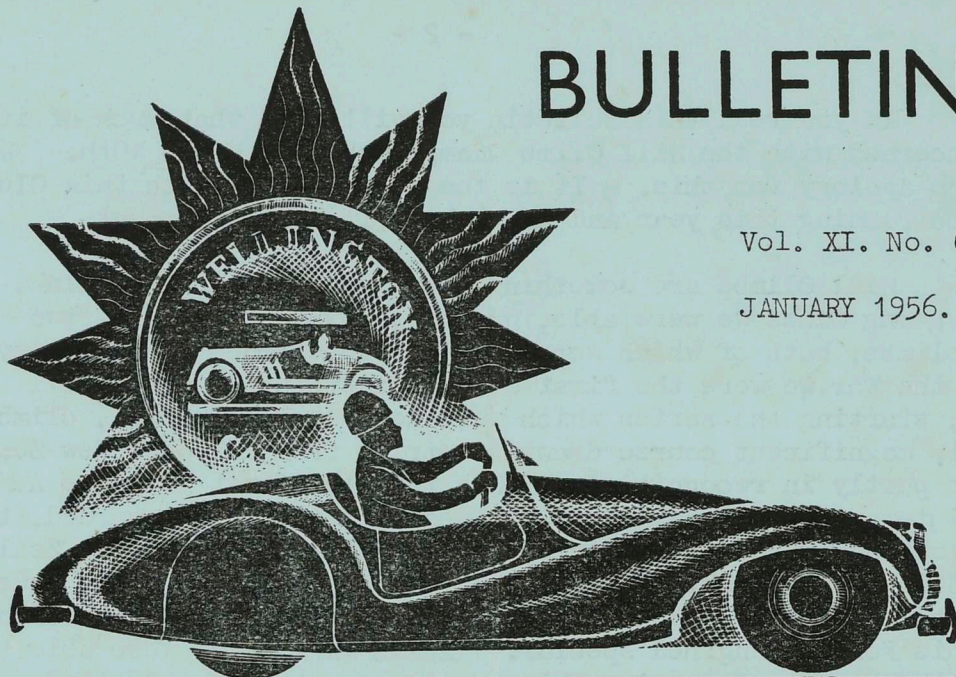


BULLETIN

Vol. XI. No. 6

JANUARY 1956.



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

DIRECTORY.

Club Captain	J. McMillan	Telephone	84.923
Vice Captain	W. Easterbrook-Smith		76.312
Secretary	V. Evans		56.782
Treasurer	A. Robb	Tawa Flat	2646D
Committee	R. Buckthought		63.281
	V. B. Cook		53.379
	G. Brandeis		
	J. Evans		56.782
	K. Garbutt	Business	84.645
	R. Penny	Business	61.559
	J. Schnellenberg	66.000/	9441M
	A. Stafford	Levin	828
	C. Vandendungen	Business	55.040

CONTRIBUTIONS FOR THE FEBRUARY BULLETIN should be in the hands of the Editor by Friday 24th February. The Editor's address is P.O.Box 223, LOWER HUTT.

CAUTION IS NO SUBSITUTE FOR SKILL

EDITORIAL

As you read this Bulletin you will find that much of it is concerned with the Hill Climb Championship on March 10th. We make no apology for this. It is the major event which this Club will be running this year and as such merits talking about.

Hill Climbs are something of a tradition in this Club. Alone among Clubs we were able, during the war, to conduct two hill climbs, both of which were held at Judgeford. Immediately after the war we were the first club to institute a speed hill climb, starting the series which were held at Paekakariki, climbs at this magnificent course drawing entries from all over New Zealand. It was partly in recognition of this that the first year the A.N.Z.C.C. came into existence and N.Z. Championship titles were awarded, that our Club was awarded the privilege of running the first New Zealand Hill Climb Championship in February 1949 on the Paekakariki Course. The title that year was won by Ewen Faulkner of Palmerston North with his Ford V8 engined special. Again in 1954 we were able to claim the honour of running this premier event, and this time we were able to use the Houghton Bay Course, with our own Club Member Bob Gibbons claiming the title which he still holds.

Because of the peculiar geographical limitations of our area, it seems likely that the only N.Z. Championship events which we shall ever be in a position to run, are the Hill Climb, the Sprint, or the Beach Race. For some unknown reason Beach Racing has suffered something of an eclipse in this region, unlike the other three major centres where two or three beach meetings are held each season. If our Club is to maintain its position as one of the major Clubs, it is necessary that we should attempt to run one of the major events as regularly as possible. The Competition between Clubs for the honour of staging these events is extremely keen. We have a fine course. We have the background of knowledge. With the full assistance of all Club members we have the ability to stage this Championship event in such a manner that we can be certain it will not be long before we can claim the privilege of doing so again.

.....

EXPLANATORY NOTES: It has been pointed out that certain passages in the November Editorial could be read to suggest that the Vacuum Oil Co. did the balloting of entry and interpretation of regulations for the Economy Run. This is not so, these duties being carried out by A.N.Z.C.C. Officials.

COMMITTEE BRIEFS:

The bulk of the time at the January Committee Meeting was spent in discussing the progress of the arrangements for the Hill Climb Championship on March 10th.

The resignation of Hugo Hollis having left the Committee below strength, it was decided to invite Gil Brandeis to become a co-opted member of the Committee. Gil, who has since agreed, is a relatively new member who has on more than one occasion been a volunteer when workers were wanted. Your Committee feels that with the A.G.M. looming ahead in May that members should be giving consideration already to those they would like to nominate for Committee position. It was evident from the discussion that your Committee feels that some stability is desirable on a Committee, that new Committee members should be prepared to sit as committee members for at least two to three years and should then be prepared if the Club wishes to stand for Executive office. Several members made the statement that it was only during their second year on the Committee that they began to feel conversant with the details of the job.

After some discussion as to possible venues it was decided to hold the Annual Standing Quarter Mile Sprint at Te Maire Road or Wards Line (depending on Permits) on Saturday April 14th.

It was decided to ask the Wellington Road Safety Committee to accept representation from this Club upon their Committee.

It was decided to approach the new Chief Traffic Officer who has replaced Mr. Ainsworth, with a view to obtaining the same courteous and co-operative relations that have held in the past. It is intended to ask him if he would care to address the April Meeting of the Club.

The NEXT COMMITTEE MEETING will be on THURSDAY 16TH. FEBRUARY at Bruce Cook's. The address is Flat 3, Ambassador Flats, Maurice Terrace.

.....

ORGANISATION OF THE HILL CLIMB:

In the Centre Page of this Bulletin you will find a sketch map of the Houghton Bay Hill Climb Course. It is tastefully decorated with various numbers and little signs. This is an attempt to translate those numbers into actual jobs so that if you wish you may volunteer for a special position, not just work in general.

The signs first. The Road is blocked off top and bottom. Commissionaires are in charge of the collecting of money and programmes. M = Men, W = Women, X, Fire Extinguisher. The rest is self explanatory.

1. CHIEF MARSHAL. John Schnellenberg. Anyone interested in jobs 2 - 15 apply to John.
2. Spare Marshal. May be used for relief work or posted as an additional if required.
3. Crowd and parking control
4. Crowd control
5. Crowd control
6. Keeps odd bods out of the starters hair. Chocks wheels of cars on the line.
7. Flag Marshal: special duty signalling mistimes.
- 8, 9, 10, 11, 12, 13. Flag Marshals and Crowd Control.
14. Finish Flagman
15. Parking Control
These first jobs may be varied during the day so that no one will be stuck in one spot. If there are sufficient helpers it can be done on the basis of one series of runs on, one off. These bodies will be required from about 9.15 to 4 p.m.
16. EVENT SECRETARY. Russ Buckthought. Anyone interested in jobs 17 & 18 ask Russ.
- 17, 18. Secretary's runners, who will answer phone, write up results on master chart and blackboard, erect tent.
19. TIMING AND COMMUNICATIONS. Cor Vandendungen. Cor already has his team for jobs 20, 21 & 22 tied up, but would appreciate one spare man.
23. CHIEF PIT MARSHAL. Keith Garbutt. Would be Nos. 24, 25, 26, 27s contact Keith. The job here is to arrive about 8.30 a.m. draw rope and stakes from the Equipment Officer and rope off the pits, then try and keep all but badge wearers out of it. Get the cars marshalled in programme order. As most of the cars will be racing cars needing a push start, it will be necessary to keep each in his bay, with one car at the pit entrance, and one on the starting line all the time.

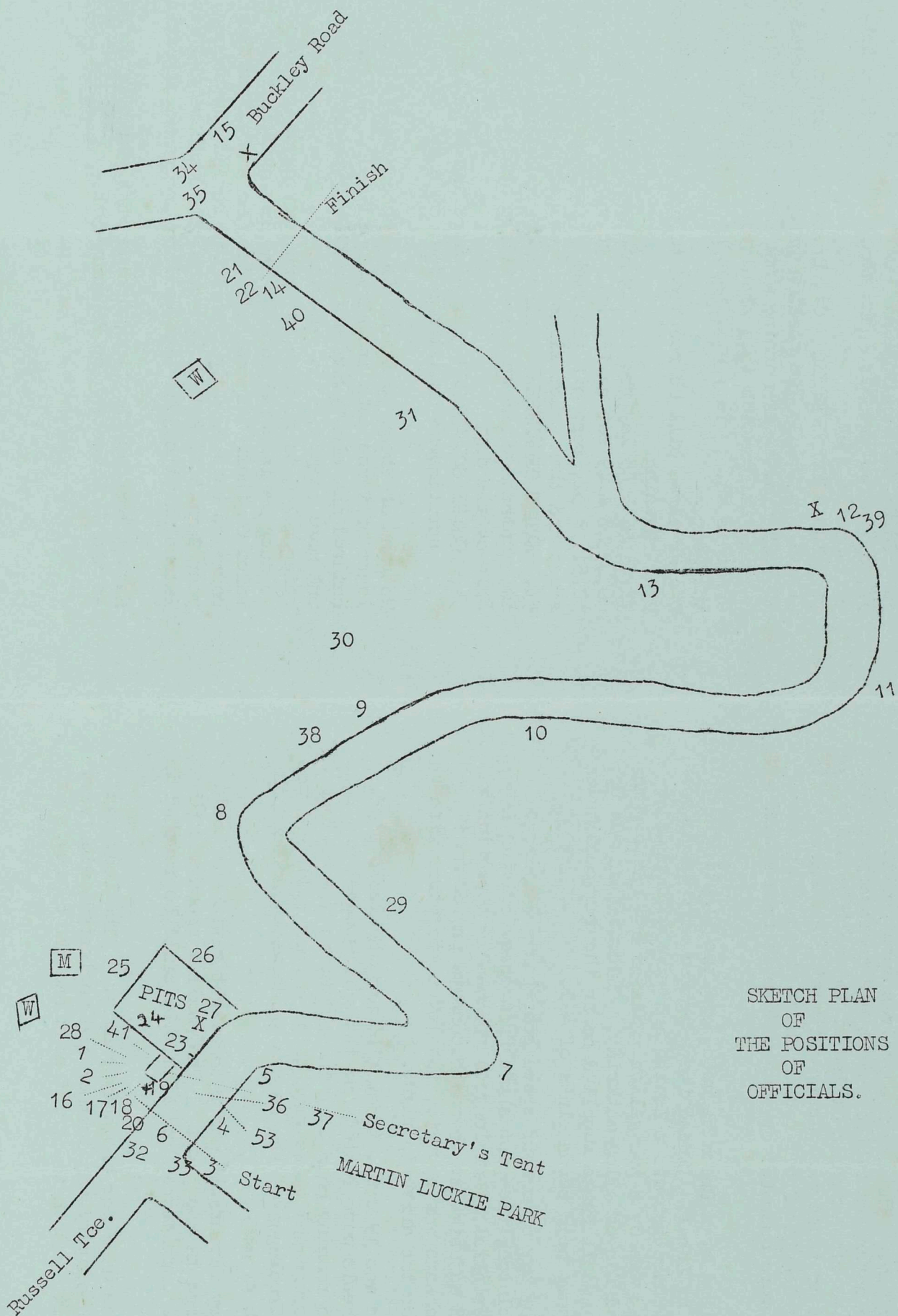
28. COURSE INFORMATION. Eric Honey. Eric is also doing a big job handling pre-event publicity and radio and press information afterwards.
- 29, 30 & 31 are P.A. Announcers.
- 32, 33 are Commissionaires
- 34, 35 " "
- 36 CHIEF MEDICAL OFFICER
- 37, 38, 39 & 40 are St. Johns men. We may also have an Ambulance standing by.
41. EQUIPMENT OFFICER Gil Brandeis. Anyone for Jobs 42-52 please see Gil. The working party will be needed at the course at 7.45 a.m. their morning work should be finished by 9.30. Barring emergencies they should be completely free while the event is on. They will then be wanted from 4 p.m. on to pack the gear.
Two or three will be required to help load the truck on Friday 9th. Evening.
- 42, 43, 44 & 45 lay the timing and phone gear.
- 46, 47, 48 & 49 set up the P.A. gear
- 50, 51, & 52, rope off the right hand side of the road at the start and then erect signs and urinals.
53. EVENT ORGANISER. Alan Robb, who started work on all this two months ago and we hope will be able to watch and enjoy himself on the day.
54. CHIEF SCRUTINEER Len Stewart who will bring his own scrutineers assistants Nos. 55 & 56.

Not one of these positions is unnecessary. Twenty three at least of these jobs are already filled. We have about one hundred and eighty members in this Club from whom we want thirty one more people. As you will see from the list, no one is being asked to do much or work very hard. No one will be doing as much as is being done by the key officials who have already taken on their responsibilities, no one is putting in as many hours as have already been spent behind the scenes, not only by your Committee but by non-committee members who have been entrusted with jobs like selling programme advertising etc.

Have a look at the list, decide what you will do and tell us at the Club meeting on February 9th.

HOUGHTON BAY

HILL CLIMB



SKETCH PLAN
OF
THE POSITIONS
OF
OFFICIALS.

H.W.MITCHELL.

THE 1923 STANDARD 11.9 h.p.

I bought this car new for £465 from the firm of E. Reynolds & Co. Ltd., who were the N.Z. Distributors for Standards in the early days, their headquarters being in the vicinity of Victoria Street, Wellington. The engine of this model was of the longstroke variety developing 32 b.h.p. at 4000 r.p.m. The overhead valves were vertical and in line. No valve gear cover was fitted and it was necessary to give a lot of attention to the cleaning and oiling of the rockers and valve gear. The lubrication of these was partly automatic, a long oil wick running along the whole length of the rocker shaft which was drilled inside. The rockers were operated by long push rods from a camshaft set low in the block.

Ignition was supplied by a Bosch magneto, and the lighting and starting equipment was by Lucas. These items proved very satisfactory all round. The carburettor was a Zenith and gave 31 m.p.g. at 25 m.p.h. The cooling was by a two gallon radiator and water pump, assisted by a two bladed fan of alloy material. Lubrication was by oil pump and there was an oil gauge supplied among the instruments on the dash board. The sump held seven pints of oil.

Transmission was by way of a four speed gear box and a large diameter single plate clutch, the prop shaft from these driving a spiral bevel type differential. As long as reasonable attention was paid to lubrication and adjustments these components proved most reliable. The gear change was by gate, the lever together with the handbrake lever being on the driver's right.

The weight unladen was 19 cwt., track 4'6" and wheelbase 9'0". Bolt on Sankey steel wheels were fitted and the spare wheel was carried on the nearside running board. The springing was by long quarter elliptics all round and these gave quite a good ride. I was not troubled with any breakages of the leaves which were enclosed in gaiters and packed with grease.

This car had a very favourable power to weight ratio and could pull up Ngahauranga Gorge in top gear. The maximum speed was 60 m.p.h. under favourable conditions, and 45 m.p.h. could be reached in third.

Aluminium alloy was used for the body panels. The body was wide and flat. The upholstery was leather and unpleated, with very deep springs for comfort. Both the front seat and the dickey seat

were of the bench type and of the same dimensions. The speedometer was by Smiths and the others by Jaeger and Lucas. All of them proved most reliable. The body was supplied with a good quality hood and side curtains. The coach work and nickel plating were really of excellent quality throughout.

I found the car to be most reliable and covered 8000 miles in two years at the end of which time I sold it for £350. On one occasion I remember being the only car to negotiate the mud on the Mamaku Bush Road near Rotorua without assistance. They used horses in those days to extricate the heavy cars and a most costly business it used to be. The Standard was one of the most satisfactory cars which I have ever owned and I was sorry to part with it. The engine was very silent and well balanced internally. After selling this car I bought a 1925 Clyno 10 h.p. of which I shall give details later.

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HILL CLIMB BALL

ROSELAND CABARET.

10TH MARCH.

This will be the main social event that the Club will be running this year. Entry will be by ticket only. Tickets will be available from the Event Organiser Alan Robb, and you may collect them at the February or March Club Meetings or by sending to Alan directly. The subscription is £1. 5. 0 for a double and 12/6 for a single. The arrangements for the Ball are in the hands of Billie McMillan. Joe Harris will be in charge of the fuel pits, and fuel to suit all entrants will be available. Entry is not confined to Club Members so we suggest that you make up a party and introduce as many of your friends as possible to the lighter side of motor sport. It may even persuade some of them to become members. Dress preferably formal or dark suit. Female entrants minimum body as laid down by A.N.Z.C.C. and your own taste. Applaud the trophy winners, commiserate with the losers, and thoroughly enjoy yourselves. This is your chance to prove to your wife or wench that the time you spend on motor sport is not entirely wasted.

Remember to get your invitation from Alan Robb.

* * * * *

IN PASSING

by LONGSTROKE

The month's racing has been most exciting. Moss was very lucky at Ardmore, another couple of miles and the Maser would have been out with fuel leaks. Sid Jensen is doing some very fine driving and at the risk of starting an argument I should like to see him with a proper motor car. Ron Frost's chain trouble at Wigram was most unfortunate, he would have headed Syd otherwise. Stafford and Frost have a different type rear universal fitted to their MkIX's already. Apparently the original design has been breaking up in England. Tom Clark in the old (1933) 8CM Maserati has jumped very much to the fore front, forceful but not yet a stylist. Dave Caldwell with the ex-Roycroft Alfa looks as if he has learnt a lot in style from Ron Roycroft. Alan Freeman is gradually coming to terms with the Talbot. Transmission trouble at Auckland made him retire at Wigram when the wheels didn't go round. Later examination proved no trouble - just the selector for overriding neutral for towing had got knocked in.

.....

Dunedin brought Ron Roycroft a recurrence of the steering box trouble of Levin. The largely D type Jaguar engine is definitely too much for the Bugatti chassis and brakes, the latter disappearing quite early at both Ardmore and Wigram. Father Roycroft however has landed a 1951 4 $\frac{1}{2}$ Ferrari. Specification 12 cylinders in 60 degree V formation developing 360-380 b.h.p. Four speed gearbox integral with de Dion rear end, three down draught Webers, wheelbase 7'6", track front 4'2" rear 4'0". Weight dry 13 $\frac{3}{4}$ cwt. At the moment the car is being stripped down completely for thorough examination before being raced. Beyond any other this car will have the best power weight ratio of any car in New Zealand and with Ron driving it the results should be most interesting.

.....

Perhaps the worst luck so far this season was George Smith's. On his fourth lap of practice at Ardmore, Bulcraig with the Jackson had spun off at College Corner. As George was coming full chat into the corner, some gormless marshals heaved the Jackson off the straw bales, straight into the Alfa Chrysler bending it badly. A shame as the old gentleman was going very well and on the lap before I had timed him at 1.41.6 which was not too bad for what was

virtually a warmup lap. In the Ultimate Race, George brought out his old Ardun engined 44 and ran away from the field.

.....

Levin was a good day, but something drastic will have to be done about the track. Looking into some of the chasms afterwards it appeared that the road foundation was neither deep enough nor properly consolidated. However I believe work is in progress and another meeting is scheduled for late March. There seems to be a general opinion among those who drove that another six feet in width would make all the difference too.

.....

Ten years ago.... the cover of the Bulletin was graced by a photo of the 12/50 Alvis now driven by Peter Slocombe. Inside we found it had just won a Gymkhana at Haywards driven by Errol Ansell at which the marshals had included Les Stone and your Editor. Ed Sharrock reported from Nelson that a 1913 Humberette had just been sold at an auction for £37.10. 0. An amusing article by Trevor Wickham described a run from Wellington to Wanganui in a 509 Fiat that took a shade over twenty six hours and included rebuilding the complete petrol and ignition systems and the rear axle. New members cars included a 20/60 Sunbeam, a "Hyper" Lea Francis and a Silver Eagle Alvis. Geof Easterbrook-Smith, still in the Pacific somewhere was writing plaintively to then Editor Mick Forlong. Doug Wood contributed an article on cars in Auckland, and diesel engines were being discussed in the Correspondence columns.

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No Reader Smellicue, they have not called in electricians to repair the short circuit at Levin.

.....

Professor Jerk (may his bearings never run hot) reports further on his researches into Shakespeare the motorist and suggests that the cry of Enobarbus in Act II Sc.iii of Antony and Cleopatra is obviously that of a Pit Steward summoning pushers.

"All take hands.

Make battery to our ears with the loud music."

.....



CLUB CALENDAR



FEBRUARY

- 4th. Christchurch Road Race
- 9th. CLUB NIGHT VICTORIA LEAGUE ROOMS. LE MANS FILM
AND SLIDES OF ARDMORE AND LEVIN.
- 11th. Invercargill Road Race
- 18th. N.Z. Beach Championship, Invercargill
- 25th. N.Z. Sprint Championship, Invercargill

MARCH

- 3rd. Ohakea
- 8th. CLUB NIGHT, VICTORIA LEAGUE ROOMS.
- 10th. N.Z. HILL CLIMB CHAMPIONSHIP, HOUGHTON BAY
- 17th. North Island Hill Climb Champ. Hamilton.

APRIL

- 12th. CLUB NIGHT, VICTORIA LEAGUE ROOMS
- 14th. SPRINT, TE MAIRE ROAD

MAY

- 10th. ANNUAL GENERAL MEETING.

.....

WANTED TO BUY:

Vehicle suitable for hill climbs etc. Preferably but not necessarily under 1500 cc. Must also be suitable for use of a wife and two kids. Ring J. Lust, 85.509 evenings.

.....

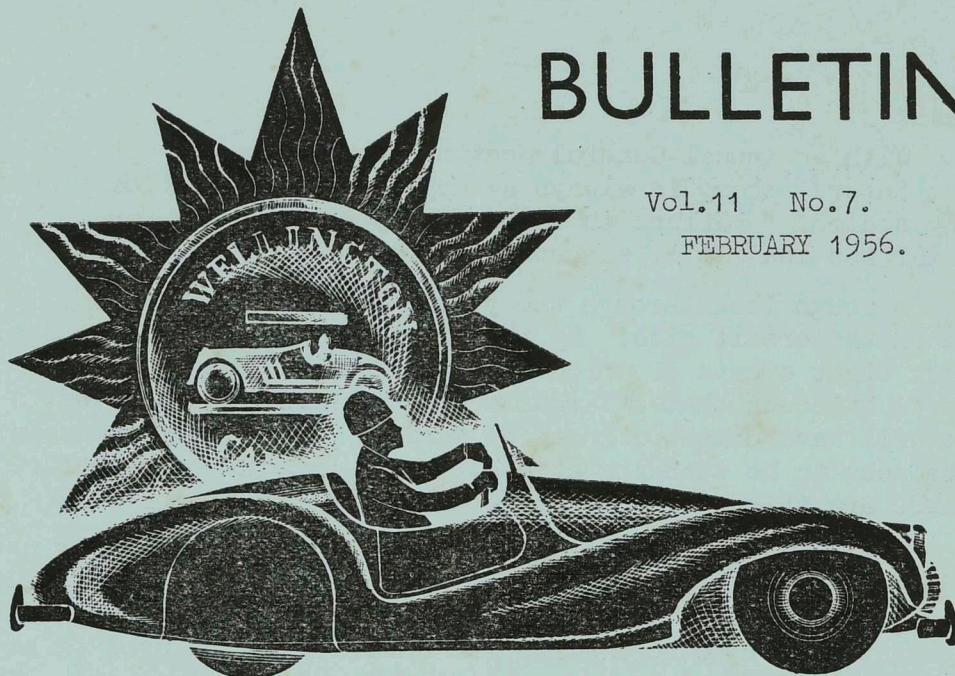
Articles for the Bulletin are still in very short supply. Tom Grant swears that he actually wrote the article he promised about Rileys, but then he lost it. A most unlikely story, which even if true reflects little credit on the man. Not one of our new members of the last two years has so far written anything for the Bulletin. Shame on you all.

WRITE FOR YOUR BULLETIN

BULLETIN

Vol.11 No.7.

FEBRUARY 1956.



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

DIRECTORY.

CAPTAIN	J. McMillan	Telephone	84.923
VICE CAPTAIN	W. Easterbrook-Smith		76.312
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	R. Penny	Business	61.559
	J. Schnellenberg	66.000 /	9441 M
	A. Stafford	Levin	828
	C. Vandendungen	Business	55.040

These are the people whom you elected to run your Club.
If you have any suggestions or complaints, there are the people
you should contact.

CAUTION IS NO SUBSITUTE FOR SKILL

EDITORIAL:

With an Annual General Meeting looming in the not too distant future, there is always a temptation to pontificate on the passing season. Failure to think of any other topic for an Editorial has lead us to succumb to temptation.

A rough look through the year's Bulletins shows many things on the credit side. By the time the year is over we shall have run eight events of which three will have been touring type events. It seems that a larger number of members than ever before will have competed in those events. Our Club membership will be seen to be standing at a higher figure than ever before. All these are things of good omen for the future of the Club.

What will be our financial state will depend largely upon the outcome of the Hill Climb Championship on March 10th. Club members have responded excellently to the call for workers, recalling to older members minds the enthusiasm that used to be shown when the Club was younger, smaller, and more intimate. The organisation has been most carefully planned, and Alan Robb as Chief Organiser has been outstandingly assiduous in his work. Given a fine day, and everyone doing the work they have undertaken, it may be that the Club will also finish this year in the most sound financial position it has ever been.

However this new phase into which the Club is emerging presents many problems, some of which perhaps we cannot clearly envisage at the moment. Among the more obvious however is the fact that the work of administering the club is growing greater. Perhaps it is greater than can be expected from purely voluntary workers, and we shall have to face payment of an honorarium to a part time Secretary. Again as our Club continues to grow we are going to have to face problems of accommodation, not only for our meetings, but for our continually increasing equipment. It seems certain that one of the main jobs of the Club during the next two or three years is going to be rent, or purchase Club Rooms, and find some way of coping with the financial problems involved.

This year we have finally emerged from that sticky period when an organisation is in transition from a small group to a large one. Now we can face the problems involved.

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LETTERS TO THE EDITOR:

Dear Sir,

I am one of those members referred to in a recent editorial comment who never write for their Bulletin. I would rather that a subject more interesting than English Grammar should prevail upon me to burst into print, but I have suffered more than any student of our fine language can stand.

There seems to be a confusion, not only within our own august institution, but amongst most car clubs of the country, supported heartily by the A.N.Z.C.C., over the use of the word "LICENCE". Our language contains a noun "LICENCE" and a verb "LICENSE"--- these two are NOT interchangeable.

As a glaring example I would quote the A.N.Z.C.C. Competition Licence.

This is a small point, but incorrect usage looks bad, and tends to foster the illusion that people who take more than a brief, practical interest in motoring are necessarily illiterate.

Yours etc. J.B.Cronin.

SECRETARIAL NOTES:

V. EVANS.

As Annual Subscription time is coming near, will you please notify us of any changes of address. It will save a lot of confusion if this is done now. Also if anyone is failing to receive Club notices please write and then it cannot be forgotten. On Saturday and Sunday 21st, 22nd, April the Taranaki and South Taranaki Clubs are holding a twelve hour night trial for which they will be sending us entry forms shortly. We are still awaiting final approval of the Sprint Venue from the Featherston County Council, but it seems that we shall be able to have the usual Te Maire Road course again.

We hope that one of our executive will attend the quarterly meeting of the Greater Wellington Road Safety Council on March 1st. His impressions will then be reported to the Committee, for consideration as to whether we pursue our application for membership of this body.

=====

Have YOU written for your Bulletin?

=====

WANDERINGS

DANNY DIMWIT

Oh, Editor dear,
When I hear
Your impassioned appeals for copy

I go all gooey,
Then snort "What Hooey,
the man's just an old jalopy."

Nevertheless,
I have, I guess
My silence forever busted,

For I've put on paper
My thoughts on some capers,
But still think your brain's all rusted.

Ardmore: Wouldn't it be grand if the promoters would place the loudspeakers out where the cash customers had at least a chance of hearing something while the racing was on!, instead of planting them away to blazes in the infield.

The system seemed most efficient - while the track was empty. Once racing started we'd catch a few words occasionally, only to have the rest drowned out by passing cars.

Our party went from the 5th to the 55th lap without being able to hear anything, and, while it was easy to tell that Moss was leading, there are, after all, other places than first.

Then, between races, those confounded, a thousand-times-damned, completely unnecessary, rage-inciting advertisements! One gladly makes a long trip to see the races, but certainly not to have that rubbish inflicted on one! Why, it's as bad as being at home with the blasted radio going!

