.c. and low crankshaft speed are the answer.

8. The old excuse for perpetuating something bad - it is administratively simple.

I am grateful to Willie for showing some interest in the subject and am sorry he is the only one. I do not feel however that he has put up any argument at all against the apparently inescapable fact that other things being equal, shortening the stroke of an engine increases all internal stresses and seem to offer no great compensating advantages.

The argument against the capacity classification as an influence on design is that it encourages the short strokes high R.P.M. engine, and finds its apotheosis in a mechanical monstrosity like the B.R.M.

D.R.B.



GRAND TOURISM....

LEVIN CAR CLUB TRIAL

The Levin Car Club held a 'curtain-raiser' trial on Saturday, 17th October. This was an event of 175 miles and the route was over the Akatarawas, over the Rimutakas, up to Masterton, thence north and eventually over the Pahiatua Track skirting Palmerston and back to Levin. Due to a shortage of marshals, there was one section well over 100 miles long, but it was all good (and mostly clean,) fun. Everyone seemed to be lost at some stage, either geographically or mathematically. By the time one team had worked out why they were ten minutes early they found themselves three minutes late. Another competitor whose average time had not been filled in on his route sheet went happily along the long straights in the Wairarapa at 22 m.p.h. others were going past at 41 m.p.h.

He eventually suspected something was wrong, pressed on 'just for the ride' and accidentally caught up with the competitor in front, who put him right about times and average speeds. He then rejoined the trial (having missed part of the route) and came home almost on time! A series of rally type tests followed just outside Levin. The results have not yet come to hand - but most competitors must have realised that they'll have to brush up their 'trials technique' if they are to do any good for themselves in the Rally. E.H.

=====

SCOOP: STANDARD EIGHT DATE.

The following details are taken from a description of the new Standard Eight, published in 'The Motor' of Sept 16th.

Engine: Bore. 58 mm; Stroke 76 mm; Cubic Capacity: 803 c.c. (identical dimensions with A30); Comp. ratio: 7.25.

Engine Performance; Max. power: 26bhp at 4500 revs. per min; peak piston speed: 2250 ft. per min.

Engine details: Carburettor: Solex Downdraught; valves: O.H.V. - inlet 15/16, exhaust, 7/8th.

Transmission: Clutch: 6 $\frac{1}{4}$ in Borg. & Beck; gear ratios: Top - 4.875, 3rd - 7.088, 2nd - 11.993, 1st - 20-820. S/mesh on three upper ratios.

Chassis: Brakes: Girling hydraulic 2LS in front - area 68 sq.in. Suspension (front) independent coil; (rear) semi-elliptic. Tyre size: 5.20 x 13; Steering: Burman, worm and nut.

Dimensions: Wheelbase: 7.0; Track 4.0 $\frac{1}{2}$; Overall length 11.10 $\frac{3}{4}$; overall width: 4.10; Overall Height: 5.0. Ground Clearance 6 $\frac{3}{4}$ in; Turning circle: 32 ft; Dry Weight 13 $\frac{1}{4}$ cwt.

Performance data: Pistons area (Sq.in per ton) 24.7. Top gear m.p.h. per 1000 r.p.m. 13.3; Top gear m.p.h. at 2500 ft. per min. piston speed: 66.9; litres per ton mile dry, 2740.

The Standard Eight is of pressed steel structure of the stressed skin type, a sub frame being used to carry the engine and gearbox and box section stiffeners giving added strength where necessary. The car has been designed with economy as the main objective - but additional comforts are optional extras.

The car makes no striking departures from the orthodox, and has four doors, a large rear window, and generous luggage space for a car of its size. However the luggage boot is reached from inside the car, the back squab folding forward in two halves. The handbrake is between the seats, and a central gear change is retained. Instruments are a hooded speedometer and fuel gauge, with warning lights for other purposes. When there are no passengers in the rear the back seat can be hinged forward to provide 'station-wagon type' luggage space.

=====

OF MANY THINGS.....

The Walrus.

The comments made by Tacitus on the tastes of present members, set me thinking about many things - of money, members and marshalling, of foibles, and films:... but mostly members.

