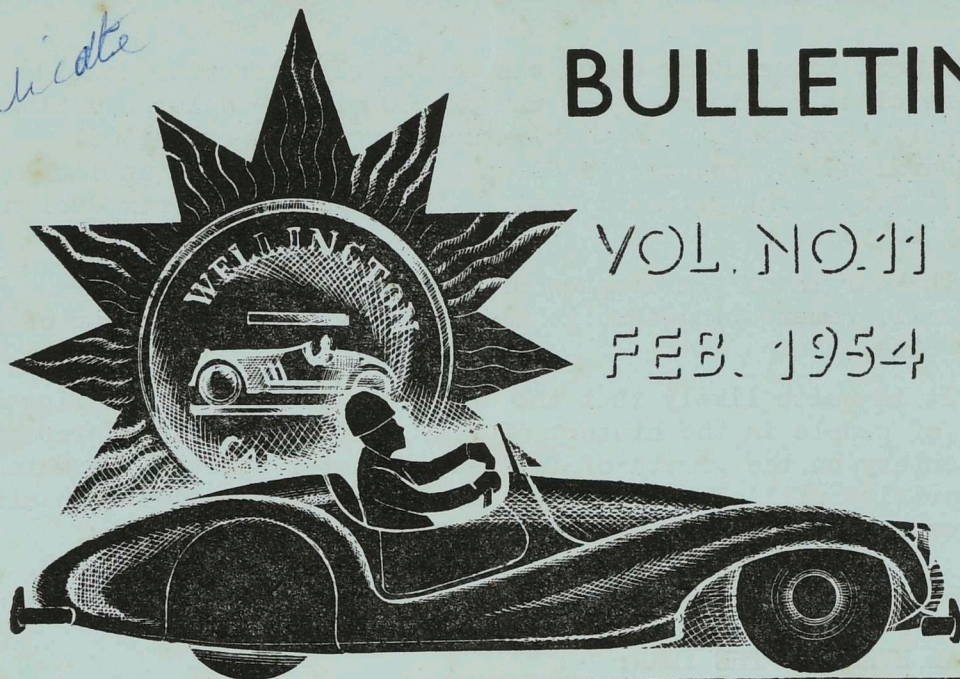


# BULLETIN

VOL. NO. 11

FEB. 1954



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

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It is probable that most of our members saw the Ardmore races, and everyone will have read press reports. This Bulletin will therefore contain a few comments only, and make no attempt at a full report. Some notes by Eric Honey appear later - my own comments are given here.

I don't know if everyone appreciated the great job which was done in repairing the Maybach which on the evening before the race was sitting in Shorter's garage with a hole in the side of the block about 6" x 2", and spares hundreds of miles away. The performances of this very straightforward motor car was most impressive and an interesting commentary on the "experts" who in recent months have been explaining why factory made cars were now absolutely necessary for serious racing in New Zealand.

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CAUTION IS NO SUBSTITUTE FOR SKILL

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A most interesting point was the widely differing designs which were close together at the end of 200 miles - a large unblown car, largely 'home made'; a highly supercharged 16 cyl '1500' built regardless of expense; a blown 2 litre 4 cyl: an unblown 2 litre of very light weights: and a 'vintage' Grand Prix design of nearly 20 years ago.

The margin of performance of the B.R.M. over other cars seemed small, remembering that it had probably twice the power of anything else.

It is quite likely that the crowd at Ardmore was the biggest assembly of people in the history of N.Z., which is a very interesting commentary on the growth of interest in motor sport - on which the authorities will probably note, and which places added emphasis on the responsibilities of all clubs organising public events.

D.R.B.

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THE SOCIAL EVENT OF THE YEAR:

Following the Hill Climb there will be a Dance and Prizegiving in the Roseland Cabaret. This is being organised by Billie McMillan, and whatever the fortunes and misfortunes of the hill climb itself, the party is guaranteed to be good!

Here's an event that needs no high-powered car, no competition license or crash hat - anyone can enter, providing they have bought their tickets!

And a word about the tickets..... The Roseland holds a certain number of people comfortably, and a lot more uncomfortably. We are limiting the 'field' to keep things comfortable. Buy your tickets NOW. When the number allocated to club members has been exhausted you'll be told 'sorry, too late....'

Tickets are available from Billie McMillan, Phones 84-923 or 84-645. She'll have them at the club meeting, too.

The Price: 15/- Single. The Dress: Optional

Make up a party, NOW.

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AFTER THE CLIMB, THE CLIMAX - THE PRIZEGIVING DANCE -

AFTERTHOUGHTS ON ARDMORE.....

It's a pity Trevor Wickham wasn't there..... For the fifty, sixty, or seventy thousand who were, Ardmore was a great thrill, visually, and acoustically. For the few who were 'in at the beginnings' of the sport in New Zealand, it was a dream come true. The 'beginnings' of Motor sport, as the programme pointed out, were back at Murawai in the 'twenties'. From our club's point of view, it would be more correct to say the 're-birth' of motor sport, when, during the war years, a small group of enthusiasts launched what is now the Wellington Car Club. Those were the days when Trevor Wickham (now in Britain), Geoff Easterbrook-Smith (whose duties took him overseas at Ardmore-weekend), Sam Gibbons (who was there) and Kemp Atkinson (also seen poking round the BRM) organised motor-sporting events on the smell of an oily rag (or petrol coupon). They were not without ambition (the name of the club was originally the N.Z.Sports and Racing Car Club) but none would have prophesied that a mere dozen years later would see true Grand Prix cars being lured out from Britain to compete in a New Zealand event.

But Grand Prix racing has arrived (we shall forgive Trevor for forsaking us and going off to Europe to find it - a little more patience and it would have come to him). Incidentally, the N.Z.Motor Cup was not a Grand Prix by RAC standards, as to qualify for inclusion in the international calendar, it must have been run once on a trial basis to claim official recognition). To the Auckland International Grand Prix must go the credit for organising an event on a scale never before seen in this country. Here a group of hard-headed businessmen had the confidence to risk large sums of money in motor sport. They were confident that organised on a large scale, it would draw the crowds - and it did, and, at two-pounds a pop for grandstand seats!

Yes, Smellicue, something did go wrong with the lap-scoring. This is an unforgivable sin. Strangely enough, no stigma is attached to a competitor who withdraws from a race before its conclusion (and nearly half the field of 24 did), but let the lap scoring fail to last the distance and there's no end of a flap! However, in a matter of months, the lap-scoring mistakes will be forgotten by all but those whose pockets are affected, and the memories of the race will mostly be happy ones - the note of the BRM, the sight of the Ferrari, Cooper Bristols, and H.W.M., mixing it with our own 2.9 Alfas, Maserati, Coppers, J.B.S. and specials. There will be memories of the XK-Jaguar which ran so well, only to fall out near the end.... of the red Austin Healeys making an impressive debut.... of the five-hundreds

still running at the end... of the non-stop run of Ron Roycroft... of the bad luck that robbed veteran George Smith of a chance to start... of our local boys success in the racing car (repeat, racing car) handicap... of the photo in the Star-Sports edition that showed Alan Freeman up with the leaders at the first bend....

Some may express concern at the sport being put beyond the hands (and pockets) of the impecunious enthusiast, but on a long term basis, there is no doubt that Ardmore was (and is) a very good thing. Tremendous interest (nationwide, not just northern) has been aroused; It has been shown that the invitation of overseas drivers did not deter New Zealanders from entering (the permitted field of 24 meant some drivers being excluded), and it might not be too ambitious to foresee that other centres might see in full-scale racing a chance of attracting visitors to their cities by organising motorsport as a commercial venture.

Yes, it's a pity Trevor Wickham wasn't there.....

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BELL HACKETT HANDICAP For Sports and racing cars (10 miles). G. Mathieson driving a Ford Special (The engine was a Model 'T' with O.H.V. conversion - Ed.) from 15 seconds behind the limit man came through to the front at the end of the second lap and finished 19 seconds ahead of Tilsley's Buckler. M. Stanton in the Gypsy Major engined Stanton Special worked his way through from the back of the field to take third place.

Results: G.A.Mathieson (Ford Special) 15 secs. 1  
D. Tilsley (Buckler Mk VI) limit, 2  
M. Stanton (Stanton Spcl) in 42.5 secs.3  
Time: 10.24.4.

RICHARD WEBB MEMORIAL TROPHY commemorating Group Captain Richard Webb who was killed in an aircraft accident last year, a handicap race of 20 miles for racing cars. This was a Wellington Car Club 'benefit', and was dominated by the 500/1100 fraternity. Bob Gibbons, starting 2 mins 10 seconds behind the limit man came through to the front to take the race from the two 'five-hundreds', Arnold Stafford in the Cooper Norton, and Jim Berkett in the JBS-Norton.

Results: R.A.Gibbons (Cooper 1100) 2 m 10 secs, 1  
A. Stafford (Cooper Norton) 40 secs., 2  
J. Berkett, (JBS-Norton) 10 secs. 3. Time.18.4.2

REDEX HANDICAP for Sports Cars (10 miles). Austin Healey Hundreds took two of the first four places in the Sports car handicap. They were driven by R. Jensen and K. Roper. Jensen, starting near the back of the field lay ninth at the end of the first lap, but improved his position steadily and took command at the end of the fourth lap, to cross the line 18 secs. ahead of the Archibald Jaguar which started 15 seconds behind Jensen. Archibald brought the XK-120 through the field to snatch second place from L. Powell who appeared to be caught napping at the last bend in his Ford V8 special.

Results: R. Jensen (Austin-Healey) in 1m 20 secs. 1  
R.J.Archibald (Jaguar XK-120), 1 m 35 secs.2  
L. Powell (Ford V8 Spcl) 30 secs. 3  
K. Roper (Austin Healey), 1 m. 5 secs. 4.  
Time: 9.41.8.

MOTORCYCLE RACES: Following are the results of the two 20 miles handicap races for motorcycles:

350cc handicap: G.A.Murphy (7R AJS); scr, 1: L.T.Simpson, 7R AJS), Scr. 2; L.G.Aislabie (7R AJS) 5 secs. 3:  
Time, 17 min. 32.6 secs.

500 cc handicap: L.T.Simpson (G45 Matchless), Scr. 1; G.A. Murphy, Scr. 2; W. Collett (G.45 Matchless), 5 secs, 3: Time: 17 m 16.4 secs.

(The above results and race descriptions are taken from the N.Z.Herald, and no responsibility is taken for accuracy).

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HELP !            HELP !            HELP !            HELP !

The following key officials appointed for the Hill Climb Championship are going to be in no end of a flap unless you offer to HELP!

RAY HAYNES - OFFICER IN CHARGE OF 'WORKS': Ray wants you at the Working Party on the 13th (See Club Calendar), and will appreciate offers to help construct 'Pits', barriers, etc. at the site.  
(Phone 50-344).

BERNIE FOSTER - CHIEF MARSHAL: is looking for people to stand in good vantage points to make sure that others don't. Phone 14-538.

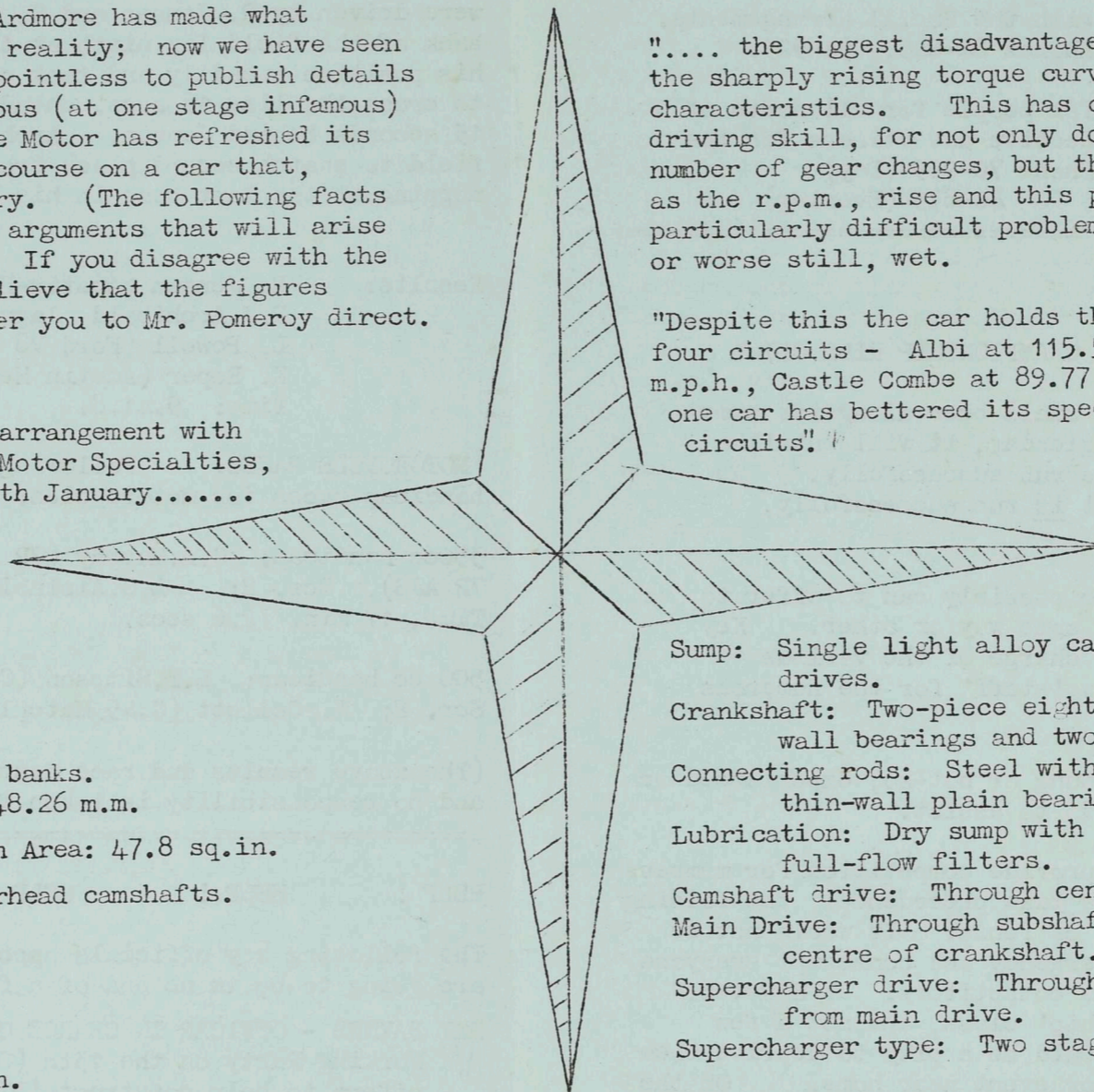
# THE B.R.M.

Everyone knows all about the B.R.M..... Well, they should do - so much has been written and said about it that 'The' B.R.M. means something to our Aunt Agatha. Ardmore has made what was a mass of facts and figures into a reality; now we have seen and heard the B.R.M. It might seem pointless to publish details of the car(s) that bears these now famous (at one stage infamous) initials, but a very recent copy of the Motor has refreshed its readers memories with a Pomeranian discourse on a car that, in Europe, is about to pass into history. (The following facts and figures may help to settle the odd arguments that will arise during the car's stay in New Zealand. If you disagree with the data below - and there is reason to believe that the figures given are 'pre-developmental' - we refer you to Mr. Pomeroy direct.

The BRM, appearing in New Zealand by arrangement with Mr. Alfred Owen (of Rubery Owen) and Motor Specialties, will be on show at C. Smith's from 29th January.....

## DIMENSIONS AND CONSTRUCTION

Cylinders: V.16 at 135 deg. between banks.  
Bore: 49.53 mm. Stroke: 48.26 m.m.  
Cubic capacity: 1,488 c.c. Piston Area: 47.8 sq.in.  
Valves: Two per cylinder, four overhead camshafts.  
Compression ratio: 6:1.  
Diameter of inlet valve: 1.25 in.  
Diameter of exhaust valve: 1.1 in.  
Total inlet valve area: 19.63 sq.in.  
Total exhaust valve area: 15.2 sq.in.  
Cylinder heads: Four light alloy detachable castings.  
Included angle of valves: 90 deg.  
Crankcase: Two light alloy castings vertically divided.



".... the biggest disadvantage of the chosen lay-out has been the sharply rising torque curve arising from the blower characteristics. This has called for a high degree of driving skill, for not only does it impose an abnormally large number of gear changes, but the tendency to wheelspin increases as the r.p.m., rise and this presents the driver with a particularly difficult problem if the road surface be loose, or worse still, wet.

"Despite this the car holds the record for lap race speeds on four circuits - Albi at 115.57 m.p.h.; Charterhall at 85.71 m.p.h., Castle Combe at 89.77 and Snetterton at 90.5. Only one car has bettered its speed on Silverstone and Goodwood circuits."

'THE MOTOR'

Sump: Single light alloy casting carrying auxiliary and final drives.  
Crankshaft: Two-piece eight-throw running in 8 Vandervell thin-wall bearings and two roller bearings.  
Connecting rods: Steel with split big ends carrying Vandervell thin-wall plain bearings.  
Lubrication: Dry sump with oil fed at 50 lb./sq.in through two full-flow filters.  
Camshaft drive: Through centrally-mounted gears.  
Main Drive: Through subshaft driven from double gears in centre of crankshaft.  
Supercharger drive: Through quill shaft driven by double gears from main drive.  
Supercharger type: Two stage centrifugal. Supercharger Pressure; 5.7 ata.  
Carburettors: Dual horizontal S.U.  
Performance factors: Maximum b.h.p: 525. Max.r.p.m.: 10,500  
B.H.P./sq.in piston area: 10/98 at 3,300 ft./min.piston speed.  
B.m.e.p: 434 lb./sq.in. H.p.sq.in. of inlet valve area: 26.75.

LES STONE:- 'GATE CONTROLLER' - is looking for gate-keepers and also programme sellers. (Phone 54-027)

BILLIE McMILLAN - would like a hand with the Social arrangements. Phones 84-645, 84-923.

ERIC HONEY:- ORGANISER - is looking for people for all sorts of jobs, and for prospective advertisers for the programme. (Phone 70-999 (Day) 40-875 (Evening))

LETTERS TO THE EDITOR...

Sir,

Though our Hill Climb Championships are one of the other events on the calendar, a great deal of hard work is involved in organising them. As the main organiser, it is my job to do this regardless....

This Bulletin is different!  
Like a Honey trial, it will be easier to start at the back and read through to the front!

I would therefore ask every member who possibly can to offer to assist before, on or after the day in some way or other. Key officials have been appointed to take charge of the various 'departments', and each one requires a 'staff' for the numerous jobs connected with the event.

Whether you are male or attractive, young or not-so, experienced or clueless, there is something you can do to assist.

Normally our events are organised to provide competition for members but on this occasion two other motives take precedence: the raising of our club prestige, and the raising of funds. It would not be unreasonable to declare a state of emergency and conscript everyone for the organisation, excluding all as competitors. However, we have several drivers in 'Championship' class, and not a few interesting cars in the club. It would be a pity to deprive them of an opportunity to compete in a major event near home. On the other hand, if one club member is allowed to enter, then all driver-members may claim a right to do so. I regret that the owners of 'second-string' machinery, though they might be quite happy to run with no chance of an award, will have to be left out. (The owner

of one of our few 'real racers' has already offered to forego entering in order to assist, but I am sure car-owners or not, we are anxious to see our best drivers and cars on the line and not on the side-line for this event). I ask those whose entries are turned down to turn the other cheek and offer their services as marshals; your work will not be forgotten and you shall receive every consideration in future events.

Fortunately, not all the work of running the event takes place on the day. Much of it has to be done before (and after) the hill climb. Intending competitors naturally need time to prepare their cars, but I think they will realise the successful running of the climb depends on the amount of time given by others - and it would be a nice gesture if competitors would offer to help before or after the event.

... (the calendar), wire-laying the night before, and sending our acceptances of entries. I repeat, a job for everyone. If you are short of the work, someone is always ready to do your bit. Thank you.

Eric Honey,  
Organiser.

WELLINGTON CAR CLUB SPRINT:

On the 30th January comes one of the most interesting events of the year - the standing quarter mile.

This year will see some very interesting machinery in action, the 2.9 Alfa plus a number of 500's new to Wellington events. Add to these the hot rods from the Hutt club besides the vehicles that we've seen in action before and you have the makings of a very interesting day.

There has been in the past a considerable amount of criticism levelled at the organisers of this event but for mine it has always been a good day's fun with very little fear of an expensive blow up. There are even trophies for every class (International) so tinware will be well in evidence for those who admire a pot on the sideboard.

Regardless of what the saloon car man thinks this is something that he can take an active part in and get a lot of fun

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LETTERS TO THE EDITOR...

Sir, N.Z. CHAMPIONSHIP HILL CLIMB

Though our Hill Climb Championship is small beer alongside some of the other events on the national calendar, it will entail a great deal of hard work if it is to be run successfully. As organiser, it is my job to see that it is run successfully, regardless....

I would therefore ask every member who possibly can to offer to assist before, on or after the day in some way or other. Key officials have been appointed to take charge of the various 'departments', and each one requires a 'staff' for the numerous jobs connected with the event.

Whether you are male or attractive, young or not-so, experienced or clueless, there is something you can do to assist.

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I know that I can count on your doing your bit. Thank you.

Eric Honey,  
Organiser.

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Regardless of what the saloon car man thinks this is something that he can take an active part in and get a lot of fun

from into the bargain. After all everyone likes to know just how fast their own particular car is.

The venue is of course Martinborough as was last year at Te Maire Road so roll up and make this a really good day.

Don't forget. See you on the 30th. L.S.

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'RUNS TO REMEMBER' .....

In the 'old days' one of the many interesting features of the Bulletin was the series, 'Runs to remember'. Unfortunately this series stopped running. Perhaps motoring these days has become commonplace, and there is nothing memorable in driving from point A to point B, or C, or D. I would like to see this series revived - our members must use their cars for some purpose - and as a modest start, here is a run arising out of the recent Ardmore meeting. (The real reason for this article is to fill a last-minute void in the Bulletin). To write of a run in a Morris Minor is like so many other things in present day club life, an anti-climax, for the previous R-T-R articles dealt with 'real' cars - A.C.'s, Lagondas, and the like. (In the case of Ardmore, I believe a Delage has an interesting story to tell). The car was the new Grant Minor (O.H.V.), and having flown to Auckland, I was looking for a ride home. Tom called for me at the hotel and we left at 10.30. There was a heavy traffic in the early stages - Sunday motorists, race enthusiasts on their homeward way, caravanists, and others who clutter up the highways. This didn't worry the Minor unduly, and it seemed quite capable of 'taking' groups of three or four in its stride when suitable occasions arose. I was back-seat driving, with a lot of lap scoring gear, sundry coats and impediments, but as there was no discomfort in the early stages, I was quite happy to ride the whole way in the back (I've read the statistics about casualties in the front passenger seat!) There was a lunch stop at Cambridge when a small hotel served a dinner that excelled anything I had in Auckland on the previous few days (Name of my hotel supplied free on request for those who are looking for a place not to stay at). The run to Rotorua was made interesting by the company of a pre-war Alvis, which seemed content to stay behind us after it was passed on a twisty bit. Arnold Stafford was also in the convoy in his Hillman. After leaving Rotorua I went to sleep for a while, during which time we had apparently created an impression with an Allard saloon, which reared its ugly head.

There was afternoon tea at Taupo, after which we pressed on

southwards. It was on this section that we caught up with sundry cars which objected to our filling their rear vision mirrors, small though we were (but oh, so close),. ....This made some of them put the foot down in no uncertain manner. Strangely enough we seemed to catch up - and pass them - when the road ceased to be straight. This was the case of a pre-war Ford V8 bearing 'D' plates. Though content to amble along until we bit his heels, he soon shook us off. Later, on a stretch of the desert road, we passed him - in top gear, uphill. The Minor's top-gear performance was quite something when compared with that of the earlier side-valve engine. Tom confessed that during the Rally, he didn't get into top for some 20 miles after leaving Rangipo (at the north end of the desert road), but in his new car, it was necessary to change gear on the stiffer stretches only. (It was on this part of the road that a Renault, trying hard to maintain the required rally pace, turned over...)

At Taihape the Ford V8 caught up and turned round. The driver was anxious to know 'what was underneath', and wasn't satisfied till Tom lifted the lid and proved that it was only a standard - repeat standard - BMC dry unit! At Taihape we were joined by the Clapperton Austin '16', and also met Bob Gibbons who was making a pitstop to repair a radiator hose on the XK. (Have you ever considered an XK-120 as family transport? Bob carries his wife and two children in his, by a cunning re-arrangement of the seating).

On the section to Bulls we were joined by a Matchless motorcycle who could have passed us. (Perhaps his fair pillion passenger had something to say in the matter). The rider seemed happy - he was grinning most of the time - to stay on our tail till he waved goodbye at the turn-off. From Himitangi we were on home ground, and at 10 o'clock we passed the clock at the railway station. No adventures - no misadventures... just a steady run of 455 miles, with the Minor putting 45 miles into most of the motoring hours. (Actual time for the trip was 11½ hours - travelling time was...well if anyone cares to ask Tom, he has the figures ...) The memorable part of the trip, for me, was the seemingly tireless motor of the Minor, and the comfort of the rear seat. Admittedly there was a spare Dunlopillo squab, but there was no sign of stiffness after 10 hours sitting, and there was ample leg-room for a chap of average height (between five and six feet) like me. (No comments, please, Mr. Stone!). If anyone cares to offer me an experimental ride in the back seat of a Renault.....

=====E.H.  
THE N.Z. CHAMPIONSHIP IS YOUR HILL CLIMB - HELP TO MAKE IT A SUCCESS  
BY HELPING. THERE'S A JOB FOR EVERYONE - OFFER NOW.

★ CLUB CALENDAR ★

THURSDAY 28th. CLUB MEETING: Victoria League Rooms. General  
natter night. No doubt you'll be  
wanting to hear and tell about Ardmore. Here's your chance. Also  
come along and get the details of the sprint, and the gen on the  
Hill Climb to be held in February.

SATURDAY, 30th JANUARY, 1954: Annual Sprint - Standing Quarter  
Mile at Te Maire Road - just  
beyond Featherston on the Martinborough Road. Cars will be timed  
over a Quarter mile in both directions. There will be no flying  
event. Note the details:

SCRUTINEERING: 9 a.m. FIRST RUNS: 10 a.m.

ENTRY: 5/- Payable at start. COMPETITION LICENSES: Basic only  
required.

OWN CRASH HATS ARE COMPULSORY! REPEAT: OWN CRASH HATS ARE  
COMPULSORY!