Levin: What a pity they didn't have a P.A. system worth the name. If one moved out of line with the VERY few speakers, nothing at all could be heard.

Nobody wants to be too critical of a club putting on it's first show, but I certainly hope that, once they fix the track surface, they'll give a bit of thought to the necessity to keep the cash customers informed.

The announcer from Wellington would be a great deal better if he would speak out to the mike, instead of mumbling into it.

Wigram: Per radio. Although they had three announcers on the job, apparently the only cars on the track were
"....these two Ferraris...."

Dunedin: Must have been all of 5 seconds after the flag dropped before they interrupted to give the results of a horse race, and after that we must have had fully two minutes car-racing before the next horse race broadcast!
Wouldn't it be wonderful if, just once, we could hear an interruption to a horse race to let something else be broadcast, or would the skies fall?

Christchurch Feb. 4: Sat by the radio all afternoon, waiting hopefully, but nothing but cricket. Divvil a word about the road race. I've not even been able to find anything about it in papers, and, for all I know, it may not yet have been held.

Reverting to Levin, where did this silly nonsense about disqualification for a spin of more than 180 degrees originate?
Surely not with the A.N.Z.C.C.?

At Ardmore more than one car flipped round more than 180' at the corner where we were located, but we heard nothing about disqualification there. Very sensible.

Not being a competitor, it doesn't matter a hoot to me, but, as a spectator, it seems just plumb damn silly.

A close study of Autocourse, right through from the first issue, fails to disclose one word about similar rules in England or on the Continent.

Am I wrong, or are the N.Z. racing rules based on those in use overseas?

Looking through a pile of books accumulated over the years, I find what I think is a complete file of "Sportscar", from No. 1, December 1948, to No. 3 Vol. 2, May 1950.

They are no longer of any use to me, so if any of your readers would like them just put his name and address in next issue and I'll send them on.

I also have a complete file of "Autocourse", which nobody can have, but there is a spare copy of Vol. 3 No 1, 1953.

Anybody who'd like it can have it.

'Bye now.

Danny Dimwit.

NATIONAL HILL - CLIMB CHAMPIONSHIP. ENTRIES, 25th. February.

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Class I. 351-500cc.

B.R. Webster Cooper Mk7
Havelock North

R.V.Drew, Cooper Mk9 Wgton.

S.H.Jensen Cooper Mk9, P.N.

L. Gilbert Cooper Mk6 Hamilton.

W. Shiells Liteweight 500 Wgtn.

R.G.Hugill Cooper Mk8 Auckland

Class G. 751-1100cc.

J. Curtiss M.G.-Ford. Wgton.

O.B.Cottrell Ariel Spl. L.Hutt

R.A.Gibbons Cooper Mk6 Wgton.

G. Gordon. Standard 10 Wgton.

J. Hobson Standard 8 Wgton.

R. Cowling Morris Minor Matamata.

Class E. 1501-2000cc.

Les Stone Alvis Wgton.

Geo. Palmer Cooper-Bristol. Ham.

Class C. 3001-5000cc.

A.T.Freeman Lago Talbot Wgton.

A. Farland Singer Spl. P.N.

V.B.Cook Jaguar XK 120 Wgton.

D. Smyth Ford V8 Kaponga

N. Dobson Chev. Spl. Lower Hutt

H. Hollis Jaguar XK120 Wgton.

Class C. Continued.

A. Hyslop Jaguar XK140 Hastings

W. Southby Ford V8 Spl. Timaru

R. McCutcheon Normac Spl. Norswood

R.J.Roycroft Bugatti-Jaguar Auck.

Class H. 501-750cc.

R.W.A. Frost Cooper Mk 9 Levin.

A. Stafford Cooper Mk 9 Levin

Class F. 1101-1500cc.

J.D.Berkett Volkswagen Wgton.

H.P.Gilroy Austin A40 Spl. Auckland.

Tom Fox M.G. T.F. 1500 Wgton.

W. McMillan M.G. T.F. 1500 Wgton.

W.R.Bryce M.G. T.D. Trentham

D. Yarrall M.G. T.D. Lower Hutt

P. Slocombe Alvis Wgton.

B. Jonathan Ford 10 Spl. Lower Hutt

L.M.Graham M.G. T.D. Palmerston North

Class D. 2001-3000cc.

G. Cowie Austin-Healey Masterton.

D. Bransgrove Wolseley Spl. Stratford

Ross Jensen Austin-Healey 100S Auckland

T. Clark Maserati 8CM Auckland

J. McMillan Alfa Romeo Wellington

N. Dickson Ford Zephyr Woodville

M. Jensen Riley Pahiatua

G. Nicholson Riley Palmerston North

J. Lust Vauxhall-Velox Wgton.

H. McIntyre Alvis Foxton

Class B. 5001-8000cc.

M.F.Stanton Stanton Spl. Ch.Ch.

HILL CLIMB CHAMPIONSHIP

MARCH 10th.

As you can see we have a record entry for this event, and what is more important the quality of most of the entry is first rate.

The Organiser and his team have been working very hard indeed. They paid a preliminary survey visit to the course on 19th. February and held a working party there on 26th February. On the night before the event, there will be the need for another working party, of more than those concerned in the equipment gang. The main job will be clearing or trimming gorse in some places, but there are other things to do too. Slashers, grubbers, spades, and brooms are the equipment we shall want you to bring. After the outstanding reply to the appeal for labour at the last Club Meeting we feel sure that members will respond to the appeal for this extra job.

The other main thing now is to make sure as many people as you know come along to the event. We are going to need every penny we can get.

THE HILL CLIMB CHAMPIONSHIP BALL is being steadily prepared for. Ticket sales are lagging a little and we should like everyone who is going to get their reservation as soon as possible. Tickets are available from Alan Robb or the McMillans. They will also be available at the next club night. Admission will be by ticket only, you will not be able to pay at the door.

All we can do now is wait for the day and hope it is in keeping with everything else, or else, if it does rain that it pours down sufficient to let us collect our rain insurance.

From looking at the entry list this promises to be easily the most exciting Hill Climb that has been held in New Zealand. There are at least eight cars and drivers anyone of whom are capable of making F.T.D. and the last runs of the afternoon as they all try for it should be worth coming a long way to see.

=====

THE 1925 9.8 H.P. CLYNO.

H.W. MITCHELL

This was a four door, four seater tourer made by the Clyno Engineering Co. Ltd., of Wolverhampton. I imported the car myself and it was probably the first of its make in N.Z. The landed cost was under £200, freight and landing charges being only £30 and duty was ten per cent, Sales Tax being unheard of then.

I have in front of me a photo of the Clyno taken thirty one

years ago, and find it a help in refreshing my memory. The Company also made motorcycles for many years, these being produced in a separate factory in Wolverhampton. These machines were very popular in N.Z. the general design and finish being of a high standard. I owned a V-twin 5-6hp. Clyno and sidecar immediately before buying the car. In 1928 I visited the Clyno works while on a holiday tour, in the course of which I also visited the huge Austin plant at Birmingham and the Rover works at Coventry.

The Clyno was largely assembled from various specialised components. For example, the engine was a Coventry Climax and the gearbox and differential were by Moss. The gearbox was separate from the engine being connected by a shaft with a universal joint. The engine developed 30 b.h.p. at 4200 rpm. The engines were side valve units with the tappets enclosed by a plate and readily available for adjustment. Pistons were of cast iron, and the crankshaft ran in three main bearings.

These engines had remarkable low speed torque and were extremely flexible in top gear. Ignition was by Simms Magneto, and the lighting and starting equipment was by Lucas. The cooling was by a two gallon radiator and thermo syphon. The carburettor was a Cox Atmos fed by gravity from a seven gallon tank. Petrol consumption was light, being from 35 - 40 m.p.g. according to speed. Lubrication was by oil pump, a guage being fitted to the dash. The sump held six pints of oil. The gear change of the four speed box was by right hand gate, the handbrake lever also being on the driver's right. The battery was carried on the offside runningboard and the spare wheel on the nearside. Weight was eighteen hundredweight track 4'6" and wheelbase 8'0". Springing was by quarter ellipticas all round, giving quite a good ride but rather on the light side for the rough roads here. I made several modifications to this car, mounting the spare at the rear, fitting twin bumper bars and replacing the cast iron pistons with Specialloid Alloy ones. Maximums were 55 mph in top and 40 in third. The all steel body was too light for silence and various noises developed at times.

I found this car most reliable and covered 6000 miles in it at the end of which I traded it for a new six cylinder 26 h.p. Durant which I shall describe later.

=====

IN PASSING

by LONGSTROKE

Well it has happened at last, a 500 has won a major race but it is pleasing that there has been no undue gloating by the cyclecar merchants. Congratulations to Ron Frost for his win at Mairehau. His dice with Syd Jensen really gave the crowd their moneysworth down there. Neither of them could have kept going at the pace they were scrapping and it was just a matter of who broke what first. The Roycroft Ferrari made an inauspicious debut, by consuming its transmission in the traditional style of these monsters. Ron was not particularly happy driving it either by all accounts. But then, its not the sort of machinery one just steps into and drives, and Ron will be interesting to watch after a few drives.

.....

Rumour has it that Syd Jensen is also among those contemplating a Cooper Climax for next season. If rumour should be truthful that will mean four of them around this end of the island next year. Bill Lee, Arnold Stafford, and Ron Frost being the others that the spies have reported as being interested.

.....

News from America is that Geoff Easterbrook-Smith has sold his Studebaker and returned to motor cars as opposed to Automobiles in the shape of a Mk. 7 Jaguar. It is believed that all these on the American market are fitted with some form of comic helps it self transmission and as his letter is ominously silent on the matter it looks as if he cannot shift for himself.

.....

Also news from America from Graham Jackson, who has now made his way across and sailed for England. In between he was impressed by such trifles as supercharged buses cruising at 75 m.p.h. on the highways, and slightly dented 1941 Chryslers for 15 dollars. Cash to you Smellicue no fifty percent deposit nonsense here. A parking lot holding 2000 cars which he saw in Chicago could be transferred to Wellington with some effect also. His reports on motoring in England should be vastly different.

.....

It is expected that the first of the new Citroens will be here in a few weeks. Report has it that one parked in a street in Sydney required the services of three policemen to keep the traffic and pedestrians moving. Wouldn't it be nice if someone would feed the B.M.C. and Rootes Group designers some raw meat and let us see whether it is possible for an English car to be produced that was even abreast of modern developments. The Citroen is of course as one would expect when they introduce a new design looking forward twenty years and introducing now what will be commonplace then. As the bulk of our cars will continue to be English owing to our peculiar relationship to the sterling bloc, it would seem that the motoring outlook will continue to be set at dull to disgusting, with waves of irritation at deepening depressions of inefficiency.

.....

Please remember the do after the hill climb. It will be at the Roseland Cabaret and will be neither a crude bash nor entirely a Sunday School prize giving. This will be our big social event of the year so we expect you and all your friends to be there, to make sure that the music is not wasted on deserted air, and that Joe Harris and his pit staff don't have to consume all the fuel themselves.

.....

Professor Jerk (may his fatigue cracks never never develop) the indefatigable, produces yet more proof of Shakespeare the motorist. Only one who was thinking of the sorry products of most of the English Motor Industry could have written the following lines from Macbeth Act V Scene 4.

"Both more and less have given him revolt,
And none serve with him but constrained things
Whose hearts are absent too.

Let our just censures
Attend the true event, and put we on
Industrial soldiership."

.....



CLUB CALENDAR



March

- 3rd. Ohakea.
- 6th. COMMITTEE MEETING, Alan Robb's house 8 p.m.
- 8th. CLUB NIGHT. Victoria League Rooms 8 p.m.
- 9th. WORKING PARTY, HOUGHTON BAY.
- 10th. HILL CLIMB CHAMPIONSHIP HOUGHTON BAY
- 17th. North Island Hill Climb, Hamilton.
- 17th. Hill Climb, Fitzherbert Bridge, Palmerston North.
- ??? Possibly Levin.

APRIL

- 12th. CLUB NIGHT
- 14th. ANNUAL SPRINT - TE MAIRE ROAD
- 21st. Twelve Hour Trial - Taranaki

MAY

- 10th. ANNUAL GENERAL MEETING.

.....

VACANCIES.

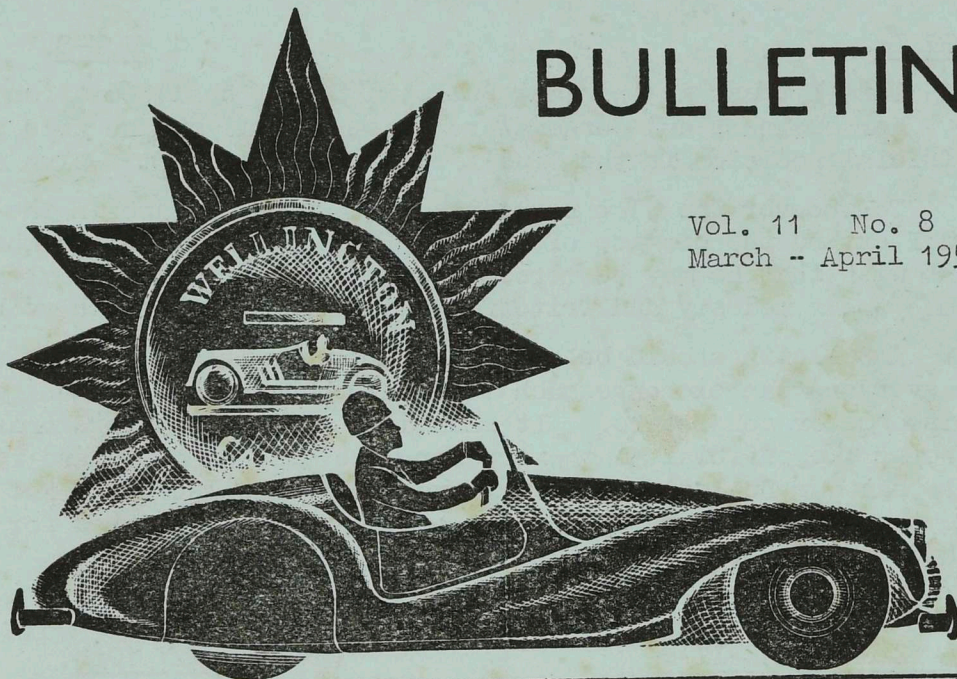
Wanted someone to fill the Editorial chair after May 10th. 1956 as I'm tired of spaces like this because you didn't write for your Bulletin.

.....

WRITE FOR YOUR BULLETIN

BULLETIN

Vol. 11 No. 8
March - April 1956.



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

Directory

CLUB CAPTAIN	J. McMillan	Telephone	84.923
VICE CAPTAIN	W. Easterbrook-Smith		76.312
SECRETARY	V. Evans		56.782
TREASURER	A. Robb	Tawa Flat	2646D
COMMITTEE	G. Brandeis		
	R. Buckthought		63.281
	V. Cook		53.379
	J. Evans		56.782
	K. Garbutt	Business	84.645
	R. Penny	Business	61.559
	J. Schnellenberg	66.000 /	9441 M
	A. Stafford	Levin	828
	C. Vandendungen	Business	55.040

On May 10th. at the Annual General Meeting, you will be required to elect a new executive for your Club. Before you come to the meeting consider who you would like to see do this job, and think too what you can do to help the Club either as an official or as a member.

CAUTION IS NO SUBSITUTE FOR SKILL

EDITORIAL:

W.E-S.

This I trust is the last Bulletin that I shall edit for some time. For business and personal reasons, I shall not be able to take any official position in the Club for at least the next twelve months.

To whoever the Club persuades to take on the job in the future I extend the promise of whatever help I can give, and the fervent wish that he may be more successful in persuading members to overcome their modesty and write for the Bulletin, than I have been.

A Bulletin should be a forum for Club opinion, a place in which everyone can exchange such ideas as they may have, indulge in reminiscence or conjecture. It should be all these things apart from being the official mouthpiece for Club announcements and results. I feel that our Bulletin almost always lacks this leaven. For it to become the expression of opinion of only one person, is bad for the health of the Club.

.....

ANNUAL GENERAL MEETING:MAY 10th.

In accordance with Rule 11 of the Club Rules, notice is given that the fifteenth Annual General Meeting of the Wellington Car Club (Inc.) will be held in the Victoria League Rooms, D.I.C. Building, Wellington at 8 p.m. on Thursday 10th. May 1956.

AGENDA.

Minutes of the last Annual General Meeting.
Club Captain's Annual Report
Treasurer's Financial Statement.
Amendments to the Club Rules
Election of Officers
General.

NOTICE OF MOTION:

In accordance with Rule 13 of the rules of the Wellington Car Club (Inc.) notice is given that the following amendments to the Club Rules will be moved at the Annual General Meeting on May 10th 1956.

THAT Rule 4 of the Club rules be amended by the deletion of all words after "Captain" down to and including "Members" and that the following words be inserted in their place; "two Vice-Captains, a Secretary-Treasurer, who with a Competition Committee of four, a Social Committee of Four and a House Committee of four shall constitute the Full Committee of the Club. The Secretary-Treasurer shall

receive/

an honorarium of Fifty guineas per annum, or such other amount as may from time to time be decided by an Annual or Special General Meeting of the Club."

Mover. W. Easterbrook-Smith

Seconded. J. McMillan

THAT Rule 20 of the Club Rules be amended by the deletion of the words "Annual Subscription only" and that the following words be inserted in their place "purchase of an interest free debenture of Five Pounds, which shall be repayable five years from the date of purchase."

Mover. W. Easterbrook-Smith

Seconded. J. McMillan.

THAT Rule 21 of the Club Rules be amended by deletion of all the words down to but not including "Honorary Life Membership".... and that the following words be inserted in their place; "Membership of the Club shall be open to three types of Subscription.

ORDINARY MEMBERSHIP for which the Annual Subscription shall be £2.2.0 per annum, reducible to £3.3.0 for a joint subscription for a man and his wife.

COMPETITIVE MEMBERSHIP for which the Annual Subscription shall be £4.4.0, which subscription will entitle the member to compete in any event organised by the Club, without payment of an Entry Fee in respect to that event.

LIFE MEMBERSHIP, which shall be open to any member after a period of three years continuous membership, upon payment of a sum of Twenty guineas, thereafter reducible annually by Two guineas a year to a minimum of Ten guineas after eight years membership. A Life member may purchase exemption from Entry Fees annually, by payment of the difference between the subscriptions for Ordinary and Competitive members."

Mover. W. Easterbrook-Smith

Seconded. J. McMillan.

These motions are all interconnected. The purpose behind them is as follows:

The job of running the Club now that it has passed the two hundred membership mark is becoming more and more onerous, and as the Club continues to grow so will the load of work. To remedy this it is felt that two things are required. Firstly the Secretarial and Accounting side of the work has grown to a stage where it is quite unfair to expect reasonable efficiency from voluntary officials.

Even the proposed rate of payment is sweated labour for what is a minimum of about eight hours work a week. However we feel that a paid official here will mean that we can have some reasonable expectation of efficiency. With the proposed drive for Club Rooms the amount of work is going to increase again, and it is felt that this can best be coped with by a special sub-committee called the House Committee, whose job will be first, the obtaining of premises, and then the administration of them. The Social Committee we envisage would be charged with the following duties; the arrangement of programmes and supper for Monthly meetings, the organisation of one Social event (Gymkana, picnic, treasure hunt etc) a month, and the planning of at least two or three "does" a year. The Competition Committee would be concerned with the organisation of say three Speed events and three major trials a year. The Committee meeting as a whole would be responsible for the general running of the Club. The purpose of two Vice Captains is to ease the load on the Club Captain, whose job should be that of presiding at meetings of the Committee and such sub-Committee meetings as he can attend and, at Monthly and General Meetings. Obviously this is going to be a heavy load and it is envisaged that one of the Vice Captains would be responsible for the Social, and one for the House Committee respectively.

The Secretary-Treasurer, among his other duties would automatically be Secretary to each of the Sub Committees. If the Club is to grow and extend its activities, we feel that this extension of the executive of the Club is necessary.

The amendment to Rule 20 will make an entry fee for new members. The money so raised would be devoted to the finance of the Club House and would provide a floating loan of about £100 a year minimum.

The amendment to the subscription rate is not altogether connected with the matter of Club houses, but is largely forced upon us by the continuing rise in costs in every direction. It is now some years since the annual subscriptions were last adjusted. In that time even the Government Statistician's figures show an inflation of over sixty percent, so that the proposed rise is largely to restore the Club's income to a more realistic level, and to attempt to provide some balance for reserves. The idea of Competitive Membership is to try and get in early in the year, that part of our income which comes from entry fees, so that the Committee may have a better idea of the finances on which to budget. Life Membership is adjusted to catch up with the inflation, and Honorary Life Membership, a rare honour which has been awarded only twice in the history of the Club, remains the same.

Although these amendments all stand in the names of your Club Captain and Vice Captain, they are largely the product of the discussions which the Committee has held throughout the year, in which the opinion has been generally held that the social side of the Club needed developing, the time of the whole Committee should not be wasted in the discussion of details better considered by sub-committees, and that the executive load would have to be shared out if the Club is to grow. We cannot do these things without money, and the present subscription rate is insufficient to run the Club on its present basis let alone expand it.

We are taking this step of placing the argument behind these motions before you so that you may all consider them carefully and thoughtfully, so that time will not be wasted in unconsidered or uninformed discussion at the Annual General Meeting at which they will be moved.

=====

NATIONAL HILL CLIMB CHAMPIONSHIP

MARCH 10th.

With a record entry both in numbers and quality the Hill Climb Championship at Houghton Bay was a foregone success as far as the competitive side went and so it proved. Fourteen different drivers put up climbs in under fifty seconds, a thing only ten drivers have done previously. Although the absolute Hill record was not approached, there were four class records broken, new figures being set in the under 500, 501 - 750, 1501 - 2000, and 2001 - 3000 cc classes. In addition Herb Gilroy broke the 1100 - 1501 record in his practice run. This driver's unfortunate crash in his first official run, resulting in serious injury, marred the pleasure from the excellent competition that was going on.

In Class I Bill Sheills staggered the natives with a display by the "Liteweight" (ex-Lestone) which had Syd Jensen really trying. A sheared rear axle drive in Bills second run left the victory to Syd, but a lot of people eating their words about the possibility of competing with home made cars against factory made jobs.

Class H saw the Ecurie Pomme racing against itself with twenty percent nitro in the tanks of the Coopers. Ron ending up .4 sec ahead of Arnold and tying with Syd Jensen for second fastest time of day.

Class G of course had Gibbons and the Cooper 1100 so the class winner was fairly certain, and the main interest was with Bob's battle with the other fast boys of bigger and smaller sizes for F.T.D. It rapidly became apparent that the main contenders were the smaller Coopers, with Tom Clark and his 800 Maserati and Ron Roycroft being

ENTRY FORM

NEW ZEALAND HILL CLIMB CHAMPIONSHIP, WELLINGTON, MARCH 10TH 1956.

OWNERS NAME DRIVER

ADDRESS: ADDRESS:.....

.....

.....

CAR MAKE: CAPACITYcc

REG. NO: Racing Number (if any)

Warrant of Fitness No. Supercharged

Driving License no..... Competition License No.....

I, the undersigned driver of the above car am a financial member of the Club.

I/We, have read the Supplementary Regulations issued for this meeting and agree to be bound by them and by the General Competition Rules of the A.N.Z.C.C.(Inc.). In consideration of the acceptance of this my entry, I agree to save harmless and keep indemnified the Wellington Car Club (Inc.), the A.N.Z.C.C. (Inc.) and the Corporation of the City of Wellington, and their officials, representatives, and agents and each and every one of them, from and against all actions costs, expenses, claims and demands in respect of injury fatal or otherwise, loss or damage to person or property of myself or my passenger, or my mechanics, howsoever caused arising out of or in connection with my entry or my taking part in this meeting, and whether or not occasioned or contributed by reason of negligence of the said bodies, officials, representatives or agents.

I, the undersigned driver have attained the age of twenty one.
I/We, enclose £1.0.0. Entry Fee
£2.0.0. Late Entry Fee.

I/We certify, that to the best of my/our knowledge and belief that all the above information is true and correct.

Date Owners Signature

..... Drivers Signature

I shall, I shall not be attending the cabaret and prize giving
I enclose £for extra reservations.

.....
For use by organising Club.

N.Z. CHAMPIONSHIP HILL CLIMB

Mr.
.....
.....

Dear Sir,

Your entry of a car for the above
event has been accepted, declined.

Your number will be

You are required to present yourself at the venue for
scrutineering not later thana.m.

Yours faithfully,

Secretary of the Meeting.

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.

WELLINGTON CAR CLUB (INC.)

=====

P.O.Box 5142,
Wellington.

22/5/56.

CIRCULAR TO ALL MEMBERS:

1. SPECIAL GENERAL MEETING:

Notice is hereby given that the monthly meeting to be held in the Victoria League Rooms, 4th Floor, D.I.C.Bldgs., Wellington on Thursday 14th June 1956 commencing at 8 p.m. is declared to be a Special General Meeting.

- Agenda
1. Amendments to Club Rules
 2. General Business.

(Explanatory Note: The proposed amendments to the Rules are formal only and in the nature of 'mopping-up' operations resulting from the Motions passed at the A.G.M. on 10/5/56.)

2. MONTHLY MEETING (14/6/56)

At the conclusion of the Special General Meeting referred to above, a film on the last 'Le Mans' is to be screened (by courtesy of Dunlops) followed by the usual natter session and supper.

3. NEXT EVENT:

A night trial is being organised for Saturday 16th June.

Starting Point McGinnity St. (City)

First Car Leaves 7-30 p.m.

Entry Fee 5/-

Intending competitors are asked to assemble by 7.15 p.m. at the latest.

4. SUBSCRIPTIONS;

Members who have not already done so are urged to pay their subscriptions promptly. Your Club cannot function without the necessary finance.

5. IN PASSING:

Noticed in the classified advertisements of a well known evening paper.

" FOR SALE - Singer La Mamusetc. "

'Mon Dieu!!! '

6. LATE FLASH

On Wednesday 30th May at 8 p.m., the 500 Car Club are holding a meeting in the Hinemoa Lodge Hall, Donald McLean St., (opposite the Newtown Post Office) at which the guest speaker will be SYD JENSEN together with his Mark 9 Cooper. Syd will talk on his racing experiences in N.Z. and overseas. A cordial invitation has been extended to the members of this Club to attend. This promises to be a very enjoyable and interesting evening and one which can be thoroughly recommended.

7. COMMITTEE MEETING:

The next committee meeting is to be held at the "Stone's" 5 Wellesley Flats, Trent St., Island Bay, Wednesday 6th June.

A.H.ROBB (Secretary)

P.O. Box 512,
Wellington.

LETTERS TO ALL MEMBERS

GENERAL MEETING

Notice is hereby given that the monthly meeting to be held in the Victoria League Rooms, 4th Floor, D.I.C. Bldg., Wellington on Thursday 14th June 1956 commencing at 8 p.m. is decided to be a Special General Meeting.

- 1. Amendments to Club Rules
- 2. General Business

(Explanatory Notes: The proposed amendments to the Rules are formal only and in the nature of 'topping-up' operations resulting from the motion passed at the A.G.M. on 10/2/56.)

MONTHLY MEETING (14/6/56)

At the conclusion of the Special General Meeting referred to above, a film on the last 12 months is to be screened (by courtesy of Lincoln) followed by the usual coffee and chat.

THE EVENT

A night trial is being organized for Saturday 16th June.

- Starting Point
- Place to Leave
- Early Tea

Inviting competitors are asked to assemble by 7.15 p.m. at

the latest

SUBSCRIPTIONS

Members who have not already done so are urged to pay their subscriptions promptly. Your Club cannot function without the necessary funds.

IN PASTING

Notices in the classified advertisements of a well known evening paper.

"FOR SALE - Singer Sewing Machine....."

then back!!

LAST WEEK

On Wednesday 10th May at 8 p.m., the 50th Car Club holding a meeting in the Hammers Lodge Hall, Donald Nelson St., the Newcomer Club (at which the guest speaker will be SID JAMES) together with Mrs. M. J. Gagner. Syd will talk on his racing experience in N.Z. and overseas. A central invitation has been extended to the members of this Club to attend. This promise to be a very enjoyable and interesting event which can be thoroughly recommended.

75000
 62000
 4) 68800
 17200

1550
 3
 4650

4650
 17200
 12000
 3000
 36850

37150

A.L. ROSE (Secretary)

the only serious threats from higher up. But Bob as usual just went faster and faster and with his final run won the title of New Zealand Hill Climb Champion for the third year in succession, on which hat-trick the whole Club joins in congratulating him.

After Gilroy's accident, Class F was an easy victory for Barry Jonathan's fine little Ford 10 engined special which was four seconds faster than the nearest M.G. driven by Tom Fox. A remarkable performance in this class was Peter Slocombe who urged his thirty year old 12/50 Alvis to the top within fractions of a second of the products of the B.M.C., and indeed faster than some M.G.'s a tenth of its age.