Club membership at present is around the hundred mark. It has sometimes been higher, often lower. Club enthusiasm has fluctuated too, but not as one would suppose in a direct ratio to membership. There is no doubt that the small group who formed the club were all enthusiasts, and the name they gave the body was the N.Z.Sports and Racing Car Club - signified where their interests lay. In later years it was found necessary to alter the name (twice) to make it a more correct description of the club and its activities. And though the membership has grown, the enthusiasm has not. Those two non-financial members, Smellicue and Colonel Tiller-Steering, might advocate going back to the old days of a small membership and big enthusiasm. But would that be advisable? But it takes more than enthusiasms to run a club - any club. It needs money. To run a club of 20 members and provide a full calendar, bulletin, monthly meetings etc., might cost £100 per year or £5 per head. To do the same for a membership of 200 might not cost more than £200, or £1 a head. Just what the most economical number for a car club is I would not like to say, but 150-200 would be a good estimate.

Are there 200 out and out enthusiasts in Wellington? Twenty would be a better guess. But the other 180 are necessary if the sport is to flourish, and surely there are that many people in the City (and adjacent areas) who have some interest in motor cars. That interest has led to motorists joining the club. How many? Possibly several hundred. But why does the membership sink when subscription time comes round? Is it because we have not stimulated

★

CLUB CALENDAR

★

THURSDAY: 5th NOV: Monthly Meeting, Victoria League Room, D.I.C. Bldg. 1952 Le Mans and other films.

SATURDAY: 7th NOV: Entries for hill climb close at single fees.

TUESDAY: 10th NOV: Committee meeting, Ray Haines, 8 Terminus Street, Silverstream.

SATURDAY: 14th NOV: Hill Climb at Palmerston.

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VOL. 9 NO. 10
DEC. 1953

WELLINGTON CAR CLUB (INC.) P.O. BOX 5142, WELLINGTON, C.I.

EDITORIAL:

The biggest responsibility this club has taken on in many years is the N.Z. Championship Hill Climb to be held at Martin Luckie Park Hill on the 27th November next. With good organisation and reasonable weather the event can be an enormous success, but the help of everyone in the club will be necessary for running the event and controlling spectators on the day and for a great deal of necessary preliminary work. More details will be given shortly - this is just a preliminary warning that your help will be required.

MERRY XMAS

CAUTION IS NO SUBSTITUTE FOR SKILL

(The following has been supplied by an employee of one of the larger motor firms who in accordance with his company's policy wishes to remain anonymous.)

MORE ABOUT BORES AND STROKES.

D.R.B. In his interesting article gave several reasons why, in his opinion, classification by piston area, rather than cubic capacity, is preferable.

He summarised his argument with three conclusions:

- (1) A large capacity long stroke engine will have a longer life.
- (2) The weight and size of the large engine will not be prohibitive.
- (3) A large engined vehicle will be more pleasant to drive.

Finally, he admits that there must be other sides to the question, as many major manufacturers are turning to the short stroke engine, and asks what these might be.

Primarily, I feel that the crux of the matter is agreement on an equitable method of handicapping competition vehicles. Here I am an advocate of cubic capacity, with perhaps a limit on the total weight of the vehicle. This appears to me to be the fairest way of putting designers on an equal footing - as everything else may be varied, and excluding driving skill, the best vehicle should win. This, it must be reiterated, is purely a question of personal choice - but, if it is agreed upon, then the benefits of a compact, fast revving unit are obvious.

However, let us disregard racing cars, and consider the requirements of the majority of light mass-produced English vehicles at the present time, and consider these requirements in the light of D.R.B's arguments.

First, the car should be as light as possible, from the point of reducing material costs.

Secondly, bearing in mind the customer's desire for the maximum performance consistent with reliability, the engine's output should be as high as possible consistent with cheapness of production and economy of running.

Consider first the life of the engine, we must agree with all D.R.B. says apart from the last paragraph but one on Page 5 - "..... the short stroke engine will have twice the rubbing speed of the long stroke and will have only half the area of cylinder wall over which wear can be distributed."