Cars must have current registration, carry W.O.F., and drivers must  
produce current driving licenses as well as basic competition  
license.

There will be a miniature for F.T.D. and all drivers will receive  
a certificate of performance.

The following trophies allocated to the Sprint will be awarded as  
under:

H.E.W. Silver Trophy:	Fastest racing car	501 - 750 cc class.
Slade Jones Trophy:	" " "	751-1100cc class
N.Z.S.C.C. Trophy:	" " "	1101-1500cc class
Howard Tolley Cup:	" " "	1501-3000 cc class
Dobbie Bros. Cup:	" " "	Unlimited class.
Trevor Wickham Rose Bowl:	Fastest vintage car.	
S.M.M.T. Rose Bowl:	Fastest time by British car.	

As yet the club holds no trophies for touring and sports cars.

SATURDAY: 13th FEBRUARY: WORKING PARTY:

Championship Hill Climb is held, it will be  
necessary to do a spot of spade work at the venue. A working  
party is being held on Sat. 13th from 9 am - 5 pm. Come along for  
an hour or two (morning, afternoon, or all day) and bring your  
slasher and/or shovel. There's gorse to be removed here and there,  
and possibly the oddspot of pot-hole filling, and levelling off  
to be done. ~~Liquid refreshments will be provided FREE.~~

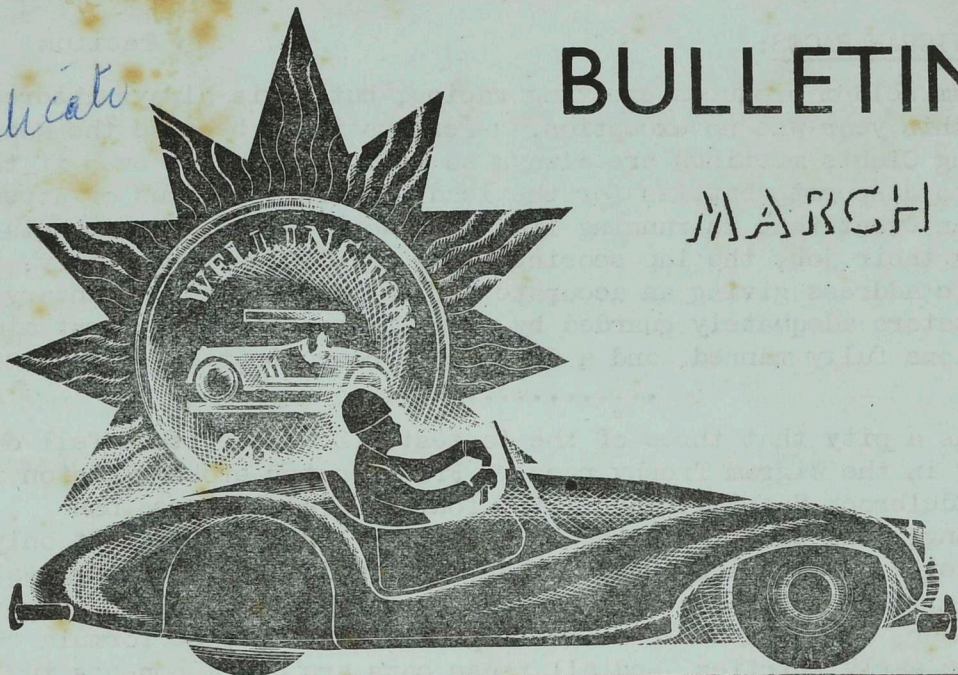
W R I T E F O R Y O U R B U L L E T I N

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# BULLETIN

MARCH '54



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

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## THE MOTORING MONTH.....

The Wigram Trophy Races with WCC members coming home fourth and fifth (first New Zealanders).....  
a spot of dicing at Wingate on the Hutt Club's circuit...  
the National Championship Hill Climb, our biggest event to date... one of the visiting English cars bought by a New Zealander.... a 500 circuit taking shape at Levin...  
a very full February indeed, and more to come in March....

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CAUTION IS NO SUBSTITUTE FOR SKILL

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THE WIGRAM RACES:

By Tacitus

Wigram seldom produces exciting racing, but it is always interesting, and this year was no exception. Perhaps it is because the Motor Racing Club's meetings are always so well organised - even if there are no desperate battles for the lead, one is conscious of attending an event that is running like clockwork, with flag marshals doing their job, the lap scoring being carried out accurately, the public address giving an accurate (if unimaginative) commentary, spectators adequately guarded by straw bales, fire and first aid stations fully manned, and a first rate communication system.

.....

It was a pity that three of the fastest N.Z. competitors fell out early in the Wigram Trophy race. Frank Shuter broke a piston in his Edelbrock Special, when lying fourth, Fred Zambucca had scavenge pump trouble in the 8c Maserati; and Ron Roycroft only completed a token lap in the Alfa. It would have been interesting to see John McMillan's Alfa, and Roycroft and Zambucca running together, as the three cars are representative of the formula cars of the early thirties, and all these cars are old opponents in European racing.

.....

John McMillan's fourth place was well deserved, as he had his troubles, notably a front brake locking on and a gearbox which did not enjoy staying in 2nd gear. Despite this he drove very steadily and was the highest placed N.Z. driver.

.....

Perhaps the best Wigram story concerns Bob Gibbons and a group of Cooper exponents who asked Bob why he was not driving. Bob replied "Because I have not got a racing car", to which their reply was "But what about your Cooper?". Then came his crushing rejoinder - "A Cooper is not a racing car!"

.....

So far I have not mentioned the B.R.M. - but what is it possible to say about it? It sounded magnificent, it went very quickly but it did not last the 100 miles, and after all that is rather important. However, I saw nothing of the desperately slow start we read of in "Motor Sport", as it handsomely lead the Ferrari and the H.W.M. into the first corner. Thereafter its cornering was not outstandingly fast compared with other cars. For instance, on many corners I timed the B.R.M. and John McMillan and found the B.R.M. to be only fractionally faster, and in many instances it was no faster.

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Alan Freeman had a disappointing day. Because of a slight assembly mistake one valve spring was hitting the carburettor and this kept him down to 6000 r.p.m., which effectively dropped him behind Arnold Stafford and Peter Ward. However, he was running at the finish and placed seventh.

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Of Peter Whitehead and Tony Gaze it is difficult to write. Two excellent drivers with two very good cars - they drove quickly, accurately and without any fireworks whatsoever and hearing the H.W.M. boom past the hangars was an experience not likely to be forgotten.

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Tabloid 'TT' ....

NINE - DAY WONDER

It was a somewhat agitated, albeit excited, Peter Strong who broke the news that the Hutt Club had a circuit. Not only a circuit but a date for a meeting!..... a mere nine days away! Local eyebrows were raised, and in some quarters, horrified hands also. But it came to pass, that, on the ninth day, the road was duly strawbaled, and the flag fell on the first car away in a series of races for saloons, sports and racing cars.

Behind the meeting was the local RSA and a Queen Carnival in aid of a war memorial. The RSA undertook most of the organisational work and the marshalling - or what there was of it.

The circuit might be described as 'Lemon-shaped' with a malicious top corner that lay in wait for the unwary. Distance was 8/10ths mile and most races were of 10 laps (8 miles).

The circuit is in the industrial area at Wingate (Taita), and the centre of the 'lemon' was open, though gorse prevented a clear view across from road level. Finest feature was the pit area - the local dairy company's depot which though open had large wire mesh sliding doors to keep the unwanted on the outside looking in. There was even hot running water for dirty hands. Jack Evans painted the numbers on almost all of the cars, and a team of girls from the Hutt Club lap-scored.

The entry was sizeable, though apart from the Coopers there was nothing of any great performance. It had been hoped to get the B.R.M., an official informed me. (Shades of Smellicue).

Smellicue also told me - and what was worse, the public - that this was the first time a road circuit had been used in the North Island and also it was the first time a race had been run for 500's.....

Alan Freeman broke a chain early in the day and this caused minor damage to the Cooper's rear-end; Jim Berkett did some kerb-clouting, proving, somewhat unnecessarily, that the front wishbones of a JBS are not its strongest point; 'Mac'-Beath at one stage took to the bush, and at another jettisoned his battery in the finishing straight in an attempt to improve his power-weight ratio - at the expense of his ignition, and an English Gentleman who shall forever remain anonymous, demonstrated his oft-spoken theories on drifting with a Minor. At the time, he was being observed for a racing extension, and Fangio-ed through a corner in a perfectly uncontrolled drift that ended against the concrete kerb and cost him a new wheel and wishbones. Oh, two new wheels? Pardon..... Grant-ed.

At Wingate, Joe Harris made his racing debut in the red Singer 1500 roadster, and obviously enjoyed himself. But it was the Frost-Stafford equippe that had every reason to be happy. They took it in turns to drive, a fact not realised by the inexperienced commentator who, giving Arnold a build up that would have made Wharton blush, during one race, looked down to see Signor Stafford sitting on the kerb below the control tower! In the last race, Arnold (it was Arnold this time) gave the all-comers field a terrific start, then walked (sorry, hardly the right word - um, um, well, 'came') in laps ahead of the rest. He was lapping at about 45 secs (or 65mph). From time to time the serious business of racing was interrupted by a Royal Command: it was, we dimwits learned, a race meeting under Royal Patronage - that of the 'Blue' Queen. Her Majesty was, so the organiser announced over the PA, to do a lap in a blue Jaguar. I may be colour-blind, but I'd say it was nearer Khaki, and not very Jaguarish. If he'd said Austin-Healey he'd have been nearer for the vehicle bore a strange resemblance to the 'Champ' (English Jeep) with an A90 motor. (But they're like that in the Hutt - the Club's Bulletin there credits Hugo with doing 1089 miles an hour at the sprint. Travelling at that speed seems a bit (decimal) pointless).

It is understood that the Hutt Club hopes to hold another meeting there in the near future.....

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ROUND THE BEND(S)..... and up the Straight(s).

There was a time when running a New Zealand Hill Climb Championship meant that someone wrote a few letters, made the odd phone call, and took a gang up to lay some wire up Paekakariki Hill. (Perhaps it wasn't quite as easy as that, now that I come to think of rewinding the wire). That day seems to have gone. Now we have to write lots of letters, hang on the end of a phone for hours at a time, get permits for this and that, pay bonds against damaging the road, or against leaving litter around, paint signs, get a programme, and finally try and keep the public at a safe distance...

From an organisational point of view the Hill Climb at Houghton Bay, and the prizegiving afterwards, was the biggest event we have attempted. It strained our resources - financial and physical - to their utmost, but, overall might be classed as worthwhile, in some respects, highly successful.

To Bob Gibbons must go our congratulations on winning the hill-climb title; he will no doubt get added satisfaction from breaking his own hill record, and putting the figure down to 44.5 seconds, still comfortably out of reach of the 500's. Alan Freeman and Bill Lee could hardly be accused of wearing out the stop-watch for both broke the fifty-seconds mark in their 500's, and others in this select band are Ron Roycroft in his very-desirable Bugatti-Jaguar, and John Mc-Millan in his very v/d 2.9 Alfa Romeo. Our 'deadline' precludes publishing a 'technical appraisal' of the climb and climbers, but the figures in the results schedule will give you something to prove or disprove your theories on the event.

It can probably be said that the competitors enjoyed themselves - as yet there have been no major complaints. - and the runs seemed to go off with a minimum of delay to drivers or marshals. Behind, and on the scenes, the number of people who helped to make the day a success is so great that it would be impossible to list them, certainly without missing someone. It would be easier to list the names of the few who didn't help in some way or other.....

There was a lot of work associated with the event - entry forms to be sent out, received, hotel bookings to be made, numbers to be allocated, 'spade' work to be done at the hill, signs to be sign-written and erected, the inevitable wire to be laid, the phones and timing installed, and lastly, the event marshalled.

The old familiar faces were there giving a hand - and a lot of new and welcome ones as well. And of course, the ladies, many the long-

suffering wives of enthusiastic members, turned out and gave their support, in most cases being given the least desirable jobs, and as usual, doing them effectively.

After the event there was the clearing up, and shortly after six Houghton Bay Road looked itself again. The Hill Climb Championship was over. Well, not quite, for the prizegiving that followed was definitely in championship class, and to Billie McMillan should go a 'championship ribbon' for taking sole charge of the social side. This was, without doubt, the most ambitious party we have ever had - the mere mention of it was enough to turn a committee member a sickly shade of yellow - and it certainly was justified. At last, the club has lifted its feet out of the trough, and the prizegiving was well in keeping with the day's sport. Here again, helpers were required, and a certain grinning face was seen in charge of the 'pits'... doing a fine job in refuelling a steady stream of high powered types with a big fuel consumption.

The day was not without its diversions.... Shortly before eight, Ray Haynes could be seen outside the hospital playing fire-brigades. The two borrowed fire extinguishers had decided to let their hair down - or whatever it is that fire-extinguishers do. Ray had just sprayed the whole pavement and another vehicle with one when he decided the hissing noise wasn't the Berkett Chev. truck. He stopped to see what was happening and the other extinguisher then soda-siphoned into the homely face of our hero. Ray was busy holding the brute when a competitor passed, and eventually stopped and provided a piece of string to tie the valve down. Ray was looking very white about the gills!

At the event Ollie Cottrell was coming to the line when Mrs. Foster arrived with pram and Foster-junior, sound asleep. She backed a few feet from the line, and looked horrified as Ollie built up the revs. But Foster-junior didn't stir! (A future driver for a BRM?) .... at the top of the hill, gate-keeper Les Stone informed a would-be spectator that it wouldn't interest her, and he didn't recommend the event. Would-be spectator was Hugo Hollis's mother! At the starting line, the Harrison 'eleven hundred' was being mulish. It administered one of the pushers what must be the equivalent of a mule's kick, it tossed him over the back wheel in a perfect somersault... the club went to extremes and decided to erect 'conveniences'. There was some theorising on the respective needs of the sexes, but eventually the 'gents' was scrimmed, and it was felt that, as the needs of the greatest number had been served the matter of the 'Ladies' could be overlooked. But, in the words of an American advertisement: 'Never underestimate the power of a woman'.

Later, the sign was changed to 'Ladies'.

Fordy Farland, stewardising down the road was pulled up by a marshal and told he couldn't walk there. It happened that it was someone whom Fordy didn't know, and as he hadn't a stewards badge couldn't convince the marshal that he was making a tour to find out what the spectator control was like.....

Championship

And on the not-so-funny side.... The club ran three 'classes' for the/ Competitors, Officials, The Public. Unfortunately some members decided they belonged to a fourth class: 'I'm-a-member-so-I-can-go-where-I-like'. It's bad enough having passengers, but when they want to travel first class.... Well, Peter Strong, Hutt's club Captain has something to say on this subject. He, and some Hutt boys (who gave a lot of assistance before and during the event) were having some spectator trouble, and tried to enlist the help of some Wellington Club members who were spectating. Peter was told what he could go and do..... After the event, one competitor in a conspicuous car, still with number painted thereon was seen to be going along The Terrace at a speed that suggested he was going to a fire....

And the competitors had their troubles - Alan Freeman broke a chain, Adrian Sirett had a puncture during practice, the 'Mac' Special had a very independent axle, and the Lestone's mixture was, like its owner, rather on the lean side.

Acoustically, it was not a good day: someone forgot to include the 'mike' for the PA set... Jack Kennedy's tape recorder was on the 'blink', and a very portable model (L2B to the technically minded) in the hands of Lyell Boyes of 2ZB, entered very much into the spirit of the sport and suffered from a slipping clutch!

Bill Lee and Ron Roycroft queered the organiser's pitch by tying for third place, and Margaret Berkett found that the impressive array of silverware she distributed to the prize-winners was insufficient for the job.

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EXHAUST NOTE (Very pleasant sounding)

We learn that John Horton (owner of two ex-Sybil Lupp MG's) has bought the Gaze HWM, the only two-stage blown car in the country. Unfortunately, the Ferrari is going to an Australian, Butler.

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"SPECIAL WANDERINGS"

Sillie Willie

Eavesdropping at natter sessions and places where those queer bods who uphold the virtues of the odder types of vehicles congregate, one often hears the virtues of almost all makes and types of modern engines, badly flayed on the count of bore wear. You know the type of thing. "Only 20,000 miles old son and needs new rings" Blah etc. etc. Bore Stroke ratios are nattered on and of course square engines flogged, but really the answer is fairly deep and well on the way to being solved, if not put into practical application at present. The following views will be open to controversy, but what isn't? Anyhow of some consolation it will be on the right lines and nearing the mark with no page of formulas and figures to awe you.

The craftsmanship and materials chosen by designers in the early cars comes to the fore and is expanded by the vintage man. Undoubtedly the cylinder block materials used were slightly superior and the reasons why we cannot use the same materials today are also just as superior. The close cylinder spacings of today and thin water passages and sections used are possible only with cast irons which flow freely in the casting stage. Also of prime importance these free flowing cast irons produce castings entirely free from blow-holes and rejects a big factor in rising costs. If the older cast irons were used with their resultant heavy castings, we would have larger and heavier units. With the extolled virtues of weight to power ratios ever in mind many in the region of  $\frac{3}{4}$ .1B per horse power this increased weight is to be avoided. The cheaper way out of this fix is taken by a lot of manufacturers by fitting cylinder liners in good quality close grained materials the costs of course spiralling with the extra machining. Also cylinder liners bring about many complex problems of their own, mainly distortion of the cylinder. This briefly can be brought about by faulty design of the holding down studs. If the studs were merely tapped into the face of the block, distortion is more than likely. In a test recently carried out by reliable sources, first a cylinder gauge was inserted and left in the cylinders to give an automatic reading on a chart. Without access to the chart, first a known reliable mechanic with a torsion wrench set to correct fly-off tightened the head, then a reliable man with no torsion wrench and lastly an improver or part trained man. Each operator recorded a distortion. The torsion wrench reading the least. But the other two serious enough to start oil burning. Bearing in mind torsion wrench readings are only

reliable on a tested wrench and new bolts, the older bolts become pulled in the threads and clogged with dirt, the wrench readings in a design of this type are of no real value. The Bedford people in their S-type truck engine have solved the problem neatly by tapping their studs into the base of the cylinder block. The studs also are positioned so as not to impede the water as even temperature gradients are very important around this section.

Detonation, a common thing today, due to low quality and recently leaded fuels, has been known to increase bore wear in lined motors. The primary effect of detonation is to subject the cylinder walls to severe mechanical stresses and increase the heat flow to the walls. Under mechanical vibration a wet liner held in position only by a flange and bedded between a soft copper asbestos cylinder head gasket would be very likely to move. The effect of high wall temperatures especially with detergent oils would evaporate the lubrication film or burn it and form sludge and bituminous gums. The gums and sludges would of course cause sticking rings and abrasive formations on the piston skirts. Once more increased wear and the burning of oil results.

By far the greatest contributor to bore wear undoubtedly are the piston rings. Before elaborating further we must describe the conditions which exist when the piston moves up and down in the bore. When the piston is nearing its middle velocity the rings ride up and flow over the oil film and the condition is that of fluid lubrication and naturally ideal. But when the piston comes to rest as it does, at the bottom and top of its stroke the rings will be forced through the lubrication film and metal to metal contact or boundary lubrication takes place. This contact is not in a sense complete but merely the high spot or point of interstices contact. Much controversy rages over this point, but the facts are borne out by the measurements given on the cylinder gauge. Naturally the top of the bore shows the greatest wear, but this again is explained by yet another factor. Ring pressures. There are two schools of thought on this matter and the devious means employed by suppliers to the trade for re-ringing part worn bores are phenomenal in number, but basically ranging around these two theories. The first being that the resilience and wall pressure of the ring should be sufficient to seal. And that the gas pressure should be prevented from entering the back of the ring as it would add unduly to the wall pressures and thin the oil film and introduce more wear. This does not materially reduce wear as the same conditions as previous still obtain when the piston stops and starts again on its stroke. The bore wear is still not

# SECOND THOUGHTS

This chart (more easily read if you turn it round) shows the fortunes an misfortunes of each car throughout the event. Cars are listed from fastest to slowest in groups of seconds. The number is that of the car, and the small letter indicates its class. On the right hand side, times of interesting cars in the 1952 Hill Climb are shown for comparison.

Time	Best practice	OFFICIAL RUNS			Comparisons (1952)
		I	II	III	
			56 g	56 g	Cooper 1100 44.9
45	56 g				
46		56 g			
47	88 c			25 i	
48	27 i	88 c	88 c	27 i/88 c	
49		27 i	27 i	14 d	
50	25 i	14 d			
51	14 d				
52		11 c			
		2 c			
53			8 c	2 c	XK-120- 52.8
	11 c		17 c	8 c	MG s/c 52.85
			2 c	17 c	
54	4 d	4 d	4 d	9 d	E.S.S 53.05
	2 c	8 c	9 d	4 d	Morgan 53.3
	8 c	17 c	11 c	1 g/10 c	Cooper'500'53.0 (Practice)
55	17 c	9 d			E/J Spcl 54.6
	9 d	1 g			
56	1 g				Morgan 55.05
57	10 c		10 c		Sing-Buick 56.65 Rallton 56.95
58			1 g	7 f	
59		7 f	7 f		
60				22 c	J/Jupiter 59.75 Bag/Talbot 59.35
61	7 f	22 c	22 c	6 f	V8 Coupe 59.75
		10 c			
62		6 f	6 f		
63	22 c		3 h	3 h	MG td 62.8
and over	3 h	3 h	18 f	18 f	Cotti-Hillman 63.75
	22 c	18 f			
	18 f	15 h			
	15 h				
No Run:			14 d	11 c	
			15 h	15 h	
	21 h	21 h	21 h	21 h	

Class 'i' - (351 - 500)

- 25 Cooper (Freeman)
- 27 Cooper (Lee)

Class 'h' - 501 - 750

- 3 Austin (McLaren)
- 15 Austin (Biegel)
- 21 Lestone (Stone)

Class 'g' (751 - 1100)

- 1 Cooper (Harrison)
- 56 Cooper (Gibbons)

Class 'f' (1101 - 1500)

- 7 MG/Consul (Siratt)
- 6 Cotti-Hman (Cottrell)
- 18 Singer (Harris)

Class 'd' (2001 - 3000)

- 4 Morgan (Cowie)
- 9 Morgan (Shelly)
- 14 Alfa Romeo (McMillan)

Class 'c' (3000 - 5000)

- 2 Mercury spe (McDonagh)
- 8 Jaguar (Hollis)
- 10 E/J Spcl (Edhouse)
- 11 V.8 Spcl (McBeath)
- 17 E.S.S. (G. East/Smith)
- 22 G.M.C. Spe (Jackson)
- 88 Bugatti-Jaguar (Roycroft)

N.Z. HILL CLIMB CHAMPIONSHIP  
Houghton Bay Road, Wellington

uniform. Also the close ring clearances needed to prevent the gases entering the back of the ring would, were a cast iron ring used, increase the chances on a rapid warm up from cold of breaking the ring or sticking it in its groove. Especially with an alloy piston, as the piston would warm up far faster than the cylinder.

The other view is that primary function of the rings is to form a seal and therefore the wall or radial pressure should equal the gas pressure. Actually in practice the ring itself produces its own pressure. Without these two added pressures it is claimed the ring would collapse inwards under the gas pressure and destroy the seal. Also some seem fit to add a further precaution of a steel spring backed ring. Naturally the "behind the ring" pressure would be greatest in the top one and in the second, fed only by the leakage of the first the pressure would be approximately a tenth of the first and less further down.

A natural explanation of excessive zip and top ring wear is now borne out owing to the excessive pressure behind the top ring.

However this is only a contributory factor. Corrosion is very often the highest factor, not only of bore wear but of bearing wear also. On a rapid warm up from cold and with an over rich mixture from the choke lubricating oils can and are, washed off the bore. Also before operating temperature is obtained we come to a temperature called dew-point. This is a condition of temperature when dew starts to form in the combustion chamber and sump. All kinds of corrosive acids form from this water mixing with the oils, Carbonic acids, Nitric acids and in leaded fuels Hydrobromic acids form. The savage action of these products are borne out from the examination with naked eye of chrome cylinder liners in diesel engines, the chrome actually peels off in small scabs under severe conditions. However under operating temperatures these gases remain vaporized and are swept out with the normal products of combustion.

Another point not to be overlooked is foreign matter and abrasive dust entering the carburettor and the engine breather intakes. Remember the old stories of early supercharging on the fiats at Le-Mans? Motor-cycle manufacturers in recent tests proved conclusively that 75% of bore wear on their engines could be avoided with efficient carby filters.

There are dozen of more minor factors involved but as this article is getting lengthy we must close with the summing up as follows:

The biggest factor, higher piston speeds cannot be avoided without loss of power. But the minor contributing factor relating to design can be eliminated with consequent spiralling costs. With a costs war in the offing with the baby car market, this does not seem likely - perhaps the answer lies in accepting the increased wear with modern performances and concentrating on cheaper repair methods and more accessible components.

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OFFICIAL RESULTS ::: N.Z. CHAMPIONSHIP TITLE - R.A. GIBBONS  
RUNNER UP: A.T. FREEMAN

	Best Pcte.	I	II	III	
<u>CLASS I - 351 - 500cc.</u>					
25. A.T. Freeman (Cooper-JAP)	50.85	49.70	48.85	<u>47.20</u>	2nd.
27. W. Lee (Cooper-JAP)	48.85				
<u>CLASS H. 501-750cc.</u>					
3. L. McLaren (Austin 'Ulster')	63.30	63.05	<u>62.20</u>	62.45	
15. M. Biegel ( " " )	77.30	<u>76.75</u>	Did not run...		
21. L. Stone (Lestone Special)	Did not complete a run ....				
<u>CLASS G. 751-1100cc.</u>					
56. R.A. Gibbons (Cooper-1100)	45.70	46.15	44.80	<u>44.50</u>	F.T.D. Hill Record
1. P.J. Harrison (Cooper 1100)	55.20	54.65	57.15	<u>53.80</u>	
<u>CLASS F 1101-1500</u>					
7. A. Sirett (M.G. Consul)	64.00	58.95	58.35	<u>57.20</u>	
6. O. Cottrell (Cotti-Hillman)	66.70	61.45	61.90	<u>60.00</u>	
18. J. Harris (SM Roadster)	65.10	64.90	<u>64.10</u>	64.40	
<u>CLASS D. - 2001 - 3000cc.</u>					
14. J. McMillan (2.9 Alfa Romeo)	50.95	49.40	Spun	<u>49.20</u>	5th in Champ
4. G. Cowie (Morgan Plus 4)	53.20	<u>53.05</u>	53.20	<u>53.65</u>	
9. A. Shelly (Morgan Plus 4)	54.75	54.60	53.75	<u>53.50</u>	
<u>Class C - 3001-5000 cc.</u>					
88. R. Roycroft (Bugatti-Jaguar)	47.55	48.60	48.20	<u>48.05</u>	3rd =
11. A. McBeath ('Mac' Special)	52.45	<u>51.50</u>	53.95	broke axle	
2. D. McDonagh (Thomas-Mercury)	53.25	<u>51.70</u>	52.75	52.20	
8. H. Hollis (Jaguar XK-120)	52.85	53.80	<u>52.20</u>	52.25	
17. G. Easterbrook-Smith (E.S.S.)	54.50	53.55	<u>52.35</u>	52.95	
10. D. Edhouse (E.J. Special)	56.30	60.90	56.25	<u>53.80</u>	
22. G. Jackson (GMC Special)	62.00	60.15	60.40	<u>59.60</u>	
Previous title-holder. G.C. Smith (Auckland) who was unable to defend his title: Previous HILL RECORD R.A. Gibbons (Cooper 1100) 44.9 sec.					
New Hill Record. 44.50 seconds. " " (1952)					

Man of the month?