George Palmer was very fast in his Cooper Bristol to win Class E in 48.5 seconds, but sounded perhaps a trifle undergeared for this course, the revs sounding quite astronomical. Since purchasing the car he has crack tested the cycle parts and was dismayed to find cracks in the stub-axles (Ford 10) and has redesigned these in the interests of safety. McDougall was forceful in his TR2 but seemed to have to waste a certain amount of time restraining side-ways motoring.

Class D was one of the most interesting headed by the redoubtable Ron Clark ably seconded by John McMillan in his Alfa. Clark switched to duals for his first official run, but suffered severely from rear axle tramp and nearly came unstuck at the middle hairpin so switched back again. We would like to see him on the hill with more practice. Ross Jensen had to try very hard indeed to persuade the 100s Austin Healey to break 50 seconds, while the saloon cars that made up the rest of the class drew curious noises from the crowd as they assumed even more curious angles on the corners, under the guidance of their brave drivers who recorded some creditable times.

The big machinery of Class C was noticeable for a three cornered battle between Ron Roycroft, Reg McCutcheon and Alan Freeman, with another bevy having a lovely fight among themselves immediately behind. Ron was far more consistent than the others, and the Normac was not as fast as last year when it set up a Class record for this hill. The Lago Talbot is hardly a sprint car and Alan is to be congratulated for this maiden attempt with this car in a hill Climb. I have no doubt that it will yet be seen to go a lot faster than this in sprints. Macbeath sandwiched the Bagnall Merc in between the XK120s of Cook and Hollis, Hugo in turn staying clear of the first XK140 we have seen in competition down here.

Then in all its awful majesty the Stanton Special reigned alone

in Class B. Although plagued by misfiring it still swept up with that fascinating mixture of amazing acceleration and crop duster beat that has earned it its affectionate sobriquet. The initial takeoff from the line is startling and Maurice Stanton's handling of what cannot be the easiest of machines deserves every commendation.

A magnificent day's driving. The detailed results appear over the page.

However there is a reverse side of the medal. As you know your Committee put in a tremendous amount of time and energy into planning this event. It seemed that the Club supported us from the volunteers that came forward. But not all those who volunteered and entered their names were there when it came to the point. Of those who volunteered as marshals, fortunately only one was missing, but two or three of those who did come committed the unforgivable sin of wandering from their posts, and others were too half hearted in their attempts at controlling the four thousand spectators. This was all the more unfortunate as the P.A. sets blew their speakers all day and we had not their assistance for crowd control. Of the eleven people who put their names down for the working party four turned up, and one of these disappeared after the event, leaving the job of clearing up to the Committee and one or two volunteers. The New Zealand Hill Climb Champion and his pit attendant, should be publicly thanked here for the hour's work they put in in cleaning up the pit area. This was bad enough but the worst thing of all transformed a potential profit of £200 into a loss of £100 on the day.

The Corps of Commissionaires had been ordered to attend to the gatekeeping. They failed to turn up. An urgent appeal was broadcast over such part of the P.A. system that was working for some volunteers for an urgent job. The only response was some movement in the crowd as club members shrank from view. The officials who were there were all completely occupied on jobs vital to the safety of the event and its conduct. Not one of them could be spared. Some sort of collection was organised at the bottom of the hill. At least three members were spotted and given instructions to go to the top of the hill and take over the gate. Not one of them reached the top of the hill, all preferring to stop and watch part way.

To all of you who offered to do jobs and didn't turn up, to all of you who refused to help when asked, to all of you who criticise but blight the Club with your inactivity, we offer our congratulations. You have succeeded in cheating the Club of three hundred pounds at a time when we need it more than ever before. We hope you are satisfied.

RESULTS NEW ZEALAND CHAMPIONSHIP HILL CLIMB HOUGHTON BAY MARCH 10th.

CLASS	CC	Car	Practice	1st run	second run
CLASS I.	351-500 cc				
	S.H. Jensen	Cooper MkIX	49.8	46.0	<u>45.0*</u>
	W. Sheills	Liteweight	-	46.0	48.0
	B.R. Webster	Cooper Mk VII	54.5	47.8	47.5
CLASS H	501-750 cc				
	R. Frost	Cooper Mk IX	49.0	45.0	45.0*
	A. Stafford	Cooper Mk IX	45.2	<u>45.4</u>	45.8
CLASS G	751 - 1100 cc				
	R.A. Gibbons	Cooper Mk VI	45.2	45.0	44.6
	O. Cottrell	Ariel Spcl.	-	57.2	60.2
	J. Curtiss	M.G. Ford	62.6	64.0	62.0
	J. Hobson	Standard 8	66.0	64.1	64.5
	G. Gordon	Standard 10	66.0	64.5	-
	R. Cowling	Morris Minor	71.0	<u>70.0</u>	-
CLASS F	1101 - 1500 cc				
	B. Jonathan	B.J. Spcl.	54.7	56.0	54.0
	T. Fox	M.G. TF	57.8	58.0	58.2
	B. McMillan	M.G. TF	61.2	61.0	59.0
	D. Yarrall	M.G. TD	58.8	59.2	59.1
	P. Slocombe	Alvis 12/50	59.0	61.2	59.8
	L. Graham	M.G. TD	68.0	63.8	-
	W. Bryce	M.G. TD	63.8	64.5	-
	J. Berkett	Volkswagen	64.2	64.8	-
	K. Boyd	Hillman Spcl.	67.7	68.2	-
	H. Gilroy	Austin Spcl.	51.7	-	-
CLASS E	1501 - 2000 cc				
	G. Palmer	Cooper Bristol	48.4	48.5*	49.0
	J. McDougall	Triumph TR2	54.2	53.0	52.2
CLASS D	2001 - 3000 cc				
	D. Lawrence	Citroen	56.0	56.2	57.0
CLASS C	3001 - 5000 cc				
	T. Clark	Maserati 8 CM	45.3	49.8	46.3*
	J. McMillan	Alfa Romeo P3	48.0	48.8	48.0
	R. Jensen	Austin Healey 100s	50.1	50.0	49.7
	M. Jensen	Riley	57.8	57.3	56.5
	G. Nicholson	Riley	58.8	57.8	57.5
	N. Dickson	Ford Zephyr	59.0	59.8	58.0
	J. Lust	Vauxhall Velox	64.4	63.7	63.0
CLASS C	3001 - 5000 cc				
	H. McIntyre	Alvis	63.8	64.0	63.8
	R. Roycroft	Bugatti Jaguar	46.8	46.4	46.0
	R. McCutcheon	Normac	47.5	54.2	47.3
A. Freeman	Lago Talbot	48.1	47.7	49.0	

CLASS C (Cont.)

V. Cook	Jaguar XI 120.	50.0, 50.8, <u>50.7</u>
A. McBeath	Bagnall Mercury	52.6 51.8 <u>51.6</u>
A.S. Farland	Singer-Buick	53.6, 53.4 <u>51.9</u>
H. Hollis	Jaguar XK120	52.5, 52.3, 52.6
A. Hyslop	Jaguar XK140	54.0, 53.0, <u>52.8</u>
N. Dobson	Chevrolet Spcl.	54.0, <u>55.0</u>
W. Southby	Ford V8 Spcl.	69.2, 59.5, <u>59.0</u>
D. Smyth	Ford V8	63.4, 61.0, <u>59.7</u>
CLASS B 5001 - 8000 cc		
M. Stanton	Stanton Spcl.	48.8, <u>49.0</u> , 49.6

FASTEST TIME OF DAY

R.A. Gibbons, Cooper 1100, 44.6 sec.

SECOND EQUAL

S. Jensen, Cooper Mk IX 498cc
R. Frost, Cooper Mk IX 530cc 45.0

THIRD FASTEST.

A. Stafford, Cooper Mk IX 530 cc 45.4

* CLASS RECORD

A CLUB HOUSE FOR CHRISTMAS.

It all started at the March Club Meeting. A panel consisting of Les Stone, Rob Bagnall, Tom Grant and the Vice Captain was leading a discussion on two ideas which had been mooted in the Bulletin - building a Club car, and getting our own Hill Climb Course. It was the second topic that lead to it. The panel suddenly became unanimous that whatever the pros and cons of the other ideas, Club Houses were something that were needed urgently and that something could and should be done about it.

The fifty odd members who were present took the matter up with enthusiasm, and the matter was hotly debated with suggestions flying as to how it could be financed. The summary was as follows:

1. For a sum between £2000 and £2500 it would be possible to buy an old house capable of conversion, or erect a shell of a hall on bought land, or a bit more on land from the City Council as used by many other sporting bodies.
2. This could be financed by raising debentures from members on a five year basis, such debentures to be interest free or interest bearing according to individual wish.
3. The cost of interest, repayment, rates and insurance should not exceed £500 p.a. This could be financed as follows: immediate saving in rents £50, floating debentures from entrance fees by new members £100, rents from letting of the building £100, leaving the remainder to be financed partly from subscriptions, but mainly from the increased use of the Club Rooms which should be open at least five nights a week. Monthly or fortnightly socials and dances. As it is likely that many of the debentures would be renewed when due instead of being redeemed the actual outlay may be considerably less.
4. Members present were asked to indicate what support they would give to such a project. Between them they promised nearly £700 of which over half was offered interest free, and nearly £200 of which was offered as being on indefinite loan. It would appear that raising the money will be the easiest part of the project. After the A.G.M. the new House Committee will be asking you for a definite commitment. We are going to need every bit you can spare. But more important keep your eyes open for suitable properties.

* * * * *

IN PASSING

by LONGSTROKE

Seeing we lost money on the Hill Climb, I suppose all the Jeremiahs will be wailing that we shouldn't attempt to run major events. On the contrary, the fact that we staged the best organised hill climb with the best competition that has ever been seen in New Zealand, in spite of the Committee being woefully let down by the Corps of Commissionaires, the six loudspeakers that blew out one after another, the "helpers" who didn't turn up, and the Club Members who didn't or wouldn't come to the rescue, is sufficient reason to show that we can and should do it. If it had been £100 profit these same Jeremiahs would be clamouring for more - as long as they didn't do any work of course.

.....

Add to your list of hates the vultures who descended on the wreck of Herb Gilroy's car after the event and started pulling pieces off to take away for souvenirs. Add to your list of friends the massive marshal who stopped it in a towering rage with the threat "if you don't drop those pieces I'll drop you!"

.....

Scene: A well known suburban garage with the smell of the fishing fleet blowing in the door.

Cast: A Well-Known Club Personality, sundry greasy mechanics, a high oil company official.

The curtain rises on the W-K.C.P. working on a rather tatty red painted special. Enter L. High Oil Co. Official.

H.O.C.O.: Is that the Alfa Romeo John?

W-K. C.P. Reels to bench and seizes copper mallet, greasy mechanics freeze in horror.

(To be continued in the next issue. Will John murder the Oil Co. Official?. Don't miss the next thrilling episode).

.....

No Reader Smellicue, B.M.C. does NOT stand for Better Made Cars.

News from America is that Geof Easterbrook-Smith has not gone all automatic. However he reports that his Jaguar has a "Stick shift" so whether he has succumbed to the local argot, or is commenting on the rather slow Jaguar change from 1st to second and has dropped a "y" we do not know.

.....

The post Hill Climb do at the Roseland was a most enjoyable affair, complete with the traditional hobby horse G.P. Some driving was seen which would have incurred the grave displeasure of the stewards anywhere else, except possibly some 500 cc meetings. I thoroughly approve of the committees recommendations that the social side of the Club's activities be developed. More of this would be a good thing. An even better thing will be when we hold them in our own Club rooms.

.....

Tom Grant and others are going to have films of the Houghton Bay Hill Climb at the Club night on April 12th. so you can all come along and re-experience the pleasure of that excellent day's sport, or see just where you went wrong and why your line is different from Bobs.

.....

If you want to be reviled, ask the Editor his opinion of the tools supplied with A50's. His happiest experience was when the comic piece of twelve gauge wire that does service for a jack folded up the first time it was used and he was stranded at the roadside for half an hour before he could persuade another car to stop and lend him a jack.

.....

Professor Jerk (may his cam lobes never alter shape) suggests that the well known clot with two left hands had botched some of Shakespeare's cars to cause him to write in Coliolanus Act II Sc.1.

"This double washup
Where one part doth disdain with cause, the other
Insult without all reason;
Cannot conclude but by the yea and no
Of general ignorance - it must omit
Real necessities and give way the while
To unstable slightness.

26 H.P. 6 CYLINDER "DURANT"

by H.W.MITCHELL

This was a 4 door sedan 1929 model, 5 seater. These cars and the "Rugby" four cylinder were designed for world markets by William C. Durant, who was one of America's leading Auto engineers 27 years ago. The cars were manufactured in part by the "Durant" Motors Corporation of Detroit, Michigan: U.S.A. Both the Durant and the Rugby were powered by a "Continental" Red Seal motor, this Corporation being engine specialists, and they supplied engines to several other makes of cars and trucks produced in America in those days. I purchased this car from Birkett Motors Ltd., of Thorndon Quay, who were agents in Wellington for Durant, Rugby, Marmon straight eight, and Singer cars. The price of this Durant new was £350 fully equipped. The Rugby was very similar in appearance but had a 4 cylinder motor, and an inferior finish to the body and upholstery. This model sold for £275 new. They were mostly 2 door sedans.

I was very tempted when purchasing the Durant six, to substitute for it a Marmon straight eight sedan, which Mr. Birkett had offered me new for only £425, however I decided against it on account of the additional running costs, and complications involved.

The Continental six engine was a side valve job of very simple design, all the various components including the tappets being very accessible for adjustment and tuning. Nominal H.P. was 26, and B.H.P. was 65 at 4000 R.P.M., engine capacity 3250 cc.

The Tillotson Carburettor was very efficient and gave up to 25 M.P.G. It was fed by an "Autovac" vacuum tank, which proved very reliable; apart from topping up with petrol when empty, through long storage, or the main tank having run dry. The main tank was situated at the rear and held 9 gallons, a petrol gauge being fitted on top alongside the filler cap, and the level could be read while filling up.

The brakes were of the Bendix mechanical type operated on all 4 wheels and proved very reliable. Wheels were of the artillery wood type with detachable steel rims, the spare rim and tyre being mounted at the rear above the petrol tank. The instruments on the dash were all grouped and included an extra petrol gauge. They were manufactured by "Stewart Warner". The electrical equipment was by "Autolite" including the starter motor

and generator and battery the last named being placed under the floor boards. Transmission was by way of a 3 speed gear box, the gear lever being of the ball and socket type placed in the centre, with the handbrake lever alongside, in a vertical position. Cooling was by a 2 1/2 gallon radiator, water pump, and a large 3 bladed fan. The sump had a capacity of 10 pints oil, and an oil pump was included in the engine lubrication system.

The springing was by 1/2 elliptics all round, the springs being fitted with extra leaves to cope with the many potholes encountered on the rough roads. These springs gave a very good ride being longer than the usual run. Ground clearance was exceptional being 11 1/2", and I often drove over, open country without losing any of the bottom components. The weight was 26 cwt., track 4' 8", wheelbase 9' 6" overall length 14' 6" and turning circle 35 feet. The body was of heavy guage steel construction, and was fitted with bench type seats very deeply sprung. The upholstery was of a good quality grey moquette, these items making for very comfortable seating, and riding comfort.

The only mechanical troubles, I experienced were with the exhaust valve springs and I had to replace 3 of these on separate occasions. The petrol consumption was 25 m.p.g. and oil 250 miles to a pint. Maximum speed in top 65 m.p.h. and 2nd gear gave 45 m.p.h.

The Durant had an excellent top gear performance and could do the run over the Rimutakas in top both sides with a full load, roadholding and cornering ability were also of a high standard. This was a very good car for rough going over roadless areas.

I recall a trip I undertook with a full load of passengers from Taihape to Napier in 1930; the distance was just on 100 miles and about 30 miles of this was over roadless sheep and cattle stations, we had to open and close about 15 rabbit gates in this section alone. After this we climbed steadily for about 10 miles over clay roads for one car only until we reached about 4000 feet, a very extensive plateau being encountered near the top. However we ran into a thick wet mist for several miles and it was necessary to use the headlamps and wipers. The roads were only one car tracks upon the heights. We had just begun the descent of the "Gentle

Annie" Hill probably the most dangerous in New Zealand at that time. There was an almost sheer drop of 2000 feet, and a raging torrent in the canyon below us.

My passengers were all scared stiff at this awe-inspiring sight, the car's outside wheels being several times only a few inches from the edge of the track and a sheer drop into eternity. To make matters worse the track in parts was on a slant and the inside wheels were about 6 inches higher than these near the precipice. However after several miles of this, we managed to reach the bottom safely after many narrow escapes, from then on into Napier the roads were quite normal and my 4 friends could relax their nervous systems.

My next article will be on the 28 h.p. "Talbot Darracq" vee eight, 1922 model 5 seater tourer. I purchased this in London for touring in Great Britain whilst on holiday in 1928.

=====

THIS

SPACE

MEANS

Y O U

H A V E N O T W R I T T E N F O R

Y O U R

B U L L E T I N

★ April

12th.

14th.

21st

May

10th

CLUB CALENDAR

★

CLUB NIGHT Victoria League Rooms

ANNUAL SPRINT Te Maire Road

Taranaki Twelve Hour Trial

ANNUAL GENERAL MEETING.

.....
STANDING QUARTER MILE SPRINT.

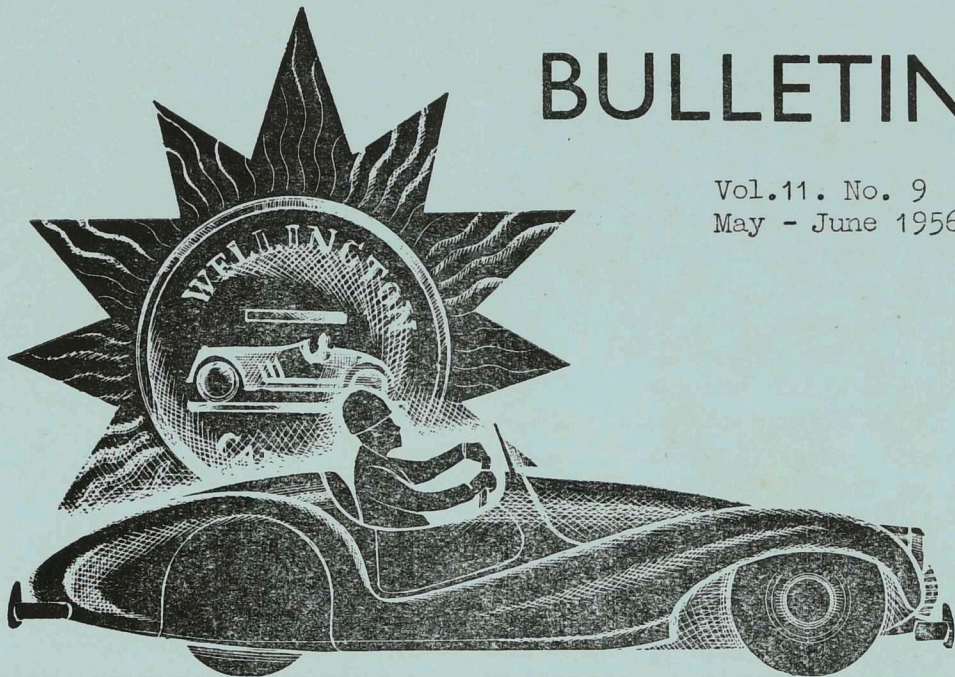
This will be held at the usual venue at Te Maire Road. Te Maire Road branches off the main highway to the right about halfway between Featherston and Martinborough. The event will be a closed Club do, entry fees will be taken on the spot at 7/6 per car. There will be as many runs for everyone as can be crammed into the road closed time. Scrutineering from 9.30 onwards. Bring you lunch and a thermos and your family. This is our informal speed event of the year and is the chance for the family car to run against the clock and compare the results with the road test.

.....
1954 Allard, 4 seater saloon. Low mileage. Excellent condition, suspension just overhauled. This car is for sale at £800, or the owner would trade for a low mileage Zephyr or Morris Minor with cash adjustment. Contact may be made through Richmond and Mallias, Abel Smith Street, Wellington.
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WRITE FOR YOUR BULLETIN

BULLETIN

Vol.11. No. 9
May - June 1956



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

NEW SUCCESS FOR MOSS: By our Motor Racing Correspondent

S. Moss continued on his triumphant way on Sunday, when in partnership with J. Behra of France, he won the German 1,000 Km. race at the Nurburgring in a Maserati. It was a well earned victory, for that on the thirty-ninth of the 44 laps the Ferrari driven by Fangio and Castellotti was 36 sec. ahead, although Moss, who was at the wheel for the last part of the race, was cutting down the world champion's lead by several seconds on every lap.

On the fortieth lap Fangio had to stop for more fuel. As he did so the clappings of the spectators turned to a roar of cheers as Moss swept by into the lead. Nobody, including the Ferrari pit staff, had expected him quite so soon, and the Ferrari mechanics leapt into action. Castellotti, ready to take over, was pushed aside, some fuel was splashed into the tank and Fangio roared off in pursuit before there was time to close the flap over the filler. But Moss and the Maserati were definitely the masters

CAUTION IS NO SUBSITUTE FOR SKILL

of the day, and Fangio, instead of clipping off seconds from Moss's 21 sec. lead, actually lost ground during the last few hard-fought laps.

The closing part of the race was tragic for the British contingent. First Hawthorn, in the remaining Jaguar, rushed into the pits with petrol pouring from two holes in the tank. For 20 agonizing minutes the mechanics worked to plug the holes, and then Titterington took over. But fate had not yet finished its work, and on the very last lap the car retired. Then Salvadori, with one of the two Aston Martins which had gone extremely well throughout - except for a minor fault in one of them - failed to appear at the pits two laps from the end when lying fourth. At last came the news - a disappointment but at the same time a relief - that a wheel had come off the car but that the driver, luckily, was not injured.

As has become his custom, Moss immediately took the lead when the starting flag fell at 9 o'clock, and although his great rival Fangio got into second place after the initial lap, he could not cut down the young English driver's lead - indeed he began to lose ground.

The rules stipulated that individual drivers could not be switched from one car to another; instead both drivers in a crew would have to be transferred. And so, when the Ferrari team decided to put de Portago into the car driven by P. Hill, it meant that de Portago's co-driver, Gendebien, was also switched and K. Wharton, Hill's co-driver, was out of the race without having had a chance to drive. After 11 laps, a quarter of the race, Moss-Behra (Maserati) led by 20 seconds from Fangio-Castellotti (Ferrari), with Hawthorn-Titterington (Jaguar) third.

Already Ferrari had lost two of their four cars, de Portago's and the 12-cylinder model driven by Musso, who skidded off the road coming out of the south curve and broke his arm. Jaguars, too, had lost half their effective strength, for Frere's, which had been rushed from England to replace the one he had crashed in practice, had gone out with a broken gearbox. The two Aston Martins were going well, but Collins had lost a lap at the pits while the mis-firing of his engine was traced. On the nineteenth lap Moss caused a sensation by putting into the pits and his car was withdrawn with some fault in the rear suspension.

This led to a switching of drivers in the Maserati team, Tarffi and Schell being called upon to yield their car to the first-string pair, Moss and Behra. The Ferrari driven by Fangio and Castellotti led the race at 22 laps, the half-distance, with an advantage of 3 minutes over another Ferrari driven by de Portago and Gendebien, the leading Maserati (Moss-Behra) lying third.

The Third quarter of the race saw the leading Ferrari being gradually overhauled by the Maserati, which had passed the second Ferrari while the remaining Jaguar clung to fourth place. On the thirty-third lap Fangio was just under a minute ahead, and Behra cut this down to 10 secs. before stopping to hand over to Moss. When the Maserati was restarted Fangio was more than a minute ahead, but Moss gained several secs. on every lap and, as has been recounted, was right on Fangio's tail when the world champion stopped to refuel for the last time: Result: Moss-Behra (Maserati), 7hr.43min.54.5sec. Speed 80.59 mph. 1: Fangio-Castellotti (Ferrari), 7-44-20.7.2: de Portago-Gendebien (Ferrari) 7-53-55.9. 3: Trips-Maglioli (Porsche), 4: Collins-Brooks (Aston Martin) 5: Hermann von Frankenberg (Porsche). 6.

Motor Sport in Australasia seems to be definitely on the up and up. The news that two of N.Z.'s leading drivers, Ron Roycroft and Tom Clark, have been invited (all expenses paid) to compete in the "Olympic" Grand Prix to be held at Albert Park Melbourne on Nov. 25 next will be welcomed by one and all. Ron will be taking over the 4½ Ferrari and Tom the newly acquired ex Tony Gaze H.W.M.

Competition however is expected to be keen to say the least. Reg Hunt has two 250 Maseratis to his bow, Jack Brabham is at present in England campaigning with the newly acquired Owen Racing Organisation Maserati (not the Moss Maserati as previous reports would have it), Stan Jones has blown up the Maybach's amazing engine for the last time and is reported to be negotiating for a new Maserati (wonder how long before Dean's fuel injection system is incorporated); Lex Davidson is already more than at home in the "ex-Gaze Ferrari, Bob Stilwell is rapidly coming to terms with his D. type Jaguar and, on paper anyhow, cars such as Brabham's rear engined Cooper-Bristol which was good enough to win the 1955 Australian G.P., will be lucky indeed to finish in the first half dozen.

With the news that Ardmere next year is to be a three hour race and not 210 miles as previously, it would take a brave man indeed to forecast results, no matter which overseas drivers are invited.

And now, coming a little nearer home, the welcome news from Levin that the track is being rebuilt and modified will surely gladden every enthusiast's heart. A programme of at least four major meetings a year is planned according to press reports, and who knows the circuit could develop into something really big.

Motor racing has indeed grown apace since the momentous day when the banshee wail of the B.R.M. first reverberated in our ear drums at Ardmere.

The 14th A.G.M. of the Club was attended by some seventy members.

The Club Captain's report indicated a further welcome increase in the number of members participating in active competition, a trend which it is hoped will continue. Of course it is only by so doing that the full benefits of membership of Car Clubs can be obtained, and with a steadily increasing roll the future of this club looks to be very bright. The acquisition of permanent club rooms is a matter which is now regarded as being of prime importance and it is to be hoped that a suitable proposition will present itself in the near future. The successful staging of the 1956 N.Z. Hill Climb Championship in Wellington is something of which the Club can well be proud. Having such a fine course in the heart of the city is indeed an asset.

Apart from the unfortunately heavy financial loss incurred by the Club in staging this national event, the balance sheet reflected clearly that steadily rising administration costs are now barely covered by subscriptions, and no surplus is available for reserve funds. There appeared no option but to increase subs. from the figure of £1 which had been maintained for many years, and this was done by the meeting, the new rates to be £2.2.- per single member, £3.3.- for a member and his wife and £4.4.- for a competition membership (which entitles the holder to compete in Club events without the payment of entry fees). It was also decided that in future an entrance fee of £1.1.0 be charged to new members.

With a view to spreading the work of the Executive of the Club more evenly, changes were made in the committee set up. In future the Club's officers will consist of a Club Captain, two vice-captains (one competition and one for social activities and housing) and a secretary/treasurer, who together with a competition committee of four, a social committee of four and a housing committee of four, will be entrusted with future administration of the club. It was felt by the meeting that the delegating of specific tasks to sub-committees formed for that purpose, would make for more efficient organisation. The following members were duly elected to office:

Club Captain, T.J.Grant; Vice Captains
 Competition: R. Buckthought
 Social & Housing: B.V.Cook
 Secretary/Treasurer: A.H.Robb. Competitions Committee: K.Garbutt
 J.Lust, G.L.Stone, A. Stafford.
 Social Committee: G. Brandeis, Cor Vandendungen, J. Harris and
 Mrs. A. Fox.

Housing Committee: E.H.Garner, A.W.Jones, R.V.Chapman,
 J. Schnellenberg.

As by this time the clock was showing 10.45 p.m., the late hour did not permit of any further discussion and General business was held over until the next monthly meeting.

SECRETARY'S NOTES:

1. New Members: A warm welcome is extended to the following new members who we hope will enjoy a long association with us.
 Messrs. E.G.Robinson, J.F.D. Stubbs, J.C.Fair
 and W.J.Sutherland.
2. Subscriptions: Just a reminder to those who have not "coughed up" yet. The end of this month (June) is the deadline.
3. Insurance: Elsewhere in this issue is quoted in full the text of a letter received from the N.I.M.U. Insurance Co. regarding extension of vehicle insurance to cover competition in trials. We hope the information will be of interest and use.
4. A.N.Z.C.C. Conference: The Annual General Council Meeting for 1956 will be held on August 25th & 26th at Palmerston North. Members who have any matters which they wish to be brought forward as remits to this meeting, are asked to submit them in writing to the Secretary for appropriate action by the Committee.
5. Entrants in Overseas Events: We are advised by the A.N.Z.C.C. that any member wishing to compete in any event overseas must first apply to the Association for a clearance and permission to compete.
6. 1956 British Grand Prix - Silverstone: A brief report on this event is expected to be broadcast from station 2 YA on Sunday July 15th at 12.33 p.m. following the weather report. Don't forget.
7. Club Economy Run - July 14th. Organiser: Jack Lust
Starting Point: Weighbridge (Corner of Lower Taranaki & Cable Sts.)
Time: 1.30 p.m. (Cars are asked to assemble by 1.15 p.m.)

continued.....

