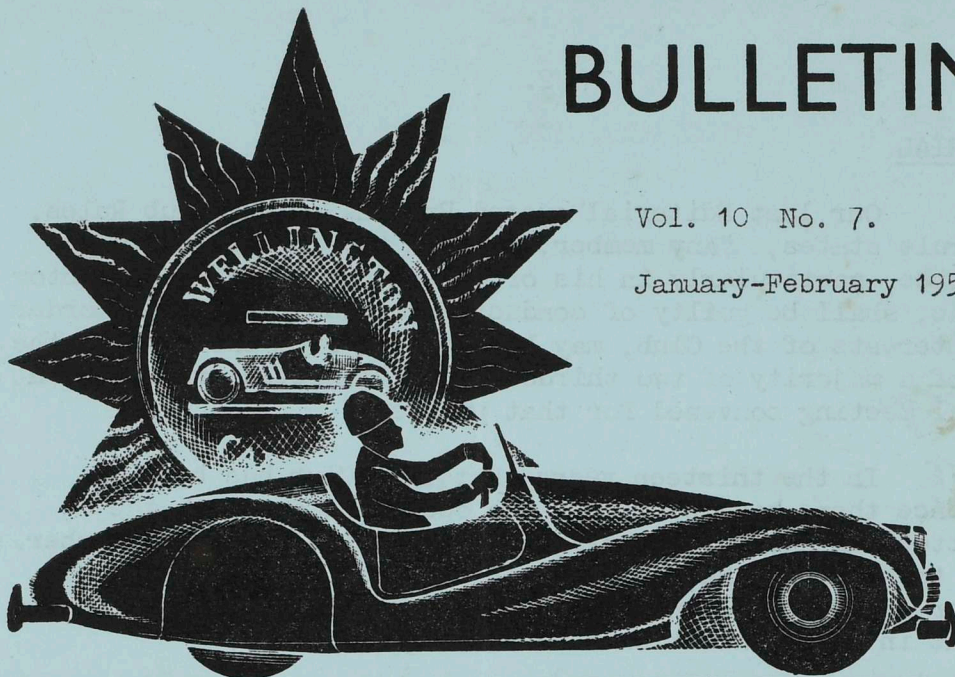


# BULLETIN



Vol. 10 No. 7.

January-February 1955.

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

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## DIRECTORY.

Club Captain	T. Grant	Telephone 94D Eastbourne
Vice Captain	A. Stafford	
Secretary	V. Evans	Telephone 56-782
Treasurer	A. Robb	
Editor	W. Easterbrook-Smith	Phone 76-312
Committee	B. Cronin,	J. Evans, K. Garbutt
	A. McBeath,	H. Mitchell, D. Moller,
	R. Penny,	R. Webster.

These people are the officials of your Club. They are there to run the Club for you, but they cannot do it without your help. These are the people to approach if you have any grumbles, any bright ideas, or if you can do some work for the Club.

.....  
The next Bulletin will appear after the Annual General Meeting in April. Copy should reach P.O.Box 223, Lower Hutt before Friday 22nd. April.

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CAUTION IS NO SUBSTITUTE FOR SKILL

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EDITORIAL.

Our last Editorial quoted Rule 24 of our Club Rules. This rule states, "Any member, who, in the opinion of the Committee, particularly in his or her manner of driving a motor vehicle, shall be guilty of conduct injurious to the good order and interests of the Club, may be expelled from the Club by the vote of a majority of two thirds of the Committee present at a special meeting convened for that purpose."

In the thirteen years that this Club has been in existence there have been only two occasions on which the Committee has had to take disciplinary action against a member. It is to be hoped that this number will not be increased. However if it becomes necessary to do so, the Committee are adamant in their intention of enforcing this rule.

A complaint has been received from the Transport Department that certain members of this Club have been seen travelling at excessive speeds, particularly on the Johnsonville-Porirua motorway. We may disagree with our traffic law, and believe that the factors regulating speed are the road and traffic conditions prevailing, but the fact remains that the law states plainly the maximum speed allowable on the road. For anyone who is caught there is no excuse.

Our Club is entirely dependant upon the use of public roads for its venues. In the past our relationships with the Transport Department and its officers have been more than friendly. On more than one occasion, the assistance they have given us at events has been far beyond that requested, and beyond that which could indeed, be reasonably expected. If there are one or two stupid clots in the Club, who by playing boy racers or otherwise giving rein to their adolescent exhibitionist tendencies, place this relationship in jeopardy, they will be expelled. They will richly merit such expulsion and any further recommendation that the Committee may make to the A.N.Z.C.C. regarding their Competition Licenses.

There will be no more warnings.

## THE WASHINGTON D.C. AUTO SHOW

or

Jeez Bud, look at the Sport Car.

Life in the United States is odd. The incredible piles up on the unusual so thickly that one soon learns to accept the impossible as commonplace.

The impossible was in this instance, that I should accept American cars as being quite normal vehicles in which one should take an intelligent interest. Yet it did happen. I went to the Washington D.C. Auto Show with my young friend Dennis who is thirteen years old, and has already built his own hot rod, powered by a Briggs & Stratton single cylinder engine.

The show was in the National Guard Armory - a building large enough to fight the next war in. The show had representation from every U.S. passenger car manufacturer, and each stand contained the glossiest, longest, widest, bulgiest automobiles (I shall not call them cars) that one could possibly imagine. The only difficulty was that they all looked alike. For instance, the Chevrolets, the Pontiacs, the Buicks, the Oldsmobiles, and the Cadillacs all had virtually the same bodies with a silly dip in the waistline, which presumably distinguished them from the Fords, Mainline, Customline and Fairline. The Fords in turn, had the front of the car, where the radiator used to be in real cars, sloping back like a Ferrari, with hooded headlamps like Dr. Fu Manchu or Betty Boop's eyelashes, and of course all the Mercury models, Montclair, Monterey and Mercury all looked exactly the same. Unfortunately someone had made a terrible mistake, because the Plymouth looked exactly the same too, so unless one goes and reads the name, one just cannot tell which is what.

By now I can imagine the reader thinking, "Well, the United States have certainly changed Easterbrook-Smith. He never used to worry about coachwork!" True, but what else is there to worry about here, as beneath the glitter all U.S. cars are practically identical. Nearly all have V8 engines with O.H.V. The average family car - Ford, Plymouth Chevrolet, disposes of some 160 b.h.p. with an engine of  $4\frac{1}{4}$  -  $4\frac{1}{2}$  litres. Few dare to vary



specifications or else no one would buy them.

If one looks deeper, some interesting mechanical specifications are found. For instance the Eldorado Cadillac develops 270 b.h.p. at 4600 with 5.4 litres. The Chrysler New Yorker de Luxe (in an example of which incidentally I go about my business as commercial attache) develops 250 b.h.p. at 4600 rpm also with 5.4 litres. The short stroke distinction goes to the Studebaker Commander V8 (3.56" x 2.81") or 3.6 litres in our language. It develops 140 b.h.p. at 4500 r.p.m. is mounted in a beautiful chassis and proves that Americans can build fine bodies when they want to. The Coupe, a full five seater, is one of the finest looking cars I have ever seen, and betrays a strong Italian influence. It has good aerodynamic shape, the chromium is restrained, it looks small although it has plenty of room and altogether it is a very fine car. By the time this appears in the Bulletin I shall own one. There is also a larger Studebaker V8, the President, (3.56" x 3.25", 4.25 litres) which gives 175 b.h.p. at 4500 r.p.m. This model also appeared at the show in "Speedster" form, with 210 b.h.p. and I fell for it in a very big way. It looked magnificent in very close coupled coupe form, had real instruments with white figures on black dials, no nonsense of any sort about it, and what I thought was the very reasonable price of 3,200 dollars. As a Mark VII Jaguar cost a lot more than that, I should say the Studebaker was very good value, particularly as it has a maximum of 115 m.p.h.

So far I have not touched on any of the "foreign" cars. Well Dennis was explaining to me that what I thought was the back of the Oldsmobile was really the front, when it happened. I heard a nasal voice behind me exclaim, "Jeez, Bud, look at the sport car!" Turning round I saw it! A 300SL Mercedes, in brilliant red, mounted on a dais, behind rails and guarded by a policeman. Instantly every vestige of the United States fell away and I felt that familiar sense of excitement that one feels when seeing a real car for the first time - the sort of thing we felt when we first saw the Roycroft Alfa, Tom Sulman's Maser., the B.R.M., and the Ferrari in New Zealand. First of all like all good cars, it looks small and compact. Next, the body lines are dead right, not nearly right, or passable, or fairly good, or with any other qualification, but perfect.

Then all the detail work is of an incredibly high order - the sort of thing the Americans never attempt and the British usually fail to reach. I could have spent hours looking at it, and even felt I could make a passable attempt at driving it - it looked so right that I felt it would be almost impossible to commit nonsense in it. The price 8,600 dollars.

The rest of what the Yanks call "sport cars" suffered sadly in comparison with the Mercedes. The XK 120's, even with Rudge wheels, looked sadly ordinary, as did the Austin Healeys and the M.G.s. The Porsche was interesting in open sports form, but did not impress as being the real thing, although an aerodynamic saloon looked delightful. Sadly enough, the only really good British car was a Bentley, a beautiful Park Ward saloon in dark green with a price tag of 15,800 dollars. The Americans were quite bewildered by it. It had hardly any chrome, there was an instrument panel made of real wood, the instruments were round, it was all one colour, the front did not look like - well what do American cars look like? The body looked as if it had been designed by one man instead of by the frenzied ministrations of countless salesmen and stylists. And the Americans just looked at it, shook their heads sadly, and hurried back to their Power Glides, their Dyna Flows, their hardtops and their automobiles which they love so much, but which they treat so shamefully and casually.

One other highlight was a dream car. Most of them were, mercifully, absent. But this was a good one. It was the Pontiac Bonneville Special - a very fine two seater with a perspex top, much on the same lines as the Mercedes, and while not as good, it looked very much the real thing - small, good lines, a nicely drilled aluminium (aluminum?) spoked steering wheel with a wooden rim, bucket seats, good instruments and an oil cooler poking out on the right hand side of the body.

Finally there was a display of cars of all ages from the 1890's up to the present, and as a vintage man I must reluctantly concede, at least with American cars, that there has been some progress in the last sixty years. Oh yes - the Ford Thunderbird, a production sport car, is a very fine job and looks somewhat better than an XK120.



Perhaps Dennis summed it up correctly. His reply when I asked him what he thought of it was "I still think Ford is the best." And perhaps he was right, because with no other make could one get so much motor car for so little money.

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THE ASSOCIATION.

During the week of the Auckland Grand Prix, Cliff Gordon and Percy Lupp, on behalf of the A.N.Z.C.C., conducted negotiations with Mr. Dean Delamonte, Competitions Manager of the R.A.C., regarding the various vexed points to do with the control of motor sport in New Zealand.

From the point of view of the Association the negotiations were satisfactorily concluded. The R.A.C. has agreed to delegate its powers in this country to the Association with the exception of the allocation of dates for International Grandes Epreuves.

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SECRETARY'S NOTES.

V. Evans

1955 is now upon us. I hope that all Club Members have had an accident free holiday. Most accidents are caused not so much by mechanical defects as by gross stupidity on the part of the driver. One has only to look at the daily press to see that many drivers seem to lack a thorough and sensible outlook on motoring. Knowing the limits of ones driving ability and not trying to outdo the other fellow would make our roads a lot safer.

Members are given notice that the Annual General Meeting of the Club will be held in the Victoria League Rooms at 8 p.m. On Thursday 14th April. Members wishing to submit Notice of Motion, or Amendments to the Rules, must do so in time for them to be circulated seven days before the meeting. Members unable to attend the meeting may submit nominations for office, in writing, up to twentyfour hours before the meeting. Only members attending the meeting may vote.

ANNUAL STANDING QUARTER MILE SPRINT  
TE MAIRE ROAD, 22nd. January 1955.

Not excluding the very wet quarter mile held at Aotea Quay in 1947, this event was held in the worst conditions of any that the club has run. January 22nd was the only wet day in the Wairarapa between the 20th December and 16th February. The road was slippery and in every way conditions were abominable. The event was marred further by the fact that what should have been the three fastest cars in the event were all in difficulties. Alan Freeman made Fastest Time of Day in his Cooper 500 in spite of an erratic magneto. This win was an extremely popular win. Alan has so often finished near the top without actually pulling it off. Paul Simpson who was driving Les Stone's 500 cc Special was handicapped by the loss of third gear yet still managed to record the time of 18.15 sec. Toby Easterbrook-Smith had his one completed run mistimed, split the petrol tank of the E.S.S., had magneto trouble, and then having remedied these difficulties, had his petrol pump give up the ghost. The rest were not without their share of misadventure either. Rob Bagnall, after putting up excellent times, departed for Wellington with curious noises in his gearbox. It is understood that he was lucky and the cause of the noise turned out to be a small pebble that had intruded into the bell housing and was dancing around the flywheel. Mike Poynton had the differential on the Alvis 12/50 seize up with the result that the prop shaft tore off at the front universal.

A good feature of the day was the number of members who had come from other centres. Don Edhouse having sold the E.J. Special that very morning was competing in an Austin A30. Alan McKenzie Douglas made a reappearance in his 12/60 Alvis, a car which has not been seen down here for some time. Graham Cowie was giving his Austin Healey its first airing in Club Competition, driving as usual with elan and skill. The future of this combination will be interesting to watch.

The organisation was such that it allowed competitors up to nine timed runs, than which nothing better could be expected.



RESULTSANNUAL QUARTER MILE SPRINT

The fastest time of each competitor is underlined.

Competitor	Car	Capacity	Practice			Official					
			1	2	3	1	2	3	4	5	6
A. Freeman	Cooper-Jap	497cc	-	-	-	-	<u>17.75</u>	17.95	21.70	20.55	-
D. Bagnall	Talbot Special	2970cc	-	-	-	-	<u>18.30</u>	18.00	<u>17.80*</u>	-	-
H. Hollis	Jaguar XK120	3442cc	18.25	18.30	18.20	18.15	17.90	18.00	<u>17.85</u>	<u>17.80</u>	17.95
A. Farland	Singer-Buick	4556cc	-	-	-	-	18.35	<u>18.10</u>	18.20	-	-
P. Simpson	Lestone Spl.	497cc	21.50	-	20.55	21.55	20.90	<u>19.30</u>	18.70	<u>18.15</u>	18.95
G. Cowie	Austin Healey	2660cc	18.60	18.55	18.40	<u>18.25</u>	18.30	18.35	-	-	-
R. George	M.G.TF	1250cc	21.10	20.70	20.85	<u>19.95</u>	21.05	20.60	-	-	-
R. Drew	M.G.TF	1250cc	20.50	20.55	20.25	<u>20.00</u>	20.05	20.15	-	-	20.10
L. Clements	Singer	1497cc	-	-	-	<u>20.70</u>	21.25	<u>20.15</u>	21.45	21.10	-
A. Sirrett	M.G. - Consul	1508cc	-	21.70	-	-	-	-	-	-	<u>20.70</u>
B. Cronin	M.G.TD	1250cc	21.85	21.55	21.85	21.85	21.55	21.30	21.65	<u>21.00</u>	-
P. Slocombe	Hotchkiss	3015cc	-	-	24.50	24.45	23.45	23.50	23.90	<u>23.30</u>	-
N. Manthel	Morris	919cc	23.2	25.00	25.30	23.70	<u>23.40</u>	23.45	-	-	23.70
A. McKenzie Douglas	Alvis 12.60	1645cc	22.15	22.00	22.15	-	-	-	-	-	<u>23.70</u>
A. Salek	Austin	1200cc	-	-	-	-	24.00	<u>23.80</u>	-	25.00	<u>24.55</u>
H. Mitchell	Aston Martin	1949cc	-	26.30	25.90	-	-	-	-	-	<u>24.00</u>
H. Ferron	Hillman	1265cc	24.70	24.90	24.35	-	<u>24.50</u>	-	-	24.80	-
K. Johnston	Hillman	1265cc	-	24.65	24.70	25.10	<u>24.60</u>	-	25.40	25.00	-
D. Edhouse	Austin	803cc	-	-	25.50	26.10	<u>25.60</u>	<u>24.95</u>	25.35	25.00	-
J. Lust	Hillman	1265cc	25.50	25.45	-	25.55	<u>25.30</u>	-	-	-	-
M. Poynton	Alvis 12/50	1496cc	-	-	25.10	-	-	-	-	-	-

\* New Class Record

CLASS WINNERS AND TROPHIES

F.T.D.

S.M.M.T. Rosebowl (Fastest Time by British Car)

Under 500cc.

501 - 750 cc

751cc-1100cc

1101cc-1500cc

1501cc-3000cc

Over 3000cc.

Vintage

H.E.W. Silver Trophy

Slade Jones Trophy

N.Z.S.C.C. Trophy

Howard Tolley Cup

Dobbie Bros. Cup

Trevor Wickham Rosebowl

No. Entrants

N. Manthel, Morris, 23.40 sec.

R. George, M.G. TF. 19.95 sec.

R. Bagnall, Talbot Special, 17.80 sec.\*

H. Hollis, XK120 Jaguar, 17.80 sec.

P. Slocombe, Hotchkiss, 23.30 sec.

A. Freeman, Cooper, 17.75 sec.



## LETTERS TO THE EDITOR

Dear Sir,

I was interested in the lists of class records in the December Bulletin for Plimmerton Hill Climb and for the Annual Sprint. Here are a few corrections which may be of interest for the record.

Sprint. 24.1.53.

1101 - 1500	H. Hollis M.G. TD s/c	17.35 sec.
1501 - 3000	R. Bagnall Talbot Spl.	18.50 sec.
	Plimmerton	16.2.52.
501 - 750	M. Biegel Austin	41.6
	J. Kennedy Austin	40.55
1101 - 1500	H. Hollis, M.G.	33.4.
	T. Sulman, Maserati,	32.3
Over 3000	D. Edhouse, E.J. Spl.	33.8
	B. Cooke, Allard K2,	33.05

I hope these times will be of interest to all Club members. Best wishes to the Bulletin for 1955.

Yours etc.

Hugo Hollis.

EDITORIAL NOTE:

Hugo is of course quite correct. I can only claim that the last Bulletin was assembled while I was in the process of shifting my goods and chattels and could not find which of thirty two cartons of books and papers had my records in it. Thank you Hugo. Now, so that there will be no confusion, here once again are the lists of Class Records for the Sprint, for Plimmerton, and for good measure as it is our next major event, Houghton Bay as well.

## SPRINT

Under 500cc	W. Lee, Cooper	15.90 sec.
501 - 750cc	J. Kennedy, Austin Spl.	21.60 sec.

SPRINT Continued

751 - 1100cc	R. Gibbons, Cooper	15.70 sec.
1101 - 1500cc	H. Hollis, M.G. TD s/c	17.35 sec.
1501 - 3000cc	R. Bagnall, Talbot Spl.	17.80 sec.
Over 3000cc	G. Easterbrook-Smith, ESS	16.45 sec.
Vintage	G. Easterbrook-Smith, Sunbeam Spl.	19.05 sec.

## PLIMMERTON

Under 500cc	R. Gibbons, Cooper	29.20 sec.
501 - 750cc	J. Kennedy, Austin Spl.	40.55 sec.
751 - 1100cc	R. Gibbons, Cooper	28.25 sec.
1101 - 1500cc	T. Sulman, Maserati S/c	32.30 sec.
1501 - 3000cc	G. Cowie, Morgan	34.75 sec.
Over 3000cc	W. Easterbrook-Smith, ESS,	32.50 sec.
Vintage	M. Poynton, Alvis,	38.65 sec.

## HOUGHTON BAY

Under 500cc	A. Freeman, Cooper	47.20 sec.
501 - 750cc	L. McLaren, Austin	62.20 sec.
751 - 1100cc	R. Gibbons, Cooper	44.50 sec.
1101 - 1500cc	H. Hollis, M.G. TD s/c	52.85 sec.
1501 - 3000cc	J. McMillan, Alfa Romeo	49.20 sec.
Over 3000cc	R. Roycroft, Bugatti-Jaguar	48.05 sec.
Vintage	L. McLaren, Austin Ulster	62.20 sec.

Looking at these three lists, it would seem that if your heart craves the honour of holding a Class Record, your best bet is a good Vintage car or a tuned Renault 750.