As the discussion concerned two engines of stroke S and 2S, turning over at 4000 and 2000 r.p.m. respectively, the rubbing speeds will be the same in each case, i.e. 8000 S f.p.m. (Correct - D.R.B.) The area of cylinder wall over which this wear is distributed is immaterial as factors such as radial ring pressures will not vary much from engine to engine.

Furthermore, providing lubrication is adequate, rubbing speeds are not as critical as is sometimes suggested. Factors such as bore material and finish, and conditions of operation are more important.

At the risk of sounding like an oil company advertisement, the reason why small engined cars show cylinder wear after comparatively small mileages is usually because of the amount of "cold" running they do. This has been proved in New Zealand by the large scale operation of light English cars in post-war taxi work. Here, under ideal operating conditions, many double shift cars, kept virtually continuously warm have done well over 100,000 miles without needing a rebore.

Secondly, D.R.B. states that the increase in engine height by 8" or so would not be important. I disagree with this. In the interests of both aerodynamics and clear vision, a low bonnet line is desirable. Furthermore, any decrease in air cleaner size will tend to bring about increased engine wear, the very thing we wish to avoid. Again, as regards dry sump lubrication, economy of manufacture tends to rule this out.

The simple pressed steel sump of large capacity - which offers adequate oil cooling and a single oil pump, is much cheaper than the separate oil cooler, plus pressure and scavenge pumps of a dry sump design. Also, increased engine weight would once more entail slightly greater power output to give the same B.H.P./ton figures.

It can perhaps be agreed that the larger engined car, with a high rear axle ratio would be more pleasant to drive - any vintage owner can bear testimony to this.

Once again though, it would be cheaper and lighter to fit an overdrive to the "high revving" car to give smoothness and quietness at the higher speeds, rather than to fit a fluid coupling to the slower revving vehicle.

One other point that is important where engine size is limited volumetric efficiency and combustion chamber design. The engine with the larger bore allows the designer more latitude as regards placement and size of inlet and exhaust valves and spark plug.

To sum up, if we disregard competition vehicles, a high bore/stroke ratio is desirable where size and cost are limited. For the larger and more expensive cars, this need becomes progressively less.

.....

SPECIAL WANDERINGS:

Sillie Willie

In this article I will endeavour to set out some of the reasons for increasing performance with dual carbys. Endeavour I say, because so many complex and variable factors are involved and so many compromises necessary.

First our stock engined car, most likely to be the one involved makes a straight admission of unequal distribution of the mixture by fitting and building into the manifold, heat risers. Heat pre-expands the incoming charge, it also reduces the volumetric efficiency and consequently the power of the engine. As power gains are the primary consideration the stock manifold must go. Also the cross sectional area of the single carby is usually inadequate for speed work. This is borne out by the simple test of attaching a vacuum gauge to the inlet manifold and noting at full throttle, that there usually is some inches of mercury left reading on the gauge.

Before laying out our new design, we must examine some of the main problems connected with it. Mainly that of ensuring equal distribution of the combustible charge in its correct ratio to all of the different cylinders. Also we must emphasise and understand the difference between quantitative and qualitative distribution.

Equal quantitative distribution is obtained if all cylinders receive the same mass of charge per cycle. Equal qualitative distribution implies that the charge received by all cylinders contain the correct ratio of air/fuel in the same proportion and that the mixture is in the same state of vaporisation and dispersal in all cylinders.

To ensure equal quantitative distribution the resistance to gaseous flow from carby to all cylinders must be the same. This cannot obtain if we view a stock single set up manifold. The resistance to flow will naturally be greater for the end cylinders. This resistance brings a set of conditions which are unfavourable for suspension and so the stock manifold has a heat riser to equalise or damp the effect.

However with out dual carbys we may make the length of our manifold charge passages to all intents and purposes more or less equal, and in one foul blow we eliminate quantitative distribution. Also we must bear in mind that unvaporised portions of the fuel always collect at the inner corners of bends and so easy flowing bends in our pipe work are desirable.