Route: (Approx. 75 miles) Wellington- Western Hutt Road - Upper Hutt - Akatarawa's - Waikanae - Old Paekakariki Hill - Pauatahanui -Paremata - Motorway - Wellington.

Entry Fee: 5/-

Driving Methods: Optional (no holds barred). Event will be contested on "Ten miles per gallon" basis. As cars will be fuelled and then weighed with passengers aboard, this should be a good opportunity to take the family for an afternoon's run. It is suggested that cars arrive for fuelling with fairly empty tanks.

8. Club Night - Thursday July 12th: - Victoria League Rooms.

For One Night Only!! Bruce Cook Productions proudly present "Pot Pourri". Raffles, puzzles, games, prizes and what have you. The management's only regret is that dancing girls cannot be supplied.

9. Bulletin Editor. Pressure of business has unfortunately compelled Toby Easterbrook-Smith to resign his position as Bulletin Editor. The Club owes a debt of gratitude to Toby for the high standard of Bulletins in past years especially as they have been largely produced single handed. If this month's effort seems to be a bit below the usual standard, your scribe apologises. It's a little difficult following in the footsteps of the great.

FERRARI FIRST IN MONZA GRAND PRIX:

Peter Collins and Mike Hawthorn, co-driving a Ferrari, won the Monza Grand Prix last Sunday. They covered the 621 miles (1000 kilometres) in 5 hours 7 minutes 13.9 seconds - an average speed of 121.35 m.p.h.

Stirling Moss was second in a Maserati. The world champion and leader of the Ferrari team, Juan Fangio, was third.

R. JENSEN'S PLANS FOR RACING SEASON:

Ross Jensen, who became the leading New Zealand sports car driver last season in the company-owned Austin-Healey 100S, has now bought the Healey from the New Zealand company. He plans a full season of racing this year.

AUSTRALIAN GRAND PRIX:

Two leading New Zealand drivers - Ron Roycroft and Tom Clark - have been invited by the Light Car Club of Australia to compete in the Australian Grand Prix during the Olympic Games in Melbourne in December.

The race is on Dec. 2 and has attracted an excellent field of Australian and European drivers, including a Ferrari works team. Roycroft and Clark have been offered expenses identical with those offered by the N.Z. Grand Prix organisation to Australians.

The invitation can be hailed as a major step forward in the aim of the Auckland International Grand Prix to give N.Z. drivers overseas experience.

The Grand Prix organisation is directly responsible for the invitation, although the choice of drivers was, of course, left with the car club.

This is not the first time that New Zealanders have competed in Australian Grand Prix. John McMillan, of Wellington and the late Fred Zambucka, of Auckland, have been notable contenders. This is the first time that full expenses have been met. Both Roycroft and Clark will have new machines for the event. Roycroft's Ferrari is being built up in his father's workshop in Auckland and Clark's H.W.M. is being rebuilt in Ross Jensen's Garage. For both of them the Australian Grand Prix will probably be the first race for the new cars.

The Australian race will be held on the Albert Park course in Melbourne. It is a road track with tricky bends and a very fast straight. To add interest, there is the added danger that in several places if cars go off the road they will end up in the Albert Park Lake.

NEWS FROM OTHER CLUBS:

A.H.R.

Hepolite Trial - July 21 & 22nd.

Supplementary rules, prospectus, and entry forms for the Hepolite Trial conducted by the Auckland Car Club (Inc.) can be obtained from me now. The trial will be of approx. 700 miles starting from Auckland on Saturday 21st July and finishing on 22nd July. Entries at £3.10 per car close on Saturday 7th July 1956. First prize incidentally is £200 plus!

Special Special. We learn from Nelson that one Brian Mabey has been breathing on a Vauxhall 10 Special to some purpose. Compression ratio 10.4 to 1, home made camshaft, two 1½" bore S.U's, final drive ex model T Ford, polished rods ex V8 etc. Tlying quarter 102.3 m.p.h. Standing quarter 16.1 sec! (repeat 16.1). and apparently the car is also noted for easy starting, reliability, and general lack of

No.	D R I V E R	Navi- gator	C A R	RESULTS		NIGHT		TRIAL		JUNE		16th.		End of 2nd Section	Final Check	Total	Place
				Entry Form not compltd.	Secret Check	1st Final Check	2nd Section 1st S.C.	2nd S.C.	Quest- ion	25	25						
1.	R. Buckthought	Strong	Morgan		25	8						2 Railway *	14		49	2	
2.	H. Hollis	Freeman	Minor			4			25			4	8		41	1	
3.	P. Brown	Mrs. Brown	Ford 8			32			25			36	150		243	13	
4.	Garner	Mathews	Anglia		25	24			25	25		20	150		269	16	
5.	W. Jones	Anderson	Minor			14				25		42	150		256	14	
6.	Grant	Nathan	Vauxhall			2			25	25		44	150		271	17	
7.	Hunter	Stockdale	Anglia	25		20						4	70	25	144	6	
8.	McKnight	Ellis	A 70	25		150						150	150		475	27	
9	Harris	Schnell- enburg	Velox	25		6						150	150		331	21=	
10	O'Brien	Lawson	A 40			44				25		6	12		87	3	
11	Corkhill	McBeth	Zephyr	25	25	2			25			70	150		297	18	
12	C. Lander	Dobson	Rover 90		25	39						150	8		222	12	
13	Newmarsh	Mrs. Newmarsh	TR2		25	5						150	150		330	19	
14	Brown	Head	Vauxhall	25		14-150						150	150		450	26	
15	Hemus	Lawson	M.G.T.F	25		6						150	150		331	21=	
16	Cronin	Miss McDonald	Austin Healey		25	18						150	150		343	24	
17	Dalley	Moffatt	Minor	25	25	26			25			7	102		210	11	
18	Rathbone	Allott	Vauxhall 10			24			25			12	10	25 25	121	4	
19	T. Fox	Mrs. Fox	M.G. T.F.	25	25	16			25			34	26		176	8	
20	Shelley	Knowles	VW	25	25	1						21	46	25	143	5	
21.	McDougall	Chapman	Consul	25	25	26						2	18	(50)	146	7	
22	Lust	Robb	Anglia	25	25	10						150	6	50+	266	15	
23	Ross	J. Brown	Oxford			4			25			28	150		207	9	
24	Gibbons	Curry	Minor		25	14						150	150		339	23	
25	Charlton	Fenton	Prefect			150						150	36		336	22	
26	Hennessy	Hurdley	Hillman			150						150	150		450	26	
27	Hobson	Moffatt	Standard			21						21	142		209	10	

* Wrong way into check
 () Excessive speed
 + Lost Street

E. & O.E. // *T.A.T.U.

// * Typist a trifle uncertain.

crankiness. 3500 revs at over 100 m.p.h. would seem to indicate that even better acceleration times are possible with more suitable gear ratios. Quite an achievement.

Trials: Two day weekend trials seem popular in Timaru where the South Canterbury Car Club received 28 entries in a recent do. Prospective trials to come include a "30 hour" and a 100 mile night trial. Seems we could well whip up some more enthusiasm here for similar efforts. Incidentally the winner of the "Around Australia 8500 mile Mobilgas Trial" stands to collect £A5730 plus bonuses, and a further £2000 if he competes in the 1957 "Monte Carlo Rally".
Hastings City Blossom Rally.

Advance notice from the Hawkes Bay Car Club.

"Would you please advise your members that the H.B. Car Club in conjunction with Greater Hastings Inc. propose staging a Rally early in September.

The occasion is the combined celebrations for Hastings attaining City status, and Blossom Festival. The following are brief particulars of the proposed Rally.

1. To be run under rules auspices of A.N.Z.C.C.
2. Three alternative starting points:-
Hamilton for Auckland province entrants, Palmerston North for Wellington and Taranaki competitors, and Hastings for East Coast starters.
3. Start from each point 9 p.m. Thursday 6th September 1956.
4. Route - First Section (approx. 400 miles, 12 hours). All starters converge on Taihape, thence by common route to Hastings, where cars will be impounded and crews may rest for day. Second Section: A further 12 hour night run within H.B., finishing at Hastings Saturday morning with simple elimination tests.
5. Substantial prizes will be offered, not only in general classification, but also for capacity classes, teams, equipment etc.
6. Accommodation arrangements will be made for crews who require them.
7. Entry Forms will be forwarded to Car Club Secretaries, and only Club members with A.N.Z.C.C. Competition Licences will be eligible.
Full details will be forwarded soon. Remember the dates:-

6th - 8th September -

Wallaceville Hill Climb:

The Hutt Valley Motoring Club are running this climb on Saturday 22nd September 1956. As usual our members have received an invitation to compete and entry forms will be available later.

INSURANCE:

Reproduced in full hereunder is the text of a letter from the N.I.M.U. Insurance Company.

re: RELIABILITY TRIALS.

As requested by you this day, I set out below, the basis on which we are prepared to extend comprehensive motor vehicle policies to cover participation in Reliability Trials conducted under the auspices of The Association of N.Z. Car Clubs Inc.

- (a) For Reliability Trials not exceeding 4 hours and held during the hours of daylight only.

No Extra charge.

- (b) For Reliability Trials exceeding 4 hours but not exceeding 36 hours.

33 1/3% of Annual Class I comprehensive premium, for any term not exceeding 12 months.

- (c) For Reliability Trials exceeding 36 hours but not exceeding 72 hours

50% of Annual Class I comprehensive premium, for any term not exceeding 12 months.

- (d) For Reliability Trials exceeding 72 hours:

Cover will be granted only after approval by us of the Trial conditions and will be subject to an excess of £10. The additional premium payable is 100% of Annual Class I comprehensive premium for any term not exceeding 12 months.

As far as we are aware, other companies handling motor vehicle insurance will extend cover on similar lines.

Yours faithfully,

(Sgd.) L.A. Randerson
GENERAL MANAGER.

This is a new feature to supply club members with the answers to any queries they may have pertaining to motoring and motor sport, technical and otherwise. The success of this feature will depend on club members sending in the questions - it is therefore hoped that a steady stream will be sent to this scribe C/- P.O.Box 5142, WELLINGTON.

As there are obviously no questions to hand at the moment this month's effort will confine itself to posing a question and supplying the answer. The question being: "Is there anything new under the sun".

In these days of automatic transmissions, "Manumatic" and other forms of automatic or semi-automatic gear box control it is interesting to study the details of the transmission as fitted to the 1932 Lagonda 20.94 model known as the "Selector Special". This car had eight forward ratios, gear changing being almost entirely automatic.

Control was by two small levers mounted on the steering wheel with which the desired gear was pre-selected. The changes could be made without touching the clutch pedal at all, simply by appropriate movements of the accelerator pedal. In addition to the pre-selector lever, a short gear lever of orthodox type was provided, and with this normal and emergency low gears were obtained, as well as reverse. The actual changes, when the ordinary lever was not in use, were effected by engine suction.

The gear wheels were of the wide, constant mesh type, and special over-running clutches were operated by the vacuum servo motor from the engine to secure the actual changes. The gear wheel that was brought into use was coupled to the shaft on which it was mounted by means of one of these positive clutches. The Preselector control on the steering wheel was worked by the two levers, each lever having two positions, and combinations of different positions of the two levers giving the four speeds.

Movement of the orthodox gear lever changing the entire set of ratios from the normal to the emergency set, or vice versa.

The two pre-selector levers could be set to the gear next required, and then, when the driver desired to effect a change he momentarily released the accelerator pedal. The increase in suction in the inlet manifold actuating the vacuum servo, which moved the clutches of the gear box in accordance with the positions of the pre-selector levers. The over-running clutches ensured

that the change would be completed without chock.

The Pre-selector levers operated through Arens controls, a form of cable control. When using this form of gear-box the changes as have been mentioned already, could be made without touching the clutch pedal. But as fitted in the Lagonda the efficient clutch stop would, in fact, enable changes to be made much more quickly if the clutch was used. Therefore in ordinary driving the clutch need not be touched; but if extremely high performance was desired the changes up were made by declutching in the ordinary way. The gears could then be changed very quickly. The system of using these gears was as follows: When moving off the orthodox gear lever was moved over to the right and back. In this position it would give the normal set of four forward speeds. If it was moved to the right and forward, it would give the emergency set of ratios, making eight forward speeds in all. With the pre-selector levers as far apart as they would go, the shorter lever at the bottom and the longer lever at the top, the orthodox lever was moved over to the right and back, and the clutch engaged in the ordinary manner.

The pre-selector levers could then be moved to the second speed position, at which both of them were together at the lowest part of their travel. The change up to second could then be made as already described, either by momentarily releasing the accelerator or by declutching and engaging the clutch again almost immediately. For normal running a top gear of 3.66 to 1 was obtained, and in the emergency ratio a top gear of 6.1 to 1. The corresponding low gears were 10.61 to 1 and 16.54 to 1. Incidentally, four reverse ratios were also possible. It is interesting to note that this gear-box gave silent running on all ratios, and the changes were also silent.

This gear-box was manufactured under license to the German Maybach company, who fitted this type of box to their Maybach-Zeppelin models of which three different types were produced, but that is another story.

CARS I HAVE OWNED:

H.W.Mitchell

The 1922 model "Talbot-Darracq" Vee eight 5 seater open Tourer. 28 H.P., 4 Door:

This car was purchased by me in 1928 from Harry Wright Ltd. of Great Portland St., London. It was a used car, the mileage being about 12,000 on purchase, this car cost new in Britain £1200, and they were known as the French "Talbot" in 1922, the monogram on the radiator shell bearing the inscription "Talbot et Darracq"

Paris et Londres.

I acquired this very large car for the modest sum of £50 cash, and it proved a wonderful bargain, proving most reliable, besides being a real Motorcar to handle on the road.

Large cars were very cheap in G.B. on account of the tax of £1 per H.P., which was in force then, making the tax on this "T.D." £28 per annum. This was one of the world's largest motorcars in those days, and it had an overall length of 18 feet without bumpers, it would be second only to some of the "Rolls" models, and the giant "Golden Bugatti" which came out in 1930 with an overall length of 20 feet.

In passing, I would like to mention Great Portland Street, London, this Street is the car enthusiasts paradise, being almost wholly comprised of new and used car agents and dealers. Just about every make in the world was offered for sale in all shapes and sizes. The prices are very competitive, owing to the close proximity of a mile or so of car dealers and agents. This is probably the largest collection of cars for sale in the world, and is well worth a long visit, by anyone who has the opportunity to inspect this glittering array of vehicles from many lands. To get back to the "Talbot et Darracq", I have photographs of this car, and also one of the engine by me now, and I am able to give members a reliable description of the specifications, and general layout.

The "Darracq" Company were one of the pioneers of the large V8 engine. In 1910 I had the privilege of riding in one of these from Lumsden to Lake Te Anau down South, they had several of these "Darracqs" there for use as Service Cars. I was very impressed with the power developed by these cars, and by the way that they negotiated the appalling road conditions near the Lake. If any members care to view the photographs of this interesting car, kindly let me know.

The engine had a nominal H.P. of 28, and B.H.P. was 100 at 4000 revs. Capacity was 3500 cc or $3\frac{1}{2}$ litres. Cooling was supplied by a large radiator holding 3 gallons of water, and a 2 bladed fan cast in alloy and belt driven, a large capacity water pump feeding the 2 cylinder blocks. This was a side valve job, and the tappets were easily accessible for adjustment and being enclosed with plates on each block. Priming cups were fitted to all of the 8 cylinders, to ensure an easy start in zero weather. The oil filter was placed on the front of engine in between the 2 blocks and was very easy to get at, and oil filler in a very handy position, on the left hand side of the engine looking forward. The carburettor was a Smiths 4 jet type. This was a very complicated instrument to work on, so many bits and pieces, and was

very sensitive to outside temperatures. However, after cleaning it out, and changing the jets it proved most reliable, and gave a consumption of 12 to 14 m.p.g. on the flat. The lighting and starting equipment were made by the French "SEV" Company and they also supplied the generator. The ignition system was by battery, coil and distributor, these being of the well-known American "Delco" make. The whole of the electrical items proved most reliable over the whole tour of 5000 miles. The petrol was fed to the Smiths carburettor by means of an Autovac, of French make, this component giving every satisfaction. The general layout of this engine was very similar to the Ford V.8 "Pilot" model each block of 4 cylinders having a separate exhaust pipe and silencer, the pipes emerging at the rear on either side. The petrol tank was located at the rear and had a capacity of 20 gallons. The engine had an oil capacity of 2 gallons, the filler and dipstick being easy to get at. The clutch was oversize, of the single dry plate type, and was extremely smooth in operation. The instruments on the facia were of a very high grade, and of French make - they included a speedometer calibrated up to 60 m.p.h., also oil pressure gauge, ammeter, water temperature gauge, and 8 day clock. The facia panel was of highly polished aluminium with a mottled effect. A 4 speed gearbox was fitted, and was remarkably silent in operation. The gear change lever was of the ball and socket type, and was placed in the centre, as also was the handbrake. The finish of these items was of a very high standard. The brakes were of the Bendix mechanical type, rod operated, to all four wheels, extra large brake drums being fitted. Tyre size was 820X 120. The wheels were of the pressed steel artillery type, and of French make. Two spare wheels were carried on the right and left running boards respectively.

The dry weight was 42 cwt., track 4'8" and wheelbase 11'6" length 18 feet, width 5'10". Speeds in gears was 55 m.p.h. in top, and 46 in 3rd. This car was low geared for City work, and had excellent acceleration, and flexibility. It could climb any main road hill in top gear, and run along at 4 m.p.h. in top without any signs of stress - the lower gears were rarely used. The transmission was by the normal propellor shaft, and heavy duty differential of the spiral bevel type. The coachwork and upholstery were of the very best workmanship, the original paintwork was in very good order, the colour being a light ivory. I covered 5000 miles in England, Scotland and Wales, travelling from "Lands End" to "John-O-Groats" in the "T.D.", the only trouble experienced being a small air leak in the pipe line which caused the vacuum tank to dry up,

Continued next page.



CLUB CALENDAR



JULY 12th.	CLUB NIGHT: Details page 6.
14th.	Economy Run
Aug. 11th.	Sporting Trial (subject to availability of venue)
Aug. ?	Treasure Hunt
SEPT:	Night Trial (Annual)
OCTOBER:	All Day Trial (Honeypot)
NOVEMBER;	Hill Climb (Tentative)
DECEMBER:	Reserved
FEBRUARY 1957	Beach Race
MARCH:	Hill Climb (Houghton Bay)
APRIL:	Sprint

FOR SALE:

ARNOTT SUPERCHARGER

Above make for any model Hillman Minx engine from 1936 to 1956.
 For sale complete: Price approx. £50 or nearest offer.
 Contact I.R.Maxwell Stewart. Phone 41-234.

SITUATIONS VACANT:

BULLETIN EDITOR

Applications will be received with open arms from any Club Member who feels he has the time and ability to fill the above position. Bulletins are a most important part of our activities and their loss, through lack of an Editor, would be keenly felt. Any offers please?

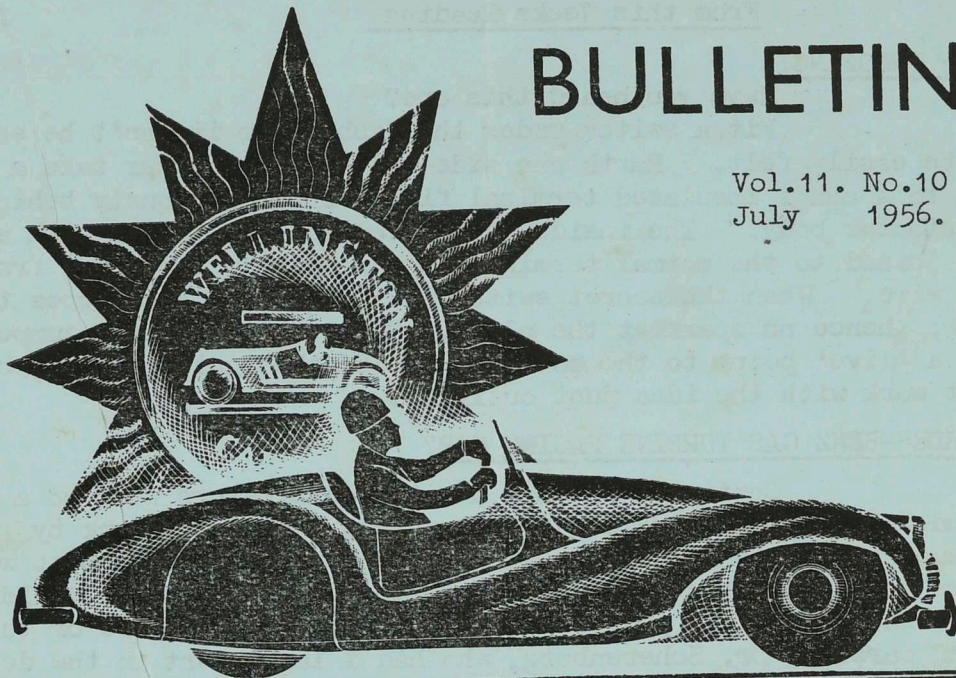
Cars I have owned: continued.

it was finally traced after some half dozen calls at various garages. During my stay in 1928, I went across to Belfast and saw the "R.A.C." Tourist Trophy Race, the fastest car being a super-charged "Mercedes Benz" which did not finish having blown up after several laps. The ultimate winner was "Kaye Don" driving a "Lea Francis" Sports. Before returning to N.Z. I sold my car at no loss - over all it had been a very cheap tour for me - especially with petrol at 1/3 a gal.

WRITE FOR YOUR BULLETIN

BULLETIN

Vol.11. No.10
July 1956.



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

DIRECTORY:

CAPTAIN T. Grant Eastbourne 94-D
(Business) 41-210

VICE CAPTAINS:

(Competition) R. Buckthought 63.281
(Social) V.B.Cook 53.379

SECRETARY/
TREASURER

A.H.Robb Tawa Flat 2646-D
(Business) 44.070

COMMITTEE: (Competition) K. Garbutt, G.L.Stone
J. Lust A. Stafford
(Social) J.Harris, C. Vandendungen
G. Brandeis, Anne Fox
(Housing) E.H.Garner, A.W.Jones,
R.V.Chapman, J. Schnellenberg.

CAUTION IS NO SUBSITUTE FOR SKILL

THIEF PROOFING:

Have you heard this one?

Fit a switch under the dash where it can't be seen but can be easily felt. Earth one side and from the other take a wire down to a small insulated terminal fitted inconspicuously behind the distributor body. The inside of the terminal is fitted with a small wire joined to the normal terminal that carries the current from the coil wire. When the secret switch is 'on', the current goes to earth; hence no spark at the plugs. Most thieves fit a jumper wire from a 'live' point to the coil, to bypass the ignition lock, but it won't work with the idea just outlined.

MERCEDES-BENZ GAS TURBINE RACING CAR?

Continued rumours about high-pressure work on a Mercedes-Benz turbine racing car stem from a chance remark by Neubauer at a club meeting in Germany. He said Mercedes-Benz would return to racing when a new formula came into force which would permit further technical progress, "as, for example, the use of turbine racing cars." Dr. Scherenberg, who had a large part in the design of the grand prix car and the 300 SLR is hard at work on turbines, but the company says they are for aircraft power units.

WHAT WOULD YOU DO Department:

Some friends were discussing emergencies the other day and someone produced this one. "An aunt of mine once faced a dire condition - the sort of thing even a rally driver would hardly look forward to. She was hawing along in a peaceful way when she noticed a steam-roller coming towards her down the road. The roller's movements were uncertain; it zig-zagged from side to side. Then she realised to her horror that the thing was running driver-less down hill."

The unguided missile bore down, gathering speed and veering wildly. "I have often wondered since," remarked the narrator, "what I should have done if this had happened to me. The temptation would have been to bale out, but Auntie, it always seems to me, did exactly the right thing. She set the car straight up the middle of the road towards the roller at a fairly brisk pace. Being in the middle she was in a position to dodge quickly whichever way the roller might plunge and with sufficient steerage way on for the car to answer its helm. The manoeuvre worked out as planned. They missed, going their separate ways: the roller fell into a ditch and my aunt fell into a swoon".....an example, I feel, of the analytical approach.

THE MENTAL HOT FOOT:

There is, also, the case of the rubber mask. Ten years ago Jim (our hero) got involved in a project which required his driving an automobile all over the United States. He travelled alone and the endless hours of driving began to bore him. One day in a novelty shop he bought a rubber mask depicting the face of an idiotic character. He arranged the mask so that it would fit on the back of his head, leaving his vision unobstructed. Driving along the highway he'd wait until he saw another motorist getting ready to pass him. Then Jim would lean out of the window, with the idiot face looking back. The effect on the approaching motorist must have been shocking. He'd see this leering goon, seated at the wheel of a speeding car, but leaning out and staring straight back with no regard for the highway ahead.

(from The Compleat Practical Joker - H.Allen Smith)

Secretary's Notes.

A.H.R.

SUBSCRIPTIONS:

There are still quite a few outstanding subs. to come in. How about it? If you haven't yet forked out, this may be your last Bulletin.

COMPETITION LICENCES:

We are advised by the Association that the expiry date for current Licences (white) has been extended without additional cost to 30th September.

ALEXANDER LAYSTALL Conversions.

We learn that the firm of K.Douglas Ltd., Queen St.West, Levin, has been appointed N.Z. Agents for the above conversion kits which should be well enough known not to need detailed description. K. Douglas Ltd., are also installing in their works, a Heenan & Froud dynamometer with a capacity of up to 300 BHP. Descriptive literature and price lists will be available shortly and the firm welcomes enquiries.

BURNS-WRIGHT WORLD RECORD ATTEMPT APPEAL.

The A.N.Z.C.C. (Inc.) has made a donation to the above appeal. Anyone who feels they would also like to make a contribution to this worthy effort may do so either to me or direct to the following address.

Mr. G.W.Oliver,
Burns-Wright Appeal,
P.O.Box 674,
CHRISTCHURCH.

UNAUTHORISED EVENTS:

The Association has asked that Members' attention be drawn to the proviso that they may NOT compete in any capacity at any unauthorised event held without Authority or Permit of the

Association. Any Member of any affiliated Club participating in any such event either as a competitor or official is liable under the code (for obvious reasons) to suspension and fine.

AREA STEWARDS: The A.N.Z.C.C. Approved Steward for Area No.6., in which the three local Clubs operate, is:-

Mr. R. Haynes,
8 Terminus St.,
SILVERSTREAM.

ANNUAL NIGHT TRIAL: Full details are given on the back page. This is THE NIGHT TRIAL of the season and with Russ Buckthought as Organiser, should be really worth while. Lets have a really good entry list. Supper will be laid on at the conclusion, at a charge of 6d., per head and remember BRING YOUR OWN CUPS.

LETTERS TO THE EDITOR: It is indeed pleasing to hear from Life Member Geof. Easterbrook-Smith again all the way from the land of the Stars & Stripes. This letter would have been published before but Toby apologises for 'sitting on it'.

ARGUMENTS: Its a long time since the pages of the Bulletin have singed under the smoldering fires of a real good argument. Surely all the subjects haven't been used up already. How about starting something, somebody?

NEWS FROM OTHER CLUBS.

WHAKATANE CAR CLUB (INC.) are holding a 12 hour reliability and time trial at Whakatane on 25th August, starting at 10 a.m. and finishing at 10 p.m. on the same day (Saturday): Mileage 230 approx. Entries at £1/10/- close on 11th Aug. Prizemoney totals approx. £85. Full details and entry forms available from me NOW.

HAWKES BAY CAR CLUB (INC.) Full details of the Hastings City Blossom Rally 6th - 8th September are now to hand together with entry forms. Entries close at midnight on 5th August. (£3/10/- per). Prizes are 1st £50; 2nd £25; 3rd. £15; 4th.£10; etc. The Rally comprises two 12 hour road sections followed by simple elimination tests. Entry forms available from me NOW.

.....
Information Bureau: Continued from page 13.

means very much as far as the average car is concerned is the BRAKE HORSE-POWER at the rear wheels.
.....

SPEED AT THE WHEEL:

From Our Motoring Correspondent

The British Grand Prix will be held at Silverstone tomorrow.

Britain has to-day more first-class, and potentially first-class, racing drivers than any other country, although a British car has not won an international Grand Prix for more than 30 years. What are the qualities that go to make a racing driver of world championship class? The driver's task is to handle a car that weighs about the same as a Morris Minor, has an engine developing nearly 300 horse power, and can reach a speed of about 175 m.p.h.

He could not do this unless the car had exceptionally accurate steering, firm road-holding, and powerful brakes. Even so it is a task that demands extraordinary human qualities - instantaneous reflex actions, instinctive judgment of speed and the right "line" to take round corners, an acute sense of the car's grip on the road, and courage (as opposed to daring, which has no place in a driver's make-up if he wishes to survive). It might be thought that first-class racing drivers would be of a recognizable type; but, in fact, they are not. Even the matter of age is of secondary importance. Apart from the legendary Tazio Nuvolari, who drove like a demon when he was 50, there is Fangio to prove to-day that a racing driver is not too old to win the world championship at 44.