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PLEASE REMEMBER

TO WRITE

FOR YOUR

BULLETIN



NEW ZEALAND HILL CLIMB CHAMPIONSHIP, WELLINGTON, MARCH 10th, 1956

Supplementary Regulations.

JURISDICTION:

This event is organised and run by the Wellington Car Club (Inc), held under the General Competition Rules of the Association of N.Z. Car Clubs (Inc.) and is subject in addition to the following Supplementary Rules and Regulations.

ELIGIBILITY:

Drivers must be in possession of a current Competition License issued by the A.N.Z.C.C. duly extended for Speed Events. This license shall be produced on request to the Scrutineer, or to any A.N.Z.C.C. Steward.

STEWARDS:

The Steward of the meeting appointed by the A.N.Z.C.C. is Mr. F.J.Parker.

VENUE:

Houghton Bay Road, city end, by Martin Luckie Park.

LENGTH:

Approximately  $\frac{5}{8}$  mile.

SURFACE:

Tar seal.

DATE:

Saturday 10th. March.

TIME:

10 a.m. - 12 noon. 1 p.m. - 4 p.m.

CLASSES:

A. 8001 cc and over	F. 1101 cc - 1500 cc
B. 5001 cc - 8000 cc	G. 751 cc - 1100 cc
C. 3001 cc - 5000 cc	H. 501 cc - 750 cc
D. 2001 cc - 3000 cc	I. 351 cc - 500 cc
E. 1501 cc - 2000 cc	J. Under 350 cc

All entrants will compete in their own capacity class and automatically for Fastest Time of Day.

TROPHIES AND AWARDS:

Fastest Time of Day	£25 and A.N.Z.C.C. Certificate.
2nd. " " " "	£10 " " " "
3rd. " " " "	£3 " " " "
First in each Class	£2 " " " "
Second and Third in each Class	A.N.Z.C.C. Certificates.

Special Awards.

Class I. L.M. Silver Trophy.	Class G. Nu. Tread Trophy
Class F. Wgton Car Club Trophy.	Class E. Standard Motor Co. Trophy
Class D. Wgton Car Club Trophy.	Class C. Wgton Car Club Trophy.

The above trophies are annual challenge trophies for this course.

TRAVELLING EXPENSES: The following allowances are offered to defray expenses providing the entrant actually competes in the event.

Each South Island Competitor £5

Each North Island Competitor £1 for every complete 100 miles of road travel from his home to Wellington.

ENTRY FEE: of £1 at ordinary rate or £2 for a late entry must accompany the entry form. In the event of an entry being declined the entry fee will be returned.

CLOSING DATE: Entries at ordinary rates close at midnight on February 25th. Entries at late rates will be accepted up to midnight March 3rd. Entry forms and fees must be forwarded to the Secretary of the event, Mr. R. Buckthought, 38 Oxford Terrace, LOWER HUTT.

The Wellington Car Club (Inc.) reserves the right to decline any entry.

SCRUTINEERING: Competitors must present their cars for scrutineering at the venue at the time indicated on their acceptance form, otherwise they will incur automatic disqualification. The standard of scrutineering will be that laid down in the A.N.Z.C.C. Schedule 1953. The Chief scrutineer's decision shall be final.

TIMING shall be by hockey stick and photo electric cell.

P.T.O.



RUNS: Each driver shall qualify by two practice runs, both of which will be timed. In the event of total of entries from all classes exceeding forty, the organisers may, at their discretion, use the times recorded in practice to eliminate slower cars from later runs. Those who have thus qualified shall then be eligible for two further timed runs, the better of which shall be taken as the official result.

RE-RUNS: Once a competitor has left the line he shall not be allowed to return unless his run is mistimed, or he is forced to stop in the interests of public safety, or is flagged to stop by one of the course marshalls for any reason. The matter must be confirmed by any one of the course marshalls.

RE-SCRUTINEERING: In the event of any car being involved in an accident, or it being reported by any course marshall that any car has been in contact with the bank or any other obstruction, the driver of the car will be required to submit the car for re-scrutineering before taking part in any further runs.

PIT ATTENDANTS: Only two pit attendants shall be allowed each car.

CERTIFICATES REQUIRED: The following must be attached to the car, Current Registration Plates, Current Registration Sticker. The following must be produced. Current Warrant of Fitness, current Civil Driving License, Current Competition License with Speed Extension, must be produced on request.

DUPLICATE ENTRIES: No one car shall be driven by more than one competitor. No driver may compete with more than one vehicle.

ALCOHOLIC LIQUOR: Any drivers or pit attendants having indulged in, or having alcoholic liquor in their possession before or during the event shall be disqualified and debarred from competing.

ROAD BEHAVIOUR: Any competitor of whom complaints are received as to breaches of Traffic Regulations on the way to or from the event, shall if the complaints are proved justifiable in the opinion of the Stewards of the meeting, be disqualified.

RACING NUMBERS: Any competing car being driven to or from the event shall not display racing numbers, other than at the actual venue of the event.

GENERAL: In general all relevant A.N.Z.C.C. rules will be recognised and enforced.

Approved by THE ASSOCIATION OF NEW ZEALAND CAR CLUBS.

( Signed. ) J.G.Gordon.  
Secretary.

It is intended to hold a combined Prize Giving and Ball at one of the Wellington Cabarets after the event. Double Tickets. £1.5.0 Single. 12/6.  
Dress informal.

Drivers will receive a complimentary double ticket.

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THE GOBRON-BRILLIE AND OTHER ANIMALS

It is perhaps some measure of the lack of sustained interest in the sport, that the Christmas Quiz was won by a score of only seventy per cent, and that it was beyond the capacity of most members to achieve a score of fifty per cent in a simple questionnaire, the contents of which covered in almost equal numbers, bread and butter cars, racing cars, local and Club history, and historical cars. The followers of the National Gods of New Zealand, Racing and Rugby, would be ashamed to put up such a tally in a similar catechism.

It was painfully obvious for example that at the most only two or three members recognised the name of the Gobron-Brillie. Yet this was the car that first attained the magic century, comparable in the equine field perhaps to Carbine, in Rugby to Billy Wallace and the other giants of the 1905 All Blacks. Furthermore apart from its historical significance the Gobron-Brillie was of more than passing interest mechanically, which of course one would expect, as it was built in the days when firms designed their own cars and did not merely copy other peoples, or as is the practice today assemble parts from a common pool and stamp a new name on the radiator cowl.

MM. Gobron and Brillie started making cars in 1898 and continued to become one of the casualties of the Kaiser War. Starting with a light car, rear engined, by 1903 they had become converted to the fascination of larger engines and were turning out a model of 110 h.p. two of which driven by Duray and Rigolly went very well in the Paris Madrid Race. In 1903 Rigolly took the Land Speed Record at 83.46 m.p.h. Duray raised this a little a few months later. The Americans Ford, and Vanderbilt then captured the record. Rigolly recaptured it at 94.78 m.p.h. in March 1904. Mercedes then raised this to 97.25, so, to stop all argument, in July 1904 Rigolly's Gobron, now developing some 130 b.h.p. was timed at 103.55 m.p.h. And this is the motor car which was an unknown name to members of a car club.

For the mechanical side let me quote D.B. Tubbs of the "Motor" who discovered and purchased a 1904 model 40/60 Gobron-Brillie in the latter part of 1945.

"Just a big vertical four consisting of two blocks of two, with eight pistons and a six throw crankshaft. What goes on is this. To obtain the advantages of a long stroke engine without excessive piston speed, Gobron arranged two pistons per cylinder with the combustion space between them; when the charge is fired, therefore, the pistons fly apart, one going down the usual way, and the other flying up to balance the bearing loads. Unlike the Junkers Jumo aero engine the Gobron uses only one crankshaft which lives in the usual place. Each block of cylinders functions as a unit for the lower pistons in Nos. 1 & 2 cylinders are connected to the same crank throw and the upper pair are tied together by a cross head which extends sideways to carry the little ends of a pair of connecting rods which run down outside the cylinder walls on to separate crank throws. The firing order is 1,3,2,4. Every downward thrust from the lower pistons is balanced by an upward pull from the top ones, for which arrangement MM. Gobron and Brillie considered the main bearings owed them a debt of thanks."

I suggest Reader Smellicue that you take a pencil and draw it if you still don't understand.

Nevil Lloyd has suggested in one of his books that the average Car Club Member has only such intelligence that he can, with careful and patient training, hang his jacket on a peg. If this is so, literacy is beyond him. This would indeed be a great pity. The full flavour and richness of any sport comes only to those who have some knowledge of the history and tradition of that sport. Motoring is young in years and the documentation is full. Particularly since the war a flood of motoring books has come upon the market. If you can get access to the wartime file of "Motorsport", "The Motor", and "Autocar" you will find them interesting beyond belief particularly when compared to their pale peacetime counterfeits. Please, until you have some basic knowledge, do not call yourself an enthusiast.

.....

AND

WRITE

FOR

YOUR BULLETIN



IN PASSINGby LONGSTROKE

Rob Bagnall has disposed of the chassis of his Talbot Special to Alister McBeath, who presumably is busy cramming a Mercury engine into it. This should be of some interest as McBeath's forceful driving methods have tended to demand more in the way of roadholding than was available in the current chassis of the MAC Special.

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Preparations for the Houghton Bay Hill Climb, to be run by the Combined Clubs are proceeding steadily. As the date is only one week after the Dunedin Road Race it seems more than likely that we shall catch some of the Northern drivers in the entry list, and that one or two drivers, who normally reserve their machinery for circuit racing only, will also appear. The entry list could well be one of the most formidable we have seen for some time.

.....

Congratulations to Bob Gibbons on retaining the New Zealand Hill Climb Championship at Wairamarama on 16th January. Bob as usual was driving his Cooper but this time with only a 500cc engine. It is understood that this engine is now in Alan Freeman's car, and that Bob will have his big engine in for Houghton Bay.

.....

Pat Hoare's importation of a 4CLT Maserati is a welcome addition to racing machinery in this country. It is said that Freddy Zambucka has bought an 8CLT which he intends domiciling in Australia. Another well known driver is said to be negotiating for a 2 litre Ferrari, which if negotiations are successful, will live in Wellington. The Levin course is expected to be in operation early next season, with a minimum of six meetings a year. All in all, it seems that motor racing is getting more and more interesting every day.

.....

John McMillan's foray to Orange this year ended in a run big end bearing. The Alfa is not proving very reliable to date. However the Lap Record, jointly held by John and

Fred Zambucka was not broken in spite of Maseratis and Ferraris. John will be running at Ohakea this year.

.....

The day trial in March will be over a distance on the higher side of 200 miles. With the curious hours kept by "service?" stations in this country at weekends, and the curiously minute capacity of the petrol tanks of many modern cars, some drivers would be advised to carry a can or two. Ren Penny has put in some 5-600 miles prospecting the course in his Austin 7.

.....

The Competitions Manager of the RAC, D.H. Delamont, has some interesting comments on New Zealand racing in the February Motospecs Review. It is hoped to include some of his comments in the next Bulletin. One that we cannot pass up for the moment - "Perhaps they might consider that it is better to drive a smaller car well, than to drive a big over-powered car which breaks down early, or cannot hold the track. Its a point worth considering anyway."

.....

It is reported that Tom Sulman and two other Australian drivers are on their way to England to take delivery of a team of three DB3s Aston Martins, which they will race in England and the continent this year, and then in Australia and New Zealand next season. Astons have agreed to provide some £5000 worth of spares to be kept in Sydney to maintain the team. Also reported from Australia that Jack Brabham, whose driving of the Cooper Bristol was an outstanding feature of the Ardmore G.P., is on his way to the Continent with a letter of introduction to several manufacturers, including Mercedes-Benz.

.....

Professor Jerk, (may his oil pressure never fall low) that indefatigable Shakespearian motorist assures me; that only one who had heard expensive noises could gain the poignancy of the knocking sequence of Macbeth Act 2. Sc.11.

"Whence is that knocking ?

How is't with me, when every noise appals me ?"





# CLUB CALENDAR



March 5th.

OHAKEA

March 12th.

DAY TRIAL. Start, in front of the Brolite Factory, Western Hutt Road at 9 a.m.

March 10th.

CLUB NIGHT. Victoria League Rooms Committee Meeting.

March 14th.

CLUB NIGHT. Victoria League Rooms.

April 14th.

HOUGHTON BAY HILL CLIMB. Details will be circulated to Competition License holders early next month.

APRIL 16th.

.....

## FOR SALE.

Crash Helmet. Large Size. £1. John McMillan.

PA. M.G. excellent condition. C.R. 7.2:1, ports aligned and polished, sports coil, water temp. guage, perspex side screens and other extras. Price £325. Telephone 37.324.

Sell or Swap, Talbot 3 litre engine with preselector gearbox. Completely rebuilt about 2000 miles ago, with 8:1 C.R., polished and balanced rods etc. Runs easily up to about 5,500 r.p.m., develops about 120 b.h.p. with present standard camshaft, single carburettor and single exhaust manifold. Has proved completely reliable in two 50 mile races and a few shorter ones. The reason for wishing to dispose of it, is not that I wish to fit a new engine, but that the chassis has gone to someone who already has an engine. What is it worth? I don't really know, but had thought of something about £125.  
D.R.Bagnall, 41 Nicholson Road, Khandallah. Phone 37.348.

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PLEASE

REMEMBER

TO

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WRITE FOR YOUR BULLETIN

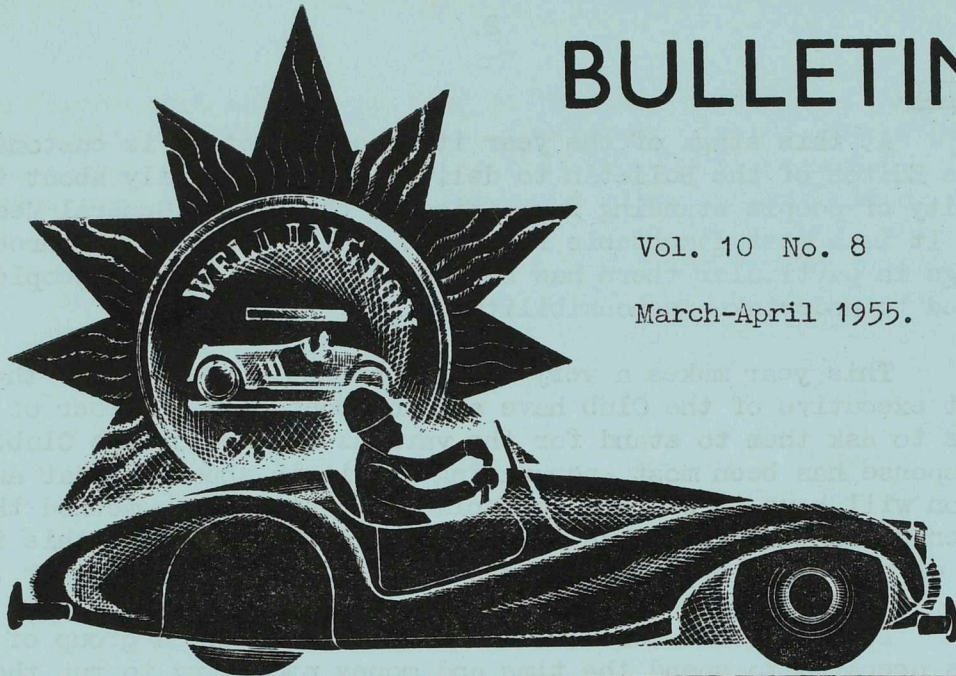
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# BULLETIN

Vol. 10 No. 8

March-April 1955.



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

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## OFFICIALS.

Club Captain	T. Grant	Telephone 94D Eastbourne
Vice Captain	A. Stafford	
Secretary	V. Evans	Telephone 56-782
Treasurer	A. Robb	
Editor	W. Easterbrook-Smith	" 76-312
Committee	B. Cronin,	J. Evans
	K. Garbutt	A. McBeath
	H. Mitchell	D. Moller
	R. Penny	R. Webster.

These people have been the officials of your Club for the past season. The next Club Meeting will be the Annual General Meeting at which you will elect your officials for the coming season. Make sure you come and that you vote. Your Committee will be as good as you make it, and will function as efficiently as the amount of assistance you give it permits it to.

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CAUTION IS NO SUBSTITUTE FOR SKILL

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EDITORIAL.

At this stage of the year it appears that it is customary for the Editor of the Bulletin to deliver a little homily about the necessity of people standing for office at the Annual General Meeting. It is a most lamentable fact that at the last two or three meetings in particular there has been a disgusting lack of people prepared to undertake responsibility.

This year makes a very happy contrast. Members of the present executive of the Club have already contacted a number of members to ask them to stand for the various offices of the Club. The response has been most encouraging and it is apparent that an election will have to be held to replace the press gang method that has been current of recent years. It is to be hoped that this is a sign of some sort of health in the Club.

For success a Car Club needs three things; a group of drivers prepared to spend the time and money necessary to run their cars in competition; a group of officials with the imagination and ability to organise events efficiently; and a group of members who are prepared to assist as marshalls in the conducting of events. The essential purpose of this Club is that of conducting events. Six to eight appears to be the maximum that can be done comfortably. But if the Club is to be healthy it must be active. Arm chair motoring at Club nights and theorising about what one would like to build or like to drive or like to see happen does not constitute the *raison d'etre* of the Club. Yet this year about half the members of the Club did not compete, organise, or marshall, and it can only be assumed that either they fall into the theoretical class mentioned above, or they paid a subscription by mistake.

May we suggest to this non-active half of the Club, that by taking a fuller part you will find your membership more rewarding and interesting, and you will make the Club itself more effective and alive.

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ASSOCIATION INFORMATION:

The following is extracted from Newsletters 23 & 24.

Minor Members. Following investigations by the Association Hon. Solicitor and as directed by the Council Meeting we append hereto a letter received from our Solicitor on this subject.

"The law on this subject appears to be quite definite. A person under twentyone years of age cannot contract himself out of his legal right to sue the organising body or others concerned, competitors, officials etc. - for any negligence or fault on their part. It would also be practically impossible to cover this by insurance as the amount of cover required could not be predetermined and consequently a very large cover would require to be taken and the premium paid. A guardian could not sign the indemnity as the person under 21 years would still retain his legal rights to sue.

It seems to me that the only way an organising Club can protect itself completely would be by barring entries by persons under twentyone years. The risk run by the organising Clubs by allowing those under twentyone to race is very small but even so, in the event of an accident the Club, its officials or even drivers may lay themselves open to a very considerable claim for damages."

Further we append hereto a letter from the Northern Sports Car Club Inc., detailing insurances available to cover the above.

"In an endeavour to overcome this difficulty we have consulted the New Zealand Insurance Co., who are prepared, for an additional premium of £2.10. 0 for a £5000 cover, to extend our Public Liability Policy to cover Junior Members. We can do no better than to quote from their letter to our Club " Letter from New Zealand Insurance Co. to Club ....

"You also discussed the possibility of arranging some insurance in connection with your Junior Members. You advise that your senior members sign a Contracting Out of Agreement prior to taking part in any event, but your legal advisers have advised that it is not possible for a Junior to contract himself out or is it possible for his parents to sign any such agreement. In view of this position you have now enquired if there is any manner by which you can relieve yourself of any liability for these Junior Members.

We think it would be possible to extend your existing Public Liability Policy. At the present time there is an endorsement on your policy to the effect that this policy does not extend to liability in respect of accidental bodily injury or accidental damage to property of any competitor. We could amend this clause, and so bring within the scope of this Public Liability Policy "Junior Members."

The effect of course would be that you would then have a Public Liability Policy that would take over your legal liability for accidental injury to Junior Members.



Competition Licenses.

The present system for issue of Basic Competition Licenses remains as previously i.e. A financial Member of an affiliated Club applies to the Club, producing current civil driving license, filling in the approved application form for association competition license, giving name and address in BLOCK LETTERS and paying the necessary fee of 7/6. On approval from the Club the application form which should certify that the applicant is a financial Club Member, is then forwarded to the Association Competition License Secretary along with the fee of 7/6 for the issue of the license.

Extensions to the above license should where ever possible be made as previously, i.e. Speed Extension must be obtained before Racing Extension, qualifications for speed extension, applicant must be observed by Competition License Panel at a Closed Club Hill Climb or Sprint. Applicant to complete Application Form for Speed extension and this must carry the signature of the Convenor of the License Panel together with the date and meeting at which applicant was observed. The Basic License must be attached to the form when sending application to Association Competition License Secretary. (No Fee for Extensions.)