We cannot dismiss the care of qualitative distribution so lightly however and we become very involved. The subject cannot be treated on its own. It is very closely interdependant with the valve timing and together form one of the most intensely complex

problems and probably one of the least understood of all problems confronting the modern internal combustion engine designer. Valve overlap is the stumbling block. Overlap to a certain degree is very necessary on the count of filling efficiency - but causes the robbery of one cylinder's filling charge, by the other cylinders valves opening, or overlapping and the resultant depression in the tube causes the robbery. Each case is different and dependent on the number of cylinders. In the case of a four cylinder fairly small venturis and fairly long branch pipes are used to make us of the kinetic energy to fill any one branch of the manifold despite attempted robbery. However in most ordinary twin set ups for four cylinders some robbery can be expected and tolerated. For an ideal, and for those who understand the subject a better type of set up can be used approaching an ideal. Two independent induction systems are used. One feeding the inside pair and one feeding the outside pair with the communicating passage or balance tube between the two. In this manner the question of overlap is eliminated and no one cylinder is drawing consecutively off the one carburettor. In many cases this is not practical on account of space and type of carby used. But it works and particularly well, from my own experience, and for this type a changeable venturi is very necessary.

We cannot treat all the different numbers of cylinders to a searching survey, as this small article is only touching the subject to show some of the Whys & Wherefores.

Six cylinders drawing off two carbys is also a compromise with an ideal of three carbys and separate induction systems again. Also more practical on account of the modern Siamezed ports. These twinned ports usually rule out the ideal set ups on the four cylinder moderns.

Next comes the exhaust system. This we find is also closely related to induction, valve timing and valve position etc. The motor cycle boys have known and used the megaphone scavenging system for years, and receive in return almost a free supercharge effect, which on a properly adjusted hot machine must be felt to be experienced and believed. e.g. Coleman at Ohakea. Down through the gears into the tight bend slipping the clutch to keep the meggy in. Fatal to go off you'll find. However we who mess about with cars are not so fortunate. Any attempt to make use of the kinetic energy of the gases in the exhaust pipe to scavenge the cylinders and so obtain a greater weight of live gas in the cylinders when running at high speeds is doomed to failure. In the first place the gases flow out through the exhaust pipes in series of pulsations or plugs. The pressure ranging with the length of pipe and baffled obstructions in the silencer. Sometimes above, sometimes below

atmosphere. It is just as likely that the pressure at the exhaust valve when inlet opens, will be above or below atmosphere. If it is below, exhaust products will be sucked back into the cylinder diluting the charge and a corresponding loss of speed and power. Also, and in common with some poorer types of motor cycles, the inlet and exhaust ports are opposite each other and with attempted scavenging, the gases merely by their kinetic energy are blown across or drawn out through the exhaust ports and wasted.

Bearing in mind that overlapping causes the robbery in the induction, we must now think in these terms for our exhaust. The pressure of the residual exhaust products is usually roughly about atmosphere. While the pressure in the induction system is generally about half of this figure. We can now easily see that with our overlap some robbery is bound to occur here also. The products of exhaust being sucked back into the cylinder diluting the charge again.

The best we can do to prevent this detrimental effect is to use a separate exhaust pipe for each cylinder, leading with flowing bends if any and as short as possible into a header that is placed directly as possible in a clean cool air flow. This gives the gases a chance to expand and cool. Reliable sources state that the header should be roughly from two to four times the capacity of a single cylinder. However, it is advisable to provide an additional expansion box in the form of a silencer, this being not less than six times the capacity or displacement of a single cylinder, also as far into the fresh air stream as possible. Single wrapped silencers produce resonance and for this reason well made silencers have a double wrapping filled with steel wool and the sonorous properties of single sheet steel are drowned out. The forward tube type gains the most popularity, being designed to reduce back pressure on high speed and high powered engines. There is a straight through pipe inside with perforations in the walls. When the pressure wave is at its crest, some of the gases will pass through the perforations in its wall into the expansion chamber proper and during the following lull in the pressure wave, will return into the straight through pipe and so smooth out the pressure waves. Some of our most popular local products are quite well designed and are as good as overseas products.