Taking four of the leading British drivers - Hawthorn is 27, Moss 26, and Collins and Brooks are 24. A man attuned to handling a 175 m.p.h. racing car must be, in theory, an intensely vital person, quick and brimming with energy. This is true of Moss, Hawthorn, and Collins, but not of Fangio and Brooks. Moss walking along the pits before a race is, almost literally, on his toes, like a boxer prancing in his corner before a bout; he has done some boxing to keep himself fit. His conversation is enthusiastic and vehement. Moss, teetotaler and almost a non-smoker, is dedicated to his career.

Hawthorn, taller than the stocky, compact Moss, is the picture of a young athlete. But with him the impression is more of momentary exuberance than continuous, abounding vitality. Collins is different again. Here is a young man, of medium height, who has the peculiar power of conveying the impression of intense vigour. He allows himself the pleasures of food and wine. "When I have to give up something for motor racing" he remarked once "I'll go sailing."

What would the layman make of Fangio or Brooks if he met them off the racing track? Fangio, looking his age, with massive shoulders and a slow, slightly rolling gait, could be mistaken for a reticent sea captain. Modest to the point of self-effacement, he inspires respect in those who meet him. All this is far removed from the

volatility expected of a champion racing driver. But so, too, are the studious manner and the slight physique of Tony Brooks - a dental surgery student. It is hard to associate this shy, gentle young man with the tense, helmeted figure at the wheel of the B.R.M., a Connaught or an Aston Martin.

Every driver has his own characteristic posture at the wheel. Fangio sits in an almost lazy position, with only the quick movement of his bare, muscular forearms to show the utter concentration with which he is driving. Moss, too, looks the most relaxed of drivers, partly, perhaps, because he adopts an "extended" attitude, sitting well back and holding the wheel at arm's length. Hawthorn's attitude in a racing car is completely different. Leaning slightly forward, he seems at one in spirit with his hurtling projectile; for him there appears to be no relaxation.

Among young British drivers, Fangio is still the master, even though he has not been as invincible this season as he was last year. Only Hawthorn has been involved in a prolonged car-to-car combat with Fangio, and, on both occasions, he was in front at the end - at Rheims a few years ago when the closest duel for many a year between two drivers finished with Hawthorn winning the French Grand Prix, and, again, in the opening stages of the Le Mans race last year. Experienced drivers of "slower" cars were aghast at the spectacle of Hawthorn's Jaguar and Fangio's Mercedes-Benz racing side by side at 180 m.p.h. for several hours.

For Moss and Collins it has been a privilege to race in the same team as Fangio. From him Moss has learnt much, as he has admitted on many occasions. Collins recounts how he was leading Fangio in the Syracuse race this year and was unhappy in taking a certain corner. After a while Fangio passed him, made a deprecating sign with his hand, and invited Collins to follow. Then, for lap after lap, he showed the young Englishman the way round the corner, taking it in a way that was quite different. Recently, before the Belgian Grand Prix, Collins drove Fangio round the circuit in his Ford saloon and was instructed about the right line to take on the fast curves, being told to stop, turn back and try again until each lesson was absorbed. Collins estimated that he gained as much as a couple of seconds on one curve alone as a result of his master's teaching. But, at Silverstone to-day, Fangio will have little time to spare for guiding his young team-mate.

If he can win the world championship this year he will be the first man to do so three times. With Collins now in the lead and Moss determined to win it for the first time Fangio will have his hands full. The last time they met at Silverstone Moss was the winner, driving a Vanwall. The Vanwall is the most successful and promising

of the British cars that have been produced in an attempt to win Grand Prix honours. A lone effort by Mr. G.A.Vandervell, who has been a motor racing enthusiast ever since he himself raced a motor cycle in the Tourist Trophy race before the First World War the Vanwall has been systematically developed.

The B.R.M. has been a disappointment since it showed a remarkable turn of speed leading the field for the early part of the Silverstone race in May. It was hoped that the change from the complex 16-cylinder 1 1/2-litre car to the straight-forward four-cylinder layout of the present 2 1/2-litre car would reduce the period of teething troubles which every racing car is bound to endure, but the scratching of the two cars at Monaco after practising, followed by a similar performance at Aintree, and then the scratching of the cars from the French Grand Prix have cast down the hopes of its supporters. Still, there is much of merit in the overall design, and the B.R.M. may yet prove to be capable of winning Grand Prix races. Britain's third string, the Connaught, has the credit of winning a foreign race, the Syracuse Grand Prix in 1955, in opposition to an Italian team. But the efforts of its constructors have been overshadowed by inadequate resources. For that reason the successes they have achieved are all the more to their credit.

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Recognised New Zealand Speed Records.

The following are the current lists of recognised Records:

Flying Kilometre

Class A	Nil			
B	M. Stanton	137.34	m.p.h.	Stanton Special
C	J. Tutton	144.598	m.p.h.	XK120C
D	R. Jensen	125.1	m.p.h.	Austin Healy 100S
E.	H.W.Shaw	114.95	m.p.h.	TR2
F.	M. Winterbourn	105.59	m.p.h.	R.A.Vauxhall
G.	D. Drewery	99.03	m.p.h.	Singer s/c
H.	W. Mauger	75.994	m.p.h.	Austin 7 Special
I.	R. Beggs	87.16	m.p.h.	Shadbolt 500 spl.

Standing Kilometre

Class B.	M. Stanton	81.07	m.p.h.	Stanton Special
C.	J. Tutton	83.63	m.p.h.	XK120C
D.	T.E.Clark	89.5	m.p.h.	Maseratti

.....
World Championship Points: as at after British G.P.

Collins.22; Fangio;24; Behra 18; Moss 13: Interesting isn't it!

RESULTS ECONOMY RUN - 14th July 1956 - 90 MILES.

Driver	Car	Weight	Petrol Used Gals.	M.P.G.	Ton M.P.G.	Place
M. McLeod	Wyvern	1-10-0-0.	2. 25/40	34.666	52	1st.
H. Hollis	Minor	0-19-3-14	1. 32/40	50.555	50.24	2nd.
Porteous	Chev.	1-18-0-14	3. 35/40	23.48	44.766	3rd.
Smith	M.G.	1-2-0-0-	3. 13/40	39.14	43.-54	4th.
Grant	Wyvern	1-7-2-14	1. 25/40	30.333	41.898	5th.
Fowke	DB2/4	1-10-0-0.	3. 11/40	27.78	41.67	6th.
Brandeis	Renault	0-15-3-14	1. 32/40	50.555	40.128	7th.
Curtis	Anglia	0-19-3-0	1. 23/40	37.256	37.056	8th.
Foy	M.G.	1-1-2-14	2. 27/40	34.02	36.78	9th.
Hunter	Anglia	1-2-0-0	3. 6/40	28.29	31.77	10th.
Steel	Morgan	0-17-1-14	2. 3/40	43.855	29.099	11th.

A minister came out of his church to find he had been "booked" for parking. He went to traffic court and waited in the crowd until at last his name was called. The magistrate asked if he had anything to say. He answered, "Yes." And as an expectant hush settled over the courtroom he added: "Blessed are the merciful for they shall obtain mercy."

The walls reverberated with delighted laughter. When order was restored the magistrate spoke: "All the circumstances considered, I give you a suspended sentence. Now I will say something to you I have long wanted to say to a clergyman." There was another hush. "Go thou and sin no more."

'MOBILGAS' ECONOMY RUN

1956

A permit has been granted to the Standard Vacuum Oil Co. N.Z.Ltd. to conduct the above event, Invercargill to Auckland, in November of this year. Rules and Entry Forms are expected to be available from the Sponsors shortly.

Application Forms for Position of Official Observer have been received from the A.N.Z.C.C. and may be uplifted from me by those who are considering applying for a week's motoring holiday with all expenses (both travelling and accommodation) paid. Tentative details for Observers are:-

Assemble at Invercargill approximately November 11-12th. Conclusion of Event Auckland November 17th. Travelling expenses and accommodation will be provided by the Sponsors.

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RESULTS - LE MANS - 29th July 1956.

- 1st. Ron Flockhart/N. Anderson D-type Jaguar (Private)
- 2nd. S.Moss/P.Collins Aston Martin (Works)
- 3rd. M.Trintignant/O.Gendebian Ferrari (Works)

Index of Performance:-
G. Laureau/P.Armagnac D.B. 747c.c.

The winning Jaguar was a private entry of the Scottish racing stable, 'Ecurie Ecosse' to whom must go the heartiest of congratulations. How long is it, somebody, since a private entry last won at Le Mans? Against factory teams and cars, the chances of pulling it off must be rather thin to say the least, and this effort must rank high indeed.

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LETTERS TO THE EDITOR:

Sir,

I have just received the February number of the Bulletin and was rather shocked to find it adumbrated that my MK 7 Jaguar has automatic transmission. Dammit sir, as a conservative who has only recently come to terms with their new fangled synchro-mesh, it is surely obvious that the intricacies and mysteries of the Borg-Warner transmission would be quite beyond me. Seriously though, I suggest that those people who like to change gear themselves do so as much as possible, because it will not be very long before there are none to change. "Manual shift" as it is known here is just about dead, and I had a terrible job getting rid of my Studebaker because it had neither automatic transmission nor a radio. The Jaguar, to make it quite definite has the latter but not the former, (i.e. I can still shift for myself) and as an interesting experience I can recommend dicing through the Maryland Countryside with the radio turning out Wagner's Ride of the Valkyries. Reminds me of S.C.H.Davis driving the Big Six Bentley at Brooklands.

If I might attempt a brief comparison of the Studebaker and the Jaguar (new prices about \$2000 & \$4000 respectively) I would say that the balance of advantage, taking price into consideration definitely favours the Studebaker. It would do just about everything the Jaguar would do, accelerate faster up to 50-60 m.p.h. and although $4\frac{1}{4}$ litres against the Jaguar's $3\frac{1}{2}$, was more economical in petrol consumption. Very handsome, very reliable - and I did not spend a penny on maintenance in 8700 hard miles, handled well except for ultra low geared steering, and in general proved to be a very satisfactory car. The Jaguar grows on one, and is probably a better car to take back to N.Z. but I shall always remember my Studebaker with pride and pleasure.

I would like to mention three contributions in the Feb. Bulletin. First, may I congratulate Barry Cronin on his plea for better English grammar. Secondly, I find H.W.Mitchell's series of articles very interesting. Finally, if Danny Dinwit, a confessed non-competitor goes to races to see competitors spin through more than 180 degrees I suggest he should read some of the standard motor racing texts to see what it is all about. If more competitors were disqualified for spinning through 180°, motor racing would be a safer competitive sport and a more interesting spectacle. The promoters of the Levin races should be congratulated on their sense of responsibility, and have set an example that should be followed elsewhere. Both driving and spectating clowns are a menace to motor sport.

I am, etc. G. Easterbrook-Smith.

BRITISH GRAND PRIX:FANGIO SUCCESSFUL IN HARD RACE:

The world champion, J.M.Fangio, had to drive hard to win the ninth British Grand Prix, sponsored by the Daily Express, at Silverstone on Saturday. In a race packed with incident British hopes ran high until all but two of our cars were eliminated because of unreliability.

Teams of three of each of Britain's G.P. cars started, the B.R.M.s driven by Hawthorn, who had a new long-chassis car, Brooks, and Flockhart, the Vanwalls in the care of Gonzales, Schell, and Trintignant, and the Connaughts of Scott-Brown, Titterington, and Fairman. Ferrari brought five Lancia-Ferraris from Italy and started four of them, in the hands of Fangio, Collins, Castellotti, and the Marquis de Portago, and the field was made up by the works Maseratis of Moss, Behra, Pedisa, and Godia, many privately entered Maseratis, two works Gordinis, the British Emeryson, and Gerard's old Cooper-Bristol.

As they lined up under an overcast sky three British drivers, Moss, who was the fastest in practice in 1min.41sec., Hawthorn, and Collins (both in 43sec), shared the front row of the grid with Fangio (1min.42sec). As the flag fell the B.R.M.'s of Hawthorn and Brooks, the latter from the third row shot into the lead and for six laps Fangio was comfortably behind the British cars. The Ferrari then passed Brooks, only to spin on to the grass at Becketts Corner and drop to sixth place. Although Hawthorn continued to lead, he was being sprayed with lubricant from a faulty rear universal-joint cover and Brooks's B.R.M. was not fast enough to hold off the Maseratis of Moss and Salvadori, which moved into second and third positions and led the race when Hawthorn was forced to retire on lap 24.

Apart from Brook's B.R.M. in fourth place with Collins's Ferrari closing in on it, the other British cars were not well placed. Gonzalez broke the Vanwall's half-shaft and was left at the start, Schell's held fourth place for the first two laps, then stopped to have a broken fuel pipe repaired, after which, like Trintignant's, it was slowed by fuel starvation, and Scott-Brown's Connaught broke a wheel-hub and Titterington's a con-rod. The third B.R.M. had retired early with engine trouble. These cars were down 1,000 r.p.m. because heavier valves were being tried and Brooks's eventually stopped for a long time to have its throttle linkage repaired. It went back into the race but lost a back wheel; the car overturned and was burnt out. Brooks, who was flung clear, escaped with slight concussion.

Meanwhile, Fangio was finding it hard work to control his Ferrari through the Silverstone corners and, driving with his face completely expressionless, did not appear able to catch the two leading Maseratis. However, Salvadori was forced to stop so that a loose tank-strap could be secured and Moss, after a magnificently calm drive, for oil and

fuel, so that Fangio passed into the lead, which he never lost.

Neither of the Maseratis was destined to finish, Moss retiring after 94 laps with transmission failure and Salvadori's car also developing trouble. Collins's Ferrari came in with lack of oil-pressure but, seeking points towards his lead in this year's world championship, he took over Portago's car and set about catching Behra's Maserati, which, although down on speed, had come steadily into third place. Moss's retirement put Collins in second position after he had passed Behra and these placings held to the finish, with Fairman in a British Connaught in fourth place, reward for a good steady drive in a car fitted with new negative-camber rear suspension. Another excellent performance was put up by H. Gould of Bristol, who handled his Maserati with skill on the slippery course and brought it home fifth, the first private entry to finish, ahead of the veteran Italian driver L. Villoresi, also in a Maserati.

The only other British car to finish was Gerard's Cooper-Bristol, in eleventh place. Moss set fastest lap at 102.1 m.p.h. and so scores one more world championship point, the placing after the race being: Collins, 22; Fangio, 21; Behra, 18; Moss, 13.

In the supporting races, Salvadori ran away with the F2 event in the new single-seater Cooper-Climax from Chapman's sports Lotus-Climax. Moss had an easy victory in the sports-car race with a works 3-litre Maserati.

British Grand Prix - Fangio (Ferrari) 101 laps in 2hr.59 min.47sec;)98.65 mph)1; De Portago/Collins (Ferrari) 100 laps,2; Behra (Maserati) 99 laps.3; Fairman (Connaught) 98 laps.4;Gould (Maserati)97 laps. 5; Villoresi (Maserati) 96 laps, 6.

1½ Litre Formula Two Race: Salvadori (Cooper) 25 laps in 45 min. 44sec. (96.0 m.p.h.).1; Chapman (Lotus) 46min.14.6sec. 2; Bueb (Cooper) 47 min.15.2sec. 3;.

Sports Car Race. Moss (Maserati)25 laps in 46min.44sec. (93.94mph.) 1: Salvadori (Aston Martin) 48min.47sec.2: Titterington (Jaguar) 24 laps. 3.

500 C.C.Race. Russell (Cooper) 17 laps in 39 min.25 sec. (75.74 mph) 1: Wicken (Cooper) 39 Min.34sec., 2: Bridger (Cooper) 39min.41sec.3.

Officials of Oklahoma A.& M. College made a survey to see what worried a freshman the most - the hectic pace, classes, exams, athletics, dates or finances?

The biggest worry turned out to be, "Where can I park my car?"

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INFORMATION BUREAU:

By Emop.

This month I have been asked to differentiate between Torque and Horse Power in its various forms - so here goes.

Torque: This can best be described as a force acting upon a shaft or other rotatable part so as to tend to turn it, the magnitude of this turning effort is known as torque. For the sake of illustration it may be looked upon as applied by a lever, and the torque is measured by multiplying the force by the length of the lever, hence, foot-pounds.

Horse Power: In a general sense horse-power may be defined as the rate of doing work. The unit of power is known as the horse-power, and is equal to an expenditure of energy at the rate of 33,000 foot-pounds per minute.

R.A.C.Horse-Power. The expression horse-power in reference to a petrol engine may have a variety of meanings. The R.A.C. rating is founded upon an assumed piston speed of 1,000 ft. per minute and a mean effective pressure of 90 lb. per sq. inch with a mechanical efficiency of 75 per cent. The R.A.C. horse-power, which is the figure upon which taxation was fixed in the U.K. until 1947, is therefore governed by certain assumptions which need not be true for modern engines which develop many times the R.A.C. Rating.

The formula for obtaining the R.A.C. rating is:-

H.P.= $\frac{D^2n}{2.5}$ where D equals the bore in inches and n the number of cylinders. For the bore in millimeters the denominator is 1613. As the stroke is not taken into account the cubic capacity gives a truer impression of an engine's power.

Indicated Horse-Power. For any internal combustion engine a diagram may be obtained showing the variations of pressure on the piston during the power stroke. This diagram is known as an indicator diagram, and from it the average or mean effective pressure may be obtained. Further, knowing the speed and dimensions of the engine, it is possible to calculate, with the aid of the M.E.P.the horse-power imparted by the burnt gases to the piston, that is, the Indicated Horse-Power. What is left after friction and other losses have taken their toll is known as:-

Brake Horse-Power. Therefore is the power produced by an engine that can be taken away from the crankshaft and usefully employed. It may be measured by rope or other friction brakes, by an air fan, by the Froude dynamometer, or by an electric dynamometer. If you can sort that lot out you will see that the only Horse Power that.....

cont'd on page 4.

FINE ACHIEVEMENT OF BRITISH CARS IN ALPINE RALLY: Marseilles 15/7/56

From our Motoring Correspondent.

Eighteen dusty and travel stained cars lined up at the prizegiving ceremony of the Alpine Rally in the Parc Borely here yesterday. Their crews were presented with Alpine Cups for having completed the rally without penalization, each cup being filled with champagne. Some of the drivers sprinkled a few drops on their faithful vehicles before drinking each other's health.

Exactly half of the cars were British, and as the Manufacturers' Alpine Cup, the Ladies' Cup, three of the six class prizes, and five of the group prizes also went to British cars, the rally as a whole has provided a timely demonstration that the British motor industry as represented by Triumph, Ford, M.G., Aston Martin, Standard, and Sunbeam is making cars that can withstand rough treatment as well as the cars of any other country.

Although it is right and proper that the greatest credit should go to the winners of Alpine Cups, some of the winners of other awards deserve a word of praise. For example, G. Hartwell and F. Scott won the prize for the best placed standard production car. Their Sunbeam Mark III saloon did not lose a mark at any of the ordinary time controls, but it just failed to achieve the speed set for all the cars including the special models in some of the timed tests. No praise is too high for the Standard Ten which Dr. D. Barker and D. Cooke drove to victory in the 1,000 cc class.

At the banquet this evening Baron d'Huart Saint-Mauris, president of the organizing club, the Automobile Club de Marseille et Provence, appealed for the Alpine Rally to be accorded the same national recognition as the Tour de France bicycle race, for which some of the mountain passes are closed to normal traffic while the competitors are traversing.

Cup Winners: The results of the rally are:- Alpine Cup winners in order of bonus marks gained:- Collange-Huguet (Alfa Romeo), Buchet-Storez (Porsche), Rickert-Kriplen (Porsche), Blanchard-Jouanneaux (Denzel), Estager-Pebrel (Ferrari), Strahle-Wencher (Porsche), T.C. Harrison-E. Harrison (Ford), Gatsonides-Pennybacker (Triumph), M. Lauga-F. Lauga (Denzel), David-Metin (Peugeot), Count de Salis- Capt. MacGregor (Aston Martin), Hopkirk-Cave (Triumph), J. Kat-P. Kat (Triumph), Mrs. N. Mitchell-Miss P. Faichney (M.G.), Griffiths-Blockley (Triumph), T.H. Wisdom-Miss A. Wisdom (Triumph).

British finishers who were penalized: Milne-Johns (M.G.), Shepherd-Williamson (M.G.), Hartwell-Scott (Sunbeam), Harper-Humphrey (Sunbeam), Mrs. Hall-Mrs. Jackson (Ford), Dr. Deane-Sparrowe (Sunbeam), Wadsworth-Brierley (Denzel), and Dr. Barker-Cooke (Standard).

CLASS AWARDS:

Class winners, up to 1,000 cc. - Barker-Cooke (Standard).
 From 1,000 cc to 1,300cc. - Collange-Huguet (Alfa Romeo), 1;
 Blanchard-Jouanneaux (Denzel), 2; Strahle-Wencher (Porsche), 3;
 From 1,300 c.c. to 1,600 c.c. - Buchet-Storez (Porsche), 1;
 Rickert-Kriplen (Porsche), 2; Mrs. Mitchell-Miss Faichney (M.G.), 3.
 From 1,600 c.c. to 2,000 c.c. - Gatsonides-Pennybacker
 (Triumph), 1; Hopkirk-Cave (Triumph), 2; J. Kat-P. Kat (Triumph), 3.
 From 2,000 c.c. to 2,600 c.c. - T.C. Harrison, (Ford), 1;
 Scott-Astbury (Ford), 2; Hartwell-Scott (Sunbeam), 3.
 More than 2,600 c.c. - Estager-Prebel (Ferrari), 1;
 Count de Salis-Captain MacGregor (Aston Martin), 2; Revillon-
 Martell (Aston Martin), 3.

Manufacturers' Alpine Cup. - Triumph.

Ladies' Cup. - Mrs. Mitchell-Miss Faichney (M.G.).

.....

ARNOTT SUPERCHARGER:

Brand new - run only eight hours.

Suit engines 1,100 c.c. to 1,600 c.c.

Complete with own carburettor, lubricating system and all brackets, etc. ready to install on any Hillman Minx from 1935 to 1954 also 1955/56 O.H.V. models.

For full particulars apply to J. Taylor. Phone 56-725 or 124 Ghuznee Street. Business hours. Offers invited.

N.B. Would suit all post war M.G. models but would need some parts to be made locally.

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CLUB CALENDAR



August.

9th. CLUB NIGHT Victoria League Rooms.

Colour films by courtesy of B. Cooksley,
Palmerston North, on Ohakea, Levin,
Beach Racing etc. etc.

11th. ANNUAL NIGHT TRIAL

Starting Point: Maginnity Street.

First Car Leaves: 7-30 p.m. (Assemble as
soon as possible after
7 p.m.)

Entry Fee: 5/- per car (plus 6d. per
head for supper).

Route: is from start to finish via 90
miles or so of roads in Wgton.
district. Road sections will be a strict
time trial. There will be a number of
driving tests en route so planned as to p
place more emphasis on driver ability than
power of respective car. All tests are on
unsealed surfaces.

Supper: will be provided at conclusion
of trial.
BRING YOUR OWN CUPS.

September

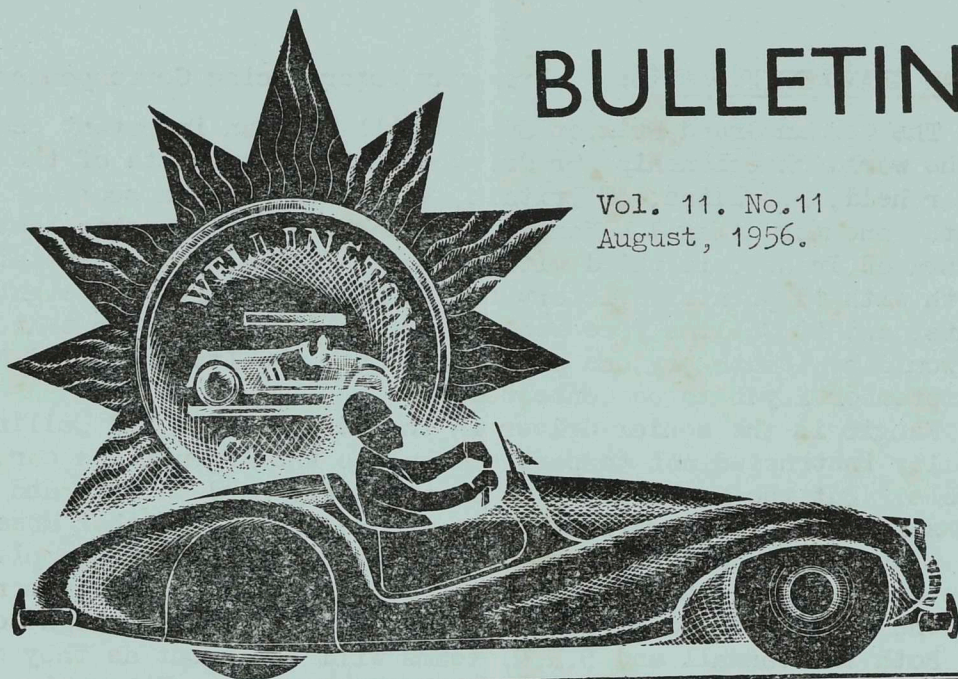
15th. SPORTING TRIAL. (details later).

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WRITE FOR YOUR BULLETIN

BULLETIN

Vol. 11. No.11
August, 1956.



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

DIRECTORY:

CAPTAIN	T. Grant	Eastbourne	94-D.
		(Business)	41-210
VICE CAPTAINS:			
(Competition)	R. Buckthought		63-281
(Social)	V. B. Cook		53-379
SECRETARY/ TREASURER:	A. H. Robb	Tawa Flat	2646-D
		(Business)	44-070
COMMITTEE: (Competition)	K. Garbutt	G. L. Stone	
	J. Lust	A. Stafford	
(Social)	J. Harris	C. Vandendungen	
	G. Brandeis	Anne Fox	
(Housing)	E. H. Garner	A. W. Jones	
	R. V. Chapman	J. Schnellenberg	

CAUTION IS NO SUBSITUTE FOR SKILL

GERMAN GRAND PRIX - 1956: From our Motor Racing Correspondent.

The German Grand Prix on Sunday will have an important bearing on the world championship for drivers. On the results of the races so far held, P.Collins, of Britain, is leading with a score of 22 points, one more than J.M.Fangio, who won the championship last year. J.Behra of France, is third with 18 points and S.Moss of Britain, is fourth with 13 points. Victory for Fangio would give him eight more points, and if Collins were second, he would gain six, so that Fangio would be leading by one point with only the Italian Grand Prix on September 2 yet to be contested.

Fangio is the senior driver in the Ferrari team and Collins is normally instructed not to pass him unless the Argentine's car gives trouble. But the Nurburgring is particularly hard on cars and is less suited to the Ferraris than to the Maseratis, so that Moss may have a chance to collect some much-needed points in the championship, while his Maserati team mate, Behra, stands to benefit even more from the nature of the circuit by virtue of his present high score.

Both the Vanwall and B.R.M. teams will be absent as they wish to remedy the mechanical faults which beset them at Silverstone. There will be several independent British drivers in the race - Salvadori, Gould, and Halford having entered Maseratis. Britain may well provide the winner of the 1,500 c.c. race on Sunday morning for Salvadori will be driving the very promising single-seater Cooper, which has been prepared in anticipation of the revival of formula II racing.

FAST LAPS IN GRAND PRIX PRACTICE

Kelberg, Aug. 3.

The Ferrari team, and J.M.Fangio in particular, will be strong favourites in the German Grand Prix at the Nurburgring on Sunday. In the training period to-day on a track which was still wet in parts after heavy rain Fangio was officially timed to cover the 14.1-mile circuit in 9min.51.2sec. at a speed of 86.3 m.p.h., but it is said that on a dry track yesterday he did one lap in just over 9min.25sec. by unofficial timing.

In the official list P.Collins, the second driver in the Ferrari team, is credited with a lap in 9min.51.5sec., a bare three-fifths of a second slower than the 1955 world champion in nearly 10 minutes of the hardest possible driving - a measure of the outstanding skill of this brilliant young British driver, who is at present leading Fangio by one point in the world championship placings.

Both Fangio and Collins improved upon the absolute lap record of 9min.52.2sec., set up by Lang in a big supercharged Mercedes-

Benz in 1939, but the record can only be properly beaten in a race, not in a training period. E. Castellotti, in another Ferrari, did the third fastest lap in 9min.54.4sec., and S.Moss (Maserati) was fourth with a lap in 10min.3.4sec. In the training for the 1,500 cc race, which is to be for sports cars, R.Salvadori slightly damaged his Cooper, but the car will be ready for the race.

FANGIO RECAPTURES FINEST FORM: ALMOST ASSURED OF WORLD TITLE
Nurburgring, Aug. 5.

J.M.Fangio, the leader of the Ferrari team, recaptured his finest form in winning the German Grand Prix here today at the record average speed of 85.6 m.p.h. He emphasized his mastery by setting up a new absolute lap record for the 14.1 mile circuit in 9min.41.6sec. at a speed of 87.7 m.p.h., 10.6 sec. faster than the previous record established in 1939 by Lang (Mercedes-Benz). S.Moss (Maserati) was second, and J.Behra (Maserati) third.