For a Racing Extension applicant must hold a Basic and Speed Extension to his Competition License and must be observed at a Closed Club Circuit Race Meeting. The same procedure as above is to be followed.

Under extenuating circumstances and as approved at the last Annual General Council Meeting an officially appointed A.N.Z.C.C. Steward (only) may approve of the issue of a Speed or Racing Extension as detailed below:

If a competitor requires a Speed or Racing Extension at an event where these are required he must be observed by the Club License Panel and the officially appointed Steward present and if approved the Panel to supply to the official A.N.Z.C.C. Steward the application on the approved application form (including Competition License) to the Steward for authority to compete.

The officially appointed Steward to the Meeting will grant authority to the applicant to compete at the meeting with the right to withdraw the competitor from the course or track as at present in accordance with the present rules.

Upon the completion of the meeting the Steward will sign the application form as approval for issue of extension and will forward the application form and competition license immediately to the A.N.Z.C.C. Competition License Secretary for confirmation and amendments to Competition License Register. The Steward does not sign the Competition License.

If requested, a current medical certificate must accompany the application for new or renewal of Racing Extension of Competition License. Provisional Licenses are now no longer issued.  
Racing Extensions.

Racing Extensions can only be applied for and granted after having first gained a confirmed Speed Extension. There are no exceptions to this Ruling.

Presentation of A.N.Z.C.C. Competition License, at Meetings.

All competitors MUST be able to produce their current A.N.Z.C.C. Competition License at all events where a competition license is necessary. This ruling must be enforced by the organising club.

Amendments to General Competition Rules.

Rule 42 of the General Competition Rules is now amended and reads as follows: (the second sentence to be deleted and the following substituted:) "He shall not, if he is one of the following, Clerk of the Course, Timekeeper, Official Scrutineer, Steward, Secretary of the Meeting be eligible under any circumstances to compete in any "Open Event".

Advertising on Automobiles.

The following R.A.C. Rule was adopted by the Council Meeting for inclusion in A.N.Z.C.C. General Competition Rules. The Rule is as follows: "No advertisement or Trade sign be distributed from or carried on any automobile during any Race Meeting, provided that this Rule shall not apply to the Manufacturers usual Name Plate, Transfer or other device normally attached to, engraved or stamped on cars sold by them to the public when carried on an automobile.

Racing Numbers.

The following is the specification for Competition numbers in all Open Events and is compulsory.

Numbers will be BLACK on WHITE background and will be 12" in height by 2" thick in stroke and will be located on both sides of the car as near as possible to the centre of the car and in addition they will be placed one facing forwards at the front of the car and one facing rearwards to the rear. This ruling will be enforced.

Permanent Racing Numbers.

Clubs are requested to notify all Members that permanent racing numbers are about to be re-allocated. These numbers will only be allocated to racing cars. That is cars used purely for racing and no other purpose. These numbers will be allocated to the



cars and not to the drivers which means that the car will always have that number even after being sold to a new owner.

The owner of a car having a permanent racing number allocated to it must notify the Association of any change of ownership within 14 days of the sale of the car.

.....  
HOUGHTON BAY HILL CLIMB.

APRIL 16th.

This event, run in conjunction with the Hutt Motoring Club and the 500cc Car Club was the best organised and marshalled that has yet been run on this course. From the point of view of competition, perhaps it is sufficient to say that there is a new Hill Record, Under 500cc record, 751 -1100 record, 1101-1500 record, 3 litre record, and Unlimited class. Perhaps this is even more amazing when one realises that the hill was in the worst condition it has been in at any of the events run on it as far as potholes and rough surface are concerned. Yet no less than nine drivers returned time under fifty seconds.

Practice runs were held before lunch and it was immediately obvious that there were going to be some fast runs later in the day. McCutcheon rather rocked the watchers by knocking off 48.0 for his first time on the hill and then 46.2 on his second practice run. His extremely powerful GMC based special is by no means the lightest or handiest of cars for this sort of event either. McBeath was obviously a little perplexed with his new chassis as it went where it was pointed and remained stable. John McMillan, with duals on the Alfa, broke his own class record in both his practice runs. Paddison in his TR2 ran out of road on his first run in a rather curious way, as his car appeared to be making little effort to take the corner, in spite of what might have been happening in the cockpit. Maurrie Orr was more circumspect in his TR2. Mesdames Fox and McMillan recorded identical times in their TF M.G.s. Peter Slocombe's Alvis ran on two and three cylinders only. Gibbons, as one would expect, was a delight to watch. Mitchell's Renault, sole entrant in the 501 -750cc Class was pitiful. Alan Freeman and Arnold Stafford were being very serious in their Coopers, and there was a cheer of delight and much handclapping from all the drivers assembled at the top, when the Lestone Special made its first complete ascent of a hill in two years, without anything breaking, falling off, or blowing up. Just to prove it was no fluke, Les continued doing it all day and recorded excellent times.

The official runs were all very exciting, with lots of little

dices going on between cars even when class winners were obvious. In the Unlimited Class McCutcheon drove outstandingly well, eventually recording third fastest time of day. Then behind him were McBeath, now driving the Bagnall chassis with his Mercury engine, Bruce Cook with a modified XK 120 and Toby Easterbrook-Smith with the ESS. Only .2 sec covered the three of them. The ESS was misfiring badly as its owner is awaiting parts for the BTH magneto - no parts are available in N.Z. Long live the English Export drive! Hugo Hollis with his standard XK was close behind and as usual was driving most consistently.

A step down, the McMillan Alfa was well ahead of everything in its class. Webster's 2.3 Alfa just squeezed in to second place ahead of Bransgrove's surprising Wolseley Special with Graham Cowie's Austin Healey only .2 sec behind him. Cowie's car now has the overdrive arranged so that it may be selected in any gear. What a lot of decisions to make!

In the 2 litre class Paddison and Orr followed the fashion by ending up with only .2 sec between them. Both also had one or two untidy moments.

George pulled out the stops in his TF M.G. and removed .05 from the class record previously held by Hollis's blown TD of the same marque. To prove it was no accident he came within a tenth of doing it again. This was a very fine drive indeed. Rus Buckthought and his machine were as irrepressibly forceful as ever and were well clear of Jonathan in his Ford 10 special. This latter car is an interesting example of the genus Ford 10 Special., and its future progress will be watched with interest.

Gibbons and his Cooper can be compared only to themselves. Their first run was marred it seemed, by a relatively bad start and excess movement coming out of the second hairpin. The second run appeared perfect and resulted in a new record of 44.2, while the final run started to look terrifying, and resulted in a newer record of 43.8 sec. To the casual onlooker if there was such a person during any of these runs, courage would appear the first prerequisite, and then perhaps skill, but watching closer the realisation comes that above every thing else first rate driving is an act of intelligence.

Down among the Five Hundreds, Stafford was doing very fast things indeed with his Mk8 Cooper Norton. Alan Freeman was having chain trouble, and then after fixing it put in what appeared a very fast run only to have the wretched luck to be mistimed. On his ensuing run he missed a change but still notched 47.0 sec. Les Stone was mining his time away steadily when his car suddenly



<u>CAR</u>	<u>DRIVER</u>	<u>PRACTICE</u>		<u>OFFICIAL</u>		
3001 - 5000cc						
Normac	R. McCutcheon	48.0	46.2	46.3	46.2	<u>45.9</u> (x)
Jaguar XK120	N. B. Cook	52.2	51.4	50.1	50.0	<u>49.6</u>
Mercury Spl.	A. McBeath	50.8	49.3	<u>49.6</u>	50.1	<u>49.8</u>
ESS	W. Easterbrook-Smith	55.8	55.1	<u>49.8</u>	55.0	55.2
Jaguar XK120	H. Hollis	52.2	51.0	<u>51.5</u>	51.1	<u>51.0</u>
2001 - 3000cc						
Alfa Romeo	J. McMillan	<del>48.4</del>	47.5	<u>47.9</u> (x)	50.0	-
Alfa Romeo	B. Webster	<del>58.8</del>	53.5	<u>53.0</u>	<u>52.2</u>	-
Wolseley	J. Bransgrove	54.4	53.1	52.5	<u>52.3</u>	52.6
Austin Healey	G. Cowie	55.0	54.0	54.0	<u>53.0</u>	<u>52.4</u>
Riley	Nicholson	63.0	61.8	61.2	60.4	<u>60.2</u>
1501 - 2000cc						
Triumph TR2	A. Paddison	-	54.8	54.5	<u>53.8</u>	58.8
Triumph TR2	M. Orr	56.9	55.2	54.5	<u>54.7</u>	<u>53.9</u>
1101 - 1500 cc						
M.G. TF	R. George	58.5	58.5	<u>52.8</u> (x)	58.0	52.9
Ford 10 Spl.	R. Buckthought	55.5	55.9	<u>54.9</u>	<u>53.5</u>	54.2
B.J. Spl.	B. Jonathan	-	58.5	59.3	<u>58.0</u>	58.4
Ford Anglia	Hamlin	63.1	62.8	61.6	<u>60.6</u>	-
M.G. TF	Billie McMillan	66.2	63.8	62.3	<u>62.0</u>	<u>60.8</u>
M.G. TF	Anne Fox	66.4	63.8	63.2	<u>63.0</u>	<u>64.0</u>
Alvis 12/50	P. Slocombe	-	62.7	<u>65.6</u>	<u>67.2</u>	67.0
Hillman	H. Fearon	-	71.8	<u>71.3</u>	72.0	-
751 - 1100 cc						
Cooper JAP	R.A. Gibbons	<del>44.0</del>	45.5	45.2	44.2	43.8 (x X)
Standard	G. Gordon	71.3	72.0	<u>71.8</u>	72.0	-
Morris	O'Rourke	76.8	78.2	<u>77.8</u>	77.9	-
501 - 750cc						
Renault	H. Mitchell	90.7	89.2	<u>91.1</u>	109.0	-
351 - 500 cc						
Cooper-Norton	A. Stafford	47.2	48.0	46.0	46.0	<u>45.6</u> (x)
Cooper-JAP	A. Freeman	47.5	46.5	49.2	-	<u>47.0</u>
Lestone	E. L. Stone	49.8	50.5	49.3	<u>48.6</u>	-

F.T.D. R.A. Gibbons , Cooper 1100, 43.8 sec.

(x) indicates Class Record  
(X) indicates absolute Hill Record



realised what had been going on, and broke a carburettor to put a stop to it all.

A pleasing feature was the number of drivers from outside Wellington. Notable absentees were Ron Frost and Sid Jensen who had deranged their Coopers at Dunedin the previous weekend. Fordy Farland had the wretched luck to break a halfshaft as he was moving up to the line on his first practice run.

Odd highlights. The magnificent preparation of O'Rourke's very elderly Morris Minor, what a pity the time and energy could not have been devoted to a more rewarding car.... the small boys as usual confusing tachometers and speedometers, this one only does 55..... Toby's very rapid reactions when he realised that the throttle on the ESS had jammed wide open..... the circumnavigating grin on the owner's face as he climbed out of the Lestone when it had finally reached the top..... the very peculiar attitudes sometime or another, of nearly every driver at the second hairpin.

HANSEN TROPHY AND CLAPPERTON TROPHY.

Hugo Hollis is to be congratulated for having won the Hansen Trophy yet again, and for having scored a notable double by also winning the Clapperton Trophy.

The points for the first three places in each are :-

HANSEN TROPHY		CLAPPERTON TROPHY	
H. Hollis	20 points	H. Hollis	12 points
R.A.Gibbons	11 points	T.J.Grant	7 points
A.T.Freeman	10 points	R.A.Gibbons	6 points

These trophies and all others won this season will be presented at the A.G.M. If you have an award coming, please be there.

F O R S A L E:

Wanted to Sell. New four door Austin A30  
5000 miles. Owner going overseas.  
£625 or nearest offer. Excellent condition.

Contact Thornley 'Phone 43-430.

DAY TRIAL

The organiser of this event spent a considerable amount of time, money, and over five hundred miles reconnoitring running, on this trial. As a result it was very well organised indeed. There was an adequate number of marshalls to police the fifteen checks involved. Altogether a lot of people were involved on the organisation.

The event drew an entry of five cars.

This is an all time low for this club. Even during the period of petrol rationing things never sank as low as this. Before we conduct speed events we collect entries complete with fees. There has never been an event with an entry so small that it has had to be wiped. A suggestion that the new committee may like to consider is that entries for all events close ten days before the date of that event, then if there is any repetition of this disgusting incident, at least the event can be cancelled and the marshalls can save their petrol and stay at home and keep warm.

For those five cars which did compete there was a most interesting trial, which was eventually won by half a mark. Barry Cronin won with a loss of 27 points in his M.G. TD while Jim Berkett and his Volkswagen breathed hotly on his neck with 27½ points lost. Manthel and Freeman had a close run for the next placings until Alan's Ford V8 did curious things on a timed hill descent. Manthel was third with a loss of 36½ points, Freeman fourth 45½ points lost, and Jack Lust brought up the rear in his Hillman to win himself a consolation prize with 65½ points down the drain. Dave Morrish received a book token as his award for best navigator.

Awards.	Honey Pot.	B. Cronin	M.G. TD.
	Book tokens.		
	Best Navigator.	D. Morrish	Volkswagen
	Consolation.	J. Lust,	Hillman.

CLUB CAPTAIN'S NOTES:

The Club Captain has nothing to say because there's no room to say it anyway.



IN PASSING:

by LONGSTROKE

Ex-Club Captain Roy Cowan will be returning from England in September. During the two years Roy has been over there he has done most of his motoring in an ex-London Taxi which cost £30 did 20 m.p.g. and 35 m.p.h. However for his last few months he felt something a little more rapid would be pleasant so he is currently motoring in a 1935 3½ litre Lagonda. Whether he intends bringing it with him on his return is not known. In view of Roy's past history, an interesting pastime would be to run a small sweepstake on how long it is after his arrival before he starts creating another special.

.....

At the hillclimb the Normac was still showing signs of its encounters with the cycle cars at Ohakea where Bill Lee drove into him from one side, and Ron Frost from the other. The way this heavy (18cwt.) car gets away indicates that there must be a lot of very large horses under the bonnet, probably over two hundred of them. I hate to hazard a guess at the cost, but the Wayne head alone would have cost some £200 odd. McCutcheon has made his own quick change diff. Owing to lubrication difficulties at high revs he has been pulling a 2.6 ratio in races this season, but at the climb was using 4.1. The only time it has been timed over a standing quarter was the week it was completed when it clocked 16 sec. As McCutcheon intends rebuilding the car into a lighter more compact form, and believes he can now deal with the lubrication difficulties it should be an interesting vehicle to watch next season.

.....

The Ohakea meeting was one of the best for some years, principally I think because of the number of scratch races. A mass start is always exciting to watch for a start. George Smith and Frank Shuter showed that the day of the Special is by no means over in New Zealand racing. Indeed with the various developments planned for various specials during the winter, it may be that next season will see some very fierce competition all round.

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ECONOMY RUN

An Economy Run will be held on June 11th details of which will be circularised later.

The Dunedin Road Race was a very unsatisfactory affair all round. Congratulations to Arnold Stafford for his second place. I suppose that sooner or later a 500 is going to win a big scratch race, maybe with the Mk 9's next year? I only hope that the resulting enthusiasm is kept within decent bounds. Perhaps the best comment that can be made about Dunedin is that if Association Stewards are not prepared to take action against a driver who persists in ignoring the black flag, that they should be charged in the courts with having received their expenses money under false pretences. Anyone who is appointed as a steward has certain duties to carry out, and those duties should be carried out no matter who is the transgressor.

.....

Rumour has it that one member of the club is experimenting with building a fibre glass body. Like everything else to do with motorcars it takes a lot longer than expected. Extreme accuracy in the making of both male and female moulds appears to be the biggest time consumer.

.....

Geof Easterbrook-Smith has already been involving himself in motorsport in the U.S. he has been helping tune a Veritas that was entered for Sebring, the helping included some high speed work on a test track. The Veritas was excluded from the final starters in spite of being some 4 m.p.h. faster than the Arnot Bristols in practice. Apparently only eighty starters were allowed and overseas entrants were given priority. Geof may be driving the car in a hill climb shortly. American hill climbs are apparently more on the Paekakariki model, being mostly two to three miles in length. Wonder if the Main Highways Board would supply the materials if the Club would do the work of fencing it?. It is a wonderful hill. I should be prepared to make a small bet that with the cars about today the hill record would be well under two minutes.

.....

WRITE FOR YOUR BULLETIN



It is sad to have to record the death of Ian Jones. Only older members of the Club will recall Ian, who was not active of recent years. A member of the pre-war Wellington Car Club, he was an early member of the fore runner of the present club, the N.Z. Sports and Racing Car Club. Cars which Ian owned included Ansaldo, Alvis, Bugatti, Marende, and the Red Label Bentley which was his last car. A headlight failure in this car resulted in a bad prang and hospital a few years ago.

.....

Did the 500 boys bribe Dean Delamont when he was out here? A quote from Delamont's comments in Motospecs:- "Mr. Delamont advises any young New Zealander wanting to get into serious racing to invest in a 500cc job - perhaps a Cooper-Norton. This type of car provides real training and is fun to compete in!" Delamont also says after expressing amazement at the number of Specials raced here, "Some of your specials are surprisingly good." He also advocates making the Ardmore circuit clockwise and considers that it would be faster that way. (Note: Formula events overseas are always run clockwise, could this be a straw in the wind for Ardmore?) Also suggested, "a good long sports car race before the G.P..... A Twelve Hour race would attract more people along and provide entertainment for the early birds at the track. Suggests starting such a race at 8 p.m. or 9 p.m. the night before.

.....

The Stanton brothers had a bad day at Ohakea with the Cropduster. In the first race they broke the chains driving their brand new supercharger. In the second race the GCS threw a rod thru their petrol tank, and then to cap the day in the last race the aforesaid brand-new-specially-made supercharger disintegrated in every possible way. I wonder which it is, have English engineering standards disintegrated completely, or was it just another case of work slummocked because the customer was 12,000 miles away. Whichever the reason is I should hate to be the recipient of the letter that is accompanying the blower on its way back to England. The acceleration in blown form of this Gypsy engined special is quite the most fantastic thing I have seen. As it recently did a standing quarter in a small point or two around 14 seconds in unblown form, I should dearly love to time it when the blower is helping it along. The earlier braking

troubles have been overcome, the brothers having built their own 2LS outfit for the front. Handling still seems something of a problem, although learning the curious characteristics of such a machine must take time. As someone at Ohakea remarked, "Wait until Roy Cowan sees this!"

.....

Hugo Hollis has been seen looking at TR2's and Austin Healeys with a little more than casual interest. We wonder if the XK120 is being considered as due for replacement..... Jack Kennedy is playing with an Austin 7 again. Jack's son discovered a most dilapidated Brooklands model, and Jack is helping him rebuild it, on the condition that Jack can drive it in the first hill climb after the job is completed. There are also rumours that Jack is casting his eyes about for a car to have fun in, after having been rather tied down by business for the last two or three years.

.....

The Mille Miglia is on Saturday 30th. April. With the improved newspaper attention to these events we should see a not too garbled account of the first two or three places next week.

.....

Professor Jerk (may his prop shaft never vibrate) offers the following lines from Act V of Timon of Athens as an indication of Shakespeare's motoring mind. It appears that the man from Avon judged his fellows by their gear changes.

"Ay, and you do hear him cog, see him dissemble,  
Know his gross patchery; yet remain assured  
That he's a made up villain."

.....

WRITE FOR YOUR BULLETIN - DO IT NOW

.....





CLUB CALENDAR



May 12th. ANNUAL GENERAL MEETING AND PRIZEGIVING. Victoria League Rooms 8 p.m. Please be there and vote. If you have won any awards during the year it is only courtesy for you to come and collect what is yours.

June 9th. CLUB MEETING. Victoria League Rooms. 8 p.m.

.....