Here then is the edge of the story of twin set ups and in view of the factors involved, many attempts and set ups are not fully exploited and for best results where knowledge is lacking, a tailored set up with neat plumbing and assured result is the answer. However its fun trying to hit the jack-pot and messing around. After all tailored hot-rod parts are expensive and in the speed line we only get what we pay for..... Typist's Note. Sometimes you get

MORE - Note Back Page which should read - CAREFUL DRIVING MAKES CARE FREE XMAS.

THE RALLY IN RETROSPECT

Rallies - the Manawatu version of them - are not our game. At least, that is the conclusion that might be drawn from the support our members gave the Labour Weekend Rally. It seems that, though the WCC boys will roll up to a Gymkana over at Eastbourne, or Upper Hutt, they do not feel inclined to travel 400 miles to compete in one, even though it carries a lot of silverware - and real silver. Opinions expressed at the rally itself are along similar lines - or rather than a 'gymkana' was a poor ending to a decent road section. This year, it must be handed to Manawatu - the road section was worthy of the Hepolite Trial, and there was little chance of anyone coming through with a clean sheet on the road section. This made the special tests a bigger waste of time than ever, though it was pleasing to note that a fine overnight team effort on the part of Tom Grant and Arnold Stafford, was not overshadowed by a purely solo driving effort by someone else in the special tests. It would be silly for a twelve-hour-two-man competition to count for less than a ten-minute-one-man one, but it would be so easy for an outstanding driver to make up for the 'blues' of his clottish navigator, and scoop the pool in the final tests. (Hugo Hollis nearly did this last year, when he moved up some 25 places through speedy gyrations round the square!)

The 'provisional' results of the rally were displayed on the Sunday morning at the car park where the 'concourse' was held. These gave very full details of points lost on the road section and in the square. Unfortunately, the results which went out to competitors a few weeks later were very brief. Result sheets are not the Manawatu Club's strong point, and it is a pity that they could not have followed the lead of the Auckland Club whose Hepolite results are very full indeed. From the 'bitching' that went on at the car-park on the Sunday morning, one gathered the impression that Rallies did not attract the finest type of motor-sportsman. There were niggles about conduct on the road section - always against someone higher placed in the final results, and the suggestion that the winner of the rally had special cams, etc., etc., and other undisclosed tuning aids. (The fact that the winner of the trial was beaten by another Morris Minor in the special tests, didn't seem to bother the critics. The moan as always, was against the man who was successful. As far as I know, there were no official protests - just niggles. (Last time a Wellington competitor won, the Manawatu Club altered the regulations the following year to give 'un-tuned' competitors a better chance; now that the cups have come our way again, we shall be interested to see if the competition is to be made more 'fair' next year). It is not suggested that the sportsmanship of all competitors in rallies is below par; it is the small minority that earns the whole group a bad name. There was further

evidence of this at the 'do' in the evening, when, not content with the refreshments laid on by the club - and Manawatu never stint in this direction - some of those present had to stage a drinking party in the middle of the main highway.

This year, as in the past, we put up our 'rally' trophy for competition between Wellington Club members (both of them). It might be worth while the committee considering whether to include the Manawatu Rally next year on our club calendar, or whether our membership would be better served by its own event that month. (Incidentally, an American club offered as first prize in one of its events, a free entry in the Alpine Trial in Europe; It might be possible to offer the winner of the day trial - or the non-speed points trophy - a free entry in say, the Hepolite, each year...)

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BORE WEAR:

In view of the propaganda which has centred on piston speeds in the past few years, the following statement, from the 'Automobile Engineer' of Sept. 1953, is of interest: "..... provided lubrication and cooling are adequate, and loads are restricted to a reasonable value, bore wear per stroke appears to be entirely independent of piston speed within practical limits."

This can actually be deduced fairly easily from practical experience as follows:

Bore wear is greater at the top of the cylinder, where the speed of the rings is least. Halfway down the bore, where piston speed is greater, the wear is very much less. Other things being equal, therefore, the rate of wear depends on how often the piston passes top dead centre, and has no practical relationship with the piston speed.