A GUY NAMED JOE

Now there are some guys that say Joe doesn't know the first thing about cars, but that just isn't true. Joe knows a helluva lot about these gasoline buggies, and the guys that buy 'em and the dolls that ride in 'em. In fact, I'd say that Joe was about the most knowledgeable guy going when it comes to cars - or if you prefer it, when cars come to him. I've even heard his partner Leslie Gee, who really knows an oily rag when he smells one, ask Joe for advice on some cars. Like the day I heard him say 'What's a '49 Chev worth?' and the other time when Leslie Gee asks Joe, 'How much are we willing to pay for a second hand Zephyr with 15 miles on the clock?'. (Now a lot of guys wouldn't agree with Joe's answers, but if they didn't well it would be pretty certain that they weren't car dealers).

Joe certainly knows second hand cars - and he's a fortunate guy these days with enough of the folding variety to get his hands on a car that's only had one careful taxi-driver owner....

But just how unkind can a guy get? D'yer know, I've even heard some gentlemen doubt whether Joe can read or write.... Well, I've seen him with my own eyes, and he sure knows his alfabet, up to ten anyway. Yeah, he was out in the yard one day, painting white figures on the windscreen of a very pre-war Austin 7 ....£235. Oh yes he knows letters, too, as well as any guy. I remember he added in little letters underneath - 'deposit'.

And if there's any guy left in the audience who doubts Joe's knowledge of cars, let him step right this way, and I'll earbash him on what Joe did in Christchurch lately.

We were snaking through the mobile tinware in Christchurch in an 'Oxford' taxi that had done 166 thou and Joe and the driver were discussing cars in general and taxis in partic. Says Joe:

'Them Austin cabs are a dead loss.... I know a joker in the Hutt with one of them....Yeah, they're a dead loss alright - no resale value... says Joe.

But Joe didn't go to Christchurch to talk taxis.... No sir, Joe was down there on very important matters. This same Joe what a lot of

guys belittle, had been chosen for a part in the big-time international motor race. Now Joe wasn't exactly driving. Joe was in the pit crew. And there are a lot of knowledgeable guys would like to be in a pit crew - but there just aren't enough pits to go round, and some guys think themselves very lucky indeed if they're allowed to leave their overcoats and bottle of lunch in the pit of a Cooper 500. But Joe was in a real racing car crew - the Alpha Romeo team from Wellington.

Now some guys say that Joe wouldn't know a 2.9 Alpha from an Austin 'Ruby' but that's a dirty lie. Joe knows as well as you and me that the Alfa and the Bug are the best cars ever to come out of France.

Well it says a lot for Joe that the Alfa came home fourth - first New Zealander home. That night I saw Joe practising drinking 'bubbly' (champagne), and muttering about buying a high performance car instead of his Vauxhall Velox.

Well, Joe is not a guy to let the oil slide under his feet. First day back in Wellington he bought a new car - a secondhand V8 salocn. When I called he was doing a spot of tuning. He looked up from the hub caps on which he was repainting the little red lines, and I could see that Joe had made the grade (as a signwriter, anyway).

And a couple of weeks slid by, and guys neglected their dolls to get their cars ready for other speed events, and the Hutt Club put on a spot of dicing. And up comes Joe, all grin and crash hat - in a beaut open, no-resale-value-genuine-alfa-red Singer.... and the same Joe proceeded to demonstrate to the assembled guys and dolls that the aforementioned piece of goods had some-thing.... and a driver to go with it. Which thing surprised not a few, but not your uncle, for I reckoned that once Joe got a piece of real limey car between his hands, he'd show the crowd that it wasn't a kid's toy pedal car.

That week, Joe put in a lot of hours candle-light and daylight on his new Singer. I know this for a fact, because when I called up at his joint one lunch hour there was Joe down on the ground, really tuning that little blitz-buggy. Yessir, he was scrubbing the tonneau cover like nobody's business. And what pleased Joe was that his missus liked the car too - and in the sport there's an awful lot of missuses that don't like the car their guy owns, or the sport he uses it for....



So Joe put his Singer into the Hill Climb, and went up the hill nice and quiet so as to get the hang of the car, which he tells me isn't at all like his V8 spiffle-wagon, and not very much like his Velox if it comes to that. And as you guys and dolls know, the said Joe got a nice third in his class, and has a certificate to prove it.

That night at the shindig after the event, Joe was behind the bar, pouring out lemonades and praise for Singers to all who had a thirst for either...

And I reckon that it won't be long before some type in a split tailed coat and handlebars will happen along to Joe's joint and sell him a real vintage piece of machinery like a 30/98. Mind you, any guy that does that will have sold an awful lot of refrigerators to eskimos in his time....

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SCUDERIA STONE:

When the last Bulletin went to press, Les Stone was the owner of a Morris Minor and a 'Lestone' special (unfinished). As we go to press this month, he is the owner of a Morris Minor, an Austin Pedal Car (won in the club's raffle) and a Lestone special..... ('finished').

SCUDERIA STAFFORD....

The gay coloured overalls, and the all-gold car that comprised the Logan stable once earned the title of 'circus'. These days Halsey's H.R.G. is black, and his mechanics overalls of a sombre tone. It is doubtful if he could compete with the colourful blue and yellow Cooper 500 of the Stafford equippe, and the check shirts worn by the team members. There's a reason for it: It enables the driver to pick out his pit-signals easily. Incidentally a photo of Race-winning Arnold taken at Wingate appeared in the 'Dominion', and possibly gave a clue to his Cooper's speed. It was obvious that the car (with Arnold in it) was on a trailer!

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Next event....

'THE QUIET LIFE'

The Hill Climb, though it has not left us out of pocket, has left us out of breath, and the committee feels that Ohakea will provide most members with something of interest for March, and Mairehau on March 27th will cater for those with advanced ideas. There is then the matter of April....

An economy run has been suggested - and this has much to commend it. From the organisational viewpoint - a point that should not be overlooked - it requires no marshalling, and little work except for arranging fuelling and refuelling depots.

The score would be to fill up at a friendly service station, drive a pre-arranged distance and return to be topped up again. (This means having enough money to buy the necessary fuel!) The run could be a whole day affair with a lunch stop at a hotel, or alternatively, an afternoon jaunt with afternoon tea. Distances would be either something under 150 miles or something under a hundred. If it is possible to weigh cars beforehand, the results can be worked out on a ton-miles basis, and thus give the heavier cars a chance. A minimum speed would be set (about 30 m.p.h.) and competitors could drive either with a view to getting an honest overall consumption over average running, or could indulge in 'tuning for economy' and employ driving techniques that would give 'freak' consumptions. It all depends on your sense of humour.

Your ideas will be asked for at the next club meeting.

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Jealousy will get you nowhere....

OUR OWN ALL-AMERICAN MOTOR SHOW-DOWN.

Thanks to the 'New Yorker' magazine (23 Jan 54) and by courtesy of the sponsors (General Motors and Chrysler Corp.) you may enjoy a preview of their 1954 models in the deep cloudlike comfort of your softly sprung cushion-rest armchair.

Let's start right here with page 5. 'Dynaflow's great with this high-powered V8' says the caption. After that you can't turn the page. You hardly glance at that shapeless blob of steel, glass and rubber in the picture but read on:.... in the spectacular 1954 Buicks

there's a whole list of happy surprises beside the completely new bodies and glamorous new styling.... the sliken new whip and carry of TT Dynaflow... instant new response on getaway... cyclonic new power in one single, sweeping, velvet stroke from standing start to legal limit... smoothness beyond measurement... infinite and constant .... Just like swallowing blancmange.

Ah, but here's the car you've been waiting to drool about - "new! ultra-new for '54" says the caption for 'Oldsmobile's Super '88' for 1954' with that longer, lovelier, low-level silhouette... so low you can look right over the top!... with a daring new slant in its panoramic windshield, a definite 'sports car look' in its sweep-cut windows and doors... there's 185 horsepower in the new World's Record 'Rocket' Engine... white sidewall tires optional at extra cost ...

Well, there they are in black and white - the colour's in the addwriter's language, but wait, what's this? Ah, a coachbuilder's display: 'Year's ahead in their artful contours ... their wide sweeping panoramic windshields and graceful long lines, bodies by Fisher bring thrilling new beauty to General Motors cars for 1954...

But bud, look here! whew... no wonder they took two technicolour pages to display the new Cadillac - it wouldn't fit on one paltry page of the New Yorker (or your pocketbook either). 'This' says the blurb beneath the gold and blue spread of chrome and contour 'is not just a new model. It is a wholly restyled and completely re-engined Cadillac - new, from its more massive grille to its more distinctive rear deck.... a great new 230 horsepower engine has added new power and responsiveness, a vastly improved Hydra-Matic Drive... Advanced Cadillac Power Steering... new Cadillac Power Braking... has introduced wonderful new motoring safety and convenience.....'

You're not sold? Well read the small print alongside the head-on view of what is probably a motor car - Advanced styling features include a completely, redesigned grille and bumper assembly, a new panoramic windshield and a new 2" overhanging roof extension... a new cowl air intake at the base of the windshield... a new headlamp design... new headlamp visors... new 'V' and crest...

That's News...

But that's only General Motors side of the argument (tastefully displayed at the 'Motorama' at the Waldorf.. Come over to the Hotel Commodore (and page 69 of The New Yorker). 'Here', says the caption to the picture of the New Yorker Deluxe Club Coupe in topaz tan & pebble beige, 'is beauty with a zest for action...here is the leader look... the most automatic of no-clutch transmissions... Powerflite

gives you new automatic control in any driving situation....Full-time Power Steering and Power brakes...

And on the next two pages, a colourful array of Plymouth's and beach girls, and Desotos and beach girls and a Dodge and beach girls and Chryslers and beach girls - a Beveledere sports coupe, a Firedome four-door and a Custom Imperial Newport... 'First in fashion...first in engineering... first in value...

First in, First served.

And finally, if you're not sold, there's the accessory division - displays by the component manufacturers. Fancy yourself in Harrison Air Conditioning (exclusive to G.M.cars)? The first system to be produced with all the cooling elements located 'up front', out of sight and out of the way... Fresh refrigerated outside air flows from adjustable jets on the instrument panel, cools you quickly gently and evenly from the front ....whew...that's something.

And finally, if you still can't decide whether you'll buy Chrysler or GM, here's General Motors trump card - the Autronic eye.

You don't know what an autronic eye is? Say, bud, how dim can you be? Everyone knows that the Autronic eye is 'electronic magic... for greater night driving safety.... automatically dims your headlights when an oncoming car approaches... holds them dim until all traffic passes.... then back to bright... automatically!

But wait a minute.....

You're never dazzled by your own lights are you? Wouldn't it be better if the other fellow bought the Pontiac or Oldsmobile?

Well, what's it to be? A Chrysler or a Caddy?

Boy! Bring me my dark glasses... and the Morris Minor.

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# CLUB CALENDAR



THURSDAY:    MARCH 11:    CLUB NIGHT, Victoria League Rooms.  
An interesting programme has been  
arranged with the possibility of a  
tape recording of the Hill Climb.

TUESDAY,    MARCH 16th:    ROAD RACES - Mairehau Circuit.  
Christchurch.

Imagine the racing you saw at Ohakea  
reduced to a track a fraction of the  
width (or perhaps you'd rather not).  
Anyway, if you've never seen a real  
road race - and even if you have - it's wor  
worth the trip to Christchurch.

SUNDAY:    APRIL 11TH:    'ECONOMY RUN'    ..... start saving up  
for it.

ALSO:            SATURDAY NIGHT 27th MARCH -  
Hutt Club's night trial.

Sunday (-?-)    21st MARCH:

Saddle Road Hill Climb (Manawatu  
Car Club's lovely gravel hill).

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STOP PRESS:

Ohakea Trophy - Ron Frost - Bob Gibbons makes F.T.D. -  
Tony Shelly wins Sports Car race.  
The Frost-Stafford equippe has won  
the Ohakea Trophy Race for the second  
time (Arnold won in 1952).

And Independant Motors struck a double with the  
cars in which they had an interest - Bob Gibbons'  
Cooper 1100 and Tony Shelly Morgan Plus 4.

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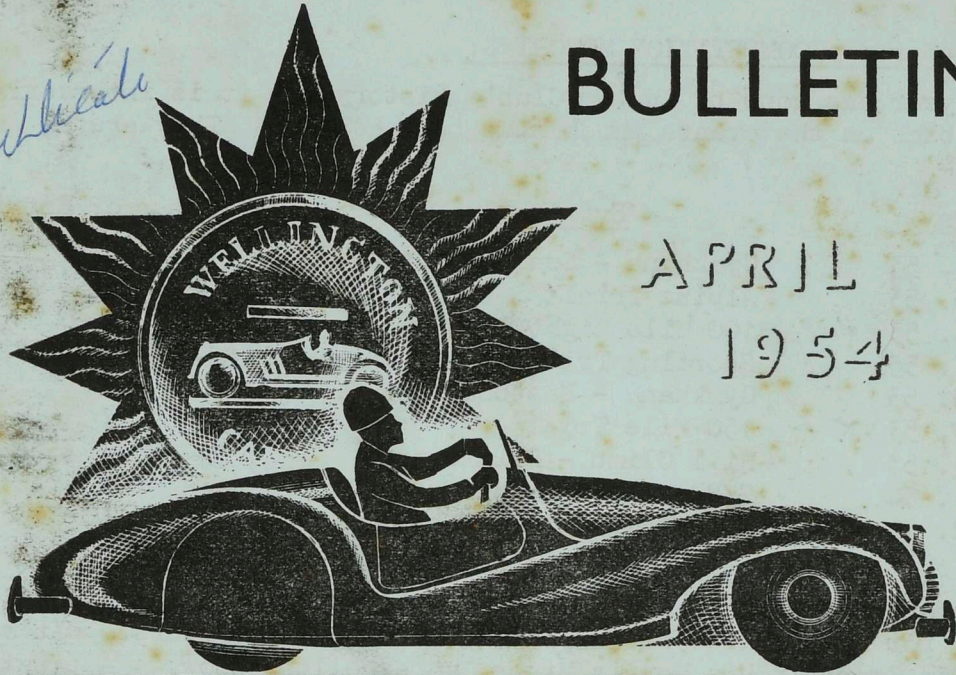
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*Republitate*

# BULLETIN

APRIL  
1954



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

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## THE END

of the club year. If you think it has been a good year, pat your manly back; if you feel that it has been a bad - or even an indifferent one - administer the pat lower down, and hard! It's your club, and the success or failure is yours. It's easy to criticise, but if your criticism is constructive, it will be welcome at the coming A.G.M. on May 13th. You - and you alone - by your presence (or absence) at the club meeting on that day, will decide the success of the club in the next twelve months.

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CAUTION IS NO SUBSTITUTE FOR SKILL

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Another year of COMPETITION MOTORING:

Another year has gone by in the Club's history and it is interesting to look back on the events which have been held. They are as follows:-

<u>Date:</u>	<u>Event</u>	<u>Number of Entries</u>
11. 4. 53	Gymkhana - Dunlop Factory	29
24. 5. 53	Alpine Trial	15
20. 6. 53	100 Mile Night Trial	9
11. 7. 53	Sporting Trial	10
15. 8. 53	Gymkhana - Eastbourne	18
13. 9. 53	150 Mile Trial	7
14.11. 53	Hill Climb - Plimmerton	22
30. 1. 54	S/S 1/4 Mile Te Maire Road	17
27. 2. 4	N.Z.Champ Hill Climb	13 Club

Members Competed.

In addition to the above the Manawatu Rally was included in the Club Calendar for October but was supported by very few members. It was won by Tom Grant in his Morris Minor, an excellent show. A picnic was organised at Waiterere Beach in December to which were invited the Hutt, Levin and Manawatu Clubs. This was a complete failure and was not supported by any Club members.

A total of 59 members entered in one or more events but of these 27 entered one event only and a further 11 entered two only. This leaves only 20 members who have competed in three or more events.

Looking back it will be seen that the two longer trials were the only events with less than ten entries. These are among the most enjoyable events and it is hard to understand why the Club member with an ordinary car does not enter them. They involve a great deal of time and considerable personal expense to the organisers and marshals and it is questionable whether they are worth the effort involved if members will not support them. Perhaps it would be as well to put it to the vote at the A.G.M. and see if members want to continue running them.

Gymkhanas and Speed events drew the biggest entries. It is noticeable that the biggest total number of members turn out to Hill Climbs and I should like to see more of them, preferably one or two gravel ones to be included. What do other members think?

The Hansen Memorial Trophy this year has been awarded on the points gained in eight events. The Rally was not counted and neither was the Hill Climb Championship. The Hill Climb was excluded as many members who would like to have competed were unable to do so because

of helping to run the event or having unsuitable cars for an open event.

First 10 places for the Trophy are as follows:-

	<u>Event Competed in:</u>	<u>Points gained.</u>
1.	H. Hollis	7
2.	J.B.Cronin	6
3.	T.J.Grant	7
4=	N. Manthel	5
	J. Berkett	5
	D. Moller	6
6=	P.B.Fowke	4
	R.A.Gibbons	2
9	J. Harris	4
10=	O. Cottrell	4
	G. Easterbrook-Smith	2

Bob Gibbons gained his points for F.T.D. and new record in both events he competed in.

Hugo Hollis was top of the tree for the seventh successive year. Last year Tom Grant was first equal.

The Roland Clapperton Trophy is awarded for points gained in non speed events. It is won this year by Hugo Hollis with 18 points. 2nd equal are Barry Cronin and Tom Grant with 10 points and 4th is Derek Moller with 6 points.

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**FOR SALE!**

- 1 Distributor ex-Morris Oxford 15/-
- 2. Number plate lamp, Chrome 5/-
- 3. Lucas Sports coil, 12v 20/-
- 4. Windscreen Spray washer, single twin-jet nozzle, complete 30/-
- 5. Workshop Manual, Morris Oxford 10/-

Ring Peter Porteous. 55-456.

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**FOR SALE**

Easterbrook-Smith Special - £220 - starting 1/4 16.45 secs. 100 m.p.h. at 4100 r.p.m. 80 m.p.h. in 3rd gear. Many spares. Apply:- G. Easterbrook Smith, 14 Hildreth St. Karori, Wgton. 'Phone 76.312.

LETTERS TO THE EDITOR:

Sir, If I may refer back to the Ardmore race, I was astonished to see that it was held under a permit granted by the Royal Automobile Club, London, that international competition licenses were issued by a representative of Auckland Grand Prix (Inc.) and that the whole unfortunate and unnecessary muddle of "official" results and appeals against them was referred to the Royal Automobile Club for a ruling.

In New Zealand we have a controlling body for motor sport - the Association of New Zealand Car Clubs. The ruling body for the world is the F.I.A., located in Paris. I understand that the F.I.A. has delegated controlling authority over motor sport within the British Commonwealth to the Royal Automobile Club.

The point I wish to make is that the F.I.A. has no power to delegate controlling authority in a self governing, independent country such as New Zealand to a body such as the Royal Automobile Club, which has no jurisdiction whatsoever over motor sport in another self-governing, independent country. The Royal Automobile Club should have had sufficient knowledge to realise that it could not accept the F.I.A.'s delegation of authority, unless, by some incredible act of ignorance, the Royal Automobile Club's officials are labouring under the delusion that New Zealand is still a colony.

In a rather larger field, I would like to point out that New Zealand has its own Parliament; indeed, it has had it since 1855. The United Kingdom also has its own parliament, while United Nations may be regarded as a world parliament. The corollary with motor sport is too obvious to require any explanation, except to emphasise that New Zealand maintains its own United Nations delegation and does not work through the United Kingdom parliament.

In the motor sport field, the A.N.Z.C.C. should insist that the F.I.A. accepts its direct affiliation, without any nonsense about pointless affiliation with the R.A.C. I am well aware that there is some peculiar fear in the F.I.A. that if British Commonwealth nations are allowed direct affiliation with the F.I.A. they may "gang up" with the United Kingdom in F.I.A. Meetings. I suggest this is nonsensical. In most fields of international relationships New Zealand has persued an independent line and there is no reason to doubt that we would do otherwise in motor sport.

May I suggest, therefore, that the A.N.Z.C.C. should refrain from any further negotiations with the R.A.C. and that it should address itself direct to the F.I.A. Indeed, in case the Auckland Automobile Association, to whom I understand the R.A.C. delegated its authority in New Zealand, has any idea of passing such mythical power down the line to another body (say, purely as a hypothetical example,

to Auckland Grand Prix, Inc), the A.N.Z.C.C. should tell the R.A.C. in categorical terms that it has no authority whatsoever over motor sport in New Zealand. yours etc. G. Easterbrook Smith.

Sir: The excellent Shell film of the Mille Miglia prompted me to refresh my memory on the actual results. It is interesting that the Renault saloons, including one in the touring category, finished the course in less time than the Mark VII Jaguar. If some of the time and money which has been spent in New Zealand on making Morris Minors go microscopically faster had been spent on a Renault, we might have seen something worth while. Yours, etc. D.R.Bagnall.

Sir: Your contributor 'Sillie Willie' writes much of interest but it is necessary to watch him for an occasional shot in the dark. His March contribution, based apparently on articles appearing in the Sept-Oct. issues of the 'Automobile Engineer' seem fairly safe until we come to the summing up, when he makes the surprising statement - The bigger factor, higher piston speeds....'

There is no jot of evidence - or even theory - in his article to support this; in fact, the only relevant statement (page 9, para 3 sentence 3) suggests the truth, that when piston speed is higher, wear will be lowest. The article in the Automobile Engineer stated unequivocally, that in general, bore wear was independent of piston speed. Yours, etc. D.R.B.

P.S. I wonder where the 'Motor' got the information that the Maybach was supercharged at Ardmore?

Possibly from the official entry list - or from the source that stated that Ardmore was near Wellington. - Ed.

EDITOR'S NOTE: Sillie Willie and Rob Bagnall have one thing in common - an indecipherable handwriting. With Sillie Willie this probably arises from having to write a lengthy article long hand, and the quality begins high and deteriorates like a '500' in a long-distance race. The Editor apologises to either or both of these contributors if they should find themselves mis-reported at any stage. I trust they are not arguing over a misprint. E.H.

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CONGRATULATIONS: To Treasurer Alan Robb on his marriage on February 27th. Don't look now, Anne, but you've been 'Robbed'.

BLUEPRINT FOR A NEW MODEL....

It is not a good thing to change something for the sake of change alone. This applies equally to cars or clubs. However, time and experience often suggest improvements; sometimes weaknesses can be removed only by redesigning a major component.

It is becoming obvious that, in the club, there is a very poorly designed major component - the committee. This does not mean that the material in the committee is poor; merely that the way it is put together at present could be improved. Under the present arrangement twelve good men meet monthly to decide what happens next. Whether it is a speed event, a gymkhana, a film evening, or the purchase of a telephone, everyone has a say. Everyone does say something, and usually everyone does something or nothing about it. Long before the twelve months is up, the whole committee is getting fed up with the job and with each other, and more and more time is lost in beating round the bush, and discussing Morris Minors understearing tendencies.

To start some thinking on the part of members generally, I am putting forward a scheme which should decentralise the work of running the club. Briefly, it is to divide the various activities into groups (sub-committees), and make the chairman of each sub-committee a member of the main committee. In this way, the head of say, the speed sub-committee could discuss with his members the form of a coming hill climb, then take definite suggestions along to the main committee for approval. With each sub-committee doing this, the work of the main committee would be minimised. The proposed set up is shown on the centre pages of the Bulletin. There are certain offices - President, (a new appointment), Secretary, Treasurer, and Bulletin Editor - which are self-contained. The Speed Sub-Committee would be under, say, the Club Captain, the non-speed under the Vice-Captain, and the remaining sub-committees under committee members.

The criticism, coming first to mind is: 'Yes, but we can't find 12 people to go on a committee; How do you expect to get, say, 25?'

Under a sub-committee system, it would not necessarily mean that the smaller committees should meet monthly throughout the whole year. The speed committee and licence panel could go into recess during the winter months. The non-speed committee could, if it felt so inclined, complete the plans for its quota of events in a few weeks, and have little more to do throughout the year.

Some people are not free to serve on a committee the whole year round, but they could perhaps give up a little time in an 'off-season'.

There is a place for them on a sub-committee. Others, particularly newer members, may feel shy about going on the main committee; the sub-committee offers them a chance to learn one aspect of club administration. Under the proposed system, everyone on the committee has a job, knows what it is, and goes ahead and does it. The fact that more people are involved, means that the roots go deeper down into the membership, which is a good thing.

Finally, the proposed committee contains a president, Is that necessary in addition to a Club Captain? I think it is. A President need not necessarily be a member with sporting experience. He should be chosen for his ability to 'preside', and that would be his role - to preside at meetings, and where necessary, to provide that prestige so necessary when dealing with major bodies and firms outside.

Perhaps the part I have re-designed is now weaker than before, possibly you'd like to 'doodle' and design your committee. After all, its your job, and there'll be space in the Bulletin for your views next month, and space on the floor for them at the A.G.M. on THURSDAY, MAY 13th.

=====
EXCUSED: Tom Grant has produced his 'note' for non-appearance at the Hill Climb Championship, and for not participating to his usual degree in club affairs of late. It reads.

GRANT: On March 27, 1954, at Hutt Hospital, to Carol and Tom - a daughter (Prudence Carol).

Perhaps the fact that Tom lives next to the local police station has prompted him to give his daughter the initials 'P.C.'.

=====
UNFAIR! When your unworthy Editor acted as Steward at Wigram a few years ago, the Official Car was not the big Daimler of the previous meeting but a 1914 Panhard at Levassor. Being a post-vintage type, the experience was wasted on him, and he felt that the honour should have fallen on, say, Geoff Easterbrook-Smith. This year, Geoff was Steward at the Lady Wigram Trophy Race. Did he ride in a genuine vintage car? No sir, the cad went round in one of those flashy modern contraptions - a post-vintage Rolls Royce Phantom II. And the blighter liked it!