FOR SALE:

J2 ALLARD, OHV Ardun Head Ford. Mileage 7000. De Dion rear end. A good sports/racing car in good order. Will Trade. Cadillac Engine, V8, 1934 model, 4 carbs, Ford ignition, hot cam, new pistons, develops 150 bhp. Good order, £100. Cadillac Engine, V8, 1946 model, s.v. hydraulic tappet, 2 gallon sump, low mileage, valves just ground, 160 bhp, £155. Or, would sell separately, V8 OHV Ardun Ford Engine, or, Ardun equipment separately for offers. Apply to :- Vic Shuter, P.O.Box 68, Cambridge.

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The next Bulletin will appear towards the end of June. As the position of Editor is one which is determined by the Annual General Meeting, will anyone with any copy for the confounded thing please send it to the Club Secretary.

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Please,

Please,

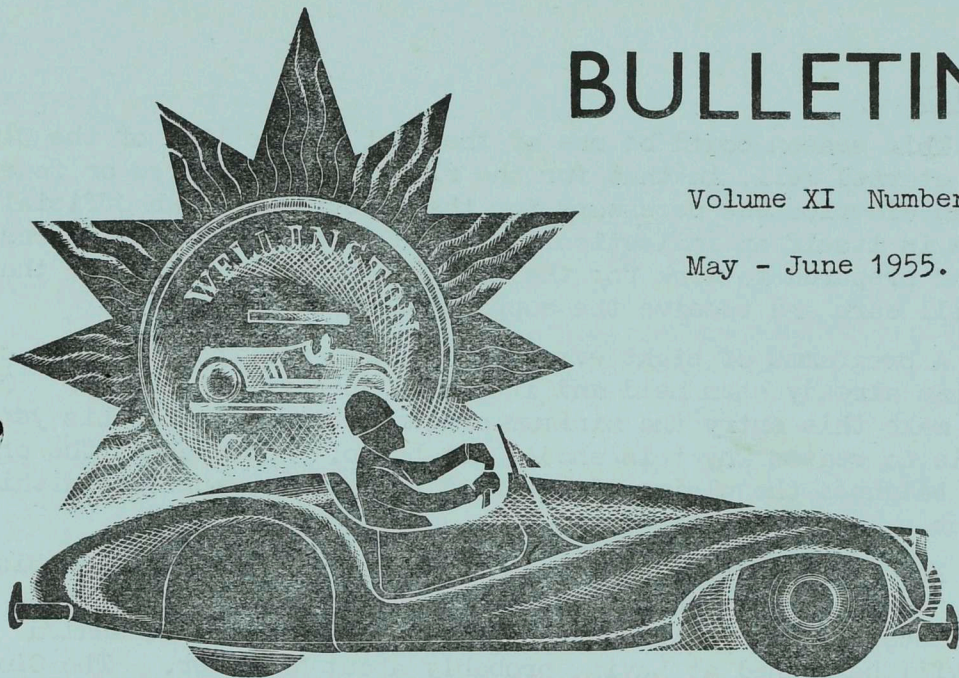
WRITE FOR YOUR BULLETIN



# BULLETIN

Volume XI Number 1

May - June 1955.



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

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Club Captain.	J. McMillan	Telephone 84-923
Vice Captain	H. Hollis	51-080
Secretary	V.S. Evans	56-782
Treasurer	A. Robb	44-070 (Bus.)
Bulletin Editor	W. Easterbrook-Smith	76-312
Committee	R. Buckthought	V.B. Cook
	J. Evans	K. Garbutt
	R. Penny	J. Schnellenburg
	A. Stafford	C. Vandendungen

These people are the officers of your Club. If you have any bright ideas or any criticisms, don't keep them to yourself. Approach one of the people above and ask them to bring it up at the next committee meeting.

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CAUTION IS NO SUBSTITUTE FOR SKILL

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EDITORIAL

This season could be one of the best in the life of the Club. It has started well, in that for the first time for three or four years an election was necessary for the election of Club Officials. This is in itself an indication that more members are feeling responsible and prepared to work for the Club. The Committee hope that they will earn and receive the support of their members.

A programme of eight events is planned for the year, one of which has already been held and attracted an entry of twenty. Can we not make this entry the minimum of the events we hold this year? There is no reason why this should not be so. Once again the programme balances the claims of the fast and mild communities within the Club.

The biggest thing as far as the sport is concerned at this end of the island, is undoubtedly the Levin Track. Largely due to the efforts of Ron Frost and Arnold Stafford, a one mile sealed track will be opened at Levin, probably about November. The Club will run one meeting there, which will probably incorporate in its programme the annual sprint. The Managers of the track envisage about six meetings a year.

Apart from the singularly happy thought that we shall at last be able to run our own race meeting, the track means a lot of other things too. It should mean a considerable improvement in the standard of driving in that it will allow far greater experience to be gained than before. It should lead to faster cars. One of the greatest difficulties which has confronted drivers in the past being the lack of anywhere to test and tune their machinery. Now, for a small fee, they will be able to work to their heart's content without getting up at first light and indulging in illegalities, or making hasty adjustments during the course of an event.

The most important thing of all perhaps, is that this track should mean a growth in general public interest in the sport. People will undoubtedly come to a venue where the spectator facilities are admirable and permanent. This may mean we shall have to do better at our other speed venues, but this is surely a good thing, as it is too easy to plod along, perpetuating the same mistakes year after year.

The omens are more than favourable. If everyone in the Club makes their contribution, the 1955-56 season should see an active year with a much strengthened Club at the end of it.

CLUB CAPTAIN'S NOTES.

JOHN MCMILLAN

My Committee and I would like to thank the Club Members for the trust they have shown in asking us to administer the fortunes of the Club for the coming season. We hope that we shall be able to satisfy the Club that it has not committed a piece of utter foolishness.

It is our hope, that the variety of events and the variety of entertainments at Club evenings will be to the liking of Club Members, and that the season will give all members good-fellowship, and enjoyable competition. We hope we shall receive the support of all members, for without that support your committee has no power. We hope that any member with a grievance at any time, will pass it on to the Committee and not let it fester. Similarly we hope any member who has a constructive suggestion to offer will not let it mould in his mind.

The Committee and I shall do everything we can to make this our most successful season yet.

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SITUATIONS VACANT.

The success of any motoring event depends in the final analysis upon how well it is organised. How well it is organised depends in the final analysis upon how experienced are the people doing the many jobs concerned.

The organisers of the LEVIN TRACK know this full well, and with that in mind are now starting to build up a corps of marshalls and officials. Their aim is to have a hard core staff who will be responsible for the administration at all events held on the track. For a start these workers will have to be voluntary, but later it is hoped that at least expenses will be paid.

What are wanted, are people who will be prepared to attend meetings regularly, and become experienced in specific jobs. Apart from the assistance these people will give the sport, they will ensure themselves an inside view of motor racing. Ron Frost will be pleased to hear from any Club Members who feel that they would like to help motor sport in this way. If you are interested contact Ron now, as things like this have to be organised now, not a week or two before the track is due to open.



SOME UNWRITTEN LAWS.

In Motor Sport of July 1940, an article appeared under a similar title to this, and acknowledgement is made for some quotations which appear from it.

Motoring is heavily hedged with restrictions and regulations, but there are also certain things which are done and not done. It would seem that these should be restated periodically for the benefit of newcomers to the game, for they are things that are seldom said to anyone directly, but can cause hard feeling and bitterness, when a member suddenly finds that he is held in contempt by others.

Really the whole lesson is; don't show off because you like fast motoring and fast cars.

A sporting car is unfortunately not yet a commonplace upon our roads. It therefore attracts far more attention than a B.M.C. Buzz Box, or an All-American whale. Its driving and conduct will be criticised more sharply than that of any other vehicle. Its conduct therefore has to be exemplary.

Playing boy racers is a Bad Thing. This includes, driving about with numbers on, driving a stripped car unnecessarily, hanging on bits and pieces such as unnecessary bonnet straps, stoneguards offering problematical protection, funny exhaust systems, imitation knock on caps, wearing funny names on the car, winning fastest lap of the pits, leading in the Cuba Street Grand Prix, and generally trying to prove that you are not as other people are.

To quote: "When it comes to driving, misplaced enthusiasm is apt to offend against real as well as unwritten law, and either way it does our world a power of harm. The more obviously rapid or home brewed, or otherwise unconventional your car, the more unobtrusively and politely should it be driven in populated places. If you feel a desire to leave black marks on the road for no real purpose, or to make a filthy row blipping your throttle, reflect that she probably knows nothing about 0-50 figures - and racing drivers do not jab the accelerator up and down when warming up anyway, so why advertise the comparatively low loading on your rods... When you have learn't a lot and start to enter competitions, do not let the excitement lead you into showing off or seeking cheap publicity, do not seek loopholes in the regulations, do not break up the hotel furniture or beat up the town just because you are a "Racing motorist."...If you do all these things you will be a true follower of the "Sport!"

SECRETARY'S NOTES:V. S. EVANS

The difficulties experienced in past years in electing a committee were not encountered this year and we all look forward to a successful season.

The Economy Run which was held on Saturday June 11th attracted twenty entrants; a good attendance but it could have been more, or were members afraid of specking their cars with a little rain water. The results appear elsewhere in the Bulletin, the event proving a fantastic victory for Bob Gibbons. It was a varied course throughout the Wellington area, starting from Tinakori Road Service Station, out to Johnsonville, by the Motorway to Tawa Flat, through Wellington City, up Mt. Victoria, out to Miramar, Seatoun, Island Bay, Ohiro Bay, Kelburn, and then back to the Service Station. Fifty one miles in all. We should like to thank all the competitors for a good entry.

One committee member each month, will donate 6s.9d. for a Tattersals Lottery ticket to be made out in the name of the Club, and given to the Secretary to hold. What could we do with £10,000...?

Would anyone in the Club care to donate one goodsized tent which will be used at Hill Climbs, Sprints etc., for the timing gear and paperwork?

The Club will be reserving a block booking for the film "The Racers" at the Kings. All those interested please deliver your orders to the Secretary. Cash down.

Bruce Cook will be organising the Night Trial for 16th July with Russ Buckthought as assistant devil, so we can be assured of some trial. Unless there is a reasonable entry no trial will be held. Starting place will be advised at the next Club Night, or you can ring Bruce (Dr. Cook please) at Wellington Public Hospital or Russ at 63.281.

The next Committee Meeting will be at Hugo Hollis's, 43 Rawhiti Terrace, Kelburn, on Wednesday 20th July.



ECONOMY RUN RESULTS, OR, LET'S ALL BUY A MINOR

Wellington Car Club Economy Run over 51 Miles on Saturday June 11.

	<u>DRIVER AND CAR</u>	<u>TON M.P.G.</u>	<u>ACTUAL M.P.G.</u>
1.	R.A.Gibbons, Morris Minor	81.798	(90.26)
2.	D. McDougall, Ford Consul	53.	(46.2 )
3.	J. Lust, Hillman Minx	50.7	(46.4 )
4.	P.G.Porteous, Chevrolet	45.	(27.2 )
5.	J. Hobson, Morris Minor	42.7	(50.5 )
6.	L. Spitz, M.G.T.D.	41.95	(37.8 )
7.	T.J. Grant, Ford Anglia	40.2	(46.4 )
8.	H. Hollis, Jaguar X.K. 120	39.8	(27.2 )
9.	J.A.Moffat, Morris Minor	38.5	(42.5 )
10.	H.N.Burrows, Ford Zephyr	35.95	(28.35)
11.	A.T.Freeman, Ford V8	35.64	(25 )
12.	J.M.Steele, Morgan 4/4	35.3	(40.8 )
13.	M.T.Allen, Austin A40	35.2	(32.4 )
14.	D.E.Morrish, Renault	33.4	(50. )
15.	J.B.Curtis, Ford Prefect	32.4	(35.1 )
16.	J. Alexander, Ford Prefect	32.3	(34. )
17.	J. Evans, Standard 12.	32.25	(25.55)
18.	H.W.Mitchell, Renault	31.3	(45.9 )
19.	H. Brown, Morris Minor	29.5	(34.9 )
20.	A. Donnell, Triumph Gloria	28.4	(19.25)

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Runs to Remember : Continued from page 11.

of the gears is louder than the engine.

I forget the happenings at the event. The run I shall remember.

.....

AMERICAN NOTES

G. EASTERBROOK-SMITH

Being some excerpts from letters of an ex-patriate.

Last weekend I went to the races at Cumberland with Fred. The circuit was an airfield which had been made by cutting the tops off hills and filling in valleys, so that each runway ended in a sheer cliff. The lap distance was 1.6 miles with seven corners, from hairpin to flat out. We towed the Veritas up on a trailer behind Fred's Buick and when we hit the mountains we found that dynaflo and fading brakes are not a good combination for driving, in fact we nearly lost the whole lot down one hill. It was raining like hell and one gentleman in a TR2 Triumph on the same road managed to roll his car three times without exceeding 40 m.p.h.

Friday afternoon was spent in technical inspection which was tough, although not quite as tough as I expected. The races were "National" which means that they counted towards the Sports Car Club of America National Class Championships. These are run in international capacity classes with each class divided between junior and senior drivers (a senior being one who has finished 1st., 2nd., or 3rd., in a national race), and production and modified sports cars.

The entry was terrific - something over two hundred and fifty cars. In practice for example, I counted twentyfive XK140 M's go by and they were still pouring past when I turned away. Austin Healeys, TR2's, and M.G.'s by the literal score, three of the very latest 3 litre Masers, and two of the latest 2 litre Masers, a 3 litre Type 750 Ferrari, and Kimberley's 4.9 Ferrari. The big Ferrari is the most brutal looking car I have ever seen. It weighs 2,200 lbs., and looks much bigger and quite un-Italian in conception. I think what impressed me most was seeing it ticking over at 750 r.p.m. without the slightest roughness, and then being driven off to race on the same plugs. Kimberley is a millionaire, and a very pleasant chap, as Fred and I found out when we had a talk with him about tyre pressures for the Veritas. His equipe vehicles are really good - a huge travelling workshop, painted red with the Ferrari horse on it and Scuderia Kimberley, plus an equally big trailer for the car. Driver and hangers-on in red overalls, and even red folding chairs on top of the workshop, from which the races may be viewed in comfort. One other, I think it was Briggs Cunningham, outdid that, as his travelling workshop had a covered grandstand on top. Other cars included,



two Arbaths, several Bandinis which are the prettiest little cars imaginable, Arnolt Bristols, Lester M.G.s, dozens of Porsches, several 300SL Mercs, which were most impressive in action, three or four Allards, Siatas, an A.C. (the very latest and very very impressive) a Porsche engined Cooper called the Pooper, which went like a bomb, several Oscas, and a pair of Mille Miglia Frazer Nash.

The racing was extraordinarily interesting. It started at 8.30 a.m. on Sunday, and the last race started at 4.30 p.m. There were eleven races, the first nine being of half an hour each and the last two of one hour duration. The organisation was first class, except for the trifling matter of spectator control which was shocking. I had the experience while I was setting up our pit equipment during the  $1\frac{1}{2}$  litre modified race, of seeing a Porsche get out of control right opposite me, go through a line of straw bales as if they weren't there, and mow down the officials at the finish line. Five were carted off to hospital with, as far as I know, no serious injuries, but it was a horrid sight.

Apart from that, I thought that the standard of driving was very high, and incomparably better and faster than we see it in New Zealand. Good and new cars probably have a lot to do with it, but even so they were made full use of by very competent drivers. The general effect was very exciting indeed and I have never seen anything that approached it before. For example, to see twelve XK140's and three Allards pour into an S-bend with not more than four lengths between the lot, is really a heart stopping experience.

As far as the Veritas was concerned we had a reasonably satisfactory day. The opposition was two Masers, two Frazer Nashes, Two Arnolt Bristols, a Bandini with an Offenhauser engine, and a Siata. The Veritas went very well but it was a very hot day, and using second gear early in the race sent the oil temperature and the pressure down, so for the last two thirds of the race Fred used third and top only, and came in third behind the two Maseratis.

In the earlier races a Ford Thunderbird and a Chevrolet Corvette ran, both with silly automatic transmission. On the straight they were faster than the Jaguars, but both did in their comic hydromatics or whatever the stupid arrangement is called.

After the meeting came the Victory Dinner at a plush Country Club, where no less than eighty five resplendent trophies were dished out - no prize money whatsoever at any S.C.C.A. event. I drove a dynaflo Buick convertible back the hundred and twenty miles to Washington. It was quite as bad as I imagined it would

be, and made me wonder more than ever why more people don't buy Studebakers which handle like thoroughbreds in comparison, and also have brakes which really work and don't fade.

Next weekend the races are at a one mile road circuit about twenty miles out of Washington, and the following weekend a hill climb at Cumberland. Louis Chinetti is bringing his 4.5 (old Formula I) Ferrari down from New York for it.

Had a ride in a Muntz Jet. It is built by Kurtis who builds the Indianapolis chassis, and is quite an unusual car by U.S. standards. It is a very spacious and comfortable four seater with a rag top, wind up windows, an automatic drive, and radio. It is not a sports car by any stretch of the imagination as the steering ratio is between four and five turns lock to lock, and the brakes are quite feeble. However in a straight line it has real performance, as the engine is a 1954 Cadillac of something over 5 litres, with a  $\frac{3}{4}$  race camshaft, solid tappets and two quadro jet (four choke to you Kiwi) carbs which is in effect one per cylinder. This results in between 275 and 300 b.h.p. The owner has done 15.25 for the standing quarter on a day when the best Jags were doing 16.3. If it were not for the automatic transmission it would do better still, as at 60 m.p.h. it changes into a 3.0 : 1 top gear. I had quite a brisk dice in it and I have definitely never sat in anything so accelerative - so much so, that the loose change in my side trouser pocket showed every inclination to come out. It is really quite astonishing, especially as it weighs every bit of 30 cwt. The Cadillac engine was absolutely effortless and revved extraordinarily freely.

After a few months over here we are becoming conditioned in some odd ways. One is that the usual run of Yank cars no longer look big, the Mark VII Jaguar looks medium to small, Hillmans and A40's look absolute midgets, while the 750 Renault looks grotesquely small. Oddly the Minor continues to look normal, but Ford Consuls lay us in the aisles. The Austin Healy by the way is the fastest selling foreign car in the U.S. at present, and Washington is knee deep in them.

The weather is pleasantly warm, most days running around eighty. The wind blows so seldom here as to arouse comment when it does. How extremely pleasant after Wellington.

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RUNS TO REMEMBERANONYMOUS

As our motoring law stands in New Zealand, it is sometimes difficult to speak honestly of runs one will always remember, for often the element of speed is involved in these runs. To the best of my knowledge I have never embarrassed any other road user by a breach of the traffic rules regarding speed, nor in my every day driving do I exceed the speed limit if there is even one other car in sight. To do so is to invite trouble, and censure. To do this, knowingly is foolish in the extreme.

The venue for the sprint event was ninety miles away. Scrutineering, it had been announced, was to be at eight thirty. I thought that if I left at quarter past six the roads would be reasonably free and I could cruise up mildly and legally without let or hindrance, and without attracting the undesirable attention that an unconventional car appears to draw. Normally I find one of the most annoying parts of driving to or from an event is the stupid laughs of buzz box clots, who wallow delightedly past when one is cruising at a temperate fifty. Their tin ware does not attract attention, my car does. Once only have I succumbed to the temptation this offers, and happily remember the apoplectic countenance of the driver of a Buick as I went past him at eighty and then changed with some ostentation into top. A pleasant thing to do, but I would now say, a foolish thing. There are a lot more cars on the road today.

Only those who have driven the better Edwardian or Vintage cars can know the soothing pleasure of rapid movement through the air with a slowly moving engine beneath the bonnet. Most modern cars at fifty are revving at from 3,000 r.p.m. upwards - a sense of busyness is starting to be apparent. The large lazy engine in my car revolves only two thousand times at fifty and that with another two and a half thousand to come. Imagine then a clear summer morning, the air still and already gaining warmth, a single seater car, with nothing but an aero screen and goggles between you and the moving air, an engine plodding mildly with the foot barely touching the accelerator pedal, and no other traffic about.

Through the countryside, at a leisurely steady pace with no other traffic, one has time to notice the greenness of the fields showing beneath the summer brown. When the road passes near to the sea, the air becomes rich with its scent of salt and seaweed. The road curves in again through farm country, and over

the sound of the engine and windrush, comes the thud of a milking machine and fleetingly the nose catches the smell of warm milk and cowyard. There is a small town ahead and the foot eases back on the throttle, and through the deserted streets we go with the engine just ticking over. There is nothing more deserted than a small New Zealand town, with last night's scraps of paper yellow in the early morning sunlight.