By this victory Fangio is virtually assured of winning the world championship for the fourth time, the third time in succession - for he has only to finish in the first five in the remaining race, the Italian Grand Prix at Monza next month, to retain his lead. The score is now Fangio 30 points, P.Collins and Behra 22 points, and Moss 19.

The race began with Fangio and Collins going right ahead in their eight-cylinder Ferraris in a manner that was reminiscent of the all-conquering Mercedes-Benz last year, except that Collins was now tailing the master instead of Moss. Some way behind came Moss and Behra with their Maseratis, followed by the Ferraris of de Portago and Musso. The fifth works Ferrari, driven by Castellotti, had been damaged when the young Italian ran off the road in the second lap, and it was withdrawn after six laps with a misfiring engine. For those first two laps Salvadori was right up with the leaders in his private Maserati, but on the next lap he stopped at the pits and retired.

SPLIT FUEL TANK;

Fangio and Collins went on their majestic way until the ninth lap when Fangio appeared alone. What had happened to Collins? The question was soon answered, and dramatically. The red Ferrari, with its green radiator cowl, pulled sharply into the pits swaying as it braked unevenly. Collins was helped from the cockpit, and staggered nearly collapsing to the side of the pits, too distressed even to take off his helmet himself. Castellotti leapt into the driving seat to take his place, but he clambered out again as the mechanics drew attention to the pool of fuel spreading on the ground from the split fuel tank. Collins quickly recovered from the effect of the fumes,

and a few laps later he took over de Portago's car while Castellotti relieved Musso.

In the latter case the engine was not stopped while the change was made, as he stipulated, and the Maserati staff promptly lodged a protest. And so, at half distance Fangio was leading Moss by 18 seconds with Behra third. On the thirteenth of the 22 laps Behra had to stop to secure the rear tank straps, and Collins swept by into third place. On the same lap the unfortunate Castellotti, who has not been well lately, went off the road for the second time, finishing in the ditch at the Swallowtail corner and thereby removing the need for the Maserati protest to be considered.

It was most important for his chances of winning the world championship that Collins should finish in at least third place, for which he would have gained two precious points, but it was not to be. On the fifteenth lap he misjudged the tricky Brunnchen corner and skidded backwards into a ditch, without injury to himself.

SUPERLATIVE LAP:

Now there was only one of the five Ferraris left, but it could not have been in better hands. By the 13th lap Moss had closed to within 12 seconds of Fangio, having set up a new lap record of 9min. 45.3sec., after Lang's pre-war record had already been beaten by Collins and Fangio. But on the 14th lap Fangio pulled out a superlative lap in 9min.41.6sec., and the gap between him and Moss began to lengthen. At the end the Ferrari was 46.4sec. ahead of Moss's Maserati, and Behra was $7\frac{1}{2}$ minutes behind the leader.

Of the other British drivers in the race, H. Gould (Maserati) retired at the pits on the fourth lap and B. Halford, also driving a Maserati, put up a most creditable performance until he was disqualified for receiving assistance from spectators. He was signalled to stop, but carried on to the end, evidently in some distress from the fumes of his car for he was taken away in an ambulance to receive medical attention. At one point in the race Halford was actually lying fourth.

The 7-lap race for 1500 c.c. sports racing cars, held in the morning, was in effect a foretaste of the Formula 2 racing which is to be introduced next season, the only difference being that the present cars carry 2-seater bodies. The race to-day was won fairly easily by the works Porsche driven by Hermann, but there was a great duel for second place between Moss and Salvadori driving for Maserati and Cooper respectively, who finished in that order. The Cooper gave a most promising performance, and with a single-seater already in course of development the British firm should do well this year.

The result of the Grand Prix was:

Ferrari (Fangio), 3hr.38min.43.7sec. 85.6 m.p.h. 1: Maserati (Moss) 3hr.39min.30.1sec. 2: Maserati (Behra), 3hr.46min.22sec. 3: Maserati (Godia), two laps behind, 4: Maserati (Rosier), three laps behind 5: Maserati (Volonterio), 6 laps behind, 6.

STEAM, SMUTS - AND ELEGANCE:

A FIELD DAY FOR THE TRACTION ENGINES

From our Special Correspondent.

Pulborough, Aug. 11.

When the man in the street is transported to a green field deep in the Sussex countryside, he may (or may not) feel that the pleasures of a summer's day are enriched by a notice on the gate-post proclaiming that "traction engine racing is dangerous." The races over, and the dangers survived, he will be conscious of having attended one of England's most sentimental pastimes.

Indeed, a manly tear or two might have been shed as Marmaduke or Dorothy, or some other affectionately named traction engine, just failed to reach the winning post in time. In any case, a pocket handkerchief was useful for wiping away the steam and smoke and smuts that these old engines shed impartially on those who crowded the field in which was held the West Sussex traction engine rally.

ABSENT FRIENDS:

West Sussex is less familiar with this type of rally than some other parts of England, and the National Traction Engine Club, promoters of the rally, were disappointed that only eight engines turned out, compared with 28 at a recent venture in the Midlands. However, account must be taken of three absent friends who entered but did not arrive, one of whom was known to have got bogged down somewhere on the way.

As it was, eight traction engines, one of them born in 1890 and the youngest 23 years old, were enough to satisfy at least one spectator. A strong wind that seemed to blow at times, from all directions made the most of hissing steam, thick black smoke, gaseous fumes, and intermittent shrill whistles that came from the assembled eight. They were judged for elegance. Then they moved across the field in formal parade.

Fortunately, the qualities of elegance in a traction engine were explained to one and all from a loud-speaker van. General Wolfe, a five-ton Ransomes tractor made in 1928, was considered to have most elegance. Marmaduke, a 10-ton affair made in 1907, came 2nd., and Dorothy a 10-ton Marshall engine of 1933, came third.

WITH LADIES STEERING

The best of the racing came with the "ladies steering competition" in which men did the actual driving. There was a feminine charm about the waywardness with which some of the veteran traction engines careered along the course, zigzagging between obstacles almost at right angles to the set line. The ladies turned the steering wheel with reckless vigour and there were moments when one thought of traction engine racing being really dangerous.

In the end a keen eye and a firm hand at the wheel - and, perhaps, the sweet temperament of her husband as driver beside her - brought victory to Mrs. C.M. Hudson of West Chilmington, on (or was it in?) Nobby, a five-ton Burrell tractor of 1919. "It's his dream," said Mrs. Hudson, as her husband fondly wiped old Nobby's parts with an oily rag.

SWEDISH GRAND PRIX - 1000 KM - Sports Cars. FERRARIS TAKE THE HONOURS.

Stockholm, Aug. 12 - M. Trintignant, of France won the Swedish Grand Prix today and secured for the Italian Ferrari works the 1956 world manufacturers' sports car championship. Trintignant's time was 6 hours 33min.47.7 sec., for an average speed of 152.388 k.p.h. (94.68 m.p.h.)

The 1,000 kilometres (621 miles) event, at Kristianstad, South Sweden, was the last of the five events counting for the championship.

Ferraris and Maseratis had each won two of the previous four events this season. The Maserati hopes of winning were dashed when their number one car, driven by S. Moss (G.B.) and J. Behra, of France, caught fire when refuelling in the pits after completing 100 of the 153 laps. The car which was close behind the leaders at the time, was completely gutted within a few seconds of the blaze starting. Behra, who was driving at that stage, Moss, and the pit mechanics were uninjured.

Two other Ferraris, with British drivers sharing the wheels, were second and third, and a British Jaguar was fourth. P. Collins (G.B.) and B. von Trips, of Germany, were the drivers of the second car, which took 6hr.34 min.27.6 sec. The third, which finished a lap behind, was driven by J.M. Hawthorn, D. Hamilton, and the Marquis de Portago. Peter and Graham Whitehead were at the wheel of the Jaguar, which covered 145 laps.

J.M. Fangio, the Argentine world champion, and co-driver E. Castellotti, of Italy, took the lead after their team-mate Collins

lost ground when he touched the protective bank alongside the track in the eighty-first lap. Fangio's car continued to lead until forced to retire in the closing stages. Result:-

Ferrari (M. Trintignant and P. Hill), 6hr. 33min.47.1 sec., 152.388 k.p.h. (94.68 m.p.h.), 1: Ferrari (P. Collins and B. von Trips), 6hr. 34min.27.6sec. 2: Ferrari (J.M. Hawthorn, D. Hamilton, Marquis de Portago), 152 laps, 6hr. 34min.36.7sec. 3: Jaguar (G. Whitehead and P. Whitehead), 145 laps, 6hr.33min.50.6 sec. 4.

JAGUAR'S SUCCESS AT LE MANS WITH SIX BRITISH CARS IN FIRST EIGHT.

Le Mans, July 29.

Mr. D. Murray, the Scottish enthusiast who runs a team of Jaguars under the name of Ecurie Ecosse, achieved the highest ambition of all sports racing car owners in winning the 24-hour race here today. His D-type 3½-litre Jaguar, meticulously prepared by W. Wilkinson and steadily driven by R. Flockhart and N. Sanderson, covered 2,507 miles at an average speed of 104.47 m.p.h. In second place, 10 miles behind, came the works 3-litre Aston Martin driven by S. Moss and P. Collins, and the 2½-litre works Ferrari driven by Gendebien and Trintignant was third, 61 miles behind the winner. Another privately owned Jaguar, entered by the Ecurie Belge, was fourth, and there were six British cars in the first eight. The prize for the best car on handicap was won by the D.B. driven by Laureau and Armagnac.

The uncertainty of motor racing has never been better illustrated than in the first half-hour of this race. Up to the moment when the starting flag sent the drivers scurrying across the track to their cars at 4 o'clock on Saturday afternoon it was the general feeling that Le Mans was not what it had been in previous years - not because of the shadow of last year's disaster or the subsequent reconstruction of the pit and grandstand area, but simply because the entry did not promise a close race. The works Jaguars were much the fastest cars in the race, and it was difficult to see how they could be beaten.

Nevertheless, 20 minutes later the picture was utterly changed; two of the works Jaguars were out of the race, and the third car was stationary at the pits while the mechanics worked on the engine.

At the beginning of the second lap, as the cars swept over the brow of the hill beyond the pits and down to the Esses, Frere's Jaguar skidded out of control on the slippery road - drizzling rain fell just before the start - and it was damaged as it clouted the strong earth wall lining the road at this point. Fairman, following closely in another works Jaguar, was forced off his line and he, too, skidded out of control. His car was undamaged but not for long, since the next car, de Portago's Ferrari, got out of control in turn and smote

the Jaguar a blow which broke one of the chassis frame members. The third works Jaguar, driven by Hawthorn, made repeated calls at the pits to cure the misfiring of its fuel injection engine. By the time the trouble was traced it was some 20 laps behind the leaders.

FATAL ACCIDENT:

With the works Jaguars virtually out of the running, the race developed into a long drawn out tussle between the Aston Martin driven by Moss and Collins and the Jaguar entered by the Ecurie Ecosse, with the Ferrari driven by Gendebien and Trintignant a potentially dangerous third. This was the position at 10 p.m. after six hours' running. During the night another of the works Ferraris, driven by Hill and Simon, dropped out, so that at 4 a.m., or half-way, the Moss-Collins Aston Martin was still leading from the Scottish Jaguar and the sole remaining works Ferrari, with the 2½-litre prototype Aston Martin driven by Parnell and Brooks in fourth place, followed by the two works Porsches. The Walker-Salvadori works Aston Martin had been delayed with a damaged self-starter, and in making up time early this morning Walker spun round at high speed on the curve beyond the pits. The car crashed heavily and Walker was taken to hospital, where his injuries were found to be mercifully slight.

Meanwhile the leading Aston Martin was reported to have developed some gearbox trouble and had yielded first place to the Scottish Jaguar, and this was the order at 10 a.m. after three-quarters of the race, when the remaining Ferrari was still third. By now two-thirds of the 49 starters had fallen out, some with mechanical trouble and others through accidents, one of which had fatal results - the French driver Hery dying in hospital a few hours after crashing at the White House turn. In another accident a Porsche was burnt out after colliding with a Ferrari which skidded in its path, but the driver escaped with a broken leg.

One of the British cars, a 1,100 c.c. Lotus driven by Allison, ran into a dog just as it was about to catch a hare, the impact smashing the radiator and causing Allison to skid off the road. The Frazer-Nash driven by Stoop crashed at the Esses beyond the pits when leading its class, without injuring the driver. The 1,500 c.c. Lotus driven by Chapman went out with a broken connecting rod, but the remaining 1,100 c.c. Lotus, driven by Bicknell and Jopp, went on strongly to the finish, as did the Cooper driven by Hughes and Bentley.

The most cruel fate was reserved for Walshaw and Bolton, who were disqualified a few hours before the end because they had inadvertently refuelled their Jaguar coupe before completing the compulsory

34 laps between stops. And so the race dragged on with a dwindling number of cars left in the running - only 14 out of 49 with two hours still to go. One of the last to retire was the 2½-litre Aston Martin, which finally stopped at Arnage after travelling slowly for several laps. The result was:-

Jaguar, (Sanderson-Flockhart), 2,507 miles, 104.47 m.p.h., 1: Aston Martin (Moss and Collins), 2,497 miles 2: Ferrari (Gendebien-Trintignant), 2,446 miles, 3: Jaguar (Swaters-Rousselle), 4: Porsche (Frankenberg-von Trips), 5: Jaguar (Hawthorn-Bueb), 6: Lotus (Bicknell-Jopp), 7: Cooper (Hughes-Bentley), 8: Maserati (Bourillot-Perroud), 9: D.B. (Laureau-Armagnac), 10.

CLASS WINNERS; Over 3.3 Litres.- Jaguar (Sanderson-Flockhart). Up to 3 Litres.- Aston Martin (Moss-Collins). Up to 2 Litres - No finishers. Up to 1,500 c.c.-Porsche (Frankenberg-von Trips). Up to 1,100 c.c.- Lotus (Bicknell-Jopp). Up to 750 c.c.-D.B.(Laureau-Armagnac).

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ASTON MARTINS DOMINATE: FIRST FOUR PLACES AT OULTON PARK

Aug. 20th 1956.

In the worst weather known to have struck a motor racing meeting at Oulton Park, S. Moss led the Aston Martin team to an overwhelming victory in Saturday's Daily Herald International Trophy race. Because of heavy rain which persisted throughout the day, causing, at times, huge pools of water up to 18in. deep - the main event was cut from 56 laps to 40.

The Ecurie Ecosse entrants, two Le Mans Jaguars, were withdrawn at the last minute. This left the Aston Martins with little opposition, and they took the first four places. Moss proved his supremacy by lapping all the field except A. Brooks, the Manchester dental student, who was second.

Moss's time of 1hr. 26min. 3.8 sec. giving an average speed of 76.99 m.p.h., was a remarkable performance in view of the conditions. His fastest lap of 2min. 6.8 sec. (78.4 m.p.h.) for the circuit of 2.76 miles was an outstanding achievement. Parnell and Salvadori were third and fourth, with Scott-Brown (Lister) fifth and P. Blond (Jaguar) sixth.

FASTEST LAP

Coopers took the first three places in the first event - the John Bull - Trophy race for 500 c.c. cars. Lewis-Evans, of Bexley Heath (Kent) snatched victory by inches from Russell, of Norfolk, with Parker third. Russell led until the last lap of the 12-lap final, then Lewis-Evans just got ahead to cross the line first. Lewis-

RESULTS NIGHT TRIAL - AUGUST 14th.

NO.	NAME	C A R	CHECK 1	TEST I	CHECK 2	TEST 2	CHECK 3	TEST 3	CHECK 4	QUESTION	CHECK 5	CHECK 6	CHECK 7	CHECK 8	TEST 4	Points Lost	Place
1	R.Brandeis	Renault	-	2	200	10	200	10	200	10	12½L	10L	5L	10E	8	677½	14
2	Fowke Stafford	Aston Martin	-	-	62½L	2	-	-	5L	10	7½L	-	7½L	-	3	97½	3
3	H.W.Hunter J.Stockdale	Ford Anglia	-	2	-	1	25E	10	20E	-	10L	20E	-	-	5	93	2
4.	H.Hollis E.Honey	Minor	-	2	-	4	20E	-	-	10	12½L	5L	42½L	10E	10	116	7
5.	P.Browne S.Browne	Ford 8	-	2	20L	5	-	-	85L	10	15L	15L	-	-	10	162	9
6.	K.Kemus E.Edwards	M.G.T.F.	-	8	155L	7	47½L	-	5L	10	7½L	50L	70E	-	10	370	13
7.	H.Garner	Ford Anglia	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
8.	W.Jones	Minor	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-
9	C.Singleton R.Barker	S.M.1500	-	6	15E	6	15L	10	32½L	-	10L	120E	15E	10E	2	141½	8
10	W.Sutherland		-	10	-	-	-	-	-	-	-	-	-	-	-	-	-
11	T.Fox/Mrs.A.Fox	M.G.T.F.	-	1	25L	2	-	10	17½L	10	7½L	22½L	7½L	5L	4	112	5
12	J.Stubbs		-	3	-	-	-	-	-	-	-	-	-	-	-	-	-
13	P.Langley G.Gordon	Standard 10.	-	-	55L	-	20E	10	15L	-	10L	15L	52½L	-	9	186½	11
14	D.O'Brien D.Lawson	Austin A40	-	1	-	10	15E	-	12½L	-	5L	20L	25E	20E	7	115½	6
15	L.Dalley L.Moffatt	V.W.	-	-	5L	-	-	10	10L	-	12½L	-	-	10E	10	67½	1
16	R.Smith S.Alexander	M.G.T.F.	-	-	200	10	200	10	200	-	22½L	40L	35L	5L	5	737½	15
17	R.Green	Riley 2½	-	10	95L	10	15E	-	45L	-	7½L	15E	12½L	15E	5	230	12
18	D.White	M.G.T.C.	-	7	200	10	200	10	200	10	15L	22½L	95L	10E	6	785½	16
19	R.Charlton		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20	D.Cousins D.Thompson	Vauxhall 10	200	10	200	10	200	10	200	10	15L	-	19½L	-	3	875½	17
21	J.Brook F.Morgan	Morgan 4/4	-	2	200	10	200	-	20L	10	25L	-	200	200	10	877	18
22	J.Berkett D.Frazer	Vauxhall	-	1	30E	10	7½L	10	15L	10	7½L	-	-	-	10	101	4
23	W.Brice. P.Corkill	M.G.T.F.	-	3	15L	-	-	-	45L	10	5L	10L	37½L	5L	10	165½	10

Evans's time was 26min.53.2sec. (average speed 73.94 m.p.h.). Russell was penalized 1.5sec. for anticipating the start, but recorded the fastest lap of 2min.11.8sec. (75.41 m.p.h.).

It was announced that the last event, the 25-lap race for the Sporting Life Trophy for cars up to 1,100 c.c. and up to 1,500 c.c., would be reduced to 10 laps because of loss of time and the bad weather. Moss decided, at the last minute, to substitute for Leston in the race, and drove Leston's Cooper in the up to 1,500 c.c. class to score his second win of the day. His time was 21min.53.2sec. an average of 75.69 m.p.h. He was closely followed by K. Hall on an 1,100 c.c. Lotus and Allison on a similar machine. Moss put up the fastest lap of 2min. 8.4sec. (77.41 m.p.h.). The expected battle between Moss and Hawthorn on a 1,500 c.c. Lotus did not materialize. Moss put up the fastest lap of 2min.8.4sec. (77.41 m.p.h.).

Early in the race Hawthorn, attempting to overtake Salvadori on a bend, spun and somersaulted three times.

While Salvadori tried to take evasive action, Hawthorn was flung out and landed on the track about 40ft. ahead of his machine. Ambulance men and course officials rushed to his assistance and he was taken to the medical centre on the track with suspected concussion and shock. Later it was stated that he was being sent to Chester Royal Infirmary for examination, following which his condition was said to be satisfactory and he would be detained overnight. The race, another walk-over for Moss, was marred by the continuous rain, and many of the spectators had left the course before the final event. Results: INTERNATIONAL TROPHY: - S.Moss (Aston Martin) 1hr.26min. 3.8sec. (76.99 m.p.h.), 1: A.Brooks (Aston Martin), 2: R.Parnell (Aston Martin), 3: R.Salvadori (Aston Martin), 4: A.Scott-Brown (Lister), 5: P.Blond (Jaguar) 6:

SPORTING LIFE TROPHY:- S.Moss (Cooper), 21min.53.2sec. (75.69 m.p.h.), 1: K.Hall (Lotus), 2: C.Allison (Lotus), 3.

WANTED - DEAD OR ALIVE !!!!!!!!

Articles for the Bulletin. So far, out of a membership of a couple of hundred, only FIVE persons who don't believe in letting someone else do all the work, have contributed articles for the Bulletin. How about some of you others, who are happy enough to read the thing, doing a bit of writing too. It's not all that difficult. Anyhow the stage will be reached very soon when, if you don't write, there won't be anything to read. (Ed.)

LETTERS TO THE EDITOR:

Dear Sir,

I notice the Club Captain behind the wheel of a "Detroit Monster" of late.

I suggest to be a little less conspicuous and avoid getting a bad name from other Club Members, he should disguise himself in a Bowler hat and wear dark glasses. (While we agree that it must have been a spectacle to make strong men stagger, we must in all fairness mention that the following week the same gentleman was observed at the wheel of a DB2/4, albeit with a very wistful expression. Could the 'Detroit Monster' have been penance for something? (Ed.)

Rumour has it that Les Stone is to erect a sign at Waikanae, advertising the "Owls Retreat", "Meals at all hours, but bring your own Mugs". I think a word of thanks is due to Les and Joan for their hospitality and also to the "Hataitai Cash Butchery" for donating the "TOM FOXES" at the supper of the Annual Night Trial. Tom was seen devouring these in great numbers.

What do other Members think of a uniform colour for a Club Blazer, with Club monogram affixed? The Hutt Club has monograms for sale, 12/6d. each.

Would it also be possible to have Club transfers made for sale to new members who may not be financial enough to buy a Club Car Badge, and by affixing these transfers to car windscreens, can show themselves to be Members of the Club.

The recent discussion by Doctor Cook, was I am sure, enjoyed by all and he certainly puts Doctor Turbitt to shame. Bruce has an unusual way of expressing himself - I think we would all like to hear more of him.

I am, etc.

"AGITATOR"

ROAD TEST:

THE SECOND GRACE.

How - if one wishes to enlighten a bunch of car club types, the majority of whom know more about motor-cars than this chronicler ever will - does one describe in terms acceptable to all, a completely new car. It is doubtful whether a fully run-in one is on New Zealand roads, so that road-test terms are valueless. Sporting gentlemen are not interested in a sales pamphlet - their own opinions are worth a great deal more. All of which poses a very knotty problem to the poor sod who agreed to write for his Bulletin.

The car, for the benefit of those who have read this far, is the new Ford Zephyr.

Let's have a few statistics:

Engine - 6 cylinder OHV up to 2553 c.c.

Bore 82.55 mm

Stroke 79.5 mm

Brake horsepower up to 80 with 6:9:1 compression

Longer

Lower

Wider.

It would be redundant to say that this car has urge, even more than its predecessor. Acceleration (according to overseas road tests) is only a shade better, but top speed is up by about 7-10 m.p.h. to somewhere in the region of 90.

The remarkably loose tail of the old model has been redecorated and made rather more stable. The car still understeers, but not too much (or is it too little) and the back will break under pressure. Tendency to roll has been reduced, and the expensive scrubbing noise produced by the front tyres of the old model has all but disappeared.

A considerable improvement has been made in the seating. The driver now has some support for his back, which takes some getting used to after driving the old model with little foundation except at the seat of his pants.

There is a marked tendency in British car design to adopt American styling a thing which not even car club enthusiasts can prevent. Some consolation may be derived from the knowledge that British handling and economy remain, so that a rather necessary evil is, to some degree, offset. The Ford has a rather happy combination of these two qualities, for it is very spacious, all-round visibility is excellent, and the instruments are very nice to look at, although it is regrettable that the speedometer is a wee bit difficult to read.

This car owes a great deal to its predecessor, for which reason it is impossible not to draw comparisons between the two. In the final summary it can safely be said that there has been a 100% improvement all round.

You know, this sounds like a sales blurb after all. Maybe it is at that.

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SECRETARY'S NOTES:

NEW MEMBERS: A warm welcome is extended to Messrs. R.R.Henderson, S.Congdon and R.B.Curtis who have recently joined the Club. We hope they will enjoy their association with us and derive pleasure from participating in 'The Sport'.

It might be worth mentioning here that the quickest way of getting to know other members is to marshall at the odd event. I can say this with all sincerity as being my own experience some three or so years ago when I joined. In fact it worked so well that three months later, I found myself Treasurer almost before realising the fact! Since when of course ----- but perhaps that's another story.

OVERDRIVE UNITS: Burke Bros. Ltd., have accepted the sole N.Z. agency for HandA overdrive units for popular English makes of cars. Details and prices are available on application; address 16-22 Coutts St., Kilbirnie.

COMPETITION LICENCES 1956/57. Application forms for new licences and renewals may be obtained from me now on request. Fee 12/6.

NEWS FROM OTHER CLUBS: Hutt Valley Motoring Club (Inc.): Although we have not as yet been advised officially, we understand that the proposed hillclimb which was to be held at Wallaceville on 22nd Sept., will not be held on a course on the Mangaroa Hill just off from Maori Bank; 1/2 mile of sealed road. A social is to be held in the evening after the event.

Levin Motor Racing Club (Inc.) (Previously Levin Car Club) is to hold its first meeting at the Levin Track on Labour Day 22nd Oct. Programme is as follows:-

Saloon Cars - 2 heats, final & consolation.
Sports Cars - 2 heats, " "
Racing Cars - F111.2 heats Final & " F.Libre 3 events.

LEVIN: Invitation Events to suit entries received. It is hoped to give each competitor three starts during the day.

500CC CAR CLUB OF N.Z. (INC.) Latest news of general interest is that at last the Club has been given the opportunity of a 20 mile race just for F111 Cars. Where? Dunedin next year. Congratulations. Let's hope it is the first of many more.

LEVIN MOTOR RACING CLUB (INC.) are holding the McMinn Trophy Trial on 29th Sept. Distance 120 miles approx. Starts 11am and finishes 4 p.m. (all things being equal). Prize Money £10, £5, & £2.10.0. Entry Fee £1. Entry forms will be to hand shortly.

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of 'The Motor', 'The Autocar' and 'Commercial Motor'.
Ask a Club member who has fitted one or write to us for
full details.

Price, per carburettor, 30/- to 35/-.

Briefly: Better torque, better m.p.g., less pinking.
No moving parts. No alterations. Too good to be
true? Try it yourself. No one has been disappointed
yet!
Additional airfreight shipment arriving shortly.

We can also supply:
Heliophos Spotlights. Gefarators. Tachimedion
average speed meters.
'Everwarm' radiator blinds.

Largest N.Z. stock of pre-war Riley spares.

All spares available in N.Z. obtainable at short notice.



Aston Martin and Lagonda Cars
Singer Cars. Solex Carburettors
Sales and Service.

RESULTS SPRINT - TE MAIRE ROAD

(which somehow seem to have missed publication before)

751 - 1100

L. Stone Morris Minor	27.0	<u>26.4</u>	<u>26.4</u>		
J. Moffat " "	<u>25.5</u>	<u>26.8</u>	<u>25.8</u>		

1101 - 1500

J. Berkett Volkswagon	<u>23.6</u>	23.9	24.2	24.4		
P. Slocombe Alvis		<u>22.0</u>	22.2	22.5	22.4	22.2
B. F. McLeod M.G.T.D.	23.2	<u>23.1</u>	<u>22.8</u>	23.4	23.2	23.6
T. Fox M.G. TF1500	21.2	20.5	<u>20.2</u>	20.6	20.8	21.0
N. McMillan " "	22.0	<u>20.8</u>	21	21.2	21.0	21.5

1501 - 2000

J. McDougall TR2	18.3	18.5	<u>17.2</u>	18.7	18.5	
B. Sutherland TR2	19.3	19.5	<u>19.2</u>	19.3	19.1	<u>19.0</u>
A. McKen Douglas Alvis	23.5	21.0	<u>20.6</u>	21.0	21.5	<u>20.8</u>

2001 - 3000

P. B. Fowke Aston Martin	18.2	<u>17.9</u>	18.5	18.5		
C. Cowie Austin Healey	17.7	<u>18.0</u>	<u>17.6</u>	18.0	17.7	17.9
B. Cronin " "	19.6	-	<u>19.2</u>	19.6	19.8	
J. Lust Vaux. Velox	22.5	<u>21.6</u>	<u>22.0</u>	29.4	22.2	22.0
T. Nicholson Riley 2½	<u>20.1</u>	<u>20.5</u>	20.5	20.7	20.6	
L. Jones Riley Pathfinder	<u>25.0</u>	22.8	22.5	22.5	22.5	<u>22.0</u>
F. Parker Sunbeam Talbot	<u>23.0</u>					
J. McMillan Alfa Romeo 2.9		<u>14.2</u>	14.5	14.5	14.3	14.5

3001 - 4000

B. Kimmins V8 Special	<u>19.2</u>		19.6	19.6	19.4	19.6
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4001 - 5000

A. Freeman Lago Talbot	<u>15.4</u>	15.6				
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Fastest Time of Day - J. McMillan 2.9 Alfa Romeo. 14.2 secs.
(new record)

The New Zealand Mobilgas Economy Run 1956.

by "G.B."