Wouldn't you?

SPECIFICATION:

PRESIDENT: To preside at full committee meetings and club nights, etc.

SECRETARY: To undertake normal secretarial duties and convene meetings of committees.

TREASURER: To undertake normal duties of tres.

BULLETIN-EDITOR: As at present, an ex-officio member of committee.

CLUB CAPTAIN: To preside over meetings of 'Speed' sub-committee, and, in the absence of President, to take over his duties.

VICE-CAPTAIN: To preside over Non-speed sub c'tte.

COMMITTEE MEMBER: To preside over social sub committee.

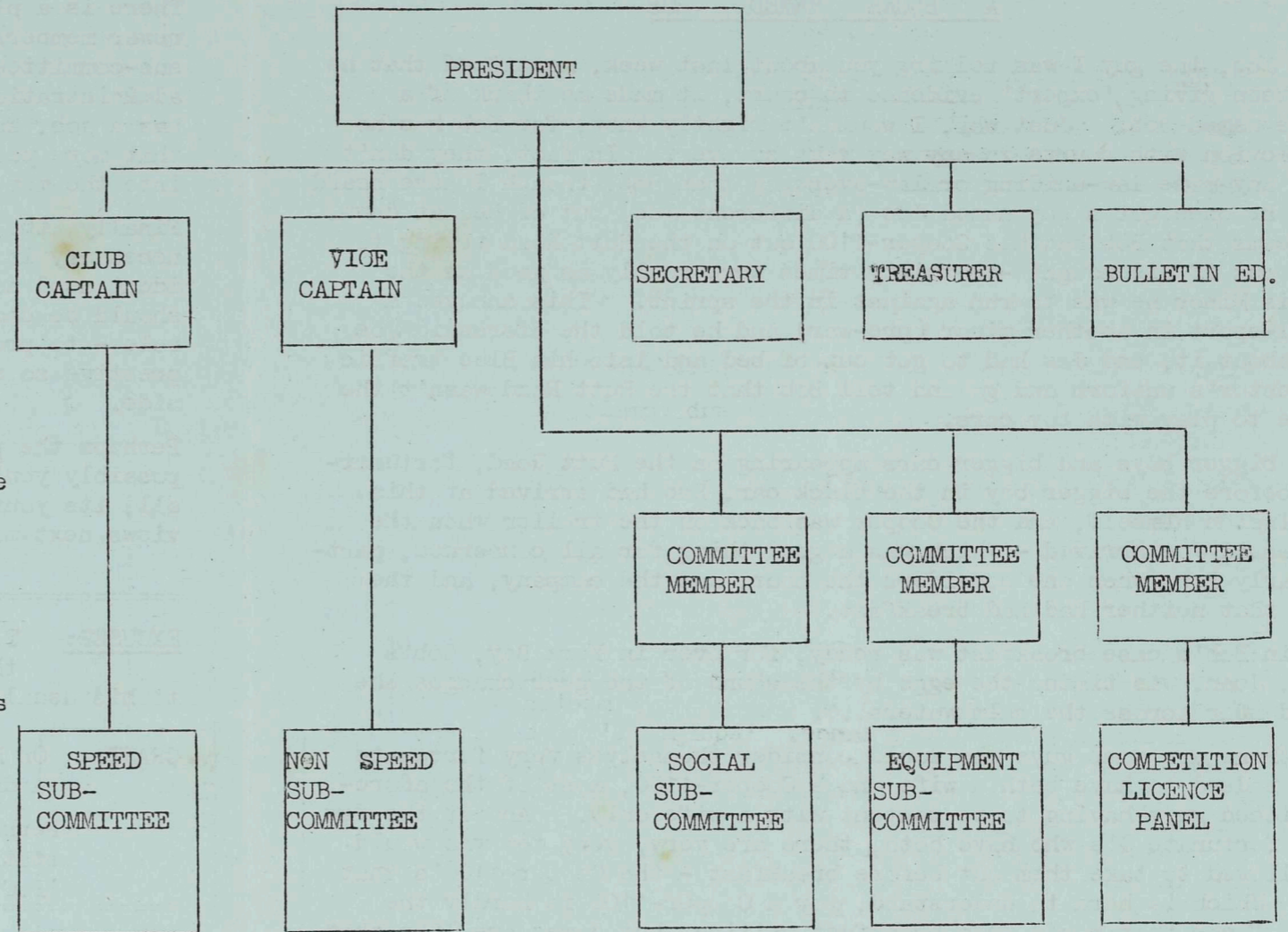
COMMITTEE MEMBER: To preside over Equipment sub committee

COMMITTEE MEMBER: Senior member of club licence panel.

SUB-COMMITTEES: 'Speed' - organisation of all speed events; 'Non-Speed' organisation of all non-speed events; 'Social', to arrange monthly meetings and an annual prizegiving dance. 'Equipment' to be in charge of all club assets (including trophies), and be responsible for maintenance of same, and in the case of timing, etc., to look after operation of equipment at events; Licence Panel, to observe driving at all speed events, and to look after recommendation and issue of licences, possible dealing direct with the A.N.Z.C.C.

An additional member might be the retiring President who would remain an ex-officio member of the committee for the following year.

=====





Man of the Month?

A BLOKE NAMED BOB

When Joe, the guy I was telling you about last week, mentioned that he had been giving 'expert' evidence in court, it made me think of a bloke named Bob. Just why, I wouldn't rightly know, for Bob has no connection with courts in any way what so ever. In fact, they don't come any more law-abiding or law-averting than Bob, (though I have heard that he once got a guy named Joe (a different Joe) out of bed at dawn. It seems that Bob had his Cooper-1100 out on the Hutt Road trying to find out if his nought -to-thirty times were really as good as the Morris Minor he was to run against in the sprint. This annoyed a spoil-sport in another minor (pre-war) and he told the aforesaid Joe all about it, and Joe had to get out of bed and into his Blue traffic inspector's uniform and go and tell Bob that the Hutt Road wasn't the place to play with toy cars.

With bigger boys and bigger cars appearing on the Hutt Road, fortunately before the bigger boy in the black car, Bob had arrived at this conclusion himself, and the Cooper was back on the trailer when the aforesaid Joe arrived - which was a good thing for all concerned, particularly Bob, when one considers the hour, and the company, and the fact that neither had had breakfast.

And in Bob's case breakfast was ready, for over in York Bay, Bob's wife, Joan, was timing the eggs by the sound of the gear changes she could hear across the calm waters....

Now there are some guys who would consider themselves very fortunate guys indeed to have both a wife and a Cooper-1100, most of the aforesaid guys having to be content with a wife only. And of the few very fortunate G's who have both, there are very, very few who would be allowed to take them out before breakfast - the Cooper-1100's that is. Which is hard to understand, for a Cooper-1100 is hardly the type of car that would keep breakfast waiting, but dames are like that, and like to have a man round to light the fire in the morning, which seems a very unreasonable attitude to me. But Bob's wife actually encourages him in motor sport, even at this hour of the morning, which might suggest he's not much use round the house and is better out of the way, anyway. But I wouldn't know about that, though I do know that this bloke Bob has rigged up an oil tank on the roof which keeps the fire going and saves having a nigger and a wood pile or something.

But what's more amazing about this bloke Bob and his wife Joan, is that he doesn't own a saloon car. Now it is generally agreed in much married circles, that a decent, honest citizen has a right to a

racing car, a sports car or a Cooper-500, providing he has provided his wife and family with a safe, sedate family saloon. But when a bloke like Bob has three cars, all open, it rather upsets the prevailing sense of values, and makes less fortunate guys less satisfied with their car(s) or wife(s) or both. And, furthermore, this bloke Bob has removed the seats from his XK-120, put back a small, comfortable one for himself, and lets his wife and children sit on the floor - and sitting on the floor is more than a lot of people would stand for, more so if they're wives and mothers.

From which it will be gathered that Bob likes open cars. Furthermore, folks, he likes open cars open. This bloke Bob has very definite ideas about cars, though it would be untrue to say he is biased. But for the benefit of Joe who may one day buy a 30/98 - and for anyone else who now owns one - it would be a waste of time to take it round to York Bay with a view to selling it. This bloke Bob is also very keen indeed on motorcycles, though he prefers the two-wheeled kind.

And when it comes to using the aforementioned cars, Bob knows how, that is, if knowing how is getting from point A to point B without wasting time. And when it comes to Hill Climbs Bob is not the sort of bloke to wear out a stop watch - and in a sprint he's been known to move a Jaguar along the measured quarter in incredibly short time, more so if the Jag is someone else's and one isn't worried about the clutch or the rubber.

And this bloke Bob is not one to waste words either. In fact if anyone uses words as though they are nitro-methane, it's this bloke Bob. But when he does have something to say, he's worth listening to - though some quite intelligent guys find that a conversation with Bob is like having petrol poured in your tank with a rubber hose with a kink in it, and having someone draining it at the bottom with a high powered pump. In fact it will be a pretty poor conversation for Bob if he hasn't learned more than he tells in a dozen conversations. - which is a good return, particularly from Bob's point of view, though it depends on who he's talking from.

Some unkind people say that the reason for Bob not saying much, is that another motorist from the 'Bays' has used up most of the quota of words for that area. This is very unfair to the other motorist, who is an Englishman and a gentleman to boot.

And talking of boots... there are some who say that this bloke Bob never wears them, which isn't true, for I've seen him - well with one on anyway.

Now another unusual thing about Bob is that he will even turn out for

a good night trial, which some very experienced types would scorn. Perhaps it's because they don't do very well in night trials, and Bob does. Perhaps its because these other guys when they do come, don't come prepared, but have their spare wheel well screwed down while Bob leaves his loose in the boot. Furthermore, these scornful types screw up all the wheel bolts tight in the wheel changing test, which is a time consuming method. This bloke Bob prefers to leave his loose and tighten them up quietly round the first dark corner. And, if you want to be first in anything, you've got to know the ropes, and Bob - this bloke Bob certainly does, for Bob has a lot of 'firsts' in one way and another, and a lot of silverware to prove it. Which reminds me how I came to be thinking of Bob when Joe mentioned court. It was in the matter of being first.

You see, Bob is the first bloke I know to be stopped by a plain clothes cop.

.....

A SHELL OF A GOOD FILM SHOW

Some people would like to see films at every club night; others would not. However, we are a car club and not a film club, and the aim of a club night programme should be to provide a variety of items on motoring and allied topics - films, talks, discussions, debates, etc. There is a tendency to fall back on films: they're easy to get, and they please a lot of the people a lot of the time. Sometimes, in the past, our time could have been better employed in a discussion for the films have been very much in the 'fill in' class.

That was not the case at the last club night. The two films presented by courtesy of Shell were outstanding. Even those members with deep motoring roots became airborne on seeing History of Powered Flight. Here was something that the motoring enthusiast - veteran, vintage or modern - could interpret in his own way. No doubt the 'modern' school will take the line that aircraft, at least, were making strides forward, for much of the picture suggested this. However, the vintage agrument raised its wings, for it was made quite clear that the Spitfires of World War II were an extension of the Schneider Trophy plane of the late twenties, which, considering its era was certainly more modern looking than some of the deathless motor cars of the period.

Just in case anyone was bored by the aviation film, the Shell people included the latest Mille Miglia film, which gives some idea of the Italian interpretation of the sport. How would a similar type of event round the North Island on open roads appeal to you? It doesn't? Well, that shows you're not an Italian.

Mr. J. Ainsworth on..

HORSEPOWER AND HORSE-SENSE

(an extract from 'The Dominion' 30th April, 1954)

A motor-car can never be made foolproof because it can never be given a brain, said Mr. J.E. Ainsworth, chief traffic officer of the Transport Department, Wellington, yesterday.

The driver was the "brain" - the controlling force of the car. He was responsible for what the car did. If his judgment was good, all went well - if it was poor there was likely to be an accident.

Mr. Ainsworth was addressing a luncheon meeting of the Wellington Junior Chamber of Commerce on Road Safety.

The motor-car was an unreasoning, irresponsible instrument with great power. The expert driver released this power, checked it and controlled it at will when he drove. A man's car could be thought of as an extension of himself whenever he was at the wheel, said Mr. Ainsworth.

"We can learn to start, to stop, to steer, how to work the levers, and go through the movements of driving. We can acquire sufficient skill and knowledge to pass the driver's test. But if we have wrong attitudes and poor judgment we are in for trouble and possible classification as an accident-prone driver," he said.

People had a better chance of forming good judgment in their driving if they were well informed about the requirements of driving. A background of education and training was necessary. It was also important that the driver know his own personal characteristics responsibilities, and physical limitations.

Accident prevention is consistent with sound driving - which is driving practice that is legally correct and at the same time consistent with fairness, courtesy and safety to all users of the highway," Mr. Ainsworth said.

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WELLINGTON PIRATES CAPTURE MANAWATU HILL CLIMB

Not content with bringing home the biggest pots from Ohakea, the Wellington Car Club staged a hill climbing raid, and stormed the heights of Saddle Road on Saturday April 3rd, taking the three fastest times, and the under and over 1500 'open' classes. The hill was in excellent condition in contrast to the 'marbles' surface at the Manawatu Rally weekend. There was keen competition between Bob Gibbons, Hugo Hollis (both in XK's) and Alan Freeman in the hastily re-assembled Cooper-500 which was towed to the event behind a hastily

re-assembled Buick. Morris Orr in a Morgan Plus Four was also in the picture. After the second run, Hugo, Bob and Alan were level pegging, but Bob adjusted things in the final run and was 4/5 sec. faster than Hugo, with the Cooper 500 close behind, and Morris 4th equal with the redoubtable Fordy Farland. Alan thereby wins the under 1500 c.c. 'open' car class, and Bob the over '1500'. Melvie Jensen in a 2 1/2 Riley broke the long-standing Lithgow (Velox) Saloon car record with a beautiful run of 62 2/5. Adrian Sinett in the Consul M.G. also got near the 60 sec mark. It is interesting to note that with the hill in good condition n M.G.'s times are about the same as those on Houghton Bay, and within 5 seconds of F.T.D., or so at Houghton Bay. A gravel hill certainly has a levelling effect on power.

Best times for faster cars: R.A.Gibbons (XK 120) 56 4/5; H.Hollis (XK 120) 57 3/5; A.T.Freeman (Cooper 500) 57 4/5; M. Orr (Morgan) 58 4/5; A.S.Farland (Singer Buick) 58 3/5; B. Gallichan (XK 120) 60; M. Jensen (Riley 2 1/2) 62 2/5.

===== "M A I R E H A U" =====

'If you're going to build a track', once wrote Rob Shand, 'then make sure it's a road'. Those who have seen or raced at Mairehau will agree that Rob has reasons for his viewpoint (though the one he gave was that motor cars were designed originally for use on roads, and that true roads should be used for measuring their respective performances). At Mairehau, the 150-mile road race was won, as you probably know by D.J.Haigh's rear-engined Citroen special. Low slung and wide tracked, the Citroen did not miss a beat throughout the whole race, and Haigh was similarly reliable. Fastest time went to Frank Shuter in (to quote a Christchurch paper) his 'somewhat sausage-like' Edelbrok Special. He, with Jack Tutton in the newly-acquired XK-120 (ex Peter Whitehead) presented the greatest problem to John Horton with the ex-Gaze H.W.M. Horton (again quoting the paper) showed that the gap between sports and racing cars, although considerable, could be taken at a jump. Tutton in the Type-C and R. Archibald in the potent XK-120, made things interesting, but eventually the superior acceleration of the 'works' car paid off, and Tutton got half a lap ahead at the finish. Third in the handicap section (Shuter was second) was Keith Roper in a warmer-than-before Austin-Healey, and Ron Frost (off the same mark as Alan Freeman) was again in the money with the Levin Cooper-500. (Alan had some bits come loose).

===== Which reminds us.... You will remember the 'minor' duel between Harvey Cooke and Tom Grant at the first Houghton Bay Hill Climb? Well, the fight continues, with Harvey's 'minor', born slightly ahead of Grant's.

April offering...

GRAND FINALE FOR THE CLUB YEAR.

The next club night - THURSDAY, 8th APRIL - promises to be one of the best of the year. The committee has been fortunate in securing Mr. S. Wickstrom as guest speaker on this occasion. Mr. Wickstrom, is New Zealand manager for SKF. His talk, naturally, will be on and about bearings. That it will be of wide interest, there is no doubt, for when a group of committee members called to arrange the talk, Mr. Wickstrom kept them entertained for about half an hour with anecdotes on bearings, and matters having a bearing on bearings. Club members will have an even better offering, for there will be films also. The talk will be on broad lines, but Mr. Wickstrom has agreed to answer questions - technical and otherwise, relating to bearings.

It is not often that we have a technical talk by a recognised authority, so this is something the real enthusiast will not miss. We in turn want to put on a good show for our guest, so why not bring a mechanically minded friend on club night? Remember the date:

THURSDAY, 8th APRIL at 7.45 SHARP.

On the Sunday following there will be an Economy Run. This will leave Railway Avenue ( Railway Service Station) at 1.30 p.m. on Sunday, April 11th.) The total distance will be 70 miles - a pleasant spot of Sunday motoring. There will be an afternoon tea stop, so it is suggested that you bring a Thermos of tea. It will be necessary to start the run with brimming tanks, and to fill up on return, so start saving your pennies now. Petrol will be available before and after the run. There are no holds barred in the contest - you may treat it as an official test to find your car's normal fuel consumption, or you may prefer to indulge in some April Fooling and get an impossible MPG from your car. There is no entry fee (apart from paying for your petrol), no prizes, but a certificate of performance will be given to all who complete the run. The average speed to be maintained is 25 - 30 m.p.h.

SUNDAY, 11th APRIL, at 1.30 p.m.



# CLUB CALENDAR



THURSDAY 8th APRIL: CLUB MEETING - VICTORIA LEAGUE ROOMS 7.45 p.m.

Talk and films - by Mr. S. Wickstrom, of S.K.F.  
See previous page for details - bring a friend if you wish.

SUNDAY, 11th APRIL: ECONOMY RUN - 70 MILES.

Starting and finishing at Railway Service Station,  
Lower Hutt. (Full details on previous page).

SATURDAY 3rd APRIL: HILL CLIMB, MANAWATU CAR CLUB.

This is being held on Saddle Road. Practise 11 a.m.  
Official runs FROM NOON. DON'T forget your crash hat.

MONDAY, 19th APRIL (EASTER MONDAY) N.Z. CHAMPIONSHIP ROAD RACE.

This is being held at Dunedin. This will be well  
worth watching if you are in that area at Easter.

THURSDAY, 13th MAY: ANNUAL GENERAL MEETING, WELLINGTON CAR CLUB  
(INC.)

NOTICE IS HEREBY GIVEN THAT THE ANNUAL GENERAL MEETING  
OF THE WELLINGTON CAR CLUB INC., WILL TAKE PLACE IN THE  
VICTORIA LEAGUE ROOMS, 4th FLOOR, D.I.C. BUILDING,  
WELLINGTON, ON THURSDAY, 13th MAY, 1954, at 7.45 P.M.  
MOTIONS SHOULD BE IN THE HANDS OF THE SECRETARY,  
MISS Z. SINCLAIR, P.O. BOX 5142, AT LEAST 14 DAYS BEFORE  
THE MEETING.

And, if you happen to be up at 2.30 on Sunday morning,  
April 11th (preparing your car for the economy run?) you might  
care to listen to the British Empire Trophy race at Oulton Park,  
being broadcast on short wave from the B.B.C.

YOUR SUBSCRIPTIONS ARE NOW DUE!!!!!!!

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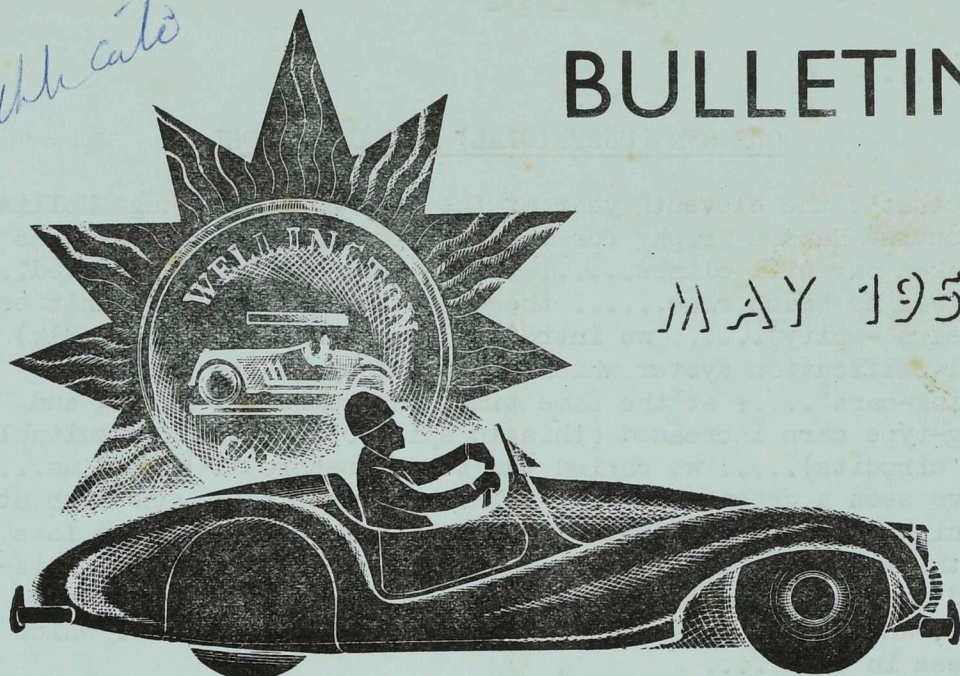
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*Duplicate copy*

# BULLETIN

MAY 1954




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

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A

A mud trial favours the trials-special; a hill climb is home ground for a sprint car; at a circuit race the man with the real racer has the advantage - but in one event of the year everyone is equally equipped. This is the A.G.M. In this, the most important event of the year everyone has a voice and a vote .... make sure you're a starter - THURSDAY 13th MAY.

G

M

Entry Fee: Your subscription, now OVERDUE!

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CAUTION IS NO SUBSTITUTE FOR SKILL

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Review....

OUR OWN (UNOFFICIAL) ANNUAL REPORT

Well, that's the eleventh year of the club over..... Hugo Hollis has won the Hanson Trophy for the seventh time..... Bob Gibbons has taken our hill climbs..... trials were not well supported.... there was no beach race..... there was no club rally (hasn't been for years - pity)..... we introduced (somewhat half-heartedly) a new classification system which would encourage the owners of 'touring-cars'..... at the same time, the number of racing and racing-type cars increased (this in spite of our lack of suitable local circuits)..... we buried the track, before it buried us.... we have seen a great number of films..... we have gone without club-night suppers due to the inclination to wash-up being less than the inclination to eat..... we have argued, proved and disproved our theories..... ridden our hobby horses, flogged dead horses, and hunted for more horses under bonnets, some of which had bees in them.....

The Bulletin has struggled out, helped by one or two regular correspondents, monthly and belatedly. It has seen only two major arguments - short v long strokes and Minors v Renaults. As this issue goes to press there is no decision on either subject; the turbo-jet engine will eventually solve the former, and though the Minor fraternity are strangely silent at present, the debate is likely to continue Sunbeam-Bentley style until these marques are non-existent, even though the next Bulletin editor may see fit to add a line 'This correspondence is now closed.....'.

We have had our moments of pessimism..... we have cursed the committee, cursed each other..... said we'd do things differently if we were running the club, and now, we have a chance to put our theories into practice..... and as Wallis Eaton would say -

Up democracy, long live the car club - and will you serve on the Committee next year?

=====

P.S. HAVE YOU PAID YOUR SUBSCRIPTION YET???????????

Men of the month.....

'THE WELLINGTON CAR CLUB REPS'

Under the title 'Man of the month' two club members have been dubiously honoured in recent bulletins. This month, joking is put aside and the editorial laurels are awarded unanimously to John McMillan and Fred Zambucka, the first New Zealanders to return the visits of Australian drivers and compete 'away from home'.

Both Fred and John are members of the club (though we must share Fred with his home-town, Auckland). These two accepted the invitation to compete at an Easter race meeting, and the results appeared in the local press (That shows how important they are!)

Both acquitted themselves well, Freddie winning two races and putting up an unbelievable time for a flying run. John was second in one race and blew up while leading in the other.

It is good to feel that two members of the club have become motoring 'all blacks'. John has long been prominent in national competition - in the two interesting specials he designed and now with the imported Alfa Romeo. Fred is not unknown to club members personally for he brought his De Soto special down to our National Championship Beach Race; this has now been replaced by a very desirable Maserati.

Our congratulations go to both teams (we hardly think of John McMillan in the singular - more often it is John and Billee) on having the courage to take their cars to Australia, and secondly on justifying the courage of those convictions.

+++++

ON THE MARKET - I.

COOPER 500: The Frost-Stafford 500 is for sale. This is the MK VI model and is offered complete with 'double-knocker' Norton motor and trailer, etc. The owners feel justified in claiming this car to be the most consistently successful car in competition this season - five starts, five finishes, five placings....no pit stops, except for refuelling. The engine has done less than 1000 miles of motoring. In it's usual well-cared for state: Price £1000.

Report....

NEIGHBOURLY NOTES

From a Nelson bulletin (similar to our own in many respects) we learn that they too, have had to abandon their track project which was further developed than ours - it had actually been raced on. It is to be hoped that this will not remove racing from their club calendar altogether, and that the much enjoyed New Year get togethers will continue....

From the Manawatu Club's 'Review' (a printed magazine much more advanced than ours) we learn that re-decoration of their newly purchased clubrooms (formerly a school and grounds) is proceeding apace. Outsiders who said that some members of the Manawatu Club ought to go back to school never expected their remarks to be taken literally.

Also in the Manawatu Review - 'extracts' amounting to several pages of the REDeX Australian Trial. Your editor was tempted to follow a similar course to make this Bulletin a 'Big Final Issue' but has decided that if anyone does want the whole of the regulations (well set out, incidentally) they may see the actual prospectus on request or borrow a copy of Manawatu's Review:

:: :: :: :: ::

We learn that Bruce Cook (who owned the immaculate J2 Allard) has bought an XK-120 in England. Nothing wonderful about that? No, but wait - this one has all the 'mods' carried out by the works. It should be a very warm XK indeed. And we're not referring to the summer weather that should be in evidence when Bruce returns.