Out in the country again, and for the next twenty miles is a series of curves, nothing really acute, but just enough to make it fun to practice holding exactly two thousand revs, on dip and climb, through banks of red clay, on the open curve past sleepy sheep, and the blind bend with pine needles on the inside from the darkening trees above. One brief slowing for another township, and now there are one or two people about, hypnopompic and shabby.

From here on, it is straight and flat for twenty miles, with about three corners the whole way, and still only another car every few miles. A surprised farmer waves from his Ferguson as he tows his cream to the factory. Predatory magpies fly up under my wheels from the corpse of one of last night's opossums. A glance at the oil pressure, temperature guages and rev counter brings the foot up, for the needle has unobtrusively built up to three thousand. There is a brief battle with conscience and a compromise is effected for two five, a little over sixty, a few more miles and another glance. How deceptive is a high-g geared, lightly stressed car, its three two this time, effortless and on rails. At eighty most cars are starting to use the road.

And now there is the longest of the straights. Over eight miles of it there is, dead straight, good surface, and only one side road early in the piece. The side road is passed, and through my goggles I stare ahead and there is nothing, absolutely nothing in sight. The muscles of the right leg flex slightly, and the engine begins to boom, and over the boom of the exhaust and the whine of the transmission I can hear the air sucking into the carburettors. The white needle on the black face swings up, three five, seven, eight, four thou, four one, two fifty, ease the foot slightly and hold it. The wind is noisy now, and I have to pull my beret off and shove it in my jacket, the goggles press on my cheekbones. The car and I feel alive. The road has become narrow and perspective alters rapidly. The store at the turn off is in sight, coming nearer rapidly. The foot eases, reluctantly and gently, the exhaust crackles on the overrun, and the whine

..... Turn back to Page 6 for completion.



IN PASSING

by LONGSTROKE

The 500 cc Car Club are said to be looking for a suitable course for a hill climb or speed trial. Will everyone please form a queue on the right, and tell Les Stone of their favourite venue that no one has thought of using yet.

.....

Undoubtedly the biggest news of the month is that the organisers of the Ardmore G.P. have announced that they are presently completing agreements for Stirling Moss to drive there this season. It has not been stated what he will be driving but he is under contract to Mercedes for 1955, although the race of course is a few days into 1956, and according to press reports, Mercedes have announced that they will not be participating in the Grandes Epreuves in 1956. However, whatever he is driving Ardmore will be worthwhile to see Moss alone. When we realise that the overseas drivers we have seen there for the last two years are not front rank men, we know that people of the calibre of Moss and Hawthorn must be really startling.

.....

What a dreadful business at Le Mans. And yet it was bound to happen as long as cars with such wide disparity of performance were competing together. Soon we are going to have to do something in this country too about grouping cars for racing within performance groups. The final race at Ohakea with its mixed grill entry of forty odd cars with lap speeds varying as much as fifty miles per hour, was undoubtedly vastly entertaining for the spectators, who on an airfield can be kept at a most respectful distance from the course, but it was also a most dangerous affair for the drivers. I would expect that the repercussions of Le Mans may be felt even in these distant isles, twelve thousand miles away though we may be. Almost certainly I feel, Clubs using public roads will be required to comply with far more stringent requirements for spectator safety.

.....

Talking of safety, I am surprised that there has been no comment on a letter which appeared a few Bulletins ago, signed by one Cassandra. It suggested that Competition Licensees should be classified as to the speed and power of cars they should be allowed to drive. After seeing the antics of one or two relatively new boys in TR2s around the countryside, and seeing an XK 120 acting as

a moving chicane in unskilled hands at one meeting, I think it is something that our Club might well take up with the Association. How can the classification be done? Opinions please.

.....

With the opening of the Levin track Motor Sport is going to receive a big boost. Perhaps the best part about it is that the drivers there can expect to receive enough in expenses to pay for their petrol and oil at least, and maybe later on tyres too. With six starts a season there, two hill climbs with our club, one climb and a speed event from the Hutt Club, and possibly one climb from the Five Hundred Club, racing machinery is going to be worth owning, and will not be spending most of its life in sheds. Thank goodness someone has at last realised that running a fast car is expensive, and that some expenses for everyone instead of a dollop of prize money for the favoured few is the best way to breed more cars and better competition. Ron Frost and his cohorts deserve every support that we can give them.

.....

Sad Story. A club member who shall be nameless, except to say that he is an electrical engineer, drives a Wolseley Hornet, and flirts with five hundreds, recently fitted a new prop shaft to the aforesaid Wolseley. Being an engineer it was, needless to say, fitted meticulously. Pride goeth before a fall. A test run was indicating all was well, when suddenly everything locked solid and the car rotated about its own propshaft to perform a fine slow roll, while the gearbox disintegrated in all directions. Battery cable apparently has a very high tensile strength, and if one end is attached firmly to the chassis and the other allowed to wind up, winchlike, around a prop shaft, something takes a turn for the worse. The driver lost his front seat passenger. He looked around but there were no holes big enough for a body to have gone out of. Eventually a voice inquired after his health from the space between rear and front seats. Neither knew how he got there. Like most New Zealanders I fear, I am filled with a wicked joy when I hear of the professionals doing something which I expect to happen only to incompetents like myself.

.....

He changed at thirty down to first  
Wondered why his motor burst.  
It really gave him quite a turn.  
Buzz box owners live and learn.

.....



Department of deadly secrecy. Two Club members have both told one or two favoured friends that they have a Ferrari lined up ready to buy, IF, they can sell their present bolides. All very hush hush and secret. So hush hush and secret in fact that neither of them knows about the other. Nor do they know that they are both after the same car .....

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The numerically small Nelson Club runs a very full Calendar, including three race meetings, one at Havelock, one at Motueka and the other of course their two day New Year beach meeting. This latter is one of the most enjoyable meetings anywhere in New Zealand. Not only is the racing fun, but the hospitality is fantastic. The last time I was down there I saw the sun rise on six consecutive days and the seventh night I had to hide. If you are looking for a pleasant way to spend next Christmas and New Year, I can recommend no better way than to go to Nelson. If you want to enquire about the event and the motor camp bookings the address to write to is the Secretary, Nelson Car Club, P.O.Box 231, Nelson.

.....

Department of Black Marks. The Editor says in bitter tones that the Club are 99% illiterate, and that more specifically Bruce Cook promised an article for this Bulletin and didn't deliver it. An alternative suggestion is that the experiences you have and the language you use are not fit to be put into print.

.....

That indefatigable Shakespearian scholar, Professor Jerk, may his dyna never flow less, has told us that the following from Act I Scene IV of Measure for Measure could only have been written as a description of some of the hairier drivers in some of the hairier specials, on some of their hairier corners:

"but we do learn  
By those that know the very nerves of state,  
His givings out were of an infinite distance  
From his true meant design.

.....

BULLETIN MATERIAL:

Please send in material for the next Bulletin to P.O.Box 223, Lower Hutt. Material should be sent to arrive not later than Friday 19th. August.

.....

CYRIL SLADE-JONES.

It is with regret that we record the death of Cyril Slade-Jones in a boating accident at Taupo on June 17th. A member of the pre-war Wellington Car Club, and an active member of the N.Z.S.C.C. immediately after the war, Slade-Jones will be remembered for the way he made a single seater B.S.A. go amazingly fast. Of recent years, having been posted in the Army to Waiouru his connection with the Club has been tenuous, a matter of regret to those who knew him. His name is recorded in the Club as the donor of the Slade-Jones Trophy for the under 1100cc Class at the Annual Sprint.

.....

LETTERS TO THE EDITOR.

Sir,

While not wanting to appear critical of the newly elected Committee so early in its life, I must register my dislike of the first Club night of their regime. Please, if we are to have films, let us have only films of direct motoring interest. I am a little tired of oil wells and scenery. The programme at the first night would have been better confined to two films, and natter.

I am etc.,  
"Minor".

.....

TEN YEARS AGO

The Bulletin for July 1945 contained:-  
an advertisement for a 30/98 for £100  
an article by Trevor Wickham on the three Bentleys he had owned..... a letter signed "Le Penseur" the writer of which hoped that no one restoring vintage cars was going to use them for serious competition as they would "obviously be given a thrashing by a few well tuned but nevertheless standard modern touring cars"..... a small rally had been held.... and at Judgeford a hill climb had been held for the second time with Morrie Proctor making F.T.D. in his Brookland's Riley in 1.39.9. Telephones and wire had been borrowed from the Army. From the way the Bulletin framed it, it sounded as if the Army didn't know how kind they had been, but one of the Marshalls was a Captain in Signals..... most members had A.P.O. addresses, but those who were in Wellington or could scrape together petrol coupons to get here met monthly in a small room in the Commercial Travellers Building for natter sessions..... the then editor was imploring people to write for the bulletin....





# CLUB CALENDAR



- June 26th. Hutt Club, Half Day Trial, starting Ngahauranga Gorge Service Station at 2 p.m. Entry 2/6. Distance about 30 miles.
- July 3rd. Hutt Club, Half Day Trial. Start Maginity Street 2 p.m. Course around Lower Hutt.
- 14th. CLUB NIGHT. Victoria League Rooms 8 p.m.
- 16th. NIGHT TRIAL. Details at Club Night, or ring Bruce Cook or Russ Buckthought.
- AUGUST 11th. CLUB NIGHT.
- 14th. SPORTING TRIAL. Organisers Tom Grant, Arnold Stafford.
- SEPT: 8th. CLUB NIGHT
- 18th. DAY TRIAL.
- OCT. 13th. CLUB NIGHT.
- 16th or 23rd., or 30th. GYMKHANA. Depending upon the weather alternative dates will be used.
- NOV. 10th. CLUB NIGHT.
- 12th. PLIMMERTON HILL CLIMB
- DEC: ??? LEVIN TRACK MEETING. This is tentative, and depends upon the track opening date.
- FEB/MARCH. HOUGHTON BAY HILL CLIMB. This is dependent upon the allocation of other dates for speed events.

.....  
ACKNOWLEDGEMENTS.

We have to acknowledge receipt of Bulletins from the Five Hundred Club, and the Nelson Car Club.

.....  
HOW FAST.

Recently in U.S. a car recorded 9/68 seconds for a Standing Quarter. The timing was up to A.A.A. specifications. The device was apparently an Ardun Mercury with four wheels attached. This is an utterly fantastic achievement as the theoretical possible is a fraction over nine seconds. It is hoped to give more details in the next Bulletin. Another car did a fraction over ten seconds at the same meeting.

.....  

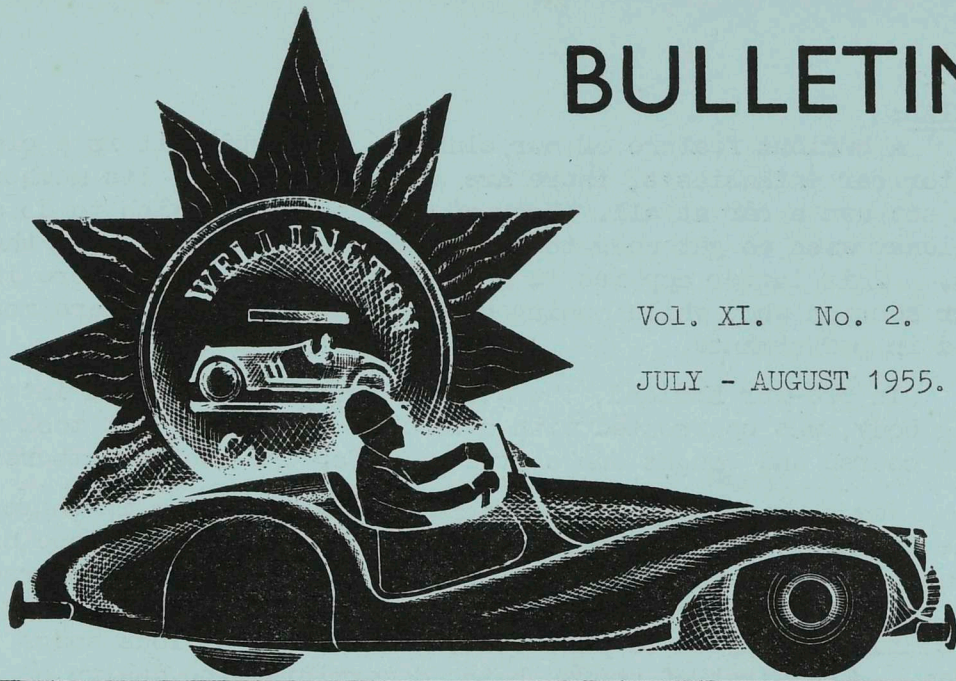
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WRITE FOR YOUR BULLETIN

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# BULLETIN



Vol. XI. No. 2.

JULY - AUGUST 1955.

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

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## DIRECTORY

CLUB CAPTAIN	J. McMILLAN	Telephone 84.923
VICE CAPTAIN	H. HOLLIS	51.080
SECRETARY	V.S.EVANS	56.782
TREASURER	A. ROBB	44.070
EDITOR	W. EASTERBROOK-SMITH	76.312
COMMITTEE:	R. BUCKTHOUGHT	V.B.COOK
	J. EVANS	K. GARBUTT
	R. PENNY	J. SCHNELLENBERG
	A. STAFFORD	C. VANDENDUNGEN.

These are the people whom you elected to run this Club for you. They can do so only with your help and your assistance. If you have any bright ideas, or are ready to do some work for some event, these are the people to approach.

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CAUTION IS NO SUBSTITUTE FOR SKILL

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EDITORIAL:

A curious feature of our club is, that while it is a club for motor car enthusiasts, there are a large number of its members who do not own a car at all. Many of them obviously wish to do so, or at least wish to get near to some machinery that is beyond their purses. This latter applies to more of the members, as there is a further section who, while owning cars, own vehicles that are most limited in performance.

In pre-war England, the J.C.C., that excellent and interesting body, was confronted with a similar situation. It took the obvious course and bought one or two cars for the use of members.

Now ours is a relatively impecunious Club, but is there not the grain of an idea here? Would it be beyond the scope of the Club to design and build a special? Materials are of course expensive, but it is amazing what can be scrounged, particularly for a community project of this sort. There are obvious snags to the idea. The first of course being determining the design of the car. I would suggest as a basis for argument, a two seater sports car with a relatively small engine, preferably using an engine for which spares are readily available. Beyond this I should not like to extend my neck.

As a basis for building and operating, perhaps a credits system could be created, by which so many hours work equal one credit, so many credits equalling so many laps at Levin, climbs at Houghton Bay, miles of trials driving, or what have you. Hire rates too could be worked out, and certain regulations about requiring so much maintenance from each hirer.

The idea may sound a little fanciful, but surely the time has come for an imaginative approach to some of the problems that beset our Club. If any Club Members have any ideas on the subject will they please commit them to paper and send them in to the Bulletin for an airing.

.....

WRITE FOR YOUR BULLETIN.

MOSTLY RILEY

P.B.FOWKE.

I would like to be able to say that the first car I can remember was a Riley but this would not strictly be true. My earliest recollections are of my father's 1914 7/9 Swift and of a Riley and a Sunbeam belonging to friends of the family. My memories of the Sunbeam are dim but I can still picture the Riley, which must have been '13 or '14 vintage, with its oval brass radiator, wire wheels and white tonneau body. The little Swift gave us nine years of faithful service and I can remember no troubles other than a front wheel bearing once packing up and the Bosch magneto requiring periodical baking in the oven and remagnetising. It was followed by a succession of Austin 7's starting from '23.

We were living in Ceylon and interesting cars were few and far between, but I remember the oil-cooled Belsize Bradshaw, the friction drive G.W.K. and a fantastic and enormous '22 Sizaire Berwick which was the first car in which I travelled at the magic 60 m.p.h. The owner had his personal Singhalese mechanic trained at the S.B. works in France but the car was not a success and the marque had only a short life.

My allegiance at this time was firmly with the A.C., so ably managed by S.F.Edge, and wavered only in the direction of Aston Martin represented by those immortal cars "Bunny" and "Razor Blade". Great was my joy when the A.C. driven by J.A.Joyce became the first 1½ litre to achieve 100 mph.

Enthusiasm for Rileys, who in the mid twenties were making their tough and unburstable 11.9 s.v. best remembered in "Redwing" sports 4 seater form, was re-fired in '28 when an ex school friend turned up for Old Boy's Day in a brand new Riley 9 Monaco with the original fabric body. It had the twin cam engine which has remained basically unchanged up to the present day and set a body style which was aped for years to come. Subsequent Riley body styles were equally far ahead and the Kestrel body introduced in '35 and fitted on all chassis, 9, 12/6, 14/6, ("Alpine" in this case, to be exact) 15/6 and 1½ litre and 16 hp 4 cyls is to this day an outstanding style. The body tradition lapsed horribly in '39 after the Nuffield merger when a revolting and altogether characterless box was attached to the somewhat modified 1½ 4 cyl chassis - I have not yet seen one of these in New Zealand - but was restored again in '47 with the introduction of the 1½ and 2½ 4 cyl. models with the altogether excellent torsion bar front suspension.



The engines remained practically unchanged, chains being fitted in place of the 5 timing gears which did admittedly become a bit noisy after about 100,000 miles. It is a pity that the overdrive box used on the '38 1½ and the "Big Four" was not developed further. I do not know whether Victor Riley had anything to do with the post war body design but in my opinion it is as far ahead of its contemporaries as the Kestrel was in '36 and I know of no more desirable car, under about £2500, than the 2½. Admittedly it is a bit heavy and the coachbuilt body weaves more than it's pressed steel counterpart, but it has that indefinable "something" which is lacking from all the moderns I have yet tried and the way it holds the road and goes round curves at its speed. maximum of 100 is altogether exemplary. It will put 50 miles into the hour between Wellington and Auckland without any "dicing" or non-observance of built-up areas and over 60 when road conditions permit. It would have no appeal whatever to those who require "panthergait" springing and fingerlight steering at drongo speed but it is, in my opinion, quite the best vintage-modern yet produced and I am sure it will never be equalled in this respect.

To revert to the older Rileys. My next experience after the Monaco 9 was a 1930 Brooklands 9. This was in Ceylon in about '32 when the light of my life was my '30 Ulster Austin. This was no mean performer on corners but my first drive in the Brooklands, piloted by George Strachan who had driven (of all things) a Gwynne 8 in the '28 Ulster TT. was an education. It was the first time I had ever been taken round a long bend on dry tarmac in a four wheel slide (the word "drift" hadn't been invented then) in a fierce spray of rubber dust from the front tyres. Followed a period of several years in which the Ulster was able to hold its own against the best that the current M.G.'s and suchlike could do.

Then on my next leave to England the Riley enthusiasm was rekindled by a run over the Hog's Back in a M.P.H. 2 seater, 15 h.p. 6 cyl., driven by Leslie Hawthorne, father of Mike. I had just bought a P.type M.G. and as I was staying in Farnham had given it to him to have the customary oil leak from the camshaft drive attended to. I would like to be able to say that Mike had sat in the car gripping the wheel in his chubby fingers and making tearing-calico noises, but I have no more than a faint recollection of a small boy whizzing around and getting underfoot. I didn't even think of booting him out of the way so as to be able to say in later years "Yes, how well I remember booting his arse in the old days."....Pity!

The P. Type was duly taken back to Ceylon, after watching the Riley-derived E.R.A.s of Whitehead, Walker & Co. at Donnington in '36, and was fitted with a Centric blower to enable it to cope with the old Ulster Austin and suchlike. It performed adequately for 20,000 miles until one day a friend arrived in his Riley 12/6. This started the Riley fever again and within a few weeks the M.G. had been traded for a '37 1½ litre Touring Saloon which had done some 40,000 miles. This gave me another 30,000 with nil expense on repairs and eventually followed me to N.Z. By the time it arrived I had given it up for lost and bought a '36 1½ litre Kestrel. This again gave me excellent service for 20,000 or so again without expense. Meanwhile the old Touring Saloon had arrived (similar to the Wellington model owned by I.R.Maxwell Stewart) and was eventually bought by Ernie Flighty. He rebored it, quite unnecessarily, at 90,000.