The Mobilgas Economy run will be held over a 900 mile course
between Invercargill and Auckland starting Wednesday November 14
and finishing Saturday 17th.
The Rules are basically the same as last year. Cars eligible are

1955-56 gasoline driven models with proper and reasonable seating for four adults. The following are ineligible - - no station wagons, estate cars, soft top or sports cars (two seaters). No cars with unorthodox carburettion and/or ignition will be accepted - no fuel injection - compression ignition or two strokes.

The 35 competitors - who will be selected by ballot by the A.N.Z.C.C. will be divided into three classes.

- Class A - up to and including 1240 c.c.
 B - 1241 to 2500 c.c.
 C - over 2500 c.c.

with a first and second class prize of £100 and £50. The sweepstake winner will receive £500 (plus class award) and the runner up £100 - all plus trophies!

Drivers must be financial members of a Car Club and hold a current competition licence.

Entry forms may be obtained from:-

The Sponsors
 Standard Vacuum Oil Co. N.Z.Ltd.,
 P.O.Box 2497,
 Wellington.

Entries close Monday September 10th.

"CARS I HAVE OWNED" (continued) by H. W. Mitchell.

The 1930 model "Morris Major" light six 13.9 H.P. 4 door, 4 seater saloon. These cars proved very popular, and a large number were sold in the Wellington district, the price new being under £400, the body and chassis being interchangeable with the lower powered 4 cylinder "Morris Cowley" models of 11.9 h.p., they also made a larger 5 seater saloon, namely the "Morris Oxford", powered by a 15.9 h.p. 6 Cylinder engine. This model was very similar in appearance to the "Major" and "Cowley" types. Starting from the front end, this car had single bar bumpers of spring steel both front and rear. The radiator was of the honeycomb type and had a capacity of $2\frac{1}{4}$ gallons. An external water filler cap was fitted, and this component also incorporated a winged Mascot, with a reliable water temperature guage placed in between the wings, in a position readily discernable by the driver. The radiator shell was heavily plated over a copper base and beautifully finished and rust was unknown with this high grade plating.

These models were fitted with Radiator shutters, composed of vertical strips of metal placed in front of the honeycomb radiator.

. These could be opened or closed at will in one operation.

I found these shutters to be a great boon in zero weather and when closed they kept the engine warm for long periods. The cooling was by Thermo syphon, assisted by a large 3 bladed fan. This system proved very efficient, no boiling being experienced at high altitudes. An oil pump was fitted for engine lubrication, the sump holding 1 gal. of oil, there was also an oil pressure guage fitted to the facia panel. The crankshaft was very well balanced, and ran in 4 bearings. This was a 6 cylinder side valve motor, having a capacity of 1750 c.c., the valves were enclosed by a plate on the side, which was removable for tappet adjustment.

An unusual feature of this engine was the fitting of the Air Cleaner, and hot air intake on top of the cylinder head, this took the form of a detachable cover and this had the same appearance, as the valve cover fitted on overhead valve engines and could easily be mistaken for an O.H.V. job, on outward appearances. This cover was divided into 2 compartments - the upper half was used as the air cleaner and was connected to the "S.U." Carburettors air intake, by a large diameter curved pipe the lower half of this cover housed the 6 spark plugs, the high tension wires for same being fitted through small holes on the side of the cover. This made for a very clean, and tidy looking engine, all the components of same being easy to reach for adjustment. Ignition was by coil and distributor, these two items, and also the Starter Motor, and Generator being of "Lucas" manufacture. The Carburettor was an S.U. and the Petrol pump of the same make, these two components proving very satisfactory, the "S.U." company being a subsidiary concern of the Morris Motors Ltd., Cowley, Oxford. Petrol consumption was 30 m.p.g. at 25 m.p.h. and oil worked out at an average of 150 miles per pint. The Facia Panel was of pressed steel, and the instruments were of "Lucas" and Smiths manufacture. These included an oil pressure guage and petrol guage and also an ampmeter. These cars also fitted a throttle control mounted below the steering wheel and this could be used for driving in place of the accelerator pedal if desired. The gear shift lever was of the ball and socket type and was placed in the centre, the gear positions being marked on top of the lever knob. A handbrake lever was located on the left side of the gear shift. The gearbox contained 3 forward speeds and a reverse. The gears were very quiet in operation. The clutch was very smooth in engagement due to it being of the Cork inset type of plate. However I experienced a lot of trouble with this cork type of clutch and it was necessary to replace the burnt out corks two or three times when clutch slip had taken place. Transmission was by way of an enclosed propellor shaft connected to a heavy duty differential of the spiral bevel type. These two items giving every satisfaction.



CLUB CALENDAR



September 13th.	CLUB NIGHT
September 16th.	SPORTING TRIAL - Winstone's Clay Pit - top of Plimmerton hill - turn right at Plimmerton on road to Pautahanui - Start at 2 p.m.
September 19th.	COMMITTEE MEETING - Ron Chapman's, 280 Rintoul Street.
October 13th.	ALL DAY TRIAL ('Honeypot')

Cars I have Owned: Cont'd.

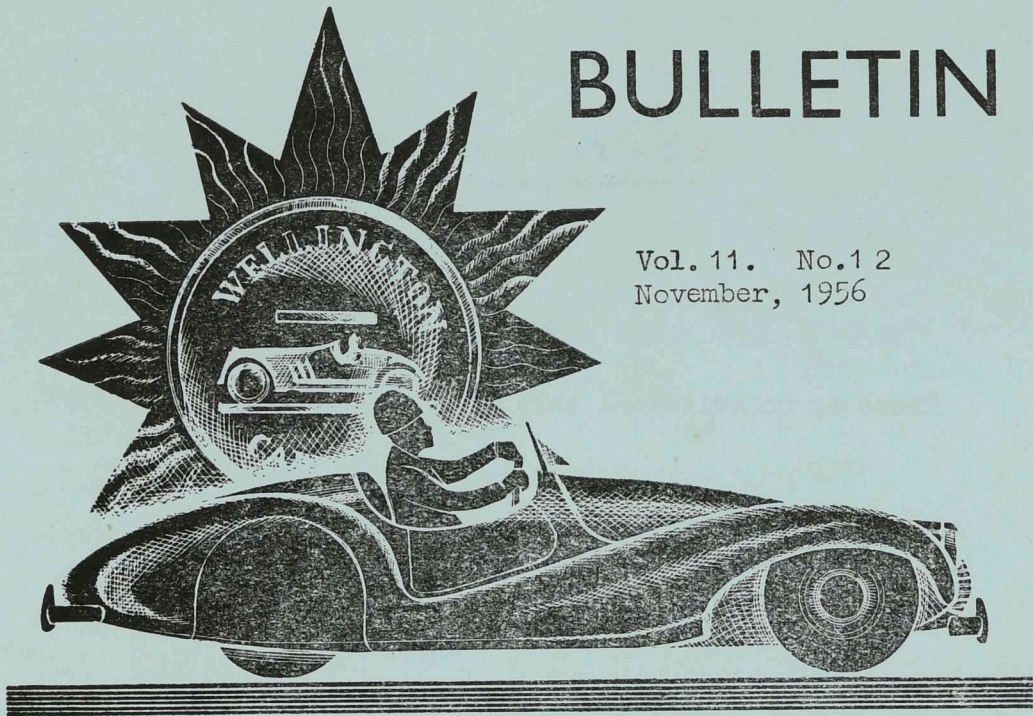
The lighting system was by "Lucas", and was of the 12 volt variety, a large battery being located behind the engine. The wheels were of the wire spoked type, and held on with 5 bolts, the spare wheel was carried on the left running board, 17" tyres being fitted to these. The springing was by half elliptic all round, and friction type shock absorbers were fitted to each spring. The body was of all steel construction and a sliding roof was included. The 2 front seats were Bucket type. Upholstery was in leatherette maroon colour with the body painted to match. The weight was 21 cwt., track 4'4". Length 12 ft. wheelbase 7'6" and turning circle 32 ft. The petrol tank was located at the rear and held 8 gallons. Speeds in gears was 60 m.p.h. in top and 45 in 2nd, 25 in low.

Just above the petrol tank was a large luggage rack of the folding type. Four wheel brakes were fitted, of the rod operated mechanical type - the layout being similar to the early "Girling" type of mechanism. The brakes proved very powerful and smooth in operation probably due to the extra large brake drums fitted to this model. Ground clearance was very generous being 8" at the lowest point and this proved a great asset on rough back block roads. This car had excellent roadability and the favourable power to weight ratio gave it very notable flexibility, acceleration and hill climbing abilities. Mechanically I experienced no troubles at all - the only weak link in the chain being the clutch. I kept this car for approximately 18 months - covered about 12,000 miles and traded it in for a "Rover" 1932 model 2 litre, Six, sports saloon of which details will probably appear in the next issue of the "Bulletin".

WRITE FOR YOUR BULLETIN

BULLETIN

Vol. 11. No. 12
November, 1956



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

DIRECTORY:

CAPTAIN

T. Grant

Eastbourne 94-D
(Business) 41-210

Vice Captains

(Competition)

R. Buckthought

63-281

(Social)

V. B. Cook

53-379

Secretary/Treas:

A. H. Robb

Tawa Flat 2646-D
(Business) 44-070

COMMITTEE:

(Competition)

K. Garbutt

G.L. Stone

J. Lust

A. Stafford

(Social)

J. Harris

C. Vandendungen

G. Brandeis

Anne Fox

(Housing)

E.H. Garner

A.W. Jones

R.V. Chapman

J. Schnellenberg

Bulletin Editor: ?

CAUTION IS NO SUBSITUTE FOR SKILL

EDITORIAL

There is no editorial this month

B
E
C
A
U
S
E

there is no editor to write one.

NOTICE IS HEREBY GIVEN
that in terms of Club Rule 14, a Special General Meeting of the
Club is called by the Committee on Thursday 8th November at 8 p.m.
to be held in the Victoria League Rooms, 4th Floor, D.I.C. Buildings,
Wellington.

AGENDA: (1) Proposed alterations to Club Rules as per notice
of Motion as follows.

" That Rule 4 be altered by the deletion of the words from
'Club Captain' down to and including 'Club' and that the
following be inserted in their place. - 'President, Club
Captain, Vice-Captain, Secretary/Treasurer who with a compet-
ition committee of four shall constitute the full committee of
the Club. In addition there shall be a social sub-committee
of four and a housing sub-committee of four.'

That Rule 9 be altered by the deletion of the word
'eight' and that the word 'six' be inserted in its place.

That Rule 28 be altered by deletion of the words
from 'any' down to and including 'Treasurer' and that the
following words be inserted in their place:- 'the Secretary/
Treasurer together with any one of the President, Club Captain
or Vice-President"

(Proposer A.H.Robb. Seconder T. Grant.)

(2) Election of Officers and Committee in accordance
with the provisions of the proposed altered Rule 4.

A.H.ROBB (Secretary)

Explanatory Note:-

The proposed alterations are a result of lengthy discussions by the Committee (continuing well after midnight) on the apparent lack of efficiency of the Committee as at present constituted. It was felt that a Committee of sixteen was too unwieldy and that discussions on the various topics were unnecessarily protracted without fresh viewpoints being brought forward. A Committee of eight persons, with a minimum quorum of six, should be quite capable of efficiently running the Club's affairs without there being any danger of points of view being neglected during discussions.

The two sub-committees will operate as separate bodies for the purposes of organising their respective particular duties, reporting to the main committee each month through the Vice Captain who will be chairman of each. The competitions committee will be in effect the main committee together with the executive. The President will be the overall chairman and the Club Captain the boss of competitions generally, acting as chairman in the absence of the President. It is hoped that these proposed alterations which are suggested by your Committee will result in greater efficiency generally, and that instead of meetings lasting three hours and more, that an hour and a half will see the Club's business satisfactorily dealt with.

Should the Special Meeting decide to adopt the proposed alterations to Rule 4, then in order to facilitate the re organisation of the Committee to conform with the new Rule, the present Committee intends to formally resign 'in toto', and to offer itself for re-election. It will be quite in order, of course, for nominations to be put forward by the Meeting, of members who are not already on the Committee. This will in fact be necessary to fill the gaps caused by the resignations of Russ Buckthought and Arnold Stafford.

H A V E Y O U W R I T T E N F O R Y O U R

B U L L E T I N ? ? ?

SECRETARY'S NOTES

A.H.R.

1. NEW MEMBERS:

The following new members are extended a warm welcome:-

John Martin	(Rover 75)
William Martin	(Wolseley 6/80)
Basil Drake	(Zephyr)
Frank Tickner	('52 Humber Hawk) - W.C.C. Transport Dept.
George Reilly	('55 Holden) - Vacuum Oil Co.

2. RESIGNATIONS:

It is with regret that the Committee formally accepted the resignations (from the Committee only) of Russ Buckthought and Arnold Stafford. Russ has done sterling work as Competitions Vice-Captain this year and it is only a new job which will entail his travelling outside Wellington for the greater part of the year that has forced him to tender his resignation. Our grateful thanks go with you Russ and our best wishes in your new employment. -- Arnold and Meg Stafford have left Levin for the Queen City and we believe have found a very nice flat in Parnell overlooking the harbour. There is, Reader Smellicue, NO truth in the rumour that Arnold is going to put the 500 motor into a speed boat.! ---- The Committee are going to miss both these enthusiastic members; they will be hard to replace.

3. SPECIAL GENERAL MEETING:

Elsewhere will be found details of the special meeting to be held this month. It only leaves me to urge you all to attend. Any alteration to Club Rules concerns all of us and the place to voice your opinion is at the meeting not afterwards.

4. STOP PRESS:

It has just been officially announced in England that Jaguars will not be doing any official racing in 1957. Reason? Apparently they are going to have a period of consolidation. However as over 100 D-types have been sold, there shouldn't be much shortage of the marque in the coming season.

5. LEVIN:

Heartiest congratulations to the Levin Motor Racing Club for the best day's racing we have seen for a long time. Viva the circuit!

If only the German Borgward Isabella T.S. were British. As it is, I don't suppose any British car-maker could look at it without a tinge of envy. It goes! And it goes in comfort, and the petrol pumps are spaced a very long way apart. We haven't anything quite like it in this country. A 100-mile-an-hour car with a small engine and independent suspension back and front.

It is feather-light to handle but it is determined on its course as any dowager duchess.

One of the most impressive things about this car is its finish. There are leather-quilted doors, good pockets, handsome comfortable front seats which are independently adjustable and fold flat to make a double bed.

This is quite the most impressive four-poster I have ever tested.

But don't think I have fallen completely for the Isabella.

The steering wheel is raked far too low. For a largish driver it means the wheel is down in his lap and his legs are cramped. The pedals hang down from the bulkhead. It is too easy to have one's foot slip off the accelerator and it does not go for sensitive driving.

The steering column gear change is a shade woolly.

And the handbrake a horrid affair . . . is an arm's length away near the front passenger.

With these reservations the Isabella is a delightful car.

Visibility is certainly something to write home to Germany about. It is very good. Tied to the easy handling of the Isabella it makes driving in traffic pleasant.

There is a large boot, but . . . shades of invective to come . . . all the luggage would have to be removed to get at the spare wheel.

The front locker is so small it would hardly make a bed-sitter for a mouse. But inside there was stowed an intriguing inspection lamp . . . a detail that would make most British car owners boggle with wonderment.

Roof lining to match the outside paintwork, sensible high-up trafficator blinkers, map-racks in front, well-designed instruments - all these round off a car which I would say is a challenge to our industry.

GEAR SPEEDS I got were: first, 29 miles an hour; second, 55 miles an hour; third, 78 miles an hour. Top speed was a decimal point below 100 miles an hour. Speedometer error was

two miles an hour fast at 60 miles an hour.

FUEL CONSUMPTION, driving hard, is between 25 and 27 miles per gallon.

FOR THE TECHNICAL: Engine, four-cylinder, overhead valve; capacity 1,493 c.c.; suspension, independent; price £916, plus tax of £460 14s 7d.

WILL IT FIT YOUR GARAGE? Length, 14ft.5in; width, 5ft.7 3/16in; height, 4ft. 9 3/4in.

HAWTHORN		SCORECARD
	Points (Max.10)	R E M A R K S.
Engine	8	Makes itself heard
Steering	8	Positive but a little cramped.
Acceleration	9	First and fast away.
Suspension	9	Softly sure-footed
Cornering	9	Course right - roll wrong.
Comfort	10	What a lot of leg-room.
Finish	10	Gilt on the ginger-bread.
Gearbox	8	Good ratios . . . vaguish change.

ALL DAY TRIAL 'HONEYPOT'

NAMES	CAR	CHECK I	2	3	4	5	6	7	8	9	Total Points Lost.	PLACE.
K. Hemus E. Honey	Bugatti Type 57.	12½ L	10E 50WD	5L	12½L	7½L	0	52½L	40L	0	190	1
H. Hollis Mrs.Honey	Jaguar XK120	100 N.P.T.	50WD	7½L	12½L	15L	0	55L	45L	0	285	2
D. McDougall G. Brandeis	Ford Consul	100 N.P.T.	30 50 WD	0	0	5L	10E	102½L	60L	0	357½	3
B. Drake P. Morgan	Ford Zephyr	5L	50WD	17½L	22½L	25L	0	160L	135L	0	415	4
Mr.& Mrs. Logie	Ford Zephyr	0	40L	50L	65L	62½L	12½L	135L	130L	0	495	5
F. Corkill B. McBeath	M.G.T.F.	100 N.P.T.	35L	55L	65L	57½L	5 L	137½L	60L	0	515	6
W. Bryce J. Stockdale	M.G. T.F.	5L	100 N.P.T.	100 N.P.T.	47½L	72½L	0	157½L	145L	0	627½	7
W. Miller Mrs.Miller	Morris Minor	100 N.P.T.	7½L 50 W.D.	12½L	95L	152½L	0	152½L	145L	0	715	8
M. Allen J. Crosbie	Austin A.40	7½L	142½ L 50 W.D.	167½L	195L	210L	15L	140L	145L	0	1072½	9
J.Steele A. Hitchens	Morgan 4/4	5L	92½L 50WD	100 N.P.T.	190L	327½L	10E	100 N.P.T.	325E	0	1200½	10

KEY: LATE - L CHECK ENTERED FROM WRONG DIRECTION - W.D.
EARLY - E CHECK NOT PASSED THROUGH- N.P.T.

Points lost on basis of

5 points a minute for late arrival.
10 " " " early arrival.

Not passing through a check = 100

Entering check from wrong direction = 50.

"BOOK REVIEW"

by D.R.M.

The Sports Car - Its Design & Performance:
Colin Campbell, M.Sc., (Chapman & Hall).

Is full of interesting facts and figures and might supply the solution to some problems arising out of 'Special' building.

Don't be put off by the title - the author has a nice sense of the apt word; after a table of "Specific Brake Lining Areas Sq. ft. per cwt. for Typical Sports Cars" one is greeted on the next page by

"Chapter Eleven - TUNING"

"And those who love their several arts exhaust
themselves

"In working at them, unwashed and without food."
"Marcus Aurelius"

However, as I am not taking part in any Special construction work I can be jeered at in terms of the caption of the Chapter on Suspension -

"Ye who, bourne about in chariots and sedans
Know no fatigue but that of idleness.

"Wm. Cowper".

The antics of various designs at the 'Scramble' are clearly explained in this chapter, with Roll Centre diagrams and so on.

The Author rather endeared himself to me by including a good illustration of a Frazer Nash (1925) but disappointed me by referring to it as a good example of the 'Twenties' whereas I thought mine was a Contemporary Design in the "Thirties".

.....
THOUGHT FOR THE MONTH.

If swimming is supposed to develop grace and form, why does a duck waddle?

RACING DRIVER'S EASY VICTORY:

SALVADORI LEADS FROM START TO FINISH.

R. Salvadori, driving the prototype single-seater Formula II Cooper-Climax racing car, won the Daily Herald Gold Cup Challenge Trophy by the handsome margin of 25.2sec. at Oulton Park on Saturday.

Salvadori led from start to finish and was never seriously challenged. His average for the 40-lap race - on a dry circuit which was, nevertheless, treacherously slippery in parts after the three-hour event for production sports cars and the 500 cc event - was 0.12 m.p.h. faster than when S. Moss won the British Empire Trophy in a sports Cooper-Climax last April. Salvadori's fastest lap equalled the class record set by Moss at this meeting.

The 1,500 c.c. sports Lotus of C. Chapman shared the front row of the grid with the three F.II Coopers of C.A.S. Brooks, Salvadori, and J. Brabham, and it was obvious at the end of the first lap when the Coopers came by the pits ahead of Chapman that the young designer and driver of the Lotus had no easy task. In fact, the three Coopers stayed out in front for 23 laps with Brabham moving into second place on lap 10.

Chapman, although he was holding K. Wharton at bay in the fourth F.II Cooper, could not get to grips with Brooks and it was R. Flockhart in the privately entered Lotus-Climax of J. Coombs who challenged the Cooper supremacy. From ninth place on lap one, Flockhart - looking very much at home in the Lotus and handling it most impressively - worked his way forward and passed both Wharton and Chapman to take third position on lap 24. It was at this time that Brabham made the first of two pit stops which cost him seven and a half minutes in all and an almost certain second place.

The pattern remained unchanged for the balance of 16 laps, with Flockhart unable to close a gap of just over a minute between himself and Brooks. Of the five teams nominated, only that of Salvadori, Brooks, and Brabham remained intact, thus winning the team prize. R. Bicknell, in one of the Team Lotus cars, spun off the track at Knicker Brook and rolled over into the lake. The car was submerged but the driver escaped uninjured.

As a foretaste of the new Formula II, which comes into effect officially in 1957, the Gold Cup showed that the Cooper Car Company are well prepared to meet the Italian challenge next season but it was unfortunate that the new F.II Lister-Climax - which A.Scott-Brown was to have driven - could not race.

WHY BUY A SPORTS CAR?

Geoff Easterbrook-Smith

While the United States may be a democracy it is not a classless society. Lawrence Pomeroy once summed it up by saying that the man who drives a Buick would not dare to drive a Cadillac and would not be seen dead in a Chevrolet. While an exaggeration this aphorism contains more than a grain of truth and it certainly applies to motor racing.

At the top of the social scale is sports car racing which has become largely the pastime of the wealthy. Without a very large income, or the sponsorship of a rich man it is nearly impossible to compete with any success in Sports Car Club of America events.

Next comes "big car" racing, such as is practical at Indianapolis and similar tracks. Here again, a sizeable cash investment is an inevitable prerequisite, but as (contrary to the S.C.C.A.) prize money is paid the social class involved is below that taking part in the "lily-white" S.C.C.A. events.

At the bottom of the social scale is stock car racing. This has various manifestations, varying from "sportsman's class", which inaccurate nomenclature disguises the racing of hotted up coupe's, heavily armoured with "crash bars" to "late stock" class, which consist of 1954, 55 and 56 saloon cars.

Near Washington D.C. is the Marlborough track which originally was a $\frac{1}{4}$ mile, slightly banked bitumen circuit, used exclusively for stock car racing. Last year the circuit was extended by a road section, resulting in a natural "Cooper" circuit of .8 miles. Normally, Saturdays are devoted to racing clapped out coupe's on the $\frac{1}{4}$ mile circuit and Sundays to S.C.C.A. events.

However, on a recent weekend the late model stock cars came to Marlborough for a 350 lap race. Accordingly, my friend Fred Losee and I decided to watch this manifestation of Americanism, and as the shade temperature was hovering around 100°, decided to travel in his air conditioned Cadillac. Of course, we could have gone in his Mk 7 Jaguar, or his Buick station wagon, or even in his Veritas, but the day being what it was the Cad. seemed to be the score. And I must say that to tour along in a temperature 18° below what the unfortunate mortals outside are suffering is the height of luxury. As my daughter Susie said in the distressing local patois it was "real neat".

But to return to the racing. The field of 24 was composed mostly of '55 and '56 Chevrolets and Fords with the odd Nash, Chrysler, Studebaker and Plymouth as well. What engine mods. are

allowed I do not know, but the cars looked standard and the only apparent difference was the mounting of an enormous tyre - about 7.50 or 8.00 section - on the offside front wheel (left hand circuit). To see 24 cars pound into the first turn was quite a sight, but once the field had settled down incidents were surprisingly few. The Chrysler broke a half shaft but every one else missed him as he spun to a stop. Front left tyres burst with great regularity but prangs were avoided. The race ground on and rapidly became very dull. In fact perhaps the greatest excitement was when rival spectator protagonists of Ford and Chevrolet, both, oddly enough dressed in the red uniform of the Mornington Volunteer Fire Department, came to blows after failing to agree verbally on the respective merits of the two makes. At the end of the 350 laps - nearly 100 miles, in a temperature of well over 100°, in second gear, and averaging nearly 60 m.p.h. - there were still 17 cars running. Who won is quite unimportant. I think it was a Ford. But what an amazing exhibition of reliability it was. Not a single car boiled. Not a single car blew up. Retirements were all through running out of tyres or some fairly minor running gear defect. Could any representative collection of English cars match this? I doubt it.

I like my Mark 7 Jaguar very much and I am convinced that it is a better car than any made in the U.S. Equally so I am convinced that on a value for money basis there is nothing to beat the American car of any maker.

To return to real racing, the Chevrolet Corvette is an example of what the U.S. industry can do when it settles down to it. What is virtually a Chevrolet Works team now runs in most S.C.C.A. events. After each meeting the cars are modified in the light of experience gain. The result is now that the Corvettes are beating 300 SL Mercs. and are playing very seriously with Ferraris and Maseratis. They make XK 140 M.C.'s look like kiddy cars. With General Motors behind them they can outspend any other factory in research and engineering facilities; and unlike many English factories they are willing to learn from their mistakes.

To take one example they have developed drum brakes that will outbrake and outlast most contemporary disc brakes. They are using a sintered brake lining material and it is all very tricky as there is little retarding effect until the drum and linings heat up - but the hotter they get, within reason, the better they are. What a difference from the Jaguar disc brakes which are pitiful on circuits where there is not adequate time for cooling.

Several weeks after the stock car meeting I attended the first meeting of the season for sports cars. In previous meetings just about everything from 4.5 Ferraris downwards have raced at Marlborough, but the lap record was held by a Cooper. At the meeting the newest experimental Corvette - appeared and proceeded to beat the lap record with a time of 38.1 secs. Very interesting indeed, but wait for the sequel. The following weekend late model stock cars - and let me reiterate that no matter how much the engines are tuned or modified these are still basically 6 seater family saloons - were raced over the full sports car circuit. The fastest, a Ford, lapped only 6 seconds slower than the Corvette, and several Fords and Chevrolets were lapping in 40 seconds. In other words, an American family car, with some cheap engine modifications, and with "export" springs and slipper shock absorbers can outperform many of the best sports cars. Why spend all that extra money on a sports car? God knows, but there is every chance I will soon!

+++++

NEW ROVER GAS TURBINE CAR:

STANDSTILL TO 80 M.P.H. IN 18 SECONDS.

The Rover company, who have been pioneers of gas turbine car development, have produced a third experimental car which will be exhibited on their stand at the Motor Show next month. The T3, as the latest car is called, represents a considerable step towards a practical gas turbine car, for apart from a somewhat massive rear end, it is in outward appearance a normal two-seater sporting coupe with a large luggage space behind the seats.

Before describing the car in detail it is necessary to emphasize that the Rover T3 is not yet going into production - the company state that there are several problems yet to be solved, a thorough programme of testing must be carried out, and production is still, therefore, a good way off.

In the meantime, preliminary tests have been made at the Motor Industry Research Association's proving ground at Lindley, where T3 accelerated from a standstill to 60 m.p.h. in 10½ seconds and from a stand-still to 80 m.p.h. in 18 seconds. The high speed test track was lapped at 102 m.p.h. with plenty of power in hand.

At a steady 40 m.p.h. in the fuel consumption was at the rate

of 13.8 m.p.g. At 60 m.p.h. consumption improved and 14.3 m.p.g. was recorded, but at 80 m.p.h. the figure was 12.8 m.p.g.

Where as the two previous experimental cars were adaptations of existing Rover models, T3 has been designed from the start to take advantage of the absence of a radiator and other water-cooling equipment, clutch and multi-speed gearbox, which are essential features of the orthodox car. The gas turbine drives all four wheels, and the rear axle is of the De Dion layout.

It was considered that four-wheel drive would provide a desirable safety factor in a car with a high torque-to-weight ratio. The drive to the front wheels incorporates a free wheel similar to the arrangement employed on the early Land Rovers. The body is made of glass reinforced plastic, a method of light construction which has helped to keep down the total weight of the car.

For ordinary running the engine is controlled solely by the accelerator pedal, the only other pedal being the brake. There are two hand levers - the hand brake and the reverse gear - and the four instruments on the facia are the jet pipe temperature gauge, compressor revolution counter, speedometer, and combined oil pressure, fuel level, and ammeter gauges.

The first Rover gas turbine car was announced in March, 1950, and in June, 1952, it was timed on the Ostend-Brussels autoroute at 151.965 m.p.h. The first car was an open two-seater adapted from a standard Rover body., but the second experimental car was a normal Rover saloon with a smaller 120 h.p. two-shaft engine mounted at the rear. In 1953 a subsidiary company, Rover Gas Turbines Ltd., was formed to manufacture and market the 1S/60 industrial gas turbine engine.