Clearly, therefore, if the stroke is increased and the gearing raised proportionately, cylinder wear will decrease. Any argument to the contrary? D.R.B.

=====

If anyone knows of a 1914 Vauxhall Roadster, ex Grande Prix model, which was purchased many years ago directly after the Grande Prix race, this car being for a few years in Wanganui, and has since had a roadster body fitted, would they kindly get in touch with Mr. M.O.Stewart, care of Manthel Motors Ltd.

=====

Dear Sir,

It grieved me to read B.A.F's letter in the last Bulletin. If my suspicions as to his identity are correct, he should know better; regarding Bentleys, anyway.

He gives two 1922 models; a "standard short chassis" and a "T.T. chassis." Sir, in 1922 the "Standard" chassis had not been introduced and the "T.T." and "Short Chassis" were one and the same. "Standard short chassis" is a contradiction in terms, the Standard chassis having a 10' 10" wheelbase, as opposed to the short chassis' 9' 9 $\frac{1}{2}$ ".

I can find no guarantee of any speed in the 3 litre, 4 $\frac{1}{2}$ litre or 6 $\frac{1}{2}$ litre handbooks (which include a warranty form) nor any reference in the guarantee to petrol consumption. True, they were all guaranteed for 5 years (but not necessarily 100,000 miles), but were subject to a number of conditions; for instance, only 5 $\frac{3}{4}$ cwt. was allowed on the Speed Model for the body. If this was exceeded, the warranty was nullified.

A large number of parts were not covered, including wheels, instruments, shock absorbers and most other "fittings"; in fact, anything not made by Bentley Motors Ltd. However, most of them were covered by their makers' one year guarantee.

It still was a much more liberal cover than any I know of today, and showed that the makers had confidence in their product. Their confidence was fully justified.

Yours, M.L.McLeod.

Dear Sir,

Members will remember the comparisons and discussions held through this Bulletin concerning the 750cc Renault, and the Morris Minor, by two of our prominent members.

In the course of one of these articles it was suggested that a Renault be matched against a Minor in a future Hill Climb, to settle part of the discussion.

The challenge was accepted, and a standard, I repeat Standard, Renault, which had done 16,000 miles and modified only by an 'open exhaust pipe' and a 'sports coil' competed against two Morris Minors.

It is gratifying to see that the Renault bettered the time of Tom Grant's Minor which all our Club members know is highly tuned and fitted with twin carburettors, and the same Renault was only 1.2 seconds behind Derrick Moller's Morris Tourer which is also fitted with twin carbs and an alloy head as well as other extras with which

Derrick has 'heated' his Minor.

I consider the Renaults performance backs up Toby's statement in regards to the Renaults excellent hill climbing ability.

With an experienced driver and modifications to the engine such as have been made to Club member's Minors, the amazing 7 1/2 H.P. Renault would undoubtedly 'eat' the super tuned Minor on any hill.

Yours etc. Neil F. Manthel.

NELSON RACES:

(The following has been received from the Secretary of the Nelson Car Club, P.O.Box 231, Nelson.)

"As you may be aware, we are having our usual New Year Beach Race Meeting shortly, and we would be grateful if you could put a notice in your Bulletin to this effect.

The events will be run on the 1st & 2nd January 1954, on the back beach at Tahunanui. Appearance money will be paid according to the financial success of the meeting.

Should any of your members wish to come, would they please send me name and address and I shall forward entry forms and fuller details, including details of prize money and trophies."

HILL CLIMB - PLIMMERTON - 14.11.53.

(The following are 'best times' recorded, set out from fastest to slowest, which is the most informative way. Class awards will be made for the best times in the various classes.)