The Kestrel was eventually traded for a Fiat 508.c., 1100cc., and a bag of gold. The bag of gold didn't last long but the Fiat, after a complete overhaul, gave wonderful service. It handled like the best of Continentals and would take four large bods and a heavy trailer to Taupo at 40 m.p.h. average and 40 m.p.g. After a couple of years the body got very tired and as I felt that motor and transmission would not stand my cruelty indefinitely it was sold. Its place was taken by a post war new car, bought for business reasons. After 20,000 this car showed that it could not stand up to punishment in the same way as pre war Rileys of the same capacity. It therefore gave way (business be damned) to a '52 2½ Riley which has now done 32,000, 16,000 with me, and shows no sign of weakening. A very rash statement to make and if it was anything other than a Riley I would leave it unsaid!

The only Riley made from about '30 onwards of which I have had no personal experience is the V.8., also called the "Autovia". This was basically two 9 h.p. blocks on a common crankcase and fitted in a chassis with "Adelphi" type body. I believe one of the main troubles was in the induction system, a veritable snake-charmers' nightmare. It was built at a time when the old Riley firm was about to pack up and it was hardly likely that Nuffields would continue with it and iron out the bugs. In any case it is quite likely that Percy and Victor Riley would not have proceeded further with it as I believe that their more exuberant tendencies were usually restrained by their very remarkable insight into the future. I sincerely believe that they were among the best and



and most farsighted designers England has produced and the fact that their firm failed is no discredit to them. It was their misfortune that the world entered an era when good workmanship, good finish and long life was becoming valueless.

And now Riley has fallen into the maw of B.M.C. The Pathfinder appears to perform adequately from the point of view of acceleration and maximum speed but steering and gearchange linkages have gone "rubbery" and roadholding at high speed appears to leave something to be desired. The 1½ continues in the old tradition with but few points conceded to the drongo public. This is enough I fear to sign its death warrant and it is presumably only a matter of time before some pallid white-coated "technical expert" decides that in the interests of productive economy, or some equally flatulent phrase, both cars must be fitted with a B.M.C. motor, and Riley will follow the once illustrious name of Vauxhall.

Fair makes you sick, doesn't it, Tom?

.....

SOME QUIET BLACKMAIL.

Bruce Cook has still not delivered the article which he promised for the last Bulletin. Over a hundred other members have not even promised to write anything for the Bulletin. The Editor is heartily sick and tired of having to dredge up contributions. There are a lot of people in the club who have owned interesting motor cars, built their own, or had motoring experiences of which they are prepared to talk ad nauseam whether their listeners are willing or not. It is assumed that some of the people in a Car Club are probably interested in things to do with motor cars, so why not write down those anecdotes and post them to the Editor at P.O.Box 223, Lower Hutt. The next Bulletin will be assembled, the last weekend in October.

.....

SECRETARY'S NOTES:

V. EVANS.

Would those members who are not receiving the Bi-Monthly Bulletin, or Club Circulars, please notify me by Phone (56.782) or by writing to P.O.Box 5142, Wellington.

The Manawatu Car Club have sent us entry forms for their

Secretary's Notes - continued.

Labour Weekend Rally which starts on Friday 21st October. Those interested may obtain their entry forms from me.

Members are reminded that their Competition Licenses have expired. The fee for licenses is now ten shillings having been raised by the A.N.Z. C.C. in July. The procedure for renewal is to forward your old license plus ten shillings to :- The Secretary, Association of New Zealand Car Clubs, P.O.Box 971, Dunedin. For those who have not got licenses, application forms for Basic Licenses are available from me.

We should like to welcome the following new members to the Club: D.H.Barr, G.W.Wallace, D.M.Thompson and A. Narain.

Results of the Night Trial and of the Half Day Trial are elsewhere in this issue. Finding Paua shells at this time of the year appears extremely difficult, unless as is suspected the organisers had already swept the Eastbourne Beach of them the day before the Trial.

The Hutt Valley Motoring Club are holding their Wallaceville Hill Climb on September 24th. Would those who want entry forms please let me know so I can post them out as soon as they come to hand.

It is most pleasing to any Committee to have such excellent support for the events they organise. So far the entries have been Economy Run 20, Night Trial 25, Half Day Trial 24. This is good and we hope it will be maintained for the rest of the season's events.

NEXT EVENT. HONEYPOT Day TRIAL. SEPTEMBER 18th.

Organiser: Ray Drew. Approximate Mileage 125. This event will start in the morning and go right through to the afternoon, with a break for dinner at a country hotel. Entry Fee 5/-. estimated cost of dinner 5/- - 7/6. Entries and fees to be in the Secretary's hands on or before September 15th (next Club Night). Full details will be issued that night.

\* \* \* \* \*

WRITE FOR YOUR BULLETIN







IMPRESSIONS OF THE HALF-DAY TRIAL -

By a Practical and Biased Observer.

Once again Maginnity Street has seen the assembly and departure of happy children of all ages, trusting blindly in the sense of humour of the trial organiser.

First impression was the good entry, and the amount of support given by families and friends of members.

As advertised, time-keeping was reduced to a minimum; destination and time of arrival given at the start of each section.

The first test, the restart on Port Street, which must surely be one of the steepest in the City, was the first indication competitors had of the workings of the Grant mind. A matchbox was placed under the back wheel of each competitor's car and the restart was to be made without any backward movement whatsoever. Unfortunately, a matchbox does not seem strong enough to hold back certain cars. Perhaps we should use a brick next time. Those with 'umbrella-handle' type handbrakes being at a definite disadvantage here and strangely enough some of the more powerful cars failed to get away cleanly.

Then began the shambles at Eastbourne, a scavenger hunt to be more precise. This involved much coming and going, but plenty of time was allowed. Most objects seemed easy enough to find except a rather vague piece of information "ft.lbs.". This proved to be the setting of a torsion wrench in the Grant garage. Although answers ranged from the height, length and weight of the dog at 45 Marine Parade to the pressure in the Eastbourne reservoir. I must in all fairness say that I think this was a bit ridiculous as a clue for such a thing and should hardly be a justifiable cause for failure in the test. (Organiser's note: Each item in Eastbourne constituted a separate test, failure in any one did not result in a failure on all counts. The object of the ft.lbs. question was to endeavour to ensure that no one received a first-class award, but this scheme was nearly undone as one competitor got the correct answer although referring to the dog. This luckless individual, however, fell foul in the final test.)

Section two took competitors up the eastern side of the Hutt Valley, across the Silverstream bridge and over the Haywards Road.

Some difficulty was experienced in following directions in the earlier part of this section, but most muddled through eventually. Although apparently about half the entry were able to decipher the directions and therefore, had no difficulty.

Then came the mud section, which to my young and innocent way of thinking, seemed rather pointless and unnecessary, and not quite the thing to put across the average family man and said family. Nevertheless most took it in good part, even myself, although three hours with the hose has not yet restored the machine to its former state. (Hence the grouch!)

There followed another test, after which competitors were told to go and have their sheets signed by the marshall. It came as a rude shock to find that the marshal was on the opposite bank of an apparently bridgeless stream, chuckling quietly over his big gum-boots, as the victims paddled across. Still, it washed off some of the mud.

From there the course was over the Plimmerton Hill to the main road, through Plimmerton itself, over the hill behind and back onto the main road again. En route was a garaging test, on grass and in mud. Consul and Zephyr owners proved to be at a disadvantage here as their lock was insufficient for the job. The trial was described as being suitable for buses, but perhaps it is just as well none came!

Test four was the iniquitous wheel-revolution judging business, which caused some small amount of consternation. Completion of the left nothing to do but return to Plimmerton, where Honey's Hamburgery provided extremely satisfying assistance to the inevitable natter session. All competitors, marshals and organiser and son, join in congratulations to both Honeys on their organisation and hospitality.

In all, a good example of the joys of motoring.

.....

WRITE FOR YOUR BULLETIN.



RESULTS NIGHT TRIAL 16TH JULY.

1	Hollis-Honey	0	4	5	5	6	2
2	Porteous-Evans	3	11	12	6	12	17
3	Morgan-Snellenberg	3	11	0	0	5	22
4	O'Brien-Lawson	0	13	5	6	0	4
5	Morrish-Haynes	3	4	0	3	5	2
6	Steele-Sanderson	3	13	-	60	12	4
7	McDougall-Foot	0	7	0	3	3	5
8	Grant-Stafford	0	2	9	3	6	3
9	Paddison-Turner	0	16	-	60	0	10
10	Dobson-Lander	2	11	15	15	6	14
11	Alexander-Hyde	3	11	5	3	12	5
12	Burrows -?	6	14	-	60	9	16
13	Lust-Robb	0	4	-	60	9	4
14	Gordon-G	3	5	12	9	10	4
15	Stockdale-Hunter	0	5	3	3	10	5
16	Narain-Reynolds	5	11	5	-	-	-
17	Fox-Fox	0	10	5	9	10	9
18	Gold-Carson	0	17	3	-	-	-
19	Clements-Nelson	0	13	0	12	5	15
20	Freeman-Hemus	6	7	0	6	0	24
21	Bryce -?	6	3	5	15	15	13
22	Jones-Cronin	3	0	5	-	-	-
23	Donnell-Truman	0	20	5	9	3	15
24	Langley-Brown	0	15	5	6	0	8
25	Berkett-Strong	0	2	5	5	3	0

Car No.	Driver & Navigator	Pomare Check	Pomare Test	Wallace-ville Secret Check	Wallace-Moonshine ville Check	Check	Test
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5	6	3	0	6	42
10	15	3	0	5	94
27	33	0	0	9	110
0	6	3	0	6	43
0	12	5	0	12	46
6	15	3	0	9	125
3	24	9	0	9	63
0	5	0	0	0	28
9	15	6	60	18	194
10	5	5	60	27	180
3	60	35	0	9	146
15	15	5	0	18	158
-	60	60	0	10	207
9	30	12	0	5	99
0	18	3	0	21	68
-	-	-	-	-	-
-	60	0	60	3	166
-	-	-	-	-	-
3	51	0	0	15	114
5	12	3	0	3	66
3	45	15	60	30	210
-	-	-	-	-	-
10	33	3	0	6	104
0	0	6	0	3	43
0	6	15	0	9	45
Plimmerton Secret Check	Plimm. Check	J'ville Hospital Check	Final Check	TOTAL.	



NIGHT TRIAL

JULY 16TH.

It has subsided. Nausea has passed. Blood and tyre pressures have fallen - we hope - since this event, but if anyone has any complaints would they please write them to me in quadruplicate and send them to the Minister of Transport accompanied by ten used Bluies. This will produce as much action as writing to the organisers.

But to get serious for a minute, we remind you that you lost three points for every minute late at a check, and five for every minute early, while the maximum points you could lose on any one section were fifty. To deal with some complaints that people arrived at checks and had to wait minutes before the marshals checked them in - it was your job to report to the marshals on time, not vice versa. Driving tests were on a time basis i.e. fastest car lost no points, every second longer meant a penalty point. The failure to report at a check, secret or otherwise, meant a loss of the maximum points for that section.

The results speak for themselves, and we do not intend to analyse them like a BBC Commentator, but we do apologise for our inability to distinguish fourth from fifth (section two) and wish to state that no one was penalised for getting astray on this part. We may have sent Hugo down a wrong road, but we did not ask him to back into a signal pole. The monies taken at the start were used to make inadequate recompense to Billie McMillan for a magnificent supper and to provide the prize.

Sincere thanks are due to all those who volunteered for the usually cold and thankless task of marshalling. Detailed results are on the previous pages.

1st.	T.G.Grant/A. Stafford	28	points	lost.
2nd.	H. Hollis / E. Honey	42	"	"
3rd.	R.J.O'Brien/D.G.Lawson	43	"	"
Equal	P. Langley/J.W.Browne	43	"	"

WRITE FOR YOUR BULLETIN.

IN PASSING

by LONGSTROKE.

The T.T.Sunbeam is no more. What a shocking thing to have to put into print. It is difficult to believe that there are barbarians who would wantonly destroy such a classic piece of engineering. One of the Sunbeam team cars prepared for the Isle of Man T.T. in 1921, it was imported into this country by Dick Messenger in the mid twenties and raced with considerable success. It was then owned for a short period by Ken Hemus from whom Roy Cowan bought it. Roy overhauled it completely, restoring it as nearly as possible to its original condition. Shortly before leaving for England, Roy sold the car to Rob Shand of the Vintage Car Club in Christchurch who cared for it for two or three years and then unfortunately sold it to someone in the barbarous south. This person for some reason known to his own warped mind raised the compression ratio in this thirty four year old master and not surprisingly, but nevertheless tragically blew up the engine. Not content with this clottishness, the chassis was then sawn in two and used for trailers. Historical motorcars are few anywhere and in New Zealand practically non-existent. To hear of such indecent behaviour gives one a sick feeling in the stomach.

.....  
It is pleasant to report that there are some stirrings of interest in Veteran, Edwardian and Vintage Cars to be seen again in our Club. Les Stone has recently acquired an Edwardian Maudsley, of which it is hoped a full description will be available for the next Bulletin, and our Club Captain is muttering about a Fiat Model O. These cars are scarce. If they are destroyed a large part of our motoring history goes with them. If you know of any cars, or leads on any cars, write in and they will be published in the Bulletin. You may not have the time or storage for them but other members may.  
.....

No, no, Reader Smellicue, an intermittent miss is not an occasional blonde.  
.....

FOR SALE: RILEY 9 chassis complete and in good mechanical order. Twin Carbs (new) excellent tyres, best offer over £100. Ansell Fowke Ltd. Bridge Street, Lower Hutt.  
.....





# CLUB CALENDAR



SEPT. 15th. CLUB NIGHT. Victoria League Rooms  
 18th. DAY TRIAL See details in this issue  
 24th. Hutt Club HILL CLIMB Wallaceville.  
 OCTOBER 13th. CLUB NIGHT  
 16th, 23rd. or 30th. GYMKHANA depending on the  
 weather.  
 21st. Manawatu Club Labour Weekend RALLY.  
 NOV. 10th. CLUB NIGHT  
 12th. PLIMMERTON HILL CLIMB  
 DEC. ?? LEVIN TRACK MEETING, depending on  
 opening date of the track.  
 FEB/MARCH HOUGHTON BAY HILL CLIMB. This is dependent  
 upon the allocation of other dates for  
 speed events. The Association Calendar will  
 be drawn up on August 27/28th, after which  
 we shall know both the date and whether it  
 is again to be the Championship event.

.....

ANSELL FOWKE LTD.

ARE PLEASED TO ANNOUNCE THAT THEY

HAVE BEEN APPOINTED AS AGENTS FOR

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Lagonda Four Door £3,600  
 Drophead £3,700

Aston Martin DB2 Saloon £2,900  
 Drophead £3,000

ANSELL FOWKE LTD.

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WRITE FOR YOUR BULLETIN

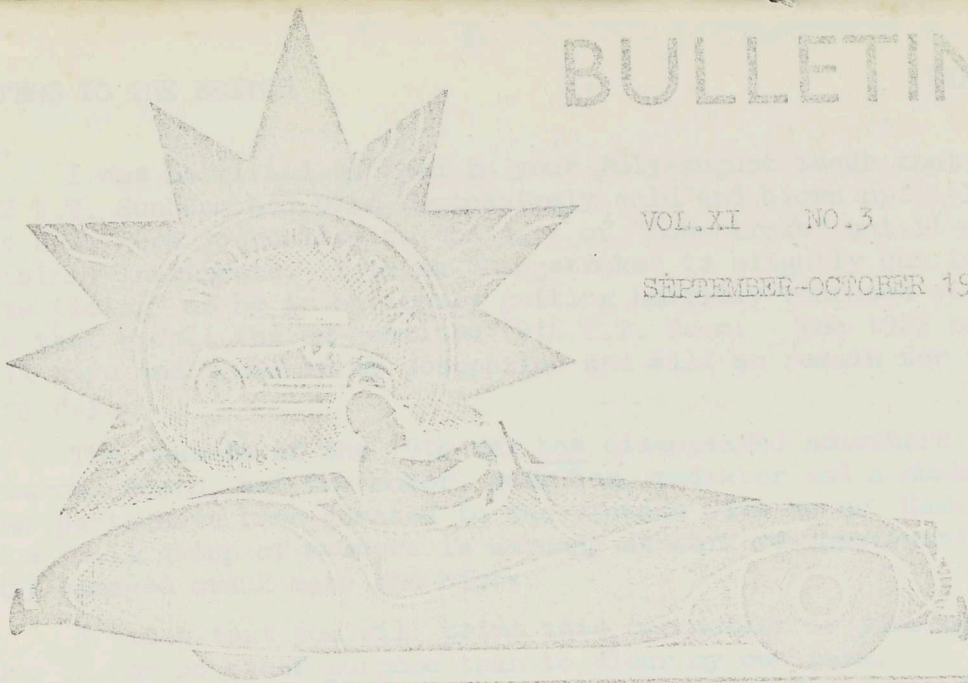
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# BULLETIN

VOL. XI NO. 3

SEPTEMBER-OCTOBER 1955



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

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DIRECTORY:

CLUB CAPTAIN	J. McMILLAN	Telephone	84.923
VICE CAPTAIN	H. HOLLIS		51.080
SECRETARY	V. EVANS		56.782
TREASURER	A. ROBB		44.070
EDITOR	W. EASTERBROOK-SMITH		76.312
COMMITTEE	R. BUCKTHOUGHT	V.B. COOK	
	J. EVANS	K. CARBUTT	
	R. PENNY	J. SCHNELLENBERG	
	A. STAFFORD	C. VANDENDUNGEN	

NEW MEMBERS, these are the people who have been elected to run the Club for the current season. How successfully they do so depends upon how much help and assistance you give them when asked to do so. All these people are reasonably approachable. If, as a new member, you have any queries, grumbles, or bright ideas, these are the people with whom you should get in touch. They are there to help you get the most out of your participation in our Club.

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CAUTION IS NO SUBSTITUTE FOR SKILL

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EDITORIAL

As most of you will have read in the daily papers, this next Hill Climb that the Club is running at Plimmerton will be the last, as the road is becoming more used, and work is to be done on the actual portion which we use. We must thank the Hutt County Council for their courtesy in granting us permission to use the road on this and previous occasions.

What is important now however, is to find another suitable course. Your Committee, knowing the time such negotiations are inclined to take, intend discussing the matter at the next committee meeting, so that they can, if possible, have some course arranged for next year's events to hand to the next committee. This is a matter of some urgency. If you know of any possible roads that would be suitable, preferably near to, or in Wellington, get in touch with any of the Committee members, or write your suggestion in to the Secretary so that it can be discussed at the meeting.

One member has already been stimulated to write a letter appearing in this issue. His ideas may seem rather grandiose, but second thought may show that his ideas are by no means impracticable. We would welcome letters discussing this suggestion and perhaps further suggestions as to how his ideas could be carried out.

W.E-S.

.....

Members will notice that this Bulletin is reduced slightly in size. This is not the result of Editorial temper at the paucity of contributions. The next three or four months are going to be fairly busy ones in N.Z. Motoring, and coincide with the least busy period of the Editor's working year, so we are going to try and give a monthly Bulletin for the next three or four months. Whether this can be done successfully or not depends in part upon your contributions, and letters. The Editor's address is P.O.Box 223, Lower Hutt. Contributions for the next Bulletin should be in the Editor's hands not later than Friday 25th. November, and for the December Bulletin by Friday 16th December.

.....

CHARITY OHAKEA.

A mixed brew of car and motorcycle races is to be held at Ohakea on December 27th. the proceeds going to help the N.Z. Antarctic Expedition. The car side of the do is to be organised by the Manawatu Car Club. So far no details are available, but they should be in the next Bulletin.

LETTERS TO THE EDITOR

VARIOUS

Sir,

I was horrified to read in your July-August issue that my 1922 T.T. Sunbeam had been successively sold and blown up. It might have been good journalism on the part of "Longstroke" but it was certainly inaccurate. I think "Longstroke" is slightly out in his "valve timing" as he is obviously getting horribly confused with the fate that befell the ex-Hamilton 1914 T.T. Beam. The 1922 car is still safe and sound in my possession and will so remain for the rest of my days.

The chassis of the 1914 car has disappeared somewhere in the barbarous south, but the motor, gear box, radiator and a number of other parts have been donated to the Vintage Club by Mr. Hamilton and a small group of members is already at work re-constructing the badly damaged crank case and block.

I trust that you will print this correction in your next issue if for no other purpose than to clear my own name.

Yours etc. Rob Shand.