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ON THE MARKET - II

AUSTIN-HEALEY '100'

We understand that Keith Roper is interested in selling his Austin Healey. This car now has 'all the bits'. Keith has private reasons for selling, and would be interested in a lower priced car as part payment. Keith's address: Nelson Motors, Nelson.

April fooling.....

ECONOMY RUN - I

The official reason for the economy run held in April was that it would give members an opportunity to collect more 'data' on their cars; the unofficial reason was that a tired committee was looking for an easily-organised event for April. Both members and organisers seem to have been satisfied.

Though the weather was not encouraging the size of the entry was - 12 cars ranging from a Morris Minor to a pre-war Buick. The route, chosen to give variety and prevent too much coasting without compensating climbs, was from the Hutt to Waikanae via Haywards and Paekakariki, thence back over the Akatarawas and through Upper Hutt, 70 miles in all.

No holds were barred as regards driving methods, but an average of 25 - 30 m.p.h. had to be maintained. This wasn't quite as easy as it looked.

On returning to the Hutt tanks were topped up again, and the amount of petrol used was noted on the data sheets. Results were then worked out on a Ton/M.P.G. basis to give a fair comparison between large and small cars.

Outstanding performance was that of Bob Gibbons who drove a MK VII Jaguar Saloon, and managed to propel this sizeable car nearly 30 miles on each gallon of petrol. (A week or so before, driving it hard from Putaruru he averaged 16 m.p.g.) Bob said he was kept busy; driving for economy was harder than race driving, that is, if one wants to get real results.

Footnote: After the results had appeared in the Press a woman rang Jim Berkett and told him that the driver of the Jaguar had put it across the organisers - a Jaguar saloon wouldn't do 30 m.p.g.!

Our thanks to the Avenue Service Station, Railway Avenue for opening on Sunday afternoon, and supplying the odd fractions of a gallon to make up the tankful.

W. C. C. 70 MILE ECONOMY RUN SUNDAY 11th APRIL 1954.

ENTRANT	CAR	APPROX. WEIGHT IN CWTs.	NO OF PASSENGERS @ 1½ CWT.	APPROX RUNNING WEIGHT IN CWT.	PETROL USED GALLONS	RUNNING TIME	AVERAGE SPEED M.P.H.	M.P.G.	APPROX TON MPG
R.A.GIBBONS	JAGUAR MK VII	34	1½	37	2.350	2-43	25.77	29.79	55.11
H. HOLLIS	MORRIS MINOR	16	1	19	1.375	2-35	27.10	50.91	48.36
J. HULL-BROWN	HILLMAN MINX 1947	19	2½	24	2.100	2-35	27.10	33.33	33.99
J. EVANS	STANDARD 12	23	1	26	2.375	2-42	25.93	29.47	38.11
H.W.MITCHELL	ASTON MARTIN	28	-	29.5	2.750	2.41	26.07	25.45	37.53
R. SMITH	M.G. T.D.	18	1	21	2.000	2-45	25.45	35.00	36.75
K. BOYD	HILLMAN MINX 1951	19	1	22	2.100	2-35	26.58	33.33	36.66
E. GOLD	VAUXHALL 14	21	1	24	2.350	2-34	27.27	29.79	35.75
S.J.ALEXANDER	FORD PREFECT	17	1	20	2.000	2-52	24.42	35.00	35.00
A.T.FREEMAN	BUICK 8	35	-	36.5	3.700	2-41	26.09	18.92	34.53



More April foolin'.....

ECONOMY RUN - II

Performance was also the aim of an event (which, coincidentally, was conducted with very economical running indeed) held at Feilding on 24th April. Prominent on the organisational side were Club Captain Jim Berkett (Chief Scrutineer), Hugo Hollis (Chief Steward) and Eric Honey (Judge). The event - the Feilding Jay Cee's Trolley Derby in aid of a queen carnival.

A score of cars from soap boxes to a 'superleggera' steel framed, sprung chassis lined up in Junior, senior and sponsored classes. Novel features in the cars which had to conform to a size and weight formula were (lawnmower) wheel and pinion steering mechanism, disc brakes, and speedway type anti-fouling bars. The winner: a Bugatti-unlike car, light and unpretentious, with small frontal area. Named the 'Auto-Win' it did in no uncertain manner, walking (or rolling) away from all opposition to take the 'course record' at 24 m.p.h. from a standing start. (Downhill, Smellicue).

Tailender: an un-Redexed red and yellow sponsored car bearing the emblem of a well-known oil company. The 12" wheels used at a similar event in Auckland had to be replaced with smaller ones to conform to local regulations, and suitable wheels were not forthcoming.

Pit Service was provided by an Oil Company. A 'hoist' and dummy 'bowser' were part of the elaborate equipment.

The event drew a large crowd who provided the almost non-existent marshals with the same sort of problem we face at our hill climbs. Here it was magnified as the cars with brakes not equal to their car's 'performance' had to cut a passage through the spectators grouped at the finish.

From the enthusiasm, Trolley-Derbying might well become Feilding's second sport; well supplied with drivers provided by what is apparently the main pasttime of the locals, if one may judge from the terrific number of children of all ages at the event.

FOOTNOTE: Your editor, being towed by your Club Captain ran out of road on the home trip when he discovered that the trolley he was 'driving' did not have brakes equal to those of an A40, and failed to make a small bridge leading to the driveway of a house!

Notes on

THE N.Z. CHAMPIONSHIP ROAD RACE

The 75-mile Championship road race held on the 1.8 mile circuit in the streets of Dunedin city in good, but rather cold weather. Winner was Ron Roycroft driving a Jaguar-engined Bugatti (type 35) in the time of 84 mins, 19 secs. There were 14 starters.

At the fall of the flag Roycroft was first away and gradually drew ahead of John Horton (H.W.M.) until he had a 5 second lead. Horton caught Roycroft on the 15th lap and passed him on the 16th, and held this lead until a few laps later when the HWM was in trouble, the engine sounding rather rough. On lap 25, Horton made a pit stop of over a minute allowing Roycroft to regain the lead. The Jaguar-Bugatti was soon a lap ahead of the HWM and this order remained unchanged until the end when Ron won the event for the second year in succession.

The highlight of the event was the almost race-long duel between George Smith's GeeCeeEss and Arnold Stafford in the Cooper-Norton. These two were never more than three car-lengths apart for 32 laps, and sometimes much closer, Arnold drawing level with George at the end of the main straight at almost every lap, to the delight of the spectators. Climax of the David-Goliath duel was when Stafford passed Smith on two occasions, only to be repassed on the gravel section that followed. But on the 33rd lap, the Levin driver made sure of it and passed the Gee Cee Ess before the corner and from this lap on was 4 - 5 seconds faster than Smith. A few laps later he caught Archibald (XK-120) slip-streaming then passing him at the end of the main straight. Arnold then went after the HWM which was now slowing, lapping some 6-7 seconds slower than the flying Cooper but it was not to be, although another five or six laps might have told a different story.

Tutton in the XK-120C was never in the hunt being in 7th spot for most of the race. (On lap 24, Stafford was 4 mins 30 secs. ahead of Tutton, on lap 31, 5 mins 15 seconds, and finally 4 laps or nearly 8 minutes ahead).

The Ransley Riley driven by A. Moffatt spun on the second lap and after a pit stop retired in the 30th lap. (The Ransley Riley making its debut at this circuit last year was almost completely written off on the overhead ramp on this occasion. It has now been rebuilt - Ed.).

Frank Shuter (Fastest time at Mairehau earlier) went out after five laps when his V8 special developed mechanical troubles. Ward with the JBS-JAP completed 3 laps, Winterbourne (R.A.Vauxhall) only one, and Jack Brewer (R.A.Vanguard), II.

Hal Green in his R.A. went well, the car sounding healthy, Darrell in Number 13 (The A.C.E.) circulated steadily, as did the Stanton Special until, in the 34th lap, he was shunted by Archibald and had to retire with mechanical trouble.

Results (provisional placings);

- 1st: R.J.Roycroft Bugatti-Jaguar (84 mins 19 secs)
- 2nd: J. Horton (H.W.M.s/c) (86 mins 30 secs)
- 3rd: A. Stafford (Cooper-Norton) (86 mins 9 secs)
- 4th: R. Archibald (XK-120); 5th H. Green (R.A.); 6th G. Smith (GCS), 7th: J. Tutton (XK-120C); 8th - Darrell (ACE Spcl).  
14 starters.

The foregoing notes are not guaranteed to exactitude being made by one who was very busy at the time of the race.

T.J.G.

T.J.G. was a member of the Cooper-Norton pitcrew. ED.

FOOTNOTE: For this event, the Otago Sports Car Club offered additional prizes to the first six 500's to finish with the view to attracting 500's to what was already an attractive circuit from a half-litre viewpoint. The fact that a 500 (the only one to last the 75 miles) took third place in open company suggests that these consolation prizes might better have been spread over the whole field, more so as the event was a 'championship' in which all start on equal terms and should be rewarded equally for equal performance.

=====

H A V E   Y O U   P A I D   Y O U R

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

Vale -

FOOTNOTE TO THE FOOTNOTES

The 'season's over.... the chequered flag has silenced the last motor - but not their owners or adherants. Through the Winter, as men (and women) dream up, build or rebuild cars, the events of 1953-54 will be re-run wherever enthusiast forgather.

Facts will become opinions... incidents legends, and Truth will blushinglly sneak from the corner of the workshop or the fireside.

This year there is ample evidence to support (or disprove) the views of every school of thought for the racing calendar was bigger than before and the entries more varied.

'Specialists' will maintain that the day of the hybrid is not yet over; two of the three major scratch races were won by non-production cars.

'Five-Hundred' enthusiasts will point with pride to the consistent success of the Stafford-Frost equipps.....

'Conservatives' will counter with the point, that in scratch races the Cooper-Norton has always finished behind a pre-war car.

The 'Real-Racer' exponents may not say much; their faint smiles may be in readiness for the laugh, which we are told, comes last, but is always the longest.

The disciples of handicap racing (and your editor was one) will probably be silent and without smiles, for the races of 1953-4 have not always (in fact on no occasion) been to the fastest.

The theorists will go on stroking their long or short beards..... and less profound persons will leave them to it.

This season has provided data to be added to that of previous years; competitors and prospective competitors will interpret it in terms of their own dogmas, and apply it to next season's racing.

Who will be right? Only time will show - and next season is unlikely to be any more decisive than this.....



## CLUB CALENDAR



THURSDAY NEXT - 13th MAY - ANNUAL GENERAL MEETING:  
DON'T say you didn't know about it. This is your  
night to provide the entertainment, the argument, the  
discussions. It won't be dull - you'll learn a lot  
about how the club works, where the money came from...  
where the money went.... why things were done....why  
they were not done. If you've a grievance, come  
along and air it.... if you've ideas, come and share  
them at

THE VICTORIA LEAGUE ROOMS - 4TH FLOOR D.I.C.BUILDING  
The Time: 7.45 p.m. sharp - the date (again) 13 May.

CANCELLATION: It had been hoped to hold a hill climb on the  
Game Farm Road at Paraparaumu on Saturday, 15th May. This  
has not eventuated. May event (if any) will be announced at  
the A.G.M.

MAY 23rd SUNDAY: HUTT CLUB - 150-mile day trial. Start  
at 10 a.m. Melling Railway Station. Maps provided.

### ON THE MARKET - III.

COOPER-1100: The Independent Motors/Gibbons Cooper 1100 is  
for sale. Bob belongs to the school of thought that  
believes that 'success' is measured by actual wins only. By  
this definition, the Cooper-1100 is very successful indeed,  
for it won both the North Island and National Hill Climb  
titles (in the former beating the Gould Cooper-Bristol).  
As for Cooper 500's.... it has vanquished all (repeat ALL)  
500's against which it has been pitted this year. Anyone  
desiring further particulars (or a quiet chat on successful  
competition) is invited to phone Bob Gibbons (Dial 66-000,  
ask for 9404M).

ALFA ROMEO 2.9: We understand that the Roycroft Alfa is  
for sale also. This car's record speaks for itself.

YOUR SUBSCRIPTION IS NOW OVER DUE!

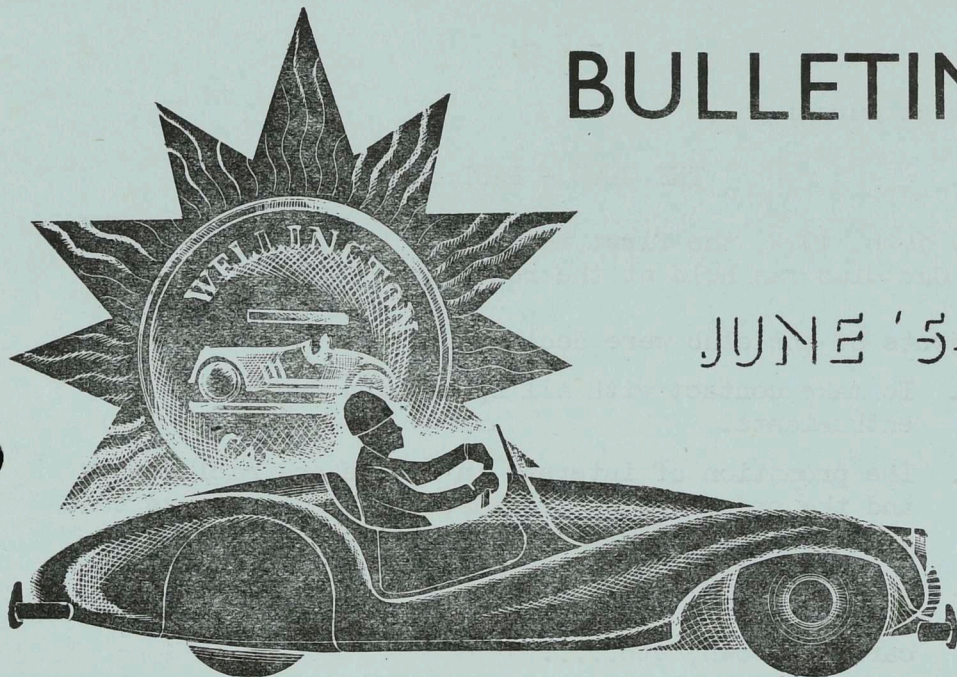
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W R I T E F O R Y O U R B U L L E T I N

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# BULLETIN

JUNE '54



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

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## THE A.G.M.

Twenty four members were present at the A.G.M. Doubts were soon confirmed about the success of the meeting when no nominations were forthcoming for Club Captain.

It was agreed that a special general meeting be held on THURSDAY, June 10th.... of which, more later.

FOR SPECIAL ANNOUNCEMENT - SEE BACK PAGE!

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CAUTION IS NO SUBSTITUTE FOR SKILL

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Looking at ourselves -

THE CLUB - PAST....

On July 14th, 1942, the first meeting of the N.Z. Sports and Racing Car Club was held at the residence of Mr. C. Hanson.

The objects of the club were declared to be

1. To make contact with all sports and racing car enthusiasts.
2. The promotion of interest in sports and racing cars and the preservation of those outstanding types that are in existence.
3. To issue from time to time a bulletin to members giving details of the movements of members, the cars they own, etc.....
4. To have an organisation ready to promote motoring competition at the conclusion of hostilities.

It is interesting to note that the club's membership of a mere 22, less than the number present at our A.G.M., owned between them 6 Bentleys, 3 Ansalos, two 30/98's, A Bugatti Typo 30; an Invicta, An Alvis, A Sunbeam Talbot - and other lesser cars!

Their first event was a rally - to Upper Hutt, and this was followed by a hill climb at Judgeford - after which the minutes of the club noted that 'more marshals were necessary'.

At the 1945 A.G.M., the club captain commented that greater membership was necessary if the club was to function satisfactorily.

In 1946, the absence of any real racing cars prompted the club to drop the word racing car from its title, and in recent years, the title was changed to the Wellington Car Club. The formation of other clubs - some direct off-shoots of the NZSCC - the club's activities became localised and it was felt that the new name might be a more truthful description of the club. (Incidentally, Wellington Car Club was the name of a pre-war car club and we have adopted its badge.)

It is the NZS & RCC, NZSCC and WCC that in the past have done much to further the sport in this country. The club played a large part in the forming of a governing body - the ANZCC - it has run three N.Z. Championships, provided three secretaries and a president of the Association, and the first editor of a truly N.Z. motorsporting magazine. The largest and most coveted trophies have adorned the mantelpieces of members, and in recent months, two members have competed successfully overseas.

.... PRESENT .....

Yet this month we find ourselves a club of some 120 members, not hampered as were our founders by petrol rationing, lack of racing cars, funds, equipment or experience, but without the one thing they had - enthusiasm sufficient to provide a committee.

Can it be that Motor sport is by pattern, a sport that places emphasis on individuals rather than on team-spirit? It would be possible to compete in motor sport without being a club member, were it not that ANZCC rules required it; as it is, some competitors show little allegiance to their parent club, a regrettable trend, and one which may be of importance in our

FUTURE.....

if we are to have one. -----

FOOTNOTE: The editorial eye noted an attractive badge on a highly polished vehicle. Closer inspection of the four-starred emblem revealed it to be that of the Federation of N.Z. Funeral Directors. Perhaps they would consider incorporating our club?  
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MARKET PLACE

FOR SALE

Finned copper tubes for making oil coolers, etc. 7/6 each.

John McMillan  
Phone 84-645  
84-923

LETTERS TO THE EDITOR:

Sir, It is fairly well known that for some years I have held views on the running of the club which have not been generally popular, particularly,

- (a) that, by and large, we have run too many events for our resources and particularly events of types which command little support.
- (b) That a limited number of people including, generally, the Club Captain, have been involved in a quite ridiculous amount of simple detail work which has taken up their time to an extent detrimental to the efficiency of the whole organisation and that this state of affairs is inevitable with our present set-up.
- (c) that a large and shifting membership, including many whose interest was rather casual, was not a good thing.
- (d) that it was a mistake to run a N.Z.Championship Hill Climb - that it would be fun for some of us, a complete farce as a 'championship', and a fiasco for the public. (I think this describes the result fairly).

Events at last month's meeting emphasised the necessity for some rationalisation of our organisation and outlook, and I feel that the proposals made in the names of Dave Morrish and myself at the 1951 AGM, and the somewhat similar proposals made by Eric Honey in the March Bulletin, might provide a good basis. I don't recollect a year at the end of which the Club Captain hasn't said he has had it, and this shows that something is fundamentally wrong. It seems desirable to have some continuity from year to year in executive officers whose job should be confined to important decisions and seeing that the smaller jobs are divided up and done by others.

Perhaps those interested will give these matters some thought before next meeting. Yours etc. D.R.BAGNALL.

=====

TREND... 'Truth' recently published a photograph of the new Lagonda V.12, (the same photograph that later appeared in the Post) plus some exclusive data - This car is to help Jaguar uphold the British name in motor racing, it is capable of 170 mph, and is designed to take corners at 50 mph! (The Duke of Edinburgh has a similar car detuned to give a 100 mph maximum!).

AS THEY LIKED IT....

A few months ago, members were given an opportunity of expressing - per medium of a questionnaire - their opinions on certain aspects of club activity over the past year, and of giving indications of their preferences for the coming season.

In any postal poll the number of replies is always a fraction of questionnaires sent out, but organisations who use this medium consistently, are satisfied the results obtained are a true sample of general opinion.

In the case of the club poll, the number of returns was roughly what your editor expected; the names (not to be published) of those who felt competent to express their views, include some of the more experienced club members, and certainly, from the interest shown, the ones who count in the club.

The charts on the centre page are a summary of members' views. Some further comments are necessary to put matters in their true perspective.

I. POPULARITY OF EVENTS: Hill Climbs rate highest among members, and very definitely. This was to be expected, though the second preference - trials - will come as a surprise to many who would exclude them from the calendar. Sprints are a close third, with the remainder also rans.

II: CLUB EVENINGS: Films rate highly with most members, though there is an overwhelming preference to have something else on the evening's programme besides films - in other words, an evening made up of films and a technical talk or discussion.

III: CLASSIFICATION: One of the first things done by the committee was to meet the long standing demand for a more equitable classification system; did it meet with the approval of members? Only 20% say no - 80% of those answering this question support the committee's action.

At this part the questionnaire looked to the future. Would members be interested in

- (a) A club rally - 57% say yes.
- (b) An annual dinner - only 36% in favour.
- (c) A prizegiving dance - again 57%.

EVENTS:

HILL CLIMBS
TRIALS
SPRINTS
GYMKANAS
BEACH RACES
MUD PLUGS

INTEREST IN:

RALLY	<input checked="" type="checkbox"/>
Yes	No

ANNUAL DINNER	<input checked="" type="checkbox"/>
Yes	No

PRIZE-GIVING DANCE	<input checked="" type="checkbox"/>
Yes	No

BOOK AWARD INSTEAD OF MINIATURE	<input checked="" type="checkbox"/>
Yes	No

CLUB NIGHTS:

EVENING MADE UP OF COMBINATION OF FILMS, TALKS, etc.
FILMS ONLY
DISCUSSIONS
TECHNICAL TALKS

SATISFIED WITH CLASSIFICATION SYSTEM	<input checked="" type="checkbox"/>
Yes	No

AS YOU LIKED IT

(For fuller explanation - see story)

(d) An award of books in lieu of miniatures. It was fifty/fifty on this one. (It might be argued that this is a matter for the winners of the trophies to decide, as there is little point in asking someone who doesn't even compete; agreed. Restricting the poll to those who won miniatures during the year, the voting is: For miniatures 25% - for books 75%. The 75% includes some very successful competitors, one of whom indicated his preference for books with a huge YES( This seems to be a case when individual preferences could be met without any grave inconvenience. An order could be issued for either a miniature or a book, and the competitor left to do the rest).

The remaining matters voted on are of little importance. In a lenient mood, the voters expressed general approval of the Bulletin, though one added that he'd like to see such personal articles as....

- 'My Motor cycling Days' - H. Hollis
- 'Why I drive a 500 in races it was never made for' - A. Stafford
- 'Ardmore Impressions' - A. Freeman
- 'Impressions of the A.G.M. - a New Member.
- 'Are some of us conceited?' - A Non-car-owning member.

Persons who answered the poll included competitors at Ardmore, Ohakea and Mairehau, and spectators at the two North Island events.

MARKET PLACE:

FOR SALE

- 3 new Amal Carbs, 1 1/8" horizontal mixing chamber
- 1 Runbaken 6v oil coil
- 2 new tyres 5.25 x 16 Firestones
- 2 " " 5.00 x 14 Dunlop (clearance)
- 3 good 5.25 x 15 Dunlops
- 1 good 6.00 x 14 Dunlop
- 1 wheel 14" Morris Minor

Now surplus to requirements and available at reasonable prices.

Apply D.R. Bagnall, 41, Nicholson Road, Khandallah. (Phone 37-348)

Realization.....

SOME FACTS OF (CLUB) LIFE

THERE IS MORE PLEASURE TO BE HAD FROM COMPETING THAN THERE IS TO BE HAD FROM ORGANISING.

Club records support this - for while some names appear in entry lists year after year, the same continuity does not occur in lists of committee members. Club officials habitually develop organisational ulcers and complain of having an abdomenful after less than a year of office; competitors complain, but rarely give up the sport through dissatisfaction.

A LARGE PROPORTION OF COMPETITORS FEEL THAT THEY HAVE AN OBLIGATION TOWARDS THE CLUB, AND ASSIST IN RUNNING IT

Committees usually have a large percentage of competing members thereon - people who have found time both to compete and to give the club the benefit of their experience.

COMMITTEE MEMBERSHIP ENTAILS GIVING OF TIME; EXECUTIVE POSITIONS DEMAND CONSIDERABLE TIME.

'There's not much to the Secretary's job - about three hour's a week should cover it', remarked a member who has given years of work to the club. Three hours a week - 150 hours a year. That's equal to four 37 1/2 hour weeks.... At £10 a week, that's forty pounds. Someone is giving a donation of £40 to the club each year.

MOST PEOPLE DON'T MIND DOING A JOB - PROVIDING THEY ARE NOT BEING IMPOSED ON.

If member A buys a Targo Floria Frazer-Nash and takes it along to Member B to have it decarbonised, B may be happy to do it, partly for the novelty of working on a different engine. If Member A returns at monthly intervals and wants something done to his car, Member B will become less enthusiastic. It is assumed that a person who buys a car for £100 or £2000, can afford to pay for its upkeep in time or money....



IT IS ASSUMED THAT A PERSON WHO EMBARKS ON MOTORSPORT CAN MEET THE MONETARY AND MORAL OBLIGATIONS THAT GO WITH THE SPORT.

It costs money - and time - to run a car; it costs money and time to run a club. All active (i.e. those who draw benefits from the club's activities) must be prepared to meet the obligations that go with their privileges.

THE MAN WHO CANNOT AFFORD TO GIVE TIME - OR ITS EQUIVALENT IN MONEY - TO HIS CLUB, CANNOT AFFORD MOTOR SPORT.

One or two - fortunately a small minority - regard car club's as a charitable organisation. They regard ownership and a nominal subscription entitles them to services worth many pounds.

SPEED EVENTS ARE NOT SURE MONEY-MAKERS

Even Brooklands never paid its shareholders a dividend. An event of the size of the Houghton Bay one involved a considerable amount of money and showed no overall profit; it also entailed hundreds of man-hours of voluntary labour to give some 20 persons no more than five minutes each of competitive motoring.

HILL CLIMBS ARE MORE POPULAR WITH COMPETITORS THAN WITH OFFICIALS

There are many unpleasant jobs associated with hill climbs - marshalling out of sight of the event... collecting. (our undying gratitude to those competitors' wives - and others - who assisted with the collecting recently).

SOMEONE HAS TO ASK PEOPLE TO TAKE ON JOBS, PLEASANT AND OTHERWISE

An organiser may have to approach 20 persons personally to get a mere handful of collectors. Why not have 20 people each approach one person? Could a competitor complain, if, say, he were asked to pay a £5 entry fee, £4 to be returnable if he supplied one collector who did a job satisfactorily all day? We don't expect members of other clubs to be tied by these suggestions - they are expected to meet their obligations to their parent club - they are our guests, just as we are theirs when we compete in their events...

WE MUST LIGHTEN THE ADMINISTRATIVE TASKS OF OUR OFFICIALS

The man who omits to send in a proper entry form... or sends in an incomplete one, makes more work for officials... the man who doesn't renew his competition licence is a nuisance.....

We can make sure that we do not allow our officials to become over-worked by our own servant, the ANZCC: it is in our power to simplify ANZCC rules.

THE 'ASSOCIATE' OR INACTIVE MEMBER IS NOT NECESSARILY A LIABILITY

The non-competing, non-assisting member may be a passenger, but it costs just as much to run a half-empty bus as a full one. There is a lot to be said for having a guaranteed income of £100 instead of £30. It is up to the club to develop the interest of inactive members into something that pays worthwhile dividends.