Gibbons	Cooper 1100	29.15 secs.
Berkett	J.B.S. 500	31.2 "
Hollis	X.K. 120	34.45 "
MacBeath	M.A.C.	34.7 "
Cowie	Morgan	34.75
W. Easterbrook-		
Smith	E S S	35.4
G. " "	E S S	35.65
Sirrett	M.G.Ford	36.8

Moffat	M.A.C.	37.15 secs.
Farland	Singer-Buick	37.9
Cowie	Riley 2 1/2	38.2
McIntosh	Zephyr	38.5
Cronin	M.G.Consul	39.65
Cottrell	Cotti-Hillman	40-45
West-Walker	Ford 10 Spc.	41.7
Buckthought	Ford Spc.	43.0
Harris	Velox	43.5
Moller	Morris Minor	43.65
Fowke	S.M.1500	44.1
Johnson	Hillman	44.4
Manthel	Renault 760	44.8
Grant	Morris Minor	45.1
Couper	Rover.	51.6

(MUD)GUARDS CLUB
Much-Nattering-O'-the Noggin.
LONGSTROKE.

Sir! What's all this fuss about capacity? There's no room in the sport for the 'small beer' member. I took up this matter with Colonel Hank Hardtopp, U.S.M.C.(United States Motor Cars), and he immediately suggested we adjourn to the bar and carry out some experiments on capacity. After due deliberation the meeting, which eventually comprised additional members of the club namely - Montague Mostenbury, H.I.Tension-Lead, O.H.Camm, C.Hain-Drive and Morris Minor, passed the following resolutions: (1) Anyone who could not manage eight-pots should not be allowed to compete. (2) Smaller cylinders should be permitted for high octane fuels - Whiskey, Brandy, Gin, etc.... (3) The polishing(off) of Ports was to be encouraged (4) There should be more vintage stuff available for consumption in the bar....

There was one dissenting vote - Morris Minor, who has not yet learned to tipple properly, and reached an advanced state of sparking at the fourth pot. Hank Hardtopp, running on high compression ratio 8:1 (whiskey/soda) blew a gasket after the sixth lap (round). (I always maintained that these yanks knew nothing about 'wind-resistance'). C.Hain-Gang, became a bit disconnected after going through the gears (3 double gins in quick succession). I fear he is purely a sprint model, not intended for distance. O.H.Camm was also overcome towards the end of the event... I trust, sir, that you will bring these resolutions to the notice of your members. Capacity is a very very hic important thing indeed.... Yours (Hic) Col.Tiller-Steering.

SATURDAY 5th DECEMBER.

Hutt Club Night Trial - leave Ngahauranga Service Station 7.30 p.m. - details - Phone 51-209 (day)

THURSDAY 10th DECEMBER:

Monthly meeting - Victoria League Room, D.I.C.Bldg., 7.30 p.m. Talk by a representative of the Transport Department - and films.

SUNDAY 13th DECEMBER:

Picnic Waitereri Beach - details elsewhere.

TUESDAY 15th DECEMBER:

Committee meeting at 41 Nicholson Rd.

Khandallah.

This month's event will be a picnic at Waiterere Beach on Sunday, 13th december. Meet at FROST MOTORS, Levin, 11 a.m. Bring your own wives and families - girl friends and hot water will be laid on. Sorry - Bring your own girls friends - hot water will be laid on. Fun for the children, fun for the adults....swimming surfing, cricket, in fact everything except beach racing!

=====
Sir, for the information of those who may be interested the state of tune of my Minor is as follows. Bore and Stroke to give a capacity of just under 1000 c.c. compression ratio 9-5-1 full race camshaft, enlarged inlet valves. Tightened flywheel and of course two carbs. Fuel used Iso Octane. Theoretically these mods should give the Minor a top speed of 105 m.p.h. at 7000 R.P.M. and a 0-50 time of about 9 secs. The results however fall rather short of these figures. I wonder why. T.J.Grant.
=====

FEBRUARY 28th....

N.Z.CHAMPIONSHIP HILL CLIMB.

We are holding the N.Z.Championship Hill Climb. The date is the 28th February. This event is going to be the most important we have ever staged, and if it is to be a success instead of a grand flop, we will need the help of everyone - repeat: EVERYONE.

CAREFUL DRIVING MAKES
CARE FREE XMAS