Editorial Note: I have never been so pleased to print a correction in my life as with this one. The information did come from what has in the past been regarded as a trustworthy source. W.E-S.

Sir,

Your last Editorial interested me greatly as I am one of the motorless members. May I suggest that the whole idea be the subject of a debate by a panel of experts including yourself and at least one other special builder at a Club Night. It would be a most interesting evening.

One immediate thought that comes to my mind with regard to your comment about using a relatively small engine, is why not use an Austin A40 or 50 engine with two heads, one relatively standard for trials etc., and one planed, ported and polished with two carbs for speed work. It would mean less stress and chance of damage in touring events.

Yours etc. "Carless but Craving"

Professor Jerk (may his revs continue to mount) continues to insist on Shakespeare as a Competition motorist and says no one could doubt that he too had suffered from a clottish navigator on a long trial.

"Come, come, you mock me; this is not the way."

-Richard II Act IV.



Sir,  
Plimmerton is to join Paekakariki in the list of roads that we have lost. It is obviously going to be increasingly difficult to find suitable public roads that we can use consistently. This last word is a most important one. Without consistent use drivers do not come to know the hill, spectators do not get in the habit of returning, in short a climb acquires no tradition of the sort which Paekakariki was starting to gain when we lost it.

Is not the answer then to follow the example of those English Clubs who own Shelsley Walsh and Prescott, to build our own. Now please before you start muttering about roading costs and land costs and put this down unread, think of the advantages. At least three climbs a year could be run, with a day's practice before each. Timing, telephone and P.A. could be made semi-permanent. Permanent pits could be arranged, gradually a whole range of spectator, member and competitor facilities could be added. The course could be hired to the motorcycle clubs. It could provide a focal point for the activities of the club, and perhaps it would not be too optimistic to envisage an eventual club house.

The first and perhaps major financial question is the acquiring of land. This I believe might not be as expensive as appears. Around and near to Wellington is still quite a lot of Crown Land which may be obtained cheaply on leasehold. There are also a lot of Government and Council reserves. Might it not be possible to get permission to put in a course on some of these. If Trolley Derbies can (above Karori Park) why not us? There are still a few farmers around Wellington (Happy Valley, Kilmisters. at Karori, Makara, Ohariu Valley, Horokiwi) some of these might be prepared to sign a contract for the use of their land on a stipulated number of days a year in return for the creation of a road on their property, plus perhaps if necessary a percentage of any gate? It is worth investigating.

The creation of the road can largely be done by bloody hard work. Issuing debentures at say 4% to Club members, and a special funds drive would do the rest, and if the road making cost was not recovered at the end of the first two season's running I should be prepared to spend eternity driving Les Stone's special, than which I can imagine no more horrid fate for one knowing a little of the mathematics of stresses. Joking apart, the enthusiasm of the Les Stones is what we need in the Club, and with it I believe we could soon own our own course. Yours etc.

"Gradient"

Another Club meeting has come and gone. So have a Day Trial and a Gymkhana, the results of which appear elsewhere in this Bulletin

We should like to welcome the following new members into the Club. E.I.Saunders, C.J.Taylor, L.E.Smith, C.J.Bax, N.G.Hood, F.M.Hill, J.A.Nelson, C.J.Mirfin, R.G.Hawthorn, K.M.Shaw, M.H.Field, H.P.Field, R.S.Daue, B. Kennedy, I. McIntyre, R.E.Alexander, K.R.Clapp, L.C.Green, M.L.Deamy, R.H.J.Terrill, D. Thompson and Miss L.F.Schaumel

November 12th and the Plimmerton Hill Climb are drawing nearer so please, PLEASE can all members help Alan Robb the organiser of this event when he requests marshalls and officials etc. at the next Club Night. Don't forget the next Club night is November 10th. Be there to give your name to him. Remember, this is the last Plimmerton Hill Climb so it must be a success financially and in its organisation.

I suppose a lot of members are looking forward to the Mobilgas Economy Run. The results should be interesting. The entry is large and contains cars ranging from Ford Anglias to Mercedes Benz 300s. The Vacuum Oil Company who are sponsoring it provide free petrol, oil, and grease as well as all competitor/observers accommodation expenses. Certainly a wonderful boost to all the Clubs the run has been so far. I am sure that all members wish this event every success and hope that it may be held annually as it is, in other countries.

Don't forget the next Club meeting on November 10th and the Hill Climb on November 12th.

FOR YOUR MEMORY:

The present Class Records at Plimmerton are :-

Under 500 cc	R. Gibbons	Cooper	29.20 s
501 - 750 cc	J. Kennedy	Austin Sp.	40.55 s
750 -1100 cc	R.A.Gibbons	Cooper	28.25 s
1101 -1500 cc	T. Sulman	Maserati	32.30 s
1501- 3000 cc	G. Cowie	Morgan	34.75 s
Over 3000 cc	W. Easterbrook-Smith	BSS	32.50 s
Vintage	M. Poynton	Alvis	38.65 s

Any bets on how many will still stand after November 12th???

WRITE FOR YOUR BULLETIN PLEASE!!!!



DRIVER	C A R	WIGGLE WOGGLE & GARAGING TEST		SPRINT AND BRAKING T E S T			FORWARD REVERSING & GARAGING T E S T			"FIGURE OF EIGHT"		TOTAL POINTS LOST		
		TIME	TEST PNTS LOST	TEST PNTS LOST	TIME	TEST POINTS LOST	TEST POINTS LOST	TIME	TEST POINTS LOST	TEST POINTS LOST	TIME			POINTS LOST
J. STOCKDALE	Morris Mnr.	58 s.		4	15 s	4		59 s	12		37s	6	26	1st. R.L. George 6 Points Lost.
W. BRYCE	" "	1m.12s.	1	4	1m55s	54		58s	11		34s	3	63	2nd. N. Manthel 17.5 " "
B. WESTLAND	Ford Zephyr Convertible	1m.55s.	3	10	10s.	1.5		52s.	5	1	32s	1	21.5	3rd. J. Hobson 18 " "
J. LUST	Hillman Minx	1m.9.5	3		11s	2		56s	9		36s	5	19	4th B. Ross 18.5 " "
N. MANTHEL	Renault 750	1m.6s.	2	2	10s	1.5	5	52s	5		33.25	2	17.5	5th J. Lust 19. " "
J. HOBSON	Triumph TR2	1m.12s.	3		7s		5	47s			-	10	18	6th K. Hemus 20 " "
K. HEMUS	MG.T.F. 1500	1m.10s.	3	1	7s		5	48s.	1		-	10	20	7th G. Gordon 20.5 " "
C. BOULT	1955 Morris Oxford	1.23s.	5	1	10s.	1.5	5	56s.	9		33s.	2	23.5	8th. B. Westland 21.5 " "
G. ELLOTT	1955 Ford Prefect	1m.54s.	12	1	11s.	2		1m.3s.	16			10	41	9th. G. Fisk 22.5 " "
G. GORDON	1954 Standard Ten.	1m11s.	3	1	10s.	1.5	5	55s.	8		33s.	2	20.5	10th C. Boulton 23.5 " "
R. GEORGE	M.G. T.F.	1m.4s.	2	1	9s	1		49s.	2		31s.		6	11th J. Stockdale 26 " "
J. STEELE	Morgan 4/4	1m26s.	6	2	9s.	1	5	57s.	10	1	32.5	1.5	26.5	12th J. Steele 26.5 " "
G. FISK	1948 Ford Prefect	1m16s.	4	1	10s.	1.5		59s.	12		35.25	4	22.5	13th D. Morrish 27 " "
D. MORRISH	Renault 750	1m12s.	3	3	11s	2	5	58.5s	11		34	3	27	14th A. Salek 32.5 " "
B. ROSS	Morris Minor	1m10s.	3	2	10s.	1.5		55s.	8	2	33	2	18.5	15th G. Elliott 41 " "
A. SALEK	" "	1m12s.	3	2	12s.	2.5	5	-	-	10	-	10	32.5	16th. W. Bryce 63 " "

1 point lost for every 5 seconds slower than the fastest car.

1 point lost for every 2 seconds slower than the fastest cars. 5 points lost also for misjudging braking distance.

1 point lost for every second slower than the fastest car.

1 point lost for every second slower than the fastest car.

Winner of Gymkhana  
R.L. George

NOTE: The competitors who did not partake in the last test lose the maximum of ten points. The same applies to any other test missed.



GYMKHANA.

THE ORGANISERS.

First we should like to congratulate Ross George, the winner on his brilliant effort. Secondly we should like to apologise for the delay in starting the event. This was due to our having to get Dunlop's employees cars shifted, and the fact that we were not allowed to use the area in front of the main gates, as this had to be kept clear in case of fire. This meant that the majority of the programme had to be scrapped and other ideas substituted on the spot. In spite of all this we feel that the sixteen competitors did enjoy themselves. The parking test which was second on the programme has been omitted from the results as all drivers seemed hazy about it.

This was the first Gymkhana we have organised. We have learnt a lot and we hope competitors will forgive any faults. We enjoyed our day and we hope they did also.

ASSOCIATION CONFERENCE.

27th. 28th.AUGUST.

The main business of the conference was the allocation of the Calendar which works out as follows.

Jan. 7th.	N.Z. Grand Prix	Ardmore	A.I.G.P.
Jan. 14th.	Circuit Racing	Levin	L.C.C.
Jan. 21st.	Lady Wigram Trophy	Wigram	M.R.C.
Jan. 28th.	N.Z. Championship Road Race	Dunedin	O.S.C.C.
Feb. 4th.	S.I. " " "	Mairehau	C.C.C.
Feb. 11th.	Road Race	Invercargill	S.S.C.C.
Feb. 18th.	N.Z. Champ. Beach Race	Invercargill	S.S.C.C.
Feb. 25th.	N.Z. Champ. Hill Climb	Wellington	W.C.C.
March 3rd.	Ohakea Trophy Races	Ohakea	M.C.C.
March ?	N.Z. Championship Sprint	Invercargill	S.S.C.C.

What busy boys and tired machinery there is going to be! OFFICERS of the Association for 1955/56 are: President, Mr.P.Lupp; Vice-President, A. Stafford; Executive: Messrs. J.Brewer, A.Freeman, and Horton; Secretary, J.C.Gordon. Chief Steward, A. Stafford. New Rule Books, made necessary by the affiliation to the R.A.C. will be issued shortly.

A Vigilance Committee has been set up to watch public relations, and any actions of the Government or of Local Bodies that may affect Motor Sport. The Association is also to present a petition to Parliament seeking exemption of Customs and Sales Tax on Single Seater racing cars, parts, and racing tyres.

DAY TRIAL

RESULTS

J. Lust & A. Robb	Trial	85	Tests	34	Total	119	1st.
R. Buckthought, P. Strong	"	77		33		110	2nd.
K. Hemus, M. Lavel		61		37		98	3rd.
J. Curtis, C. Toole		53		30		83	4th.
T. Fox, A. Fox		47		27		74	5th.
H. Hollis, H. Loe		41		32		73	6th.
A. Levason, D. Reynolds		58		12		70	7th.
J. Steele, W. Evans		29		34		63	8th.=
J. Hobson, E. McCarthy		36		27		63	8th.=
A. Westland, P. Williams		35		26		61	10th.
E.H.Gale, W. Mathews		32		24		56	11th.
J. Stockdale, H. Humber		29		24		53	12th.
D. Barr, C. Vandendungen		26		12		38	13th.

MANAWATU LABOUR WEEKEND RALLY.

RESULTS

- 1st. R. Bright, Austin A50, Hamilton
  - 2nd. Jock Mackintosh, Ford Zephyr, Wanganui
  - 3rd. G. Cowie, Austin Healey, Masterton
  - 4th. Tom Grant, Ford Anglia, Wellington
  - equal Miss Kaye, Volkswagen, Auckland
  - 6th. Miss Stephenson, Hillman
- Team Prize: Volkswagens.

It is reported that the road section was relatively easy this year. Hugo Hollis finished 29th after coping with a navigator who went to sleep for two hours with dramamine, Rus Buckthought was 36th. There was an entry of sixty eight cars. Entries included a new XK 140. The only casualty reported was a VW from up north which rolled somewhere near Rotorua.

THE 1912 AUSTIN TWENTY.

H.W.MITCHELL

This was the first of the thirty cars I have owned or driven in the past forty three years. It was purchased new for £650 in 1912 by my father, the agency in those days being held by Mr. G.H.Scott whose headquarters were in Wellington.

The engine was a big four, with cylinders cast separately, each with its own waterjacket, the side valves being placed with inlets on the left and exhausts on the right. The pistons, cast iron as was the rule those days, gave very good results, the car using very little oil. A priming tap was fitted to inlet manifold and this



was a big help when cranking in cold weather. This tap was also intended for extra air for economy and was connected to a control lever on the dash by cable. Cooling was by large capacity radiator, fan and belt, the blades of the fan being cast aluminium. A water pump was also incorporated and gave no trouble. The Zenith carburettor gave 20-25 m.p.g. Ignition was a dual mag-coil by Bosche, controlled by a dual switch on the dash. Lighting was by C.A.V. The four speed gearbox had a handle in a gate on the righthand side, the handbrake being in the same position. The lubricant used in the gearbox was a heavy grease, not oil. Grease of a lighter grade was also used in the differential. The car used aluminium extensively, including the body. Fittings were brass heavily plated. It was a full five seater with an elaborate windscreen for the rear seat. Upholstery was real leather and the seats were very deeply sprung.

The car had a maximum of 55 m.p.h. in top and 40 m.p.h. in third. The weight was about 32 cwt. Brakes operated on the rear wheels only. There was no starter motor but provision had been made for one. I used to crank up on coil and then switch on to the mag. The only troubles encountered with this car were hard starting in cold weather and a slipping clutch, which was a cone type, Ferodo lined. Punctures were frequent owing to the poor tyres and appallingly primitive roads.

I recall being stuck in mud at the Mamaku Bush in 1918 and at Putaruru the following year, having to walk into Rotorua to get a tow each time. Goggles were always worn to combat dust. Motorcycles were very numerous and cars were in the minority. Petrol and oil were very cheap. Bowsers being unknown we bought our own in cases, or in forty gallon drums. By the case it cost 1/1½ a gallon, and by the drum 1/- a gallon. Oil cost from sixpence to eightpence a pint.

For 1912 the roadholding of the Austin was of a high order, springing being by half elliptics all round. We had this car for ten years and only covered 15,000 miles in all. It was then sold for £250. On selling the car my father bought a new 1922 Austin Twenty, and I bought my own first personal car, a 1913 Humberette, which I hope to describe in a later Bulletin.

NUMBERS ON CARS.

Numbers shall NOT be worn on cars proceeding to or from an event. This has always been in the Competition rules of this Club, and is now in the A.N.Z.C.C. Rules. In the interests of motor sport we can give the spoil sports no loophole to suggest we are racing, other than on authorised courses.

A well known Wellington racing motorist was rumoured to be importing a new potent machine from England. He asked particulars of the machine. Reply, a cable, £3000. Further enquiries asking some details of the machine and suggesting that the price was a little steep brought another cable. £2,800. A letter has been sent saying that the would be purchaser was not in the habit of buying even a Morris Minor without finding out something more about the car than its price.

New machinery continues to arrive. Stafford, Frost and Jensen are currently crooning over their brand new disc braked Coopers which arrived last week. Alan Freeman has bought the ex-Duncan Hamilton Lago-Talbot, and hopes to have it here for Ardmore. Specifications for those with short memories; six cylinders 93 x 110 mm. 4485 cc, o.h.v. operated by two camshafts high in the block. 280 bhp at 5000 on 11 : 1 compression. Gearbox, Wilson pre-selector, wishbone and leaf I.F.S., semi elliptic rear. Weight 18 cwt. Wheelbase 8'2½". Maximum speed 160-170 m.p.h. Notable for their reliability.

Bill Lee is to import a Cooper Climax, but not this season. There is a five month delay in the delivery of engines.

The Hutt Club's Wallaceville Hill Climb was a good day. Les Stone's front suspension fell apart. Bob Gibbons broke a universal. Ollie Cottrell with the fastest invalid car in N.Z. was remarkably fast, and far steadier than most expected. Barry Jonathan drove his very fine Ford 10 Special very neatly to record F.T.D. in 46.8 sec. which time is the fastest a motor car (in contrast to cycle car) has been up this hill. A very fine effort indeed. We shall watch Barry at Plimmerton with some interest.

The 50000 Club have been conducting a fine argument in their Bulletin about how fast modern cars would go up Paekakariki. A few months ago I said I thought well under two minutes. After reading the argument in their August and September Bulletins, I feel I was rather optimistic. It would be a very good climb indeed to beat two minutes and most of the Coopers would be scratching very hard to get up under two ten. Now we are losing Plimmerton I wonder if it is the time to try a fresh approach for Paekakariki. What a setting for a New Zealand Championship.



CLUB CALENDAR



- NOV. 10th. CLUB NIGHT. Victoria League Rooms.
- 12th. HILL CLIMB Plimmerton
- DEC. 8th. XMAS CLUB NIGHT. Victoria League Rooms
- ? Possibly a Club Picnic, complete with Santa Claus for kids.
- 27th. Ohakea Charity Meeting.
- Jan. 7th. Ardmore
- 14th. Levin
- Feb. 25th. N.Z. HILL CLIMB CHAMPIONSHIP Houghton Bay
- March/April SPRINT.

In Passing (Cont.)

Now the Calendar is out it seems that there is going to be a most hectic two months. A lot of tired drivers, mechanics, and teased machinery is what it looks like to me. Even in Europe they space their major meetings to allow a fortnight between each one. Rather silly really when we have decent enough weather from November to say the end of March at least to cram it all up so. I'm annoyed personally because while I might be able to sneak off for a long weekend once a month for four or five months, I can't do it financially or physically for the same number of weekends running which means I'll be lucky if I can get to see more than three of the out of Wellington events. I prophesy some very thin entry lists by the time Ohakea comes around. At the moment there just aren't enough good cars to go around and the paying peasants who make it all possible aren't going to come back a second time to watch dreary machinery when they have heard or seen, good stuff at other times.

No, no, Reader Smellicue - a universal joint does not have a red light hanging outside it.

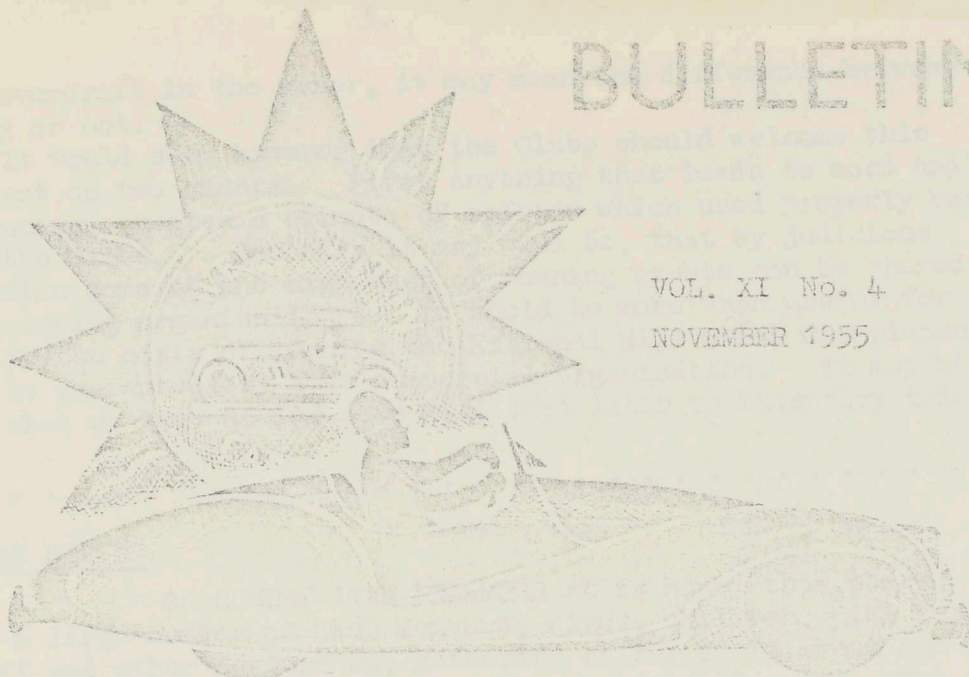
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WRITE FOR YOUR BULLETIN

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# BULLETIN



VOL. XI No. 4

NOVEMBER 1955

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

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## DIRECTORY:

Club Captain	J. McMillan	Telephone 84.923
Vice Captain	H. Hollis	27.393
Secretary	V. Evans	56.782
Treasurer	A. Robb	44.070
Editor	W. Easterbrook-Smith	76.312
Committee	R. Buckthought	V. B. Cook
	J. Evans	K. Carbutt
	R. Penny	J. Schnellenberg
	A. Stafford	C. Vandendungen

These are the people you elected to run this Club. Help them when they ask for help. Tell them when you have any bright ideas, and tell them when you have any grouses. You are the Club, and the Committee can do only as much as you help them to do.