ONE WAY TO CREATE INTEREST IS TO ENCOURAGE PARTICIPATION IN CLUB ACTIVITIES

We cannot expect a newcomer to win the Hanson Trophy in his first year - that would be a sad reflection on the skill required by the sport. Nor can we expect a new member to take an executive position on the committee. There is much to be learnt both in competing and organising; there is room for 'trainees' both in events and on the committee. New members of promise should be encouraged to take on official, but not executive, positions.

THE COMMITTEE SHOULD NOT BE 'PADDED'

If we cannot get a full committee, 'padding' it will not solve our problem. This only tends to weaken the whole structure; besides the interest must start further down - with the membership - if the club is to run successfully. The healthiest seedling has little chance of survival if its roots are in the barren soil of apathy.

===== E.H.==

Appreciation....

WOMAN OF THE YEAR

If anyone deserves the club's gratitude this year, it is Zelma Sinclair. Just after the last AGM, Zelma was metaphorically hit in the eye by a (Les) Stone, and blindly led on to the committee - as secretary! How she ever managed to sort out of all the natter, any decisions at all must remain an unsolved mystery, yet her minutes of the committee meetings reflected a clarity of thought not evident among the multitude. The only woman on the committee she stuck it out gamely for the year, and is deserving of our thanks..... and apologies.



# CLUB CALENDAR



DO YOU WANT A CAR CLUB? SPECIAL NOTICE TO MEMBERS!!!!!!!!!!!!

At the Annual General Meeting held on 13th May, at which 24 members were present, it was found necessary, owing to the seeming impossibility of finding a Club Captain, for the following motion to be proposed and carried.

"That the Meeting be closed and an extra-ordinary meeting be called in June, Members to be circularised before the meeting and given the following alternatives:-

(a) ELECTING AN EXECUTIVE

or

(b) ALLOWING THE CLUB TO GO INTO RECESS"

Whether your wish is for alternatives (a) or (b) COME ALONG to the aforementioned meeting on the 10th June and bring along that subscription, as only financial members will be allowed to vote!!!

Elsewhere....

It is nice to think that other clubs are struggling along. Event-hungry members might be interested in

N.Z. CHAMPIONSHIP (and 'INDIANAPOLIS 500') TRIAL.

This is being organised by the Hamilton Car Club and will be of 24 hours' duration, the dates - 3rd and 4th JULY.

Prize money exceeds £250, in addition to trophies. There are teams prizes and a class for 'aged' cars (pre-1928!)

Entry forms available from Eric Honey, P.O.Box 2028, or Phone 70-999.

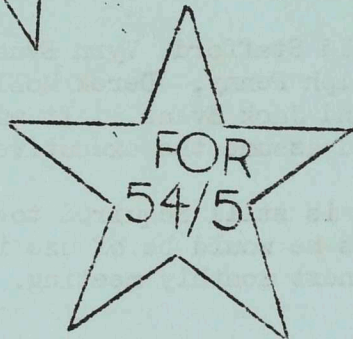
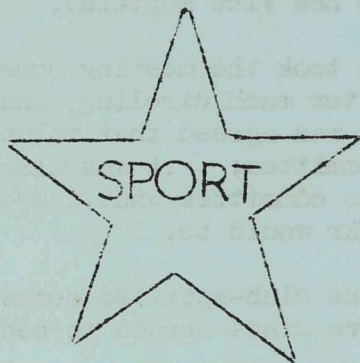
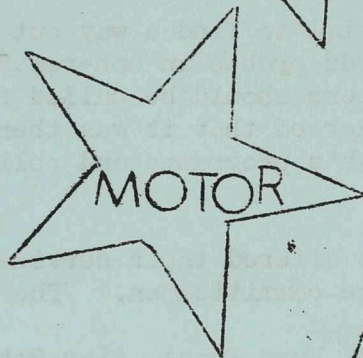
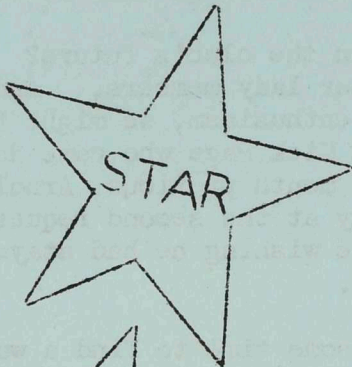
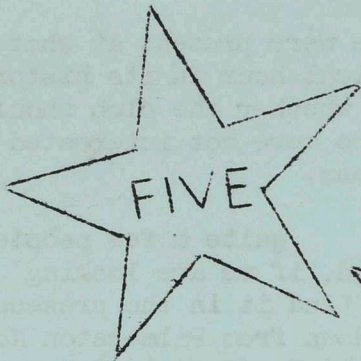
and in JANUARY - 1956! The Southland Sports Car Club will hold a 2500 mile Trial to Invercargill. This is in conjunction with the Southland Centennial. The Trial will be of six days' duration a route has been planned, and prize money will be to the order of £2000 - repeat £2000. (We learn that one local driver has already arranged a sponsor for this event. Further details will be published as they come to hand).

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

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BULLETIN  
JULY, 1954.



WELLINGTON CAR CLUB (INC)

On Thursday, 10th June, some forty people were present at what was, for the Wellington Car Club, a critical hour in its history; the purpose of the meeting was to decide whether the club should go into recess. The club, for those who were not interested enough to be there, will NOT go into recess.

Who was interested in the club's future? quite a few people, among them some of our lady members. And, if we are looking for a yardstick for enthusiasm, we might find it in the presence of Fordy Farland and Mick Page who came down from Palmerston North - and, though bitten a month previous, Arnold Stafford (and Mrs Stafford) did not shy at the second request to be present at meeting. (He may be wishing he had stayed at home, for Arnold is now Vice Captain).

It took the meeting some time to find a way out of its predicament. After much circling, and odd probes in non-rewarding directions, it was agreed that volunteers should be called for service on the committee; it was also agreed that it was then entirely over to the committee what the club's programme and policy for the coming year would be.

Nine club-spirited members offered their services and two others have since agreed to become committeemen. The committee is:

Tom Grant, Arnold Stafford, Vyrn Evans, Alan Robb, Keith Garbutt, Ray Webster, Ralph Penny, Derek Moller, Toby Easterbrook-Smith, Bernie Foster and Jack Evans. It was left to the committee to decide who would assume the executive positions:

One more member is still required to make the full complement. Anyone who feels he would be of use is asked to contact the Club Captain at the next monthly meeting.

For details of the Five Star motorsport in store for you this season, read on!!!!

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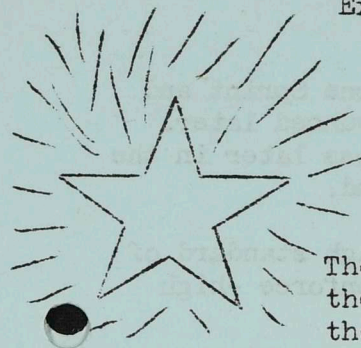
A.N.Z.C.C. COUNCIL MEETING (A.G.M.)

This year the Council will meet in Wellington and Hutt and Wellington Clubs are hosts. The meeting will be held in the Dominion Farmers Institute Building on August 28th and 29th and is open to all members if they wish to come along and find out what makes the A.N.Z.C.C. tick.

NEW COMMITTEE AND POLICY

Executive officers for the coming year are

Club Captain	TOM GRANT
Vice Captain	ARNOLD STAFFORD
Secretary	VYRN EVANS
Treasurer	ALAN ROBB
Bulletin Ed.	TOBY EASTERBROOK SMITH



The new committee met during the week following the meeting and in one evening threw itself at the task ahead with promising enthusiasm. In one meeting it

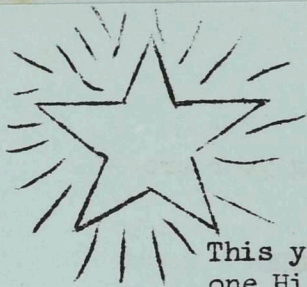
- \* DECIDED to reduce the club calendar to six events - a Sporting Trial, a Mystery Event (in acceptance of an offer by Alan Freeman,) Night Trial, Day Trial, Sprint and Hill Climb.
- \* DECIDED to continue holding monthly meetings, which will include refreshment.
- \* DECIDED to publish the Bulletin on a two-monthly basis and accepted the offer of Toby Easterbrook-Smith to act as Editor.
- \* DECIDED to hold an annual prizegiving in conjunction with a dance. This will be held one month before the A.G.M. No prizes will be given at monthly meetings.
- \* APPOINTED Hugo Hollis as delegate at the coming General meeting of the A.N.Z.C.C. (Inc.)
- \* FORMED a Competition licence panel comprising Arnold Stafford, Hugo Hollis & Ray Webster.

=====

How to make a Minor (or A30) into a warm motor car .....

HOT IT UP WITH A GRANT CARBURETTOR CONVERSION

For sale 2-Carburettor Conversion Kit; comprises 2 SU Carbs 1" bore, air cleaners and manifolds. Fits A30 or Series II Minor. Price £30. Apply Tom Grant. Also 2 car compasses (part worn - run in) £1 each. Apply Tom Grant.



NEW SPEED EVENT POLICY

This year the calendar will include one Sprint and one Hill Climb - at venues to be announced later. It may be possible to hold an Autocross later in the year, if a suitable venue can be found.

The committee is going to aim at a high standard of organisation; it will expect - and enforce - high standards among competitors.

First policy break is connected with scrutineering. The committee feels it is unfair to expect a club member to carry out scrutineering duties within the club; if an entrant is 'scrubbed' the criticism is more likely to be levelled at the scrutineer than at the competitor. To obviate this, scrutineers will in future be drawn from non club members who are qualified mechanics. The mechanics will be employed by the club (and paid) and scrutineering will be of a very high standard. A log book will be kept giving details of faults in any car. No car will be given the benefit of the doubt. Cars must be 100% perfect when presented to the scrutineers.

The dates of the speed events (which will take place in the 'summer' months will be announced later.

=====

LABOUR WEEKEND RALLY: Will any members contemplating entry in this event please contact Tom Grant with a view to forming a team or teams.

=====

OMEGA: 1953/4 subscriptions expired on 31st March, three months ago..... Club rules state that no unfinancial member is to receive bulletins after the July issue. If you have not yet paid your subscription, and if it is not paid in the very near future, this will be the last Bulletin you will receive.

PAY UP.....YOU HAVE BEEN WARNED

NEW POLICY ON NON-SPEED EVENTS

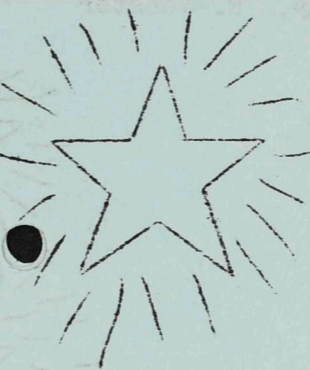


The Committee has decided to hold four non-speed events - a day and night trial, a sporting trial, and a 'mystery' event. It is hoped that the same degree of care will go into organising these events that has marked the speed events held in the past. Non-speed events in future will not be regarded as the 'poor sisters' of the sport; there is even a suggestion of substantial prizes.

The events will, of course, encourage better driving, and will not be of the 'drawn-out-of-a-hat' novelty kind that seem to find a fleeting kind of popularity with some clubs.

The non-speed season is nigh and the events have been set down for

JULY 17th	SPORTING TRIAL
AUGUST 14th	MYSTERY EVENT
OCTOBER 16th	NIGHT TRIAL (100 Miles)
NOVEMBER 28th	DAY TRIAL (150 Miles)



NEW BULLETIN....and EDITOR

The Bulletin will be published on a bi-monthly basis. The Editor will be Toby Easterbrook-Smith, and that fact alone guarantees a good bulletin. However, what decides whether it will be good or very good is you. Even the best of Bulletin Editors is handicapped if he does not get contributions. Contributions, particularly controversial ones, will be welcomed.

=====

The committee will consider - but not necessarily adopt - any suggestions relating to running events to the greater satisfaction of members.

# COMMITTEE

# CALENDAR

## CLUB DIRECTORY:

CLUB CAPTAIN: T. J. GRANT Phone: 94D Eastbourne  
41-210 (Office)

VICE CAPTAIN; A. STAFFORD Phone: 569R Levin  
828 Levin  
(Office)

SECRETARY; V. EVANS Phone: 56-782 (Home)  
43-430 (Office)

TREASURER: A. ROBB Phone: 44-075 (Office)

## COMMITTEE:

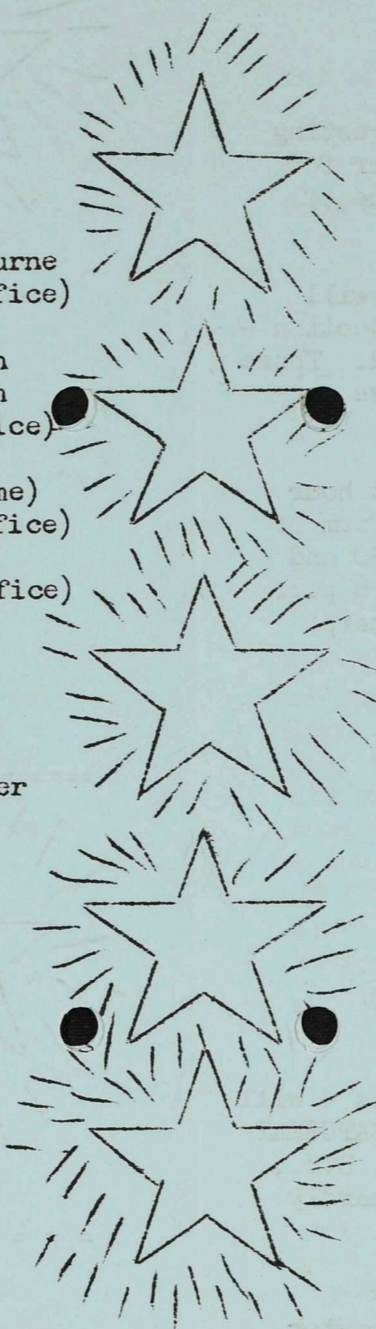
W. Easterbrook-Smith, J. Evans, B. Foster,  
K. Garbutt, D. Moller, R. Penny, R. Webster

All correspondence should be addressed to:

WELLINGTON CAR CLUB  
P.O.Box 5142,  
WELLINGTON.

## FOOTNOTE:

Tom Grant originally provided some club captain's notes, but your editor, from habit, expanded these into enough material for almost a complete Bulletin. You may not agree with the policy of the new committee as expressed in these pages; if you do not, you have yourself to blame, for you, by your presence or absence at the last two meetings have given your vote on the club's future. It is now up to you, whether in agreement or not, to give the new committee your full support. Ed.



JULY:  
8 Monthly Meeting  
17 Sporting Trial

AUGUST  
12 Monthly Meeting  
14 Mystery Event  
28 ANZCC COUNCIL MEETING,  
Wellington.

SEPTEMBER  
9 Monthly Meeting

OCTOBER  
14 Monthly Meeting  
16 Night Trial  
22/23 Rally (M.C.C.)

NOVEMBER  
11 Monthly Meeting  
28 Day Trial

DECEMBER  
9 Monthly Meeting

JANUARY  
? SPRINT

FEBRUARY  
10 Monthly Meeting

MARCH  
10 Monthly Meeting  
? Hill Climb

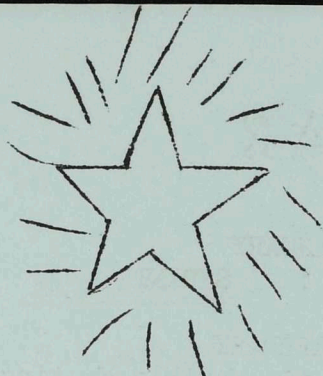
APRIL  
14 Monthly Meeting

SUBSCRIPTIONS DUE  
Prizegiving Dance

MAY  
12  
ANNUAL GENERAL  
MEETING

NOTE: The Speed events will be on dates  
to be arranged after the announcement  
of National fixtures.

\* \* \* \* \*



### NEW POLICY ON CLUB NIGHTS

Club nights are to be made more interesting and an endeavour will be made to cater for all tastes (some of the time) and some of the tastes (all of the time).

And on the matter of taste - suppers will be reinstated. To overcome the main objection - the dishwashing - paper cups will be used. Those who want to drink out of saucers will have to bring their own.

Entertainment will comprise a film for the first hour (8 - 9) followed by a talk, quiz or some other form of entertainment. The club rooms will open at 7.30 and the films will start at 8 p.m. sharp. Repeat: 8 p.m. sharp!

The next club meeting will be

THURSDAY, JULY 8th...Victoria League Rooms  
(Films from 8... rooms open at 7.30.)

### SILVER PRIZES for Sporting Trial.

Could you use....

A Trickler charger, Windtone horns, a 'Death Ray', Driving or Reversing Lights, Windscreen defroster, An Extra Carb. (S.U.), a few hundred feet of wire, or a gross of three of fuses?

Your choice of any of these - and numerous other accessories - will be yours FREE if you win the Sporting Trial to be held on SATURDAY 17th JULY. First prize, kindly donated by L.M.Silver & Co. Ltd., is an order for £7.10. 0 worth of goods on the firm. We hardly need mention that L.M.SILVER are Lucas Distributors.

SECOND PRIZE - A Smith's Car Thermometer has been kindly donated by H.E.W.SILVER, Magneto & Speedometer Specialists.

For full details of the trial see the Club Calendar on the back page. ....

### Man of the Month

A GUY NAMED GRANT  
(or 'A Pommie named Tommie')

Some Saturdays ago I was telling you about a bloke named Bob what lived over in the Eastern Bays. Now this bloke Bob is not the only enthusiast from those parts: further along the drag there's another sporting gent by the monniker of 'Kempi', and a very fine sporting gent he is, with a sunshine smile of service written all over his homely dial, and still further, if you feel like the ride, you'll come to a motor sporting maestro of a different marque. You'll notice that I don't mention his name in the sentence previous, for it might happen that the other two easterners might take offence like, at having this third party mentioned in the very next breath. So a respectful silence having elapsed since I mentioned Kempie, and Bob, it is now moderately safe to add this guy Grant, A Pommie named Tommie.

Now Bob's idea of motoring is in the form of a Jaguar, which a lot of guys - and some dames - would agree not a bad idea at that. And Kempie has sported a very nice line of angular austerity under the name of Chev (truck). But such things leave this guy Grant unmoved. His pulse rate never accelerates a rev at the sight of an XK, which some unkind characters have put down to the fact that he hasn't got a heart; nor does he go the transatlantic way, for the undulation of a two-tone two-ton Detroit Jelly will produce nothing more than a mere expectoration from him. This guy Grant is British to the back-end, though, and at times can show a flash of pride and prejudice in favour of his homeland's products that leaves the average down-earth kiwi wishing that the aforementioned guy was under the native soil he tries to make other swallow.

In fact, it often strikes some kiwis as rather strange that a guy who can see no good on the southern scene, and drools incessantly on about the quick passage of traffic through the streets of pommie-land (outside the village of London) should ever condescend to come to a place like this. But a moment of reflection would put these wondering kiwis right. It must be one of two things, and though these are obvious to intelligent operators like you, I mention it here for the sake of the record. He's either been asked to leave, or secondly, he's been sent out to talk us unappreciative types into liking Morris Minors.

Furthermore, for the record - and to avoid any libel suits - I will mention that I have no proof about the former assumption; concerning the Morris Minor part it's a different kettle of kippers, though I have heard it remarked that to try and sell the local populace on liking Morris Minors is like a missionary trying to convert Christians to Christianity.

Nevertheless, this guy goes about preaching in the role of a minor prophet, extolling the virtues of the Morris, which no one denies is a car of considerable charm. But this guy Grant doesn't leave it there. He's not content to see natives like you and me own minors - he wants us to treat them like he treats his. Not that he isn't kind to his Minor. In some ways he's the kindest kind of guy when it comes to cars. The things he bought that car of his puts an accessory store into the seventh heaven of delight. His current Minor, which, mark you is his fourth of the marque, has more accessories than a blonde who's caught up with this month's millionaire. What with a heater to keep his beloved warm, flame throwers to keep other people's cars warm, backing lights, vacuum guages, Redex guages, dual carbs, screenwashers, and what nots, the Grant Minor is a very lucky little car indeed. I have heard some unkind citizens say that Grant's treatment of his car is like a guy who buys a doll a mink on Friday afternoon and thrashes her on Friday night; but that just ain't true - Grant thrashes the car then buys the gimmicks next day.

It must be handed to this same guy, that he does get results from his Minor - and those may be seen on his mantlepice any sunny afternoon. In fact a while back he nearly had to get a trailer to bring back the pots he won from the Manawatu Car Club in their annual egg-and-spoonerism....And coupled with his love of Minors is his dislike of Renaults, trams, Renaults, slow traffic, Renaults, people who don't like Minors - and Renaults.

In fact, if you ever have an afternoon free, and are looking for someone to talk to - or to talk to you - merely mention the time the Renault beat him in the Plimmerton Climb.

Which goes to show that, nice though the Minor may be, it can't win everything. In fact some guys were rather surprised to see the Grant minor beaten in the sprint by a classmate with a two cylinder engine called a JAP

Nevertheless, this guy Grant is the sort of guy who goes places, and it is not surprising to the likes of you and me to see him made Club Captain, which should be a very good thing for the Club, if not for Grant, though if he doesn't like it, it will serve him right for coming out from Pommiland in the first place, and we can only hope that his being club captain doesn't drive his everloving wife off the rails, for having this guy to put up with seven breakfasts a week must be a trial to the most understanding of women (which the aforementioned Mrs Grant must certainly be) without having to listen to the woes of a Club Captain, which the guys that have been them, tell me are many.

=====  
Man of the year:

AN EASTERBROOK-SMITH NAMED GEOFF

Most club members will have learned of Geoff Easterbrook-Smith's impending departure for Washington, where he will hold an administrative post on the New Zealand Government Staff. Geoff is a foundation (and honorary life member) of the club, and his counsel on matters motor-sportive will be missed. When Geoff fitted a Ford engine to his special the knowledgeable members had a feeling in their petrol that it wouldn't be long before he became a complete Detroit convert, though few suspected that he would disappear behind the iron panel so soon. Our best wishes to Geoff, Hannah and their family, and may their Cadillac be a solid gold one!

=====  
(SUPER)MARKET PLACE: Bernie Foster is holding a clearance sale of the sort of things enthusiasts collect. If you want to add to your collection, get in touch with Bernie and arrange to go and gloat in his garage. Items in this monster offering include: Bolts, nuts, screws, spanners, jacks, footpump, brake lining (Mintex Halo) wire, and odds and ends ad nauseum.

Phone: 16-337.



CLUB CALENDAR.....

THURSDAY, JULY 8th:

CLUB NIGHT, Victoria League  
Rooms

FILMS - ENTERTAINMENT - SUPPER  
(See page 8...)

SATURDAY, JULY 17th:

SPORTING TRIAL

This is a short afternoon trial 'off the road'. It is an event suitable for the owners of all cars. No Chassis-breaking..... just tests of ability to handle a car on somewhat slippery surfaces. Messrs. L.M.Silver have sportingly offered a first prize valued at £7.10. and H.E.W.Silver 2nd Prize of a Smith's Car Thermometer. Entry fee 5/-.

Start: Bottom of Haywards Road (Cnr. Western Hutt Road) at 2 p.m. Latecomers proceed up Haywards Road, keeping eyes open for sporting activity.

THURSDAY, AUGUST 12th. - CLUB NIGHT, Victoria League  
Rooms.

SATURDAY, AUGUST 14th:

'MYSTERY' EVENT

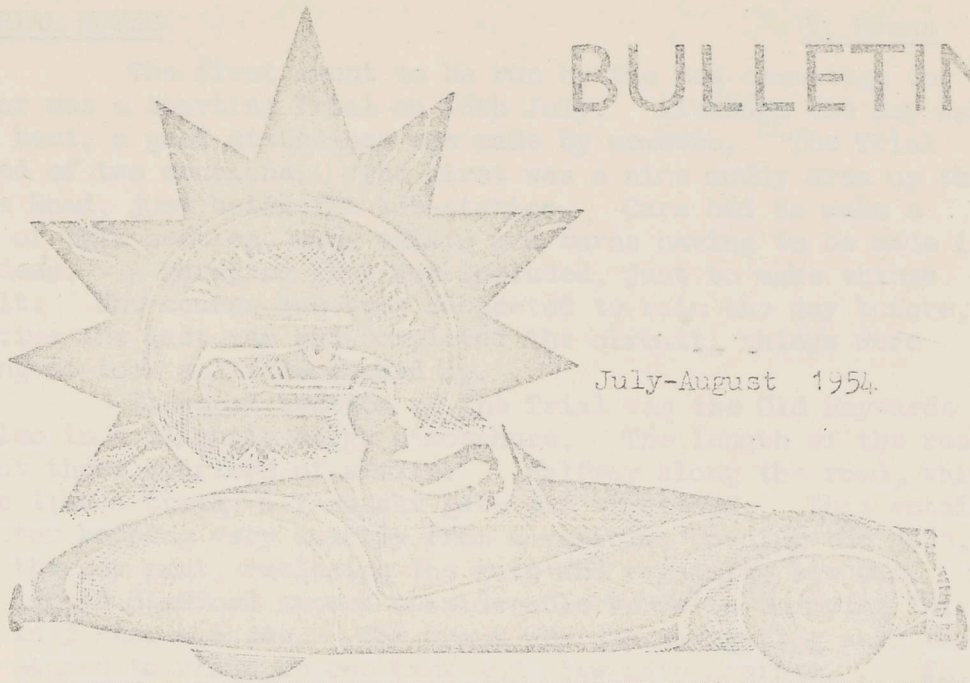
Alan Freeman has offered to organise an event in which all cars - 1928 Austin and the 1953 XK - will be on an equal footing. Only one stipulation: NO RACING CARS. The event will comprise some 40 - 50 miles of road section, but the emphasis will be on driving tests, none of which will be against the stop watch. It will be an afternoon event the purpose of which is to find out those members who really know their cars. Fuller details later, but remember the date: SATURDAY, 14th AUGUST.  
(Afternoon)

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With this issue your unworthy ed hands over the editorial chair/chore to Toby Easterbrook-Smith. Toby no doubt, will make a number of alterations, but one thing is certain..... he will appreciate contributions for YOUR Bulletin.

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# BULLETIN



July-August 1954.

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

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## DIRECTORY.