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CAUTION IS NO SUBSTITUTE FOR SKILL

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EDITORIAL

The most significant thing to happen in Motor Sport in this country in 1955 has been the recognition of the value of the sport to manufacturers and suppliers, as a source of advertising. This has not been received without some mutterings in some quarters.

It has been suggested that there are two dangers that should be watched. First, that in sponsoring events, or in supplying a large amount of the prize money for them, firms are going to try and have a considerable say in the running of them! This has already arisen over the economy run, where there has been disagreement about interpretation of the regulations, and disapproval over the fact that many members of standing were balloted out of the entry, many of the starters being newcomers who had joined clubs, perhaps specifically for this event. It does not seem that there is real complaint here, for most Clubs have gained in membership as a result. Perhaps the Association might ask the sponsors of this event in future to accept entries only from those who have been members of a Club for twelve months prior to the date of entry.

The second complaint is that the accessory and oil companies are extending support only to those with the more powerful machinery; not unnaturally as they are the ones most likely to pay off in advertising. This it is suggested makes the difficulties of the minor Club man and those who run less potent vehicles less frequently, even greater, and may in the long run discourage these people from competing. If this is so, it would be a great pity. Club events are the schooling place of those who want to take matters as seriously as they can be in this country, and are the happy playground of those who cannot afford to run in the major events. These events provide the raison d'etre of the Clubs, and anything that weakens the Clubs will eventually isolate the major events into a sort of circus. At the moment these events are not a little indebted to the host of Club Members who provide the corps of marshals and officials necessary, and the general willing support. It does seem however to be a false suggestion, for surely all that is happening is that by getting trade support, the possessors of better machinery are only being put in the position to use it more often. The regrettable fact that it takes a considerable amount of money to buy and maintain a good car remains the same. Trade support merely accents the gap between those who have that money and those who have not. For the odd penniless one who takes his courage in one hand

and his overdraft in the other, it may mean the difference between competing or not.

It would seem however that the Clubs should welcome this development on two counts. First anything that leads to more and better racing, creates a climate of opinion which used properly can benefit the Clubs. Secondly it may well be, that by judicious manipulation some of the high cost of running events can be shared with sponsoring organisations. It would be more than useful for example if the costs of running the National Hill Climb Championship were to be guaranteed by some commercial organisation. It may well be that what we have so far seen will lead later to this very thing.

.....  
CHRISTMAS PICNIC.

On SUNDAY 11th DECEMBER it is hoped that there will be a large number of Club Members, wives, children, girl friends, pit staff and other hangers on, gathering at the field about one mile from the turn off up Campbell's Mill Road, Akatarawa. Hot water will be provided. There will be a general natter, and it is hoped a few impromptu tests of the gymkhana type. There is a good swimming pool. As long as your committee's efforts at coercion are successful there will be a Father Christmas to distribute largesse to the children. Any parents whose children will require largesse are asked to bring their own, and, to avoid those nasty distinctions that children always seem to make, it is asked that a maximum value of five shillings be imposed on each gift. Most of the little horrors are going to do well enough later in the month anyway. If your wife has been complaining about the amount of time devoted to motoring here is a chance to make her happy by letting her meet others who feel the same way, and confirming her views as to the curious nature of Club members in general. It is hoped that the first Committee members will be there between 10.30 and 11 a.m.

.....  
Professor Jerk, ay his differential never spit teeth, pursues his indefatigable Shakespearian researches and assures us that no one who had not marshalled in a lonely spot could have written the following from Henry VI Pt. 2 Act 5.

To sit upon a hill, as I do now,  
To carve out dials quaintly point by point  
Thereby to see the minutes as they run,  
How many make the hour full complete.



THE 1913 HUMBERETTE.

H. MITCHELL

This was a two seater with a V twin engine, watercooled with a nominal H.P. of 8 and developing 20bhp at 4000 rpm. The cooling was by thermo syphon with a radiator capacity of a gallon and a half, assisted by a large two bladed fan. The V Twin engine was placed well to the front of the chassis, transversely mounted, with radiator and fan ahead. As was the rule in 1913, engine mountings were not flexible. This was a side valve engine, with the tappets easily accessible for adjustment. Priming taps in each cylinder head gave assistance for easy starting on cold days. The carburettor was a "Brown & Barlow" of a type often used on twin motorcycles, the throttle control being by Bowden cable. The petrol consumption was 45 - 50 m.p.g. at moderate speeds. Engine lubrication was provided by an adjustable drip feed from a separate oil tank. The oil flow was visible to the driver through glass fronted lubricators fixed to the dash board. Ignition was by a Bosch magneto, and the lighting by CAV generator and lamps. As was the rule with most cars in 1913 starting was by crank.

The transmission went through a four speed gearbox with right hand gate change by prop shaft to a spiral bevel differential. Springing was by quarter elliptics all round and gave a very comfortable ride. The rear-wheel-only brakes were cable operated and provided with suitable adjusters. Wire wheels of heavy motorcycle type were held on by four nuts each. Maximum speed was 48 mph and third gave 32 mph.

The coach built body was of alloy with heavily plated fittings. The upholstery was of a high grade and the driving position most comfortable. Petrol was fed by gravity from a five gallon tank in the scuttle. The turning circle was excellent, and in respect of this and the dimensions was very similar to the Renault 750 of today. The general finish was of a very high order. The cars were made by Humber Ltd. of Coventry who also made motorcycles. There were a number of similarities of design and finish between both types of vehicle. A large number were sold in Wellington, the new price being under £200. After a year I swapped this for a 1919 12 hp Scripps Booth, of which I hope to give details next month.

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PLIMMERTON HILL CLIMB

NOVEMBER 12th.

First and foremost we must thank Alan Robb and his helpers for a first class day's sport. Their work was the basis of an excellent finale to Plimmerton.

That much maligned vehicle, the Lestone, made FTD in the very forceful hand of Bill Shields who sat in it for the first time that morning, and looked as if he could continue to go faster and faster. Bob Gibbons, made second FTD and in his last two ascents in the Jaguar appeared to carry his usual driving brilliance beyond its usual restraining sanity. To see a Jaguar going any faster would be most unnerving. The ESS was crackling heartily again and the Editor was enjoying himself. Missed gearchanges on two runs hardly assisted confidence on the others, but he staved off the other two XK's. Graham Cowie's Ignition disappeared on his blown Austin Healey (an exceedingly neat installation) and with his one run he was sandwiched between the forcefully driven TR2 of Hobson and that of Sutherland. Hobson's driving was most consistent although he appeared to try too hard once or twice. The M.G.'s had a fine battle among themselves but were all vanquished by Barry Jonathan's Ford 10 special. This is a very fine and relatively undeveloped little car, and Barry's driving is purposeful but restrained. The exchanges between Peter Slocombe with the big port 12/50 Alvis and Alan McKenzie Douglas with his 12/60 were interesting to watch. McKenzie Douglas has been driving Alvis a lot longer than Peter and justifiably put up the better time with two very good runs. Jim Berkett was the only one to run against himself and narrowly beat his Renault with his Volkswagen, but was beaten in both by Johnston whose Hillman was a little frightening.

The course had been resealed but there was a nasty pothole which developed in the cutting. Most drivers treated the top reversed S bend with some restraint, although the driver of one car was seen to laugh as he saw marshalls scrambling to safety and Bruce Cook was very sober after using a lot of road on one run. It was interesting to watch the three XK's on this bend, Gibbons finishing his braking at the point where Hollis and Cook started theirs, while Gibbons and Easterbrook-Smith entered the bend four or five yards earlier than anyone else. It was most instructive to stand on the point of the cliff above the apex of the first part of the S.

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RESULTS PLIMMERTON HILL CLIMB CLUB CHAMPIONSHIP NOV. 12th. 1955.

Driver	Car	Capacity	1st run.	2nd run	3rd run	4th run	5th run
W. Shields	Lestone	496 cc	32.3	32.05	30.85	30.75	<u>30.2</u>
R. Gibbons	Jaguar XK120	3442 cc	32.75	31.9	32.0	<u>31.85</u>	-
W. Easterbrook-Smith	ESS	3622 cc	33.5	34.55	32.95	<u>32.75</u>	34.5
B. Cook	Jaguar XK120	3442 cc	<u>33.15</u>	33.45	35.45	34.1	-
H. Hollis	" "	"	<u>33.65</u>	33.5	33.55	33.9	<u>33.45</u>
J. Hobson	Triumph TR2	1990 cc	34.3	34.5	34.25	<u>33.8</u>	<u>33.8</u>
B. Jonathan	BJ Spl.	1173 cc	36.4	35.6	35.55	35.55	<u>35.3</u>
G. Cowie	Austin Healey (s)	2660 cc	<u>35.45</u>	-	-	-	<u>35.5</u>
O. Cottrell	Ariel Sp.	992 cc	36.6	36.1	<u>35.75</u>	35.9	36.5
B. Sutherland	Triumph TR2	1990 cc	38.65	37.6	<u>37.25</u>	36.75	<u>35.95</u>
K. Hemus	M.G. TF1500	1489 cc	36.75	36.4	36.4	36.2	<u>35.95</u>
T. Fox	" "	"	37.2	37.5	37.6	-	<u>37.05</u>
A. McKenzie Douglas	Alvis 12/60	1645	38.05	38.3	<u>37.25</u>	37.9	-
R. George	MG TF	1250 cc	37.8	37.7	<u>37.5</u>	<u>37.3</u>	38.1
P. Slocombe	Alvis 12/50	1496 cc	40.5	39.15	49.1	39.0	<u>38.8</u>
B. McMillan	M.G. TF 1500	1489 cc	40.75	40.75	41.2	39.95	<u>39.4</u>
K. Johnston	Hillman	1390 cc	40.6	<u>40.05</u>	40.3	40.45	40.8
J. Berkett	Volkswagen	1131 cc	41.4	42.2	41.15	<u>40.95</u>	41.0
J. Berkett	Renault	748 cc	42.35	41.85	41.55	<u>41.4</u>	41.5
H. Mitchell	Aston Martin	1970 cc	44.15	42.15	<u>41.45</u>	41.95	-
W. Dobson	Triumph Vitesse	1767 cc	43.55	43.65	<u>41.9</u>	42.2	42.8
T. Van Attekum	Hillman Spl	1265 cc	45.0	43.85	<u>42.65</u>	43.2	42.95
D. Yarrall	MG TD	1250 cc	<u>44.6</u>	44.8	<u>45.25</u>	46.4	-
J. Stockdale	Morris Minor	803 cc	<u>51.15</u>	53.95	<u>49.0</u>	53.35	59.25
M. Poynton	Riley	1496 cc	50.15	50.65	<u>49.65</u>	-	<u>49.55</u>

Gibbons FTD W. Shields  
 Magnus Motors Trophy 501 cc J. Berkett  
 DP. Fisher Trophy 1101 - 1500 B. Jonathan  
 Easterbrook-Smith  
 Trophy 1501 - 3000 cc J. Hobson  
 Wickham Vintage Award P. Slocombe

CLASS RECORDS NOW STAND AS UNDER

351 - 500 cc	R. Gibbons	Cooper 29.2	1954
501 - 750 cc	J. Kennedy	Austin 40.55	1952
750 - 1100 cc	R. Gibbons	Cooper 28.25	1953
1101 - 1500 cc	T. Sulman	Maserati 32.3	1952
1501 - 3000 cc	J. Hobson	Triumph 33.8	1955
Over 3000 cc	R. Gibbons	Jaguar 31.85	1955



## MORE WARBLINGS OF WICK

Its a long time since I have written for my Bulletin and I feel a bit guilty. In fact the Editor has written me an exceptionally stiff note about it, so I'll see what I can do.

It so happens that Mick Forlong has just spent a week with me and as his visit coincided with the monthly noggin and natter at my pub, a certain amount of motoring chatter has been my lot. In addition both Mick and I have just bought new (?) cars so the affairs of the "Bell" have hardly been of interest to me. I shall just have time to write this before I really have to do some work.

Forlong arrived in a most horribly battered 1938 Ford 10. Why he ever bought it I can't imagine. However in the way of Ford 10's it had given him good service but he felt that something had to be done. Did I know of anything? Well it so happens old boy that there is a car that might just be available. What sort of car? Well, actually a Frazer Nash. Horror, incredulity and finally anger flickered over the Forlong features. I quietened him down and to cut a long story short (always difficult for Trevor - Ed.) Mick and I and the two girls went off to have a look. Now I'd seen it before, so I knew what the effect would be, but poor Forlong was quite overcome. This particular 'Nash is one of the rare 20 h.c. Blackburne 6's and has the 1660 cc engine. Those of you who were alive in 1935 may remember an Autocar road test of an identical car. This one is perfect, and when I say perfect I mean just literally perfect. Mick had a run and came back all smiles, but decided to try a  $4\frac{1}{2}$  Bentley that we'd heard of.

Away we went again, still in the Ford. The Bentley was a typical Vanden Plas four seater, but not a very good specimen and there was no doubt in my mind as to which was the better buy of the two cars. Bentleys of course have a high snob value, but the Frazer Nash was actually a shade cheaper and in infinitely better condition.

This all happened on Wednesday. On Thursday morning Mick rang the Nash owner who is a genuine Boffin at Boscombe Downs, and that was that. It was arranged that the boffin was coming to the noggin that evening and that Mick should take delivery then.

The noggin went well. We had three Bentleys, a Lancia, an Alvis an Aston Martin - no two of them, a Le Mans Replica of the early thirties, and a DB2-4 (surely the most desirable modern motor car?) a low chassis Invicta, a 16/80 Lagonda and a truly impressive

Prince Henry Vauxhall. During the evening Mick was a shade distract, and was obviously terribly pleased with himself. After chucking out time, when the last exhaust note had died away down our patient village street, the boffin, Mick, and I set out to take the ex-owner to his home some twenty miles away. The boffin drove and I can honestly say, that although I sat with my knees under my chin and fully exposed to the elements from the waist up on the hardest seat of a hard career, I enjoyed that ride more than I can say - a wonderful car and a wonderful driver.

I drove it home and was even more impressed by the smooth willing engine, the dead accurate, incredibly high geared steering and perhaps most surprising of all the very comfortable ride. After a slow couple of miles and a tentative gear change or two, I thought I could emulate the boffin. As I came out of a vicious S-bend sideways and virtually out of control, Mick said with a somewhat forced laugh, "Even that felt safe!"

We finished the drive in a more decorous manner.

My own faithful Talbot 75 having completed something over 100,000 miles without a rebore and with very little attention of any sort, was reaching the stage where money would have to be spent. As £100 spent would bring me an increase of £5 in its market price I was thinking over this unpleasant arithmetic when I heard of a Speed 20 Alvis, which belonged to some enormously big shot in the Navy. As a kindly Admiralty had recently given him a battleship of his own, he had decided to quit the Alvis. Joyce and I went to see it and found a rather delightful Vanden Plas saloon Speed 20, painted grey and green. We said that we would come back when and if we could be assured that it would go. We were, we did, and we bought it.

A new tail pipe and Hardy Spicer have been fitted, and I find that I have a very charming motor car. Years ago I drove the 1932 Speed 20 belonging to the immortal Clink. Although as far as I remember, I was reasonably polite about that unfortunate incident, I reckoned that car was about the worst thing I had ever driven, and my experience included Triumph Super Sevens and Ford V8's. The steering was incredibly heavy and the wheel stayed in any position one cared to select. The engine buzzed and little else and generally I thought the whole thing a waste of time.

A little later the whole set up was changed and the 1935 model was continued until the war with a larger engine, initially



2762 c.c. and then with the Speed 25 3 1/2 litre unit. Mine is the smaller engine and of course has i.f.s. The steering is light and very accurate and although the suspension is soft, it can be held into the verge without the slightest suspicion of roll in a most satisfying manner. The engine is reasonably turbine like, and the all synchromesh box with its short stubby gear lever is a joy. The dash is more than adequately supplied with clocks that all work.

Now the interesting thing is that in my humble opinion Mick and I have two very real motor cars, albeit very different in character. Both however have most excellent characteristics, combining as they do the virtues of the so-called Vintage period with many of the more desirable modern features. I'll leave it at that because from all I hear the Vintage element in our Club is fairly dead anyway so you'll not need convincing that all is well with the modern car. Probably it is, and in at least two cases it certainly is. Must I mention the names Sir?

Alright then, as you insist. Alvis, which is so old fashioned that water is still inserted by unscrewing a cap on top of the radiator, and Aston Martin whose engine was designed as a spare time job during the war by the elderly W.O.Bentley. Of the Foreigners only Mercedes is worth worrying about, which reminds me that I read somewhere that Geof Easterbrook-Smith thought the 300 SL a pretty car. Frankly I thought it as ugly as sin, but then sin is so attractive. Possibly Geof thought the same.

And now, if you chaps will just give me a lift with this barrel of bitter, I'll get on with my work. I'll try not to wait a couple of years next time. May your oil pressure never drop.

Editorial Note: Trevor Wickham, one of the only two Life Members the Club has ever elected, was for many years Club Secretary. He is now running an English country pub. Michael Forlong Edited this Bulletin for some years, and has recently been film making in Norway.

Bernie Foster has written of the Brighton Speed Trials at which he marshalled recently. It is hoped to include some of this in the next Bulletin. He is now established in a motor business in Hove.

IN PASSING:

by LONGSTROKE

Les Stone has announced that he is giving up active competition for a while. This is most regrettable, more so as it coincides with his creation, the Lestone, having at last gained some reliability and promising well. We hope the retirement will be temporary only. The Lestone has been sold to Bill Shields and Russ Buckthought. Now neither of these drivers has a reputation for easing back the right foot, although it is understood that Russ has expressed the intention of being more circumspect in future, so it will be most interesting to watch this threeway combination.

No Reader Smellicue, TR2 does not stand for Turn Round Twice.

The Xmas Club Meeting will we hope be a little bit above the average, with a very special film, a bottle or two of whisky to be won, and maybe a supper a little above the average. And lots and lots of natter to finish up the year and last us to the next meeting in February.

Regulations for Levin are now out and could be taken as a model by other organising Clubs as to how Regs should be clearly and succinctly expressed. Some are frightfully woolly and could lead to lots of arguments.

The Association has asked for protests to be lodged by Clubs regarding proposals to submit all routes and Trial Regulations for Transport Department approval. This will be discussed at the next Club Meeting. It is important that you should be there.

WRITE FOR YOUR BULLETIN PLEASE





# CLUB CALENDAR



DECEMBER	8th..	CLUB NIGHT, Victoria League Rooms
	11th..	XMAS PICNIC, Campbells Mill Road, lots of natter, fun and Father Xmas.
JANUARY	7th..	ARDMORE
	14th..	LEVIN
	21st..	WIGRAM
	28th..	Road Race DUNEDIN
FEBRUARY	4th..	Road Race Mairehau
	9th..	CLUB NIGHT
	11th..	Road Race Invercargill
	18th..	Championship Beach Race Invercargill
	25th..	N.Z. Championship Sprint Invercargill, or
	or	Championship Hill Climb at Martin Luckie
MARCH	10th..	Park. Dates being rearranged at the moment.
MARCH	3rd..	OHAKEA
March/April		SPRINT

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It is regrettable that a week after the Economy run is completed certain competitors should still be flaunting their labels. This is not done.

Would the driver who consistently held his foot flat after the finish line at Plimmerton not do so again, or he may find himself in trouble with the Stewards.

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### FOR SALE:

1937 A.C. 2 litre drophead saloon in immaculate condition. Extensive overhaul included electronic balancing. 3 carbs, O.H.C., 80 b.h.p. telecontrols, automatic chassis lubrication and many extras. Spares include two spare engines and polished head. All new parts readily available. Best offer over £400.

P.O.Box 231 NELSON

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