Club Captain.	T. Grant.
Secretary.	V. Evans.
Treasurer.	A. Robb.
Vice-Captain.	A. Stafford.
Bulletin Editor.	W. Easterbrook-Smith.
Committee.	J. Evans, B. Foster, A. McBeath.
	D. Moller, K. Carbutt, R. Penny, R. Webster.

If you have any ideas, or any grouses, don't keep them to yourself, but take them to an official of the Club.

If you are literate, write for the Club Bulletin. The Editor's address is P.O.Box 223, Lower Hutt.

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CAUTION IS NO SUBSTITUTE FOR SKILL

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EDITORIAL

Two letters to the Editor which are printed elsewhere in this issue both impinge upon the vexed question of Public Relations. We are participants in a sport which we can now fairly claim has gained at least a foothold in the public favour. It is doubtful if much more than that can be claimed.

Because it is a sport which is mixed with the great public controversy of road safety we are however in a peculiarly vulnerable position. To maintain and improve our position we suggest it is necessary at all times to be aware of the effect of our actions on the public. Actions, or even lack of actions which are likely to bring the sport into disrepute, or even to lessen interest are avoidable. Actions calculated to increase an intelligent public interest in the sport are highly desirable.

Speed events, being the events which most catch the public eye can be one of our best weapons, if they are well organised and conducted. The damage which was done by the Ardmore fiasco is obvious to most members who have had to listen to the sneers of their non-motoring friends. Our sport is still so new that the public have to be instructed in its niceties, have to be taught to appreciate that good driving is polished and neat and not a matter of miraculous recoveries from the results of ham-handedness on corners. They also need to be told something about the cars and the drivers, and above all they need to know the results and relative positions all the time to maintain their interest. This all means an intelligent commentary over an adequate public address system.

It should be our aim to build up public attendance at our Speed events in order to protect ourselves through their interest. But that means these events have to be superlatively organised and must give an overall impression of efficiency. This means much more adequate, and to some extent more ruthless marshalling than we have had at most events in the past. We have a membership large enough to provide those who are needed.

Until it is realised that Speed Events are our public advertisements, and the full Club membership combines to make them the best we can, we cannot expect to gain sympathetic and informed public support.

SECRETARIAL NOTES

V. Evans

The first event to be run by the new committee for this year was a Sporting Trial on 16th July. Although the day was not the best, a good attendance was made by members. The Trial consisted of two sections. The first was a nice muddy area up the Haywards Road, just below the sub-station. Cars had to make a circuit of this section, many twists and turns having to be made in the process. A garaging test was included, just to make things difficult. The course had been subjected to rain the day before, so by the time the last car had completed the circuit, things were beginning to look a little chewed up.

The next section of the Trial was the Old Haywards Road, also in a slightly boggy atmosphere. The length of the road was about three quarters of a mile. Halfway along the road, which was more like a track, a Taranaki gate was stretched. This entailed a navigator hopping very smartly from a vehicle, opening the gate, letting the car past, reclosing the gate and regaining his car. The winner, Arnold Stafford showed considerable verve in covering this section in 3 min. 4.6 sec. Tom Grant who was navigating said that the car seemed to slide up one bank and slew into another. Why should A.S. worry, the Hillman was up for sale anyway. Hugo Hollis valve bounced his way into second place in his Morris Minor, while T. Fox put his Singer into third position. The trial certainly proved the necessity of waterproofing ignition systems before entering trials. Our thanks to R. Penny and D. Moller for organising this event.

.....

Saturday 14th August's Mystery Event, started at 2 p.m. from McGinnity Street and had a good entry of twenty one cars. From the apologies received an even greater entry might have been probable. Your Secretary competed and thoroughly enjoyed himself.

The day was very mild (Inside saloons perhaps - Ed.) but a little after 2 p.m. rain began to fall steadily. (Marshals describe it a little more bitterly - Ed.). The plot was as follows. Up Ngauranga Gorge turning right at the top of the hill into Newlands, and on to the first check, where the driver had to guess when his wheel had turned one complete revolution after a chalk mark had been made on it by the Marshal. One then moved a few yards into a small short track where a width guess (Judgement surely?-Ed.) had to be made by means of converging lines. A route slip was then handed to the navigator. The route followed the old main road through Tawa Flat and Plimmerton to Karehana Bay, up Airley Road, and over the

hills to two more check points, both with braking tests, a backing and distance judging test at the first and a stop and reverse test at the second. More instructions were handed out for the arrival at Wingate where the event finished. These included, a parking test, another width judging test, and an accuracy of placement test in which the car had to be placed with the left rear wheel on a board 8" x 15". The working of ones side, head, rear and stop lights and horn was then tested. No driving against the clock and it wasn't a chassis breaker. Everyone enjoyed themselves. The winners were Hugo Hollis, Jaguar 1st., Tom Grant, Morris Minor 2nd., and T. Fox, Singer & J. Hull Brown, Hillman Minx 3rd equal.

.....

Treasurer Alan Robb and John McMillan are preparing to organise a Hill Climb at Plimmerton on 20th November. This has been approved by the Committee but is of course pending approval by the Hutt County Council.

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Please Note..... Members who have not a copy of the Club Rules, (every member is required to have them) please contact the Secretary either at the Monthly Meeting or by writing to the Club Box No.5142 Wellington.

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We should like to welcome the following new members to our club. Mr. E. Moston, who is the proud possessor of a new Standard Eight, a competitor against Morris Minors at last we hope.

Mr. J.Lust, owner of a Mk.6 Hillman Minx, which goes much better now that the throttle linkage has been straightened!

.....

We would like to thank the following clubs for their Bulletins: South Canterbury Car Club, Hutt Valley Motoring Club, "500" Car Club. From the remarks made in the latter Bulletin I would assume that its editorial had been written before the new Committee of our Club had come to the battlefront, as a great deal of spadework had to be done before the first Bulletin under the new Committee was published. However I'm sure nothing harmful was meant and I would take pleasure in announcing that the foundations of our Club are solid and sound and far from being shaky as suggested in the "500" Club Bulletin.

.....

COMMITTEE MEETING: The Next Committee Meeting will be on Monday 13th September at A. McBeath's, Top Flat, 1b Wadestown Road.

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LETTERS TO THE EDITOR:

Dear Sir,

May I suggest to the "New Management" who are running the Club this year, that in Speed events greater thought should be given to the provision of spectators' and competitors' amenities.

In the past we have always fallen down in these respects, and I feel that much lack of support, both from spectators and competitors, may be traced to the lack of those niceties of organisation that go far to make an enjoyable meeting.

If I might mention some outstanding failings, and others are by no means lacking, I would suggest that particular attention should be paid to the following points:-

- 1. An adequate public address system should be provided.

We have fallen down repeatedly on this point, yet it is the only way by which spectators can be kept informed of what is going on. Motor sport is very hard for the lay spectator to follow intelligently, and if he has paid his money to watch, he deserves the Club's assistance in telling him what it is all about. If he does not get that assistance he will not come again.

- 2. More attention should be paid to the provision of pits for competitors. Each pit should be numbered, so that a competitor may return to his bay at the end of a run and not find it encumbered by a recently arrived spectator's Ford Anglia, fat wife, and four snotty nosed children. As competitors do provide the main part of the show, I feel they are entitled to some consideration as regards their accommodation, and the allocation of a definite pit area to each competitor does allow him to maintain himself, his car and his gear in some sort of order for the duration of the meeting.

I am etc.

G. Easterbrook-Smith.

Dear Sir,

As one who has been a member of the Club since the year of its inception, may I ask your indulgence of this rather rambling dissertation.

I view with sympathy the new Committee's efforts to strengthen the club by running fewer, but better organised events. I view with concern however, the limiting of the speed events to two, unless members organise more of their own volition. I view with even deeper concern the rumours that the Houghton Bay and Plimmerton courses will not be used for Hill Climbs.

Speed events are the events that bring the Club before the public eye and bring potential members into contact with the club.

gain public support, one must create a habit. This can be done only by providing something interesting, with some degree of regularity to time and place. Before we were so unfortunately prevented from doing the Paekakariki course, we were building up some tradition there. With spectators and drivers were coming to know and make plans for, the first or second Saturday in February. There was a tradition and a continuance of interest in the steady reduction of class and overall records. (Incidentally apart from the post war series of climbs, Paekakariki had a very venerable tradition for I have seen a photograph of a Sizaire et Naudin competing in a climb there in 1912.) I would suggest that one of the prime interests of a competitor is competing against his own previous best time on a given course, and for spectators, if they are assisted by the P.A., in comparing present with past performances. Having seen the bundle of notes about previous performances that you take with you when commentating Mr. Editor, I know that you at least are aware of this.

Let us then consider the two courses. It has been suggested that they are dangerous, particularly for the faster cars. How odd! How utterly irrelevant! The purpose of a speed event, unless I have been labouring under a delusion for many years, is to test the skill of varying drivers, driving machines of varying performance of any given car, the more difficult the element of control becomes and the greater degree of skill is required. In other words, unless the element of skill is removed as much as possible by provision of a fool proof, billiard table course, any fast car driving has an element of danger, increasing progressively in a probable proportion of about the cube of the speed. With a very fast car there is no such thing as a safe course, there are only safe drivers. Plimmerton is probably the riskier course of the two. This is indicated by the fact that the variation in time between the fastest and middle cars is considerably less than at Houghton Bay. There is no point in comparing with the lower cars as they are either grossly underpowered, or grossly incompetently driven. This means that at Plimmerton there is a premium upon skill. Houghton Bay is a faster course. It is also in the centre of the city and with a GOOD P.A. has the best spectator facilities of any Hill Climb course in New Zealand. I can still recall the deeply envious remarks made about it to me by spectators and competitors from other centres. Properly organised it could be a gold mine to the Club, not only financially, but equally important, in introducing and maintaining the interest of the public in the sport. Please may I appeal to the committee, do not throw away the opportunities which this course present. Please too, can we instead of chopping and changing our venues and their times, come to some stability and start

rebuilding the tradition we were beginning when one of the finest competitor's climbs in the world was lost to us at Paekakariki. Shelsley, Prescott, Craigantlet, Pikes Peak, Rob Roy - they are famous names all of them, but only because of a continuing tradition.

A frequent complaint of Wellington people is the lack of circuit racing. May I hopefully commend the cheapest circuit racing available, the cradle of motor racing in New Zealand - Beach Racing. In its earlier days the club ran Beach meetings, with varying success I admit. But let me claim its advantages. No need to close roads and pay advertisements. No road resurfacing. Little or no tyre wear. During the summer a ready made public. Relatively simple to marshal. With the room available probably the safest form of circuit racing there is. Excellent training before progressing to major racing events. A programme of several short mixed handicap and scratch races, and one major race is most exciting. The Club has somewhere a fine trophy donated for the winner of the major beach race organised each year by the Club. Let us blow the dust from it and polish it up and compete for it again.

Speed events are our shop window. With all sympathy for the committee in their sincere efforts, let us have the same number of speed events as touring events, the Sprint, Plimmerton, Houghton Bay, and the Beach Races. Let us have them regularly at the same time each year so that drivers and spectators come to expect them.

If I may be permitted a moment of nostalgia. Paekakariki. A fearful hill. Not very good for spectators. I've marshalled, I've paid out three miles of telephone wire in a howling southerly, I've competed there in blazing sun and in fog so thick we needed radar or extreme bravery, and I had neither. But it is still the finest hill climb course in New Zealand. Can we ever get it back again one of these days? I hope so.

I am etc. "Twelve Year Member".

Club Captain's note....

If 'Twelve-year-member' will give an assurance to the committee that the holding of a beach race meeting will result in a greater entry than the last one held by the club, and that the £50 loss occasioned can be turned to a profit - or an even break - the committee will be pleased to accept his offer to organise such a meeting. Members may have as many speed events as they wish - providing they are organised and marshalled by non-committee members and are self-supporting financially. T.J.G.

Here are the results of Saturday's Event, but before you examine them please accept my apologies for the error in the mileage given for the first section which should have been 9.4 not 10.4. (The total mileage for the road section was 41 miles).

In the kerb parking test (No. 9) eleven competitors touched the kerb and they have accordingly been penalised an additional 5 points each for bad driving.

I hope you all enjoyed the outing and I feel sure that you will join with me in thanking the Marshalls (Joan Gibbons, Geoff Easterbrook-Smith, Toby Easterbrook-Smith, Bob Gibbons, Eric Honey, Pete. Strong and Ron Webster) for the time spent in preparing the event and for carrying out their duties so efficiently in spite of the unpleasant weather.

CAR NO:	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1) Items of Equipment missing								1			1		1								1
(2) First Road Section							5	5	5	5		5	80	5							
(3) Circumference of wheel test	7	10	10	10	10	8	5		10		10	1	10	7	10	10	10	10	10	10	10
(4) Converging lines test	5	5	5	5	5	5	5	5	5		5	5	5	5	5	5	5	5	5	5	5
(5) Second Road Section								5	10	20	20	15	5	5	5	10	25	35	10	10	5
(5a) Stopping on Line			10		10												10				
(6) Reversing Test	1		20	20	18	16	6	3	3	9	10	5	8	20	9	1	10	13	10	9	5
(7) Stopping and Reversing Test	5		5				5	10		5	5	5		5		5		10		5	10
(8) Third Road Section	5						5		5	10	5	15	30	10	5	10	5	20		10	
(9) Parking Test	5		10		10	5	5		5	5	5		5	5		5	5	10	5	10	10
10) Width Judging Test	4	5	7	10	21		1	28					13							1	
(11) Tyre Pressure Test	2		8	4	2	4	6	14	2		4	6	4		4	2	10	2	2	2	6
(12) Fire Plug Test	10	5	15	10	10	10	10	5	40	25	10	10	10	10	10		15	10	10	15	5
(13) Wheel on Board Test		10	10	10	10			10	10	10	10	10		10	10	10	10	10	10	10	10
(14) Car Check									1				1	1							
TOTALS:	44	35	100	69	96	48	53	86	96	89	85	77	172	83	58	58	105	125	48	146	57
PLACES:	2	1	17	9	15	3	5	13	15	14	12	10	21	11	7	7	18	19	3	20	6

CAR NO:	COMPETITOR:	TYPE OF CAR:	CAR NO:	COMPETITOR:	TYPE OF CAR:
2	T.J. GRANT	MORRIS MINOR	13	W.T. HARDYMENT	H.F. 1100 SPECIAL
3	H. HOLLIS	JAGUAR XK 120	14	T. SHELLY	MORGAN +4
4	J.K. HARRIS	AUSTIN A70	15	D.J. MOLLER	MORRIS MINOR
5	J. LUST	HILLMAN MINX	16	J. McMILLAN	DELAGE
6	P. FOWKE	RILEY 2½	17	V. EVANS	STANDARD 12
7	T. FOX	SINGER	18	H. MITCHELL	ASTON MARTIN
8	P. LANGLEY	SINGER	19	R.F. GREEN	RILEY 2½
9	R. GEORGE	M.G. T.F.	20	J. HULL-BROWN	HILLMAN MINX
10	G.F. YOUNG	BEDFORD S/WAGGON	21	E. NEWMARCH	M.G. T.C.
11	J.B. CRONIN	M.G.T.D.	22	E. GOLD	VAUXHALL J.
12	R.G. TURNER	MORRIS MINOR			

SPECIAL WANDERINGS.

Sillie Willie.

These days of modern cars and very brisk motoring from stock cars brings about the need for specialized servicing, and consequently the motorist himself is becoming very conscious of various factors relating to his special problems. I have mainly in mind, wheel balancing. Every large firm has its wheel balancing drive in bay, and the owner generally remains to gaze in awe, breathe on the neck of the harassed operator, and tell him that he knew all the time that would fix it.

Now with the introduction aside, an appreciation of centrifugal force will be of value in understanding the importance of wheel balance. Centrifugal force is the result of the tendency of moving objects to travel in a straight line rather than in an arc.

Two types of balance, usually referred to as Static balance and Dynamic balance are to be considered. Balancing an object statically is accomplished by removing or adding weight on the opposite side, the same distance from the axis as the point to be balanced. Unbalanced weight and the resultant pulling force, constantly changing its position and speed produce tramp at high speed as its movement changes from acceleration to deceleration every revolution of the wheel.

Front wheels should be balanced more accurately than the rear and always with the hub cap on. Usually to within ten inch ounces is sufficient. It is possible for a wheel to be perfectly balanced statically and still be out of balance dynamically. Such could be the case where weights have been added to one side of the wheel to compensate for an unbalanced weight on the opposite side of the wheel.

Radial run out also has a very pronounced effect, in addition to destroying balance, also causing the spindle to rise and fall in the amount of run out per revolution. Lateral run out or wheel wobble may be tolerated to within one sixteenth of an inch, but beyond this would seriously impair satisfactory control.

Brake drag, or an uneven drum, can cause flat spotting of tyres and resultant radial run out. Tyre treads must also be examined with modern cars and low pressures going hand in hand. Since tyres are flexible, they flatten out at the bottom when the weight of the car is on them, in effect making the wheel smaller. Therefore we find with a twenty eight inch diameter wheel the actual rolling radius is about thirteen and a half inches instead of fourteen inches. This extra measurement would represent slippage were tyres not grooved to minimize this factor. However when a tyre wears smooth the excess rubber piles up at the point of contact and passes under the wheel as a lump, sending a shock wave on around the casing. Slippage occurs

on the opposite side of contact point and flats on the tyre result.

Inflation is also an extremely important factor. All tyres are designed for a certain rolling radius which may change with a change of inflation pressures. A drop from say thirty pounds to twenty pounds pressure would give us a smaller radius, also the point of intersection would be changed. Various other factors remain, but we have I believe, covered the essentials.

.....oOo.....

CAPTAINS NOTES.

T.G. Grant.

Films.

It is becoming increasingly difficult to obtain films that are of interest to all members. There are only a few good motoring films available to us each year, and rather than show uninteresting films the Committee has decided that we will be more selective and show only the interesting ones in future.

We have written to Motor Specialities in Auckland asking them to let us have their films of the Ardmore Races for the next Club Night. This will be shown if it is available.

For all those who have wondered how trials are won and lost there will be a panel of three competitors at the next Club night who will talk on the subject. Arnold Stafford will discuss navigation, Hugo Hollis the driving side with emphasis on special tests and your Club Club Captain will discuss preparing and equipping the car.

These talks are being given in response to numerous enquiries from Club members concerning competition in trials. Any questions you may have, please put them to us, and we shall try to answer them.

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HOT NEWS.

According to an overseas cable in the Evening Post on 21st September, a modified Austin Healey running at Bonneville, turned in a flying speed of over 190 m.p.h. which is at least 12 m.p.h. faster than the best time recorded by a Jaguar 1200. It will be interesting to hear just what "modified" means.

.....oOo.....

AUTOMOBILES 1954.

There is a fascinating organisation in the U.S. known as Consumers Union. It is a co-operative organisation that buys all goods from toothpaste to toilet paper, tests them in use and presents completely unbiased reports in a monthly report called Consumer News. The May 1954 issue of this was devoted to current American Automobiles, later this year there should be one on Foreign cars.

The testing covered fifty nine cars purchased privately from dealers and then driven steadily over three months all over the States. This year no cars were rated as Unacceptable or Test Discontinued owing to frequency of major failures. This has been done in the past.

The ratings for type and cost are as follows:-

- Best Buy under 2100 dollars.  
Family car, Ford 6                      Distance Car, Plymouth Savoy
- 2100 to 2350 dollars  
Family Car, Dodge V8 Coronet, Distance Car, Hudson Wasp.
- 2350-2550 dollars  
Family Car, Oldsmobile Super 88; Distance, Hudson Super Wasp.
- 2550-2850 dollars.  
Family Car, De Soto V8; Distance, Hudson Hornet.
- 2850-3550 dollars.  
Family Car, Lincoln V8; Distance, Lincoln V8.
- Over 3550 dollars.  
Family Car, Cadillac 62; Distance, Cadillac 62.

The factors which were considered were, size, comfort, road holding, steering, performance, economy, frequency and cost of repairs, braking, finish, functional quality of detail design.

The interesting points which arise from the full survey are that the testers were not very happy about a lot of things. Automatic transmissions showed a higher frequency of repair than ordinary help yourself changes and were fantastically expensive to repair. Normal transmission with overdrive was highly favoured by the testers as the answer. Brakes all seemed too prone to fade, power brakes of course being very embarrassing when the motor and fade were coincidental. I shall quote on steering:- "One of the most troublesome compromises in Auto design is making a car steer --- so that a driver can change direction instantly and manouvre at will. Adding weight at the front makes it harder to steer, but... engines have been moving forward and the vogue for heavy V8 engines further concentrates weight....fat low pressure tyres have made matters worse. Manufacturers have solved the problem in two ways, both with undesirable attributes. Raising the steering ratio.... even moderate

FOR SALE

MODEL "A" FORD SPECIAL: Practically complete, goes like a bomb, very cheap. Terms arranged. J.D.Berkett, Jocelyn Crescent Pinchaven.

FORD 10 REAR-ENGINEED SPECIAL, as raced by J. Edwards at Ohakea. For sale cheap. Apply Frost Motors, Box 40, Levin. Phone 828 Levin.

E.S.S. Ford V8 engined special. Reasonably priced. Apply to either of the Easterbrook-Smith brothers. To be seen at 14 Hildreth Street Karori. Phone 76-312.

FORD V8 CROWNWHEEL & PINION, 4.1 ratio in good condition. Cheap or would swap for same ratio Model "A" C & p. Box 223 Lower Hutt

Manouvres requiring frantic clawing at the wheel.... virtually unmanageable in skids. Power steering is the second way but... no sense of contact with the road.... great degree of manual effort with a dead motor."

The testers were highly critical of the horsepower race. Twenty of the cars tested had bhp over 140 with Chrysler at the top with 235. They pointed out that (1) most drivers were not competent to control such power.

- (2) Car weights were going up cancelling the advantage and making less economical running.
- (3) Higher stresses meant shorter engine life.
- (4) Much of the peak bhp was being gained at the expense of torque in far more frequently used engine ranges
- (5) Engine warm up was slower and idling rougher
- (6) Much of the extra power was being dissipated through inefficient automatic transmissions, spongy power brakes, and rubbery power steering anyway.

On body styling the comments are "Please lets stop playing Rocket ships". "There was nothing much to indicate that General Motors design department would ever operate at anything higher than Juke box level." "They still appear to cling to the motto, if its no good chrome it."

How refreshing to read the Americans on themselves.

Please write for the Bulletin - Cars I have owned, Runs to Remember, Articles on specials, abusive letters, anything you like as long as you can write and I can read every second word at least. - Ed.





# CLUB CALENDAR



- September 9th. MONTHLY MEETING: Victoria League rooms, D.I.C. Building at 8 p.m. Programme. Films loaned by Mr. A.W.Hamilton-Brown including films of the testing of the Triumph T.R.2. A discussion on Trials driving with Arnold Stafford on Navigating, Tom Grant on Preparation, and Hugo Hollis on Special Tests.
- October 14th. MONTHLY MEETING: Victoria League Rooms, D.I.C. Building at 8 p.m.
- 16th. NIGHT TRIAL. There are a wide variety of awards for this trial, including one for the best Navigator.
- 22nd. MANAWATU CAR CLUB LABOUR WEEKEND RALLY.
- & 23rd. Intending Competitors may get information from the Secretary.
- November 11th. MONTHLY MEETING
- 20th. Plimmerton Hill Climb (Pending approval of the Council for road closure.)
- 28th. DAY TRIAL.

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The Hutt Club are running two hill climbs during September. Full details of these are not available but the dates and venues are :-

- September 4th. HILL CLIMB, Judgeford.
- 25th. HILL CLIMB, Wallaceville. This is one of the most interesting courses around Wellington with the record at present being held by Bob Gibbons and his Cooper. For that matter are there any Hills near Wellington where Bob doesn't hold the record?

Would any club member knowing the addresses of the following new members please contact the Secretary P.O.Box 5142.

F. Mitchell, ? Anderson. Trevor Johnson.

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WRITE FOR YOUR BULLETIN

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WELLINGTON CAR CLUB INC.  
=====

9th August, 1954.

Dear Club Member,

Just a note to remind you that the next Club Event takes place on Saturday next the 14th August.

We expect to see you at this event and no excuses for non-attendance will be listened to for this is the event especially organised for all Club Members.

In fact this is the event you've been waiting for - because  
(1) No particular type of vehicle will have the slightest advantage over another and the final results will rest entirely on the ability of the driver and navigator plus, perhaps, a little luck.

(2) There is no more risk involved in this event than in ordinary motoring and probably much less than is encountered by those brave drivers who venture out when the Sunday driver is at large. Provided that you possess, or can borrow, a car with W.O.F. and have a drivers license you have nothing to fear.

(3) You may bring Mum, the wife or girl friend etc., knowing that you will give them a pleasant outing too.

"What sort of an event is this?" you ask.

At this stage the following information can be disclosed but if you want to know more you will have to come along and find out.

(a) The total mileage will be under 50 miles.

(b) Speed will not be a deciding factor in any test and no stopwatches will be used by marshalls.

(c) The first car leaves McGinnity Street, Wellington at 2.15 and competitors are asked to be there by 2 p.m.

(d) The finish will be in the Hutt Valley for the convenience of Hutt and Eastbourne members.

(e) Entry fee is 2/6d.

(f) First Prize will be a cash order for £1 on M.E.P. Bookshop.

(g) It is essential that competitors bring a reliable watch, torch, pad~~s~~ and pencil and have at least one companion with him or her to assist with timekeeping.

Be seeing you at McGinnity Street Saturday next.

Cheerio for now.

Allen Freeman  
Organiser.

P.S.

Don't forget Thursday next is Club Night - There will be films, a short talk by John Mc Millan on his Australian trip and the presentation of all Certificates won in the past two years.

For the benefit of those who did not attend last month I'll let you into a secret (the new Committee are O.K. - they're turning on supper!)

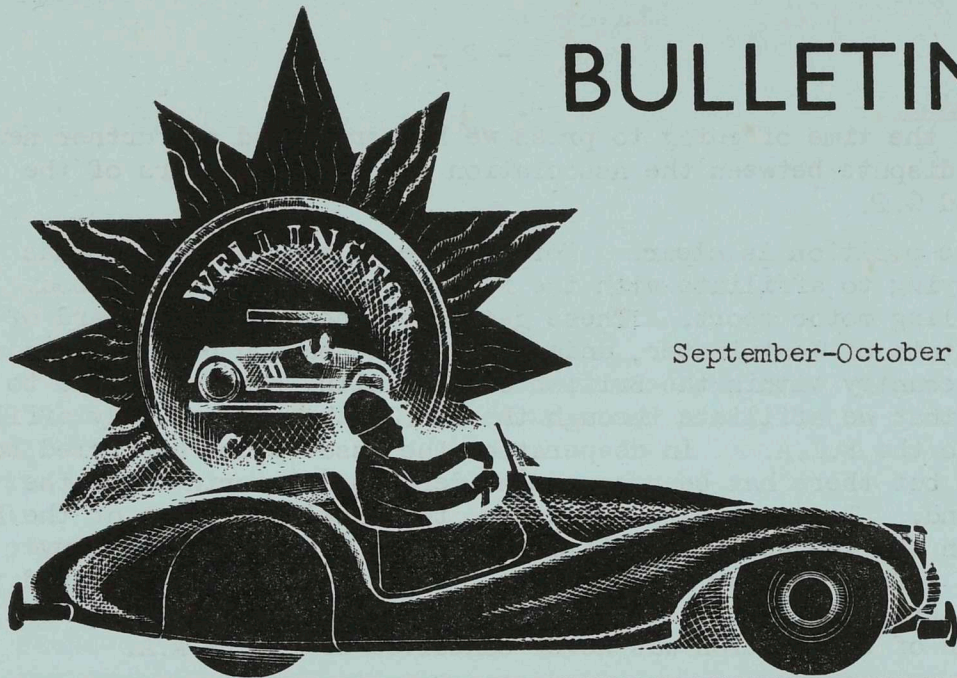
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THURSDAY - CLUB NIGHT - VICTORIA LEAGUE ROOMS - 7.30 P.M.

SATURDAY - BE AT MCGINNITY STREET 2 P.M. for sure.

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# BULLETIN



September-October 1954

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WELLINGTON CAR CLUB (INC.), P.O. BOX 5142, WELLINGTON, C.1

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## DIRECTORY:

Club Captain  
Secretary  
Treasurer  
Editor

T. Grant  
V. Evans  
A. Robb  
W. Easterbrook-Smith

Write for your Bulletin.

Copy should be sent to Box 223, Lower Hutt.

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CAUTION IS NO SUBSTITUTE FOR SKILL

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EDITORIAL:

At the time of going to press we have received no further news of the dispute between the Association and the organisers of the Auckland G.P.

The position is clear. For some years the Association has been trying to affiliate with the F.I.A., the international body controlling motor sport. These gentlemen, never having heard of the Statute of Westminster, under which New Zealand became an independent country within the British Commonwealth, have attempted to insist that we affiliate through the R.A.C. the English body affiliated to the F.I.A. In desperation the Association has tried to do this but there has been some considerable dilatoriness at the other end. To complicate the issue, the Auckland Branch of the A.A. has been the New Zealand affiliate of the R.A.C. for many, many years. This was for the purposes, mainly, of those who wished to travel abroad by car. As far as the writer is able to ascertain the question of competition was never conceived of by the A.A.

There is only one body in this country which can be said to exercise control over motor sport in New Zealand. That is the Association of N.Z. Car Clubs. If the R.A.C., who under International Law have no possible claim to control New Zealand sport, but through whom we are at the moment forced to attempt affiliation, should attempt to question this by attempting to grant affiliation to a district or local organisation, the only method of prevention is calling meetings of that organisation black.

If the organisers of the Ardmore G.P. persist in their attitude of attempting to ignore the A.N.Z.C.C., the action of banning the meeting to holders of A.N.Z.C.C. competition licenses is the only one that can be taken. There can be one body only in control of Motor Sport in this country and that body is the A.N.Z.C.C.

W.E.S.

.....  
ASSOCIATION CONFERENCE

The seventh annual conference of the A.N.Z.C.C. was held in Wellington on 27th and 28th August. There were delegates present from twenty four affiliated clubs. Briefs from the minutes that would be of interest to members are as follows:

AFFILIATION: A letter from the R.A.C. indicated that a decision would be made in the near future.

OFFICIALS: The following were elected to office:

- President: P. Lupp
- Vice President: H. Hollis
- Secretary-Treasurer: C. Gordon
- Executive: Messrs. Brewer, Freeman & Stafford.

COMPETITION LICENCES: Area Stewards are now empowered under certain conditions to issue licences.

All requests and demands made in accordance with ANZCC Rules to any Club or Member, must be met within one month, failing this, no permits or licenses shall be issued to that member until such requests or demands have been completely fulfilled.

Medical certificate if requested must be supplied.  
No provisional licenses in future will be granted.

CAR IDENTIFICATION: Recommended that N.Z. entrants in major races carry either the Silver Fern or Kiwi.

All numbers on competitors cars shall be a 6" x 1" stroke on a 10" x 8" backing.

SALES TAX The ANZCC is to make representations for the removal of Sales Tax on racing tyres, and single seater, new and second hand racing cars.

LOG BOOKS: Our recommendation on the institution of log books was first of all carried, but after further discussion was rescinded.

OFFICIALS AND COMPETITORS: No official of a meeting is permitted to compete at that meeting.

NOVICE EVENTS: Recommended strongly to clubs holding major race meetings that a novice event should be held.

INTERNATIONAL FLAGS: International flag signals are now adopted.

ALLOCATION ON CHAMPIONSHIPS:

- N.Z. Road Race. Otago Feb. or Easter.
- N.Z. Hill Climb. Northern Sports Car. 15th Jan.
- N.Z. Beach Race. Southland. 19th Feb.
- N.Z. Trial. Hamilton. June or July.
- South Island Hill Climb. South Canterbury. January.
- North Island " " Auckland Car Club
- " " Beach Race " " " March.
- Wigram 22nd January

Mairehau  
Ohakea

5th February  
5th March.

DISCIPLINE: Fines totalling over £20 were made on clubs and competition licence holders judged guilty of breaches of the rules of the Association.

.....  
LETTERS TO THE EDITOR:

Dear Sir,

HURRAH FOR 'TWELVE YEARS' - I thought the Wellington Car Club was finished but see there is still hope that we may get back to the happy days of Paekakariki and Beach Racing.

Yes, Houghton Bay Hill Climb could be made into the classic of Hill Climbs in Wellington. It has everything - central - good pit area - nice, UNSAFE interesting bends and grades -. Why could it not be our classic Hill so each year we have something to look forward to instead of egg and spoon events. It may interest the members to hear that Houghton Bay Hill was voted by the visiting drivers as the most interesting Hill they had driven on - Roycroft, one of New Zealand's most experienced drivers, has written asking when the next event on the Hill is to be - well, do we write Finish! or a date!! Let us stir up the egg and spooners and introduce them to some speed events.

Ah! Beach Racing, lovely and lots of fun. Cannot you enthusiastic members remember the days at Waikanae Beach when Alan Freeman used to blow up amid a geyser - Ollie Cottrell unable to keep going in spite of the number of gearboxes and petrol tanks tacked on to all parts of his car - Hugo saying - Mad - Mad - their cars will never be the same after being on the beach - John and Clinkard racing each other both determined to win - the Easterbrook-Smiths pushing and stopping, pushing and stopping, then bang - stop - those were the days - well 'Twelve Years' we are with you all the way - Yes we are Twelve Years also.

P.S. In case you egg and spooners think I am hiding under a non-de-plume, I am,

Billie McMillan.

Hint for the Egg & Spooner.

Have you read "Split Seconds" by Raymond Mays - well read it and see if you can still remain unmoved by the thought of a Racing Car, fast Sports Car or Special. See what an ordinary poor enthusiast can do.

The Editor.

Dear Sir,

It is unfortunate that our worthy Club Captain should be guilty of inaccuracy. The last Beach meeting was a N.Z. Championship involving fairly heavy prize money, and even so I think the bulk of the loss was on an unfortunate do that night. Earlier events were more successful financially and competitively.

The point I was struggling to make in my lame way was this. If the committee decide to organise a limited number of events, and made them good ones I approve. If those limited number are weighted in favour of speed or touring that is unfair and bad. Am I correct by the way in assuming that the Plimmerton Climb being held in November was originally an extra planned by two sporting gentlemen and that this has now been made a Club Championship? Surely if the Committee planned a hill climb that should be the Championship rather than saddling two willing horses with the additional responsibility? I am out of Wellington unfortunately and may be barking up the wrong tree. I sincerely hope so for this would be a shocking state of affairs. What and where is the hill climb being organised by the Committee? Houghton Bay I hope.

I hear rumours that Michael Pointon is looking into the possibility of a Beach Race. I am glad there is someone who remembers that the Clubs name once contained the word Sports in it and indeed in its first years Sports and Racing. Have these words now attained the same sense of obscurity that seems to cling to the word Peace in the international sphere?

TWELVE YEAR MEMBER.

NOTE: The rumour above is correct. Will anyone who would like to assist in staging a beach meeting at Waikanae probably around March get in touch with Michael Pointon so that he can assess the possibilities. - Ed.

FURTHER NOTE: It is understood that the Committee will be organising a climb at Houghton Bay - Ed.

.....  
After seeing the 1954 Red X Trial films I am wondering who are the Egg and Spooners of Motor Sport - certainly not the trials boys! Even our short 2 day efforts here are no picnic.

Club Captain.

.....

LEVIN CAR CLUB TRIAL - H. HOLLIS

On Saturday 2nd October Tom Grant and I travelled to Levin to compete in the Levin Car Club's Annual Day Trial. We had Arnold Stafford and Ron Frost as navigators in the two Morris Minors.

The Trial had several excellent features; all drivers and navigators were briefed beforehand at a local restaurant and all queries were answered, all railway crossings were regarded as compulsory stops for the purpose of the trial. Route sheets were issued at the start of each section and left no room for doubt.

The Trial started in Levin and ran via Koputaroa to Foxton good roads; just south of Foxton we turned east and shortly entered a road marked 'NO EXIT', however we pressed on and came out at Marotiri and followed the Moutoa Swamp Road to cross the Manawatu River into Shannon. Plain sailing down the main south road to the outskirts of Levin where we turned off and deviated via Mohunoa to Ohau. Next we travelled south over the Otaki River and ran up the gorge to finish at a lunch stop in very pleasant surroundings at the Otaki Forks.

After lunch we were five miles down the gorge and crossed a suspension bridge to enter the "horror section". This was five miles of logging road over the ranges into the bush, average gradients were about 1 in 4 up and down and the surface had to be seen to be believed in places. Parts of it had originally been sealed to enable the timber trucks to climb the steep gradients. When we had climbed about 10000 feet (?) at 12 m.p.h. we met a marshal who said, "Alright, now you can turn round and go back again averaging 14.5 m.p.h. Being car No. 1 we had to meet all the other competitors on the way. Some were boiling furiously and one had his navigator pushing to help him up the hill! Everyone eventually returned from the jungle even though all B.M.C. 8 H.P. motors had acquired corrugated sumps and our Club Captain had a clutch which could not be disengaged. He finished the trial, including eliminating tests with no clutch! good show. From the sawmill we proceeded by the shortest route to Hokio Beach where we got well and truly stuck in soft sand going on to the beach. About a mile up the beach two driving tests were held, they were well thought out but the beach cut up badly and must have made things hard for later cars. We drove on up the beach to Waiterere and so back to Levin via Kawi Road and Lake Horowhenua. The trial finished with several miles round back streets at 14.5 m.p.h. which seemed unnecessarily slow. After the finish we were given tea at the starting point.

The event was divided into sections and each section into sub sections with changes in average speeds. The speeds set were all reasonable but high enough to maintain interest except in the last section. My only criticism is a personal one and refers to the use of the beach. I do not like motoring on beaches or being stuck in deep sand. The tests would have been more interesting held on grass and would have given everyone equal chances. The trial was very well staffed, covered interesting country, was good practice for the Labour Week End Rally and was one of the most interesting I have competed in. Next year I hope more Wellington Club members will support it.

Results: 1. J. HUDSON 2. T. GRANT 3. H. HOLLIS  
AUSTIN A40. MORRIS MINOR MORRIS MINOR

IN PASSING

- LONGSTROKE.

Mike Hawthorn has won another G.P., Barcelona this time. Williams and Segrave are the only two Englishmen to have won two before.

Freddie Zambucka is taking his 2.9 Maserati over for the Australian G.P. on November 7th. This event will be broadcast over two or three of the Australian stations which are heard clearly here. We wish him the best of luck.

Personal score for fifty miles driving in and around Wellington on the Saturday of Labour weekend. Intimidated by on coming traffic passing when I was too close to them, necessitating some solid braking on my part, seventeen times, including two left hand drive cars with Dpl.plates and one with the Vice Regal crown. Passed on a blind corner once. Observed cars passing on blind corners three times. Twenty one potential accidents in fifty miles left me a little frightened. Kiwi Clot and his cousin Claude, not to mention dear Clottilda who never can remember signals was having a field day. With an annual mileage of about 20,000 mainly on Monday to Friday stuff I find the weekends rather a strain.

Ollie Cottrel has another special under way. Two JAP dirttrack bikes joined with a lot of tube to an Austin 7 chassis, each frame and engine articulated separately. Engines detuned with individual throttle controls. Ollie says its no use talking to him he wants to see what will happen. Don't we all!!

In reply to a question as to what one does if a front wheel slide is provoked in a car without sufficient power to induce the back to break

	NAME	CAR	Check	2	3	4	5	Total points lost on road	Test 1	Test 2	Test 3	Total Tests	Total Points Lost in Trial
1	T. GRANT A. Freeman	Morris Minor	0	0	0	0	0	0	4	4	5	13	13
2.	A. SALEK A. Ventura	Austin A40	5	0	0	0	0	5	33	12	22	67	72
3.	H. HOLLIS R. Penny	Morris Minor	15	20	0	0	0	35	11	4 $\frac{1}{2}$	23	38 $\frac{1}{2}$	73 $\frac{1}{2}$
4.	P. SLOCOMBE H. Slocombe	Hotchkiss	0	0	20	0	5	25	10	19	23 $\frac{1}{2}$	52 $\frac{1}{2}$	77 $\frac{1}{2}$
5.	L. CLEMENTS J. Nelson	Singer 1500	0	0	0	0	0	0	23	24	32	79	79
6.	J. Berkett D. Morrish	Austin A40	0	0	0	0	0	0	0	30	52	82	82
7.	J. LUST S. Salek	Hillman Minx	20	25	0	0	0	45	8	18	17	43	88
8.	D. MOLLER Miss J. Wraight	Morris Minor	10	10	10	0	0	30	18	20	33	71	101
9.	R. BUCKTHOUGHT F. WEST-WALKER	Ford Special	5	5	5	0	60	75	0	1	27 $\frac{1}{2}$	28 $\frac{1}{2}$	103 $\frac{1}{2}$
10.	R. GEORGE Miss McLean	M.G.T.F.	35	20	5	5	10	75	6	14	9	29	104
11.	J. HULL-BROWN J. Palmer	Hillman Minx	5	0	10	5	15	35	1	29	48	78	113
12	( A. DONNELL E. Goodwin	Triumph Gloria	0	0	10	10	20	40	17	7	51	75	115
TH.	( R. GIBBONS D. Ward	Morris Minor	20	25	10	0	5	60	11	23 $\frac{1}{2}$	20 $\frac{1}{2}$	55	115
14	D. EDHOUSE C. Jones	Austin A30	15	0	5	0	20	45	30	16	46	92	137
15	R. SMITH Miss C. Whangapirita	M.G.T.D.	10	25	15	15	35	100	11	12	26	49	149
16.	C. MULHOLLAND R. Tillson	Studebaker	0	0	0	10	10	20	23	38	71	132	152
17.	B. POPE J. Carter	Vauxhall Velox	0	0	15	5	30	50	9	34	25 $\frac{1}{2}$	68 $\frac{1}{2}$ + 50 penalty	168 $\frac{1}{2}$

AWARDS: 1st T. Grant Hollis Trophy & Miniature+ £3. 0. 0  
 2nd. A. Salek £2. 0. 0  
 3rd. H. Hollis £1. 0. 0

BEST NAVIGATORS:

A. Freeman )  
 D. Morrish )  
 J. Nelson )

All Lost 0 points on road  
 section.  
 Award of £3. 0. 0. equally  
 divided.

too, Bob Gibbons used four words with the same polished simplicity as his driving - "Wait for the accident."

.....

The 500 Club and the Hutt Club have recently heard a talk by one half of a special building team on how and what and why it was done. It is understood that they now propose asking the other half of the team and are likely to hear a completely new lecture.

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Once upon a time it was always possible to fill a weekend by making a tour of inspection of the Specials that were under construction. Ichabod, the glory has departed. A tour now, will only get one an ear bashing about nasty little motor cars produced by the B.M.C. and other producers of clutterbugs. Once upon a time members evinced mild interest in cars with a 60-65 m.p.h. third gear. Now some get lyrical about those with this speed as a maximum in top.

.....

Special Building is an art and a disease. There is one N.Z. special which was built because the owners had a lot of junk and nothing to cart it away on. An Australian one was built because someone admired a con rod and built an engine around it, and then a chassis for the engine.

.....

Professor Jerk, may his timing chains never slip off, pursues his indefatigable quest of Shakespeare the motorist offers the following from Macbeth Act III as proof that Shakespeare had been a handicapper.

The Valued file

Distinguishes the swift, the slow, the subtle,  
The housekeeper, the hunter, everyone according  
to his gift, whereby he does receive particular  
addition.

HUTT CLUB HILL CLIMB

The Hutt Club Hill Climb at Wallaceville was blessed with delightful weather, alternately blessed and cursed by a very sensitive photo-electric cell timing device, and cursed by among other things, a cartload of horse. Practice was late starting, and two practice and two official runs were held. Alan Freeman recorded F.T.D. Edhouse and McBeath both had the bit between their teeth

in their Ford specials. Phil Fowke and Graham Cowie had a grand private duel in their 2½ litre Rileys. Toby Easterbrook-Smith, having his first competitive drive for twelve months, was uncertain in practice and in the afternoon suffered from mysterious lack of power which turned out to be mag timing. Poyntons Alvis was also well astray on mag. timing. Slocombe improved steadily with the Hotchkiss which is a most unwieldy car for this hill. His last run was very good. The fug-buzz-box class contained Bob Gibbons and Hugo Hollis in Morris Minors among others, Bob winning the class with a very neat 55.6 secs.

The five fastest cars were:-

- Alan Freeman, Cooper 500, 45.4 sec.
- Don. Edhouse, E.J.Special, 48.8 sec.
- A. MacBeath, Mac Special, 49.8 sec.
- W. Easterbrook-Smith, E.S.S. 52 sec.
- A. Sirrett, Consul-M.G. 52.2 sec.

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SECRETARY'S NOTES:

It is very gratifying to note that more new members are joining the club, from meeting to meeting, and we are sure that they will find plenty of interesting aspects of car club life both within our own club and from events held during the year.

In conjunction with the above paragraph we would like to extend a hearty welcome to the following new members.....

- |                    |                               |
|--------------------|-------------------------------|
| Maurice D. Hislop, | Howard W. Hunter,             |
| C. Mulholland,     | John Stockdale,               |
| D.M.Edhouse,       | O.G.Jones,                    |
| A.H.Paddison,      | A.A.Pennington and K.T.Jones. |

It might be of interest to note a couple of 'bods' who have decided to come out of "retirement" (old age pension not enough?) They are

- Eric Honey,
- Leslie Stone (and wife).

I am sure you will all join with me in wishing one of our Committee, Bernie Foster an extra big "BOB VOYAGE" and best wishes to him. Bernie left for England on Saturday October 23rd., yours truly saw Bernie off on the Rangitoto, Wellington turned on some sunny weather to cheer Mrs. Foster and Bernie on their way. The club will be sending Bulletins to him so he shouldn't lose contact with us. During Bernie's membership he willingly gave his services, and even though he was sailing on the following Saturday, Bernie went through with the complete organizing of the Night Trial on October the 16th. The following letter was received from Bernie prior to his departure;;;;



'It is with some feeling of regret that I write these few lines and it is strange to recall that my first activity with the W.C.C. was as a marshal in a Night Trial, and now my last function has also been a Night Trial. I wish to thank all competitors and crews that came along and I hope they enjoyed themselves. To that gallant band of individuals without whose help it is impossible to run any event, I say thank you marshals and thanks again!

Well chaps I am writing this just after the event and when you read this I myself will be on the high seas, and who knows what the future holds, but to you all and the W.C.C. my wife and self wish you all the very best.

Cheerio, Bernie Foster."

We acknowledge your best wishes Bernie, and return ours many times over. It is very gratifying to note that the attendance of competitors at the Night Trial was one of the best that has been for some time.... some eighteen in number turned up. First prize goes to T. Grant (Morris Minor) Second Prize to A. Salek(A40). Third Prize H. Hollis (Morris Minor) Best Navigator Prize goes to A. Freeman, D. Morrish, J. Nelson who shared equally. From news received, the Levin Car Club's Day Trial was just that. Anything bigger than a Morris Minor would not have been able to negotiate the bends.

T.J.Grant came home with a crimped sump, and minus clutch linkage, so operation of the gears was by ear only (does that account for the cotton wool in the ears). However a good days "spring bottoming" was had by all.

Help will be needed for the Hill Climb on November the 20th, unless Marshals and Officials to be are forthcoming, the Hill Climb will be cancelled. Anybody who has this date free please give us hand - after all it is your club, and these Events are all a part of club life.

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CLUB CAPTAIN'S NOTE: This so called extra hill climb is being organised almost 100% by the Committee and great difficulty is experienced in obtaining the necessary workers. The usual difficulty of obtaining sufficient marshals - so will any members who can possibly help please contact any member of the committee.

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HILL CLIMB - PLIMMERTON. NOV.20th.

Organiser - A.H.Robb.

The hill climb is to be held on the same tar sealed hill section of the Plimmerton-Pauatahanui Highway as previously. For those who don't know, turn RIGHT at Plimmerton and proceed onwards, upwards and over. If your interest in motor sport extends to assisting with laying wire, roping off etc. and the hundred and one jobs associated with a hill climb, your presence at the venue from 8.30 a.m. onwards will be appreciated.

Entry Forms have been sent out and extra copies may be obtained from the Organiser if required. NOTE: Competitors under twenty one years of age can, on application to the Organiser or Secretary in writing, obtain a specially prepared entry form for their use, on which the indemnity clause must be signed by the entrant's parent or legal guardian.

Scrutineering is to be of a very high standard and intending competitors are urged to ensure that their vehicles are in first class order and that no cause exists for possible rejection of their entry.

Practice will start at 10 a.m. sharp (all things being equal) so please be early for scrutineering.

Runs will consist of a minimum of two practice and three official runs per car with the possibility of a fourth official if time permits.

The Event cannot take place without MARSHALS, and a considerable financial loss will be incurred without GATEKEEPERS to rake in the boodle from the public. Will volunteers please either phone the Organiser at 44-070 (business) or hand in their names at next club night.

Transport is required to convey the gear to the hill on Saturday morning and back again afterwards. Will any member who can provide a light 15 cwt. truck or van with or without driver for use on the Friday evening and on the Saturday please contact the Organiser promptly.

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FOR SALE:

1 ROBOT 35mm CAMERA, Model IIA: Schneider 2.8 Lens; speeds 1 -500th; 50 exposures per standard film.

Will take standard 35mm cassettes (black and white or colour) or special reloadable Robot cassettes. Camera has built-in motor permitting sequence shots (up to 20 on one winding) as fast as shutter can be pressed. Ever-ready case with camera.

In addition, the following accessories:

- 1 Schneider 3.8 telephoto lens
- 1 Sports finder (frame) for both lenses
- Lens hood, 2 filters (fits both lenses)
- Flash gun, synchronised to camera.
- Close-up lens (2 dioptré)
- extension rings (2) for really close work (copying etc)
- Exposure meter (Agfa Lucimeter) in case
- Extra cassettes, cable release, Quantity FP3 and HP3 film, etc. etc.

The whole outfit in new condition, and in fitted leather brief case. An excellent outfit for motorsports work - or even for photographing the kids at home. Price £75. (Insured for £100).

Enquiries to Eric Honey,  
P.O.Box 2028,  
WELLINGTON.

Phone 70-999.

Reason for downfall: Owner required 'dollars' for support of future American wife.....

SHOCK ABSORBERS:

How are your Shock Absorbers? This is a question often asked by people such as the Transport authorities, in their Road Safety Campaigns. Some people take a look under their car and should they satisfy themselves that the shockers are still there, think no more about them, having contented their minds they (the dampers) if still there, are in perfect working order. This is of course a very slovenly attitude to car maintenance, shunned by all Members of the Club I'm sure

It is only since my hydraulic dampers packed up completely that I began to look around for a suitable replacement for my Saloon. The originals as fitted, were in my opinion, far too small for the load they had to carry and bigger units were rather highly priced.

Telescopic units were even considered, but once again by the time suitable brackets were made and fitted the cost would be on the rise once more.

I happened to be talking to a Member of our Club about this matter and his suggestion was to fit those "rotary flow rubber in compression type" of shock damper. The price was considerably less than the cost per unit of any replacement priced of the hydraulic nature so I had four of these "Rotoflox" fitted. At first for a couple of months the riding of the car was extremely hard but the cornering characteristics of the car completely changed, for a rather oldish saloon which lurched a fair bit towards the end, when the hydraulics wore out, it went around corners as if on rails.

Now after a thousand or so miles since they were fitted, the "newness" and stiffness has nearly gone from the "Rotoflos" and the car settling down. This settling down I believe is the working in of the latex rubber. The car rides well, corners well, and has taken on a new lease of life since these Dampers have been fitted. It is just amazing what an important part Shock Dampers play in the control of a car. Even though they are sometimes fitted in the most awkward places, it is well worth while to spend some time checking on these items, checking for oil levels, loose mountings, oil leaks, and worn rubber bushings.

Are your shock Dampers working ??????????

J.E.

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The next monthly meeting will be of interest to those who wish to get the maximum performance from their cars.



# CLUB CALENDAR



11TH NOVEMBER: CLUB NIGHT Victoria League Rooms  
 18TH NOVEMBER: COMMITTEE MEETING: Derek Moller  
 20TH NOVEMBER; HILL CLIMB Plimmerton  
 27TH NOVEMBER: SPRINT Manawatu Club  
 9TH DECEMBER: CLUB NIGHT Victoria League Rooms.

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NOTE: It is hoped to have the next Bulletin out the week before Christmas. Please send contributions to Box 223, Lower Hutt not later than Thursday 16th December.

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## FOR SALE:

Special Builders.

I have for sale, 1 lightweight steering wheel £1; funnel cooling tubes for water or oil 7/6d per length, one supercharger, double unit Roots type with Weber Carburettors for 3 litres, 12 lbs boost. £100 or near offer. Apply

John MacMillan  
 Phone 84-645 or  
 84-923.

2 reconditioned 1 $\frac{1}{4}$ " bore S.U. Carburettors £5.

Apply in first instance to Club Secretary.

Arnott Supercharger. Anyone interested in obtaining one of these apply in the first instance to the Club Secretary.

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WRITE FOR YOUR BULLETIN

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