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WRITE FOR YOUR BULLETIN



CLUB CALENDAR



1956

Nov. 8th.

Special General Meeting - Victoria League
Rooms - 4th Floor, D.I.C.Bldgs.,
8 p.m. (full details elsewhere)

Nov. 24th.

HOUGHTON BAY HILLCLIMB:

Many Marshals and Helpers will be required, and details will be given on Club Night.

Note: Formal approval from the Wellington City Council has as yet not been received. In the unlikely event of this approval not being forthcoming, members will be circularised of any cancellation.

Dec. ?

The monthly event will probably be in the nature of a Club Outing Picnic with Gymkhana etc.

FOR SALE DEPARTMENT

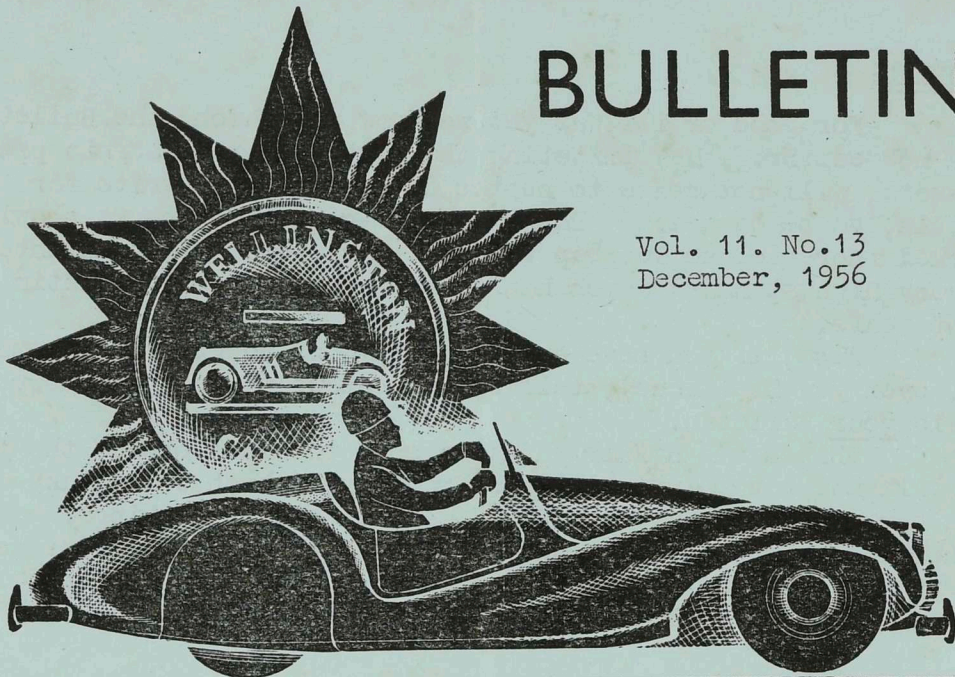
FOR SALE is the wellknown 'NORMAC SPECIAL'
Body complete, with racing tyres, Ford gearbox fitted
with special gears, Quick change Diff., Special
shockers etc.,
All complete LESS ENGINE. PRICE £200

Enquiries to REG McCUTCHEON
NORSEWOOD

(And if that isn't a good buy for a lucky someone,
I don't know what is.)

WRITE FOR YOUR BULLETIN

BULLETIN



Vol. 11. No.13
December, 1956

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

<u>DIRECTORY</u> ;	PRESIDENT:	T. Grant	Eastbourne 94D (Business 41-210)
	CLUB CAPTAIN:	K. Hemus	84-093 (Business 45-844)
	VICE-CAPTAIN	H. Garner	
	SECRETARY/TREAS.	A.H.Robb	Tawa Flat 2646D (Business 44-070)
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	J. Lust	C. Singleton	
<u>SUB-COMMITTEES</u> :	(Social)	V.B.Cook	Mrs. A. Fox
		G. Brandeis	J. Harris
	(Housing)	R.V.Chapman	A.W.Jones
		S. Alexander	J.B.Cronin
	BULLETIN EDITOR:	J.B.Cronin	

CAUTION IS NO SUBSITUTE FOR SKILL

EDITORIAL:

For good or ill, as yet we know not which, the Bulletin has a new editor. He, imitating the worthy example of his predecessors, will not cease to pester club members to write for their Bulletin, so be warned. The number of contributions is showing a marked increase, so keep up the good work, and help to maintain the very high standard which has been achieved by our Bulletin in recent years.

Also, if you have any complaints or suggestions to make (yes, even you Smellicue), tell someone about them. Remember, this is your Bulletin.

This seems a fairly full issue, the last one of the year, so I will not enter into editorial ramblings which would take up space for which we have better and more interesting things. May I conclude, therefore, by wishing all members and their families a Merry Christmas, a Happy New Year, and many miles of safe, happy and trouble free motoring during the holiday period.

.....

THIS OLE CAR:

This ole car once knew some children,
This ole car once knew a wife.
This ole car once knew a husband
And a merry family life ...

But this family's trips are over,
Picked a dangerous spot to pass--
Then they saw death's angel peekin'
Through the broken windshield glass.

Ain't gonna need this car no longer,
Ain't gonna need this car no more--
Had no time to fix the brakes up,
Had no time to fix the door,
Had no time to fix the steering
Or to drive with more restraint--
Ain't gonna need this car no longer,
They've been taken to meet the saint.

..... The Dunlop Bulletin.

CARS I HAVE OWNED:

by H.W.Mitchell.

The "Rover", Fourteen Six, 4 Door, 4 Seater Saloon 1937 Model:

I purchased this car new for £545 from Anthony Motors Ltd. in Taranaki St., the premises they occupied in 1937, being those now used by Williams and Adams Ltd. They allowed me £150 on my 1932 "Rover" 2 Litre model, which I described in my previous article. These 1937 models were quality jobs, and had a very smart and rakish appearance. This particular car was painted black, with red leather upholstery. The body was of all steel construction, the sides sloping a little from the top to the base and it had a flush fitting sliding roof. The comfort of the seating was exceptionally good, both horizontal and vertical springs being used in all the seats with a folding armrest provided in the centre of the rear seat. A large luggage boot was built in at the rear of the body, and the spare wheel was housed under the floor of it. The car was powered by a 14 H.P. 6 cylinder engine of 1750 c.c.s giving 70 B.H.S. at 4500 revs. The valves were of the overhead type, push-rod operated, with 2 valve springs fitted to each valve.

Starting from the front end, this car was fitted with wide, single bar, spring steel bumpers. Just behind these were mounted a pair of twin "Lucas" horns, and a Lucas Fog Lamp. The radiator shell was heavily plated, and the front of it was filled in with vertical plated metal strips. Cooling was by radiator with a water capacity of $2\frac{1}{4}$ gals. assisted by a large water pump, and a 3 bladed fan. This system was very efficient and gave every satisfaction to me - no boiling being experienced on long hills.

Lubrication of the engine was effected by an oil pump, drawing from an oil sump with a capacity of 9 pints. Oil consumption was practically nil, and it was not necessary to top up between oil changes. This engine was fitted with lightweight steel pistons, very close fitting, and carrying 3 narrow section rings at the top, as well as a wider scraper ring at the base. These pistons were of very fine workmanship, and were highly praised by several motor engineers who saw them. The six Spark Plugs were located on the right side of the block looking forwards, and these were inclined upwards at an angle of 25 degrees. The ignition was by "Lucas" Distributor and Coil, the generator and starter motor also being by 'Lucas'. The Carburettor was an "S.U." downdraft type, and the Petrol Pump was an "A.C." Mechanical.

A 12 volt electrical system was installed with the battery under the floor at the rear. The engine was fitted with a well balanced Crankshaft, running in 4 bearings. The power plant was remarkably silent and smooth in operation, and in these respects it would have no superiors today. However I did not find this a very thrilling car to drive, on account of its extreme silence. It felt more like gliding in the upper regions, and I used to almost go off to sleep at the wheel. These models were fitted with a very effective free wheel device, which could be put out of action if desired by turning a knob on the Facia Panel. This proved a great petrol saver, but was hard on the brake linings. It was possible to change gears without declutching with the freewheel in action. A full range of 'Jaeger' instruments were fitted to the Facia Panel, and these included an engine oil level indicator. Also a very fine kit of tools was included in the dash fittings, this comprising a sliding drawer with rubber insets for the tools. The gearbox had 4 forward speeds, the change lever being of the ball and socket type and placed in the centre. All gear positions were clearly marked on top of the lever knob. The handbrake lever was located alongside, in a horizontal position. Transmission was in the form of an enclosed propeller shaft, fitted with "Hardy Spicer" Universal joints, with a differential of the spiral bevel type. The wire wheels were of the bolt-on type, fitted with 5-50-16 tyres. I had no trouble with the transmission on this car, the only noisy feature being the low gear; and this noise is still in evidence today in the late models. The chassis was of very rigid construction, and exceptionally well braced. Telescopic shock absorbers were fitted to each spring, these being of the semi-elliptic type all round; the springing was fairly soft, and gave a very comfortable ride. The overall length was 14'6", wheelbase 8'6", Track 4'6" weight 24 cwt and turning circle 34 ft, ground clearance 5".

In regard to the ground clearance, this was quite inadequate for driving on 2nd class roads, and on one occasion, I had the misfortune to knock a hole in the rear mounted 12 gal. petrol tank.

The brakes were of the "Girling" type made by "Rover" under licence from "Girling". These brakes proved most unsatisfactory, and they failed to operate at all several times, almost causing several major disasters.

I had the mechanism examined several times by various experts and they failed to remedy the trouble, or to find anything out of order. In the end I put it down to faulty design in the operating mechanism.

The petrol consumption was 28 m.p.g. at 40 m.p.h. average. Performance figures were as follows: Top gear 74 m.p.h., 3rd 62 m.p.h.; 2nd 40 m.p.h. standing quarter mile 23.75 secs. I kept this car for about 2 years, and covered about 15,000 miles in all. I found that the general roadability of this model was excellent, and also that the standard of finish inside and out was really outstanding. In the end, I swapped the "Rover" for a "Riley Falcon" 1½ Litre Saloon, about which I hope to write in next month's edition of the "Bulletin".

.....

THE MOTOR SHOW.

We have all seen by this time the reports of the recent Motor Show, the official reports, that is. Here are a few comments taken from a recent letter from a Club Member who was on the spot and saw it for himself.

"Firstly, I was very disappointed. I don't know what I expected, but all it is is lots of cars all polished up and parked on little stands. The three or four stands I thought the most effective were the M.G. stand, with a Magnette equipped with a perspex roof lying on its side wheel to wheel with an M.G.A. with a perspex bonnet; the Rover stand, with the very impressive-looking J3 jet car (which sounds very quiet when running); The TR3 stand, an excellent display in that they had a car with a complete perspex body. The only really striking stand was that of Buick. The new Centurion is a fantastic looking car, in my opinion nowhere near as horrible as some of the other U.S. monstrosities.

The Alfa Romeo stand was very attractive, a line up of bright red cars delightful to say the least, with three versions of the 1290cc Guilletta, the most attractive being the Spider. Allard have a very impressive light aluminium body which will take the 140 or the Zodiac motor, looks very nice, and what's more looks a bit more like a motor car than the previous Allards.

Austin's have done a bit of changing. A35 has a bigger rear window, bigger braking area, chrome surround to the radiator, and as of course you know, a new motor, bringing it, along with the Minor, or as they call it the Morris 1000, up to the 1000cc. The gear lever is now in a delightful position, akin to the TR3, Jag. etc. - believe me it is a joy to 'wobble'. The Healey has

been mucked about with. Wheelbase 2" longer. Boot smaller and cockpit longer with more leg room, and two occasional seats. It now offers a horrible metal hardtop, with a semi-wrap around rear window of perspex, which to me looks absolutely vulgar. I was talking to the gentleman on the stand about detachable hardtops, and he was really thrilled about his wonderful metal top for only £60, the same price as the old Universal Laminations' effort. He was most unhappy when I left him with my impressions of it. To my mind they have spoilt it as a sports car, in looks, anyway. The colour schemes are obviously transatlantic, and far too sexy, all of which is not enhanced by a front bumper mounted at least 5" forward of the front of the car, and joined to it by a wide tray,-- admittedly useful for serving one's drinks, but little else. I suppose it is like this in order to mount aux. lights and still have the bumper give adequate protection. The grills on the big Austins look very smart - in fact I think they will be good sellers providing they don't fall apart.

Bentley and R.R. showed some nice stuff.

The little Berkeley twin 2-stroke looks quite slick, but for £800 I would prefer a second hand car to a toy.

Chev. has a Corvette on show, and I was surprised how pleasant it looks in the flesh.

The Jag. Mk VIII looks a bit like an over-fat woman, the wider grill and the 2-tone finish combining to give this effect (I think).

A most impressive stand was that of Touring of Milan, who have a typically Italian Spider body, "Superleggera", on a DB24 Aston-Martin chassis. Truly magnificent are the two most suitable words.

"Lotus Eleven Le Mans looked very comfortable, and nowhere near as austere as it was when first produced.

Morris stuff now has dished steering wheels and new facia panels on the bigger models, with fluted bonnets and square tails, quite pleasing. The one-piece curved screen for the Minor looks reasonable. M.G. hardtop looks rather abrupt and squat, but should be quite comfortable.

Two pedal control in its various forms appears to be here to stay, the unit fitted to the Standard Ten costing only £20. Disc brakes likewise are catching on (sorry!)

Well, there are my impressions for what they are worth. Space limits any further details...."

.....

THE SOCIAL - WORM'S EYE VIEW.

It is a good many years since I've landed myself a job on the social side of the club's affairs and even at this stage I'm not too sure just how I came to be involved, but since a social there was to be and some one had to do it the obvious choice was some sucker who just can't think of excuses as quickly as the rest of the committee can dig up questions.

Actually my end of the work didn't really start until the Saturday. Prior to this it had been purely phone calls and the periodic natter with Bruce Cook, where the odds and ends were tied up between long discussions about XK's.

The tempo began to increase on Saturday morning at 8.30 a.m. when I delivered tables and chairs in fantastic numbers up flights of stairs that got progressively longer and steeper.

At 10 a.m. a few of us were delivering dozens of beer and other necessities of life up the same stairs and I did think at one stage "Well at least I'll have a chair to sit on, so I'll get something out of that job." At that stage the efforts involved in carting 24 dozen of good cheer around seemed singularly unproductive. By some oversight on the part of the organisers I was left alone during the day so tramped round the hill with a most professional looking camera (large hood and dangling case) making like a longer-haired Eric Honey.

About 4.15 p.m. the Brandeis house was the meeting place and we made with the crayfish till 6 p.m. Definitely one of the less desirable jobs of the day. Seven thirty saw me deliver the caterer to the hall with many strange shaped parcels and apart from collecting at the door, helping with the supper and clearing it away after, I spent the evening with a fixed smile on my face and a bottle of coca cola in my hand. (? Ed.) I shall gloss over the gruesome details of the evening and merely point out that my feet hurt by eleven o'clock and that it was exceedingly difficult to get rid of the last few by 1.15 a.m. From there on it was merely routine. About half a dozen of us spent till 2.15 a.m. just getting the worst of the mess cleaned up and the next morning at 9.30 a.m. we repeated the taking chairs, tables and grog up only in the reverse direction.

Actually apart from sweeping the floor twice, washing the glasses and saucers, scrubbing the floor and polishing same and getting all the rubbish away there was little to do on the Sunday and we were out of the studio and away for lunch by 1.45 p.m.

It was good to see the way the club members rallied round on the Sunday. One chap arrived with his family to see how things were going. As one of the co-organisers I am quite sure that everyone who turned up enjoyed himself. I sincerely hope so as a few of them will be doing the next social themselves. I trust that none of our readers will misconstrue my remarks or imagine that this last social has soured me off. Nothing is further from the truth and I'm quite sure that Messrs. Cook and Brandeis and Mrs Fox will be only too pleased to help make the next shindig go with a swing - from one of the chairs that some other person has lovingly humped up 2½ flights of steps.

.....

NO ONE BLAMED FOR LE MANS TRAGEDY.

The 1955 Le Mans disaster, which cost 82 lives, was nobody's fault.

That is the legal opinion. The French Magistrate appointed to examine the disaster closed the case against "Monsieur X" a person or persons unknown, for "involuntary homicide."

After studying the reports of four experts, M. Ralincourt decided that the documents produced did not establish the speeds and positions of Mike Hawthorn's Jaguar and Lance Macklin's Austin Healey, just before Pierre Levegh's Mercedes hit Macklin's car.

The authorities also emerged with a clean sheet. The magistrate decided that track security precautions complied with the orders then in force.

.....

Amongst General Motors "Preview of Progress " exhibits, which are being sent to cities throughout America, appear summobiles miniature models which run on power derived from photo-electric cells mounted on the hoods (bonnets to us).

I wonder how many cells we would need to run the family saloon? Still, I don't think we need to sell our oil company shares yet.

.....

THE HILL CLIMB - HOUGHTON BAY:

Houghton Bay has come and gone once again, leaving a favourable impression in the minds of all those connected with it. Although only a club event, competitors came from many districts, making an excellent day's sport for everyone.

The entry of 24 cars was slightly less than was expected, but was still quite enough to keep the organisers very busy all day.

Thanks are due to all those who organised the event and to those rarely mentioned, hard working club members who regularly give up a day to lay wires, wave flags, tie ropes and contribute generally to the smooth running of club functions.

Keith Garbutt instituted a "rotation of marshals" scheme which worked admirably, and could well be repeated at future events.

Chief disappointment of the day was the absence of the D type. Many members saw and heard this machine at Saddle Road a few weeks ago, and were looking forward to seeing it perform on a sealed hill, to which it should be more suited. No doubt we will hear plenty of it soon, however.

F.T.D. 46.05 secs was put up by B. Webster in his M VII Cooper. One of the most creditable performances of the day was that of Jack Hobson in the Lotus. Jack's times improved rapidly through the day in this his first climb with the Lotus, finishing up ahead of the three Jags. with 50.35 secs., a new under 1500 cc sports car class record for the hill.

Among the many small but hard fought battles which make a hill-climb so interesting were those between the Jaguars of Bruce Cook, Hugo Hollis and B. Dodunski (who finished that ride hotly breathed upon by John McDougall in his TR2) the Rileys of Nicholson and Jensen (Jensen still holding a very slight lead), and the M.G. T.F.'s of Billie McMillen and Anne Fox. (Anne came out best by 0.2 sec).

Another car which was performing well was the 1½ litre Riley of G. Morris, which emerged under 1500 cc saloon class winner.

All in all, particularly from the organisers' and competitors points of view, this has been one of our most successful climbs in recent years.

RESULTS HILL CLIMB - 24TH NOVEMBER 1956.

				<u>Runs.</u>		
<u>Racing.</u>						
B. Webster	Cooper Mk. 7.	46.6	46.5		<u>46.05</u>	53.45
J. McMillan	Alfa Romeo (S/c)	<u>48.00</u>	48.05		-	-
<u>Sports. (under 1500cc)</u>						
J. Hobson	Lotus Mk. 6	51.95	52.4		<u>50.35</u> ⁺	52.00
T. Fox	MG TF 1500	57.3	-		<u>56.7</u>	-
R. Smith	MG TF	58.85	57.6		<u>57.5</u>	57.85
B. Spragg	MG TF1500	59.1	58.25		<u>57.85</u>	57.9
Anne Fox	MG TF1500	-	59.85		-	<u>58.45</u>
Billie McMillan	MG TF1500	60.5	59.5		59.55	<u>58.65</u>
W. Shiells	Austin 7 spl.	64.8	63.8		62.4	<u>63.1</u>
W. Bryce	MG TF 1500	64.9	63.75		63.6	<u>62.85</u>
<u>Sports (over 1500cc)</u>						
B. Cook	XK120	51.2	50.75		<u>50.65</u>	-
H. Hollis	XK120	51.25	51.6		<u>51.75</u>	<u>51.2</u>
Dodunski	XK120	52.00	52.1		51.75	<u>51.55</u>
McDougall	TR2	52.35	52.6		52.45	<u>52.2</u>
R. Buckthought	Morgan	54.25	54.65		54.75	<u>53.35</u>
B. Sutherland	TR2	58.75	63.05		<u>58.95</u>	<u>59.95</u>
<u>Saloons (under 1500cc)</u>						
G. Morris	Riley 1½ Litre	61.3	<u>61.1</u>		61.55	61.8
J. Lust	Anglia	62.45	62.95		<u>61.25</u>	61.65
H. Hunter	Anglia	65.25	66.25		<u>65.85</u>	<u>65.3</u>
<u>Saloons (over 1500cc)</u>						
M. Jensen	Riley 2½	58.25	57.65		58.3	<u>57.35</u>
G. Nicholson	Riley 2½	59.45	58.15		59.00	<u>57.7</u>
L. Cunningham	Sunbeam Talbot	60.6	60.4		60.15	<u>59.85</u>
C. Coleman	Wolseley 6/90	62.2	60.8		61.05	<u>60.85</u>
P. Lawson	Jaguar 2.4	64.95	63.35		61.55	<u>61.55</u>
H.J.Heasley	Consul	65.8	64.4		63.75	<u>63.25</u>

F.T.D. B. Webster (Cooper) 46.05

Class Record (Under 1500cc Sports) J. Hobson

Lotus 50.35

HAVE YOU EVER HAD THE BUG?

by K. Hemus.

Have you ever had the 'Bug'? If you haven't driven, or preferably owned, a Bugatti you won't know what I mean.

Quite definitely this Bugatti business is a disease - I should know because I've had two of them! Once you have had one you cannot rest until you've had another 'Bug'.

Some years ago I imported a Type 35 - 2 litre straight eight single camshaft engine fitted with twin Solex carbs - which was one of the most pleasing cars I have owned. It was quite fantastic! In fact it could be delightful, obstinate, infuriating and captivating all in the space of half an hour! It was wonderful to drive but objected to being ruled with an iron hand, in as much as it liked to be guided by a light grip on the wheel. The road holding was up to Bugatti standards - and that means superb. The brakes were adequate for any emergency that snap selection of a lower cog and full power would not deal with.. The latter course was usually the one taken.

After a thorough overhaul had been completed I discovered that most of the bad temper had disappeared, in as much as it was seldom obstinate about starting hot or cold and it did not oil plugs.

I had many wonderful trips in this car and in course of one from Auckland to Rotorua, while climbing the Mamaku Hills, my companion leant over and shouted (the fish-tail was off) "What are all these parked cars doing"? There weren't parked, of course, but we were hurrying and enjoying the experience immensely.

I eventually sold this car to Ron Roycroft.

Several old thoroughbreds then followed - a magnificent Hispano cabriolet I imported from France, a 4½ litre Bentley, and an Alfa-Romeo 1750cc twin cam supercharged Zagato two seater. Until recently I have had an M.G.T.F. 1500 which has been quite pleasant and thoroughly reliable but lacked that quality of finish and handling and, above all, CHARACTER one gets with a real thoroughbred. In any case I suddenly had an extremely bad attack of "Bug-itis", and with the opportunity of getting a Type 57 I resolved to sell the M.G.

I now own the Bugatti Type 57 - straight eight twin camshaft - roadster, and am thoroughly delighted with it. It makes all the authentic noises and performs very well indeed. It handles very nearly as well as the Type 35 in spite of its' 10' 10" wheel base. The road holding and cornering are superior to the M.G. and so is the acceleration. It cruises easily at 80 m.p.h. with complete smoothness and would be difficult to beat for sheer comfort, but then, of course, it is a touring Bugatti.

MIKE HAWTHORN:

AT LAST! A CAR THAT'S really NEW. The Ford Zephyr.

For thousands of motoring families this Easter Sunday is one of the proudest days of their lives. They are off on the holiday road in a brand new car.

Oh, the anxiety as holiday-time grew near and the car was still to be delivered. Oh, father's badly-concealed pride when he saw for the first time what his money had bought him. It was to capture the feelings of the happy families that I set off with the holiday queues in Britain's newest car. . . the Ford Zephyr.

I liked the look of the car as soon as I saw it...it is longer and lower and a shade wider than the old Zephyr and the designers have captured a new elegance - although the car does look a little like Sabrina from the front.

But what is new about it?

It is a sad suspicion of mine that when a British motormaker sets out to produce a new car the first thing that he restyles is the ignition key... the last thing he thinks of is independent suspension.

I looked dubiously at the Zephyr's fancy-looking starting key. But that was the last time I had any doubts about this car.

It is a winner.

Ford's have set out to produce a family saloon that will wander along easily at anything between 40 and 60 miles an hour.

They have done a good job. But, much more than that, they have produced a sports saloon which will do a genuine 93 miles an hour, stay as stable as a house, with finger-tip steering.

The new Zephyr is undoubtedly the finest car Fords have ever made.

How has it come about? To be untechnical, the makers have fiddled about with the back end and produced better road holding.

They have hardened up the suspension. This gives a slightly stiffer ride, but my goodness! it is worth it for the steadiness of its progress.

Is there nothing I dislike about the Zephyr? There is! The steering position is awkward if you are tall. The steering wheel is raked wrongly in my opinion. And no matter how I tried, I found my knees against the wheel from time to time. The clutch and brake pedals are far too much in the air. They could be wearisome on a very long ride.

There is a huge amount of passenger space and luggage room in this car, but the front bench seat has no arm rest and there is a

tendency for the driver to slide out of position.

But these are small points.

It is the performance I want to praise. Here are the figures:

GEAR SPEEDS: 1st, 36 m.p.h.; 2nd 65 m.p.h.; top 93 m.p.h. (I should say a little faster, when the engine stiffness wears off.)

0-30 m.p.h. 4.3 secs. 0-50 m.p.h. 10.2 secs. These are all correct-ed speeds.

PETROL CONSUMPTION: driven quite hard was a shade over 24 m.p.g.

THE SPEEDOMETER was 2.9 m.p.h. fast at 60 m.p.h.

FOR THE TECHNICAL: Engine, six cylinder, overhead valves; capacity 2,553 c.c.; suspension independent coil springs in front and semi-elliptical at the back. Price, £580 plus tax of £291 7s.

WHAT ABOUT YOUR GARAGE? Length, 14ft. 10½ in; width, 5ft. 7in.; height, 4ft. 11¼ in.

IN A PHRASE: The Government must ban the Zephyr if they are going to stop people wanting new cars..

HAWTHORN SCORECARD		
	Points (Max.10)	Comment.
Engine	10	Bigger and so much better.
Steering	8	Still a shade of understeer.
Acceleration	9	What a four-speed box would do!
Suspension	10	Harder and faster
Cornering	10	No doubt about it.
Comfort	9	That front bench seat.
Trimming	8	Not quite the perfect finish.
Gearbox	8	Three speed.

SOME IMPRESSIONS OF THE
ALFA ROMEO 1900 SUPER.

Arnold Stafford.

Recently I was fortunate enough to enjoy a day's motoring in a new 1900 Super Alfa. Frankly when taking over the Car I was a little sceptical in view of the superlatives lavished on the car by the retailer and I took some of his statements with the proverbial "pinch of salt". After using the car for a day I have now added a few more superlatives of my own!

Firstly a brief description. The four door car is so beautifully proportioned that one does not realise that it is only two inches shorter than a 2.4 Jaguar. The power plant is a 1975 cc double O.H.C. unit of 84.5 x 88 mm bore and stroke. Camshafts driven by single chain, fuel pump at extreme R.H. front side of engine mounted high up and distributor driven off the rear of the R.H. camshaft.

Ignition by Alfa-Colomset oil coil and four plugs mounted centrally in between the cam boxes - leads are fully hemispherical. Light alloy 4 blade fan - full flow integral oil filter. Four speed box. Ratios 4:1 6.1 8.4 13.1 B.H.P. 90 at 5200. Single solex carb. Max. r.p.m. 5750. Front Suspension by wishbones and coil spring. Rear by coil springs with radius arms from bottom of axle and "A" bracket from top of diff. to chassis. Tyres 185 x 400 Pirelli Sports pattern. Total weight 21 cwt. Tank Capacity 12 gals.

The car had only done 200 miles so I couldn't wind it up too far, the sticker on the screen asked one not to exceed 4500 rpm up to 750 miles whilst running in - i.e. 85 m.p.h. in top!!

After sorting out the column gear change which is the reverse of the Sunbeam Talbot we started motoring. The clutch is light and gear change very positive (no rubber joint feeling) and synchro-mesh is on all gears. The exhaust note is firm without attracting the attention of the law - even when accelerating hard. The performance is really breathtaking especially in the lower gears 25 - 45 - 65 coming up at 4500 r.p.m. with great celerity and in second and third one really got a kick in the sack when the foot was pushed down suddenly. The car will accelerate rapidly in top from 40 m.p.h. onwards but will pull away without snatch or complaint from 20 m.p.h. - all on 1975 cc with a c/ratio of 7.5:1. The gear ratios are ideal. When changing up at 4500 r.p.m. one comes into the next gear well up on the power curve.

The road holding and braking are just fantastic - the nearest thing I've driven to a Mk 1X Cooper - and that's not an understatement. Now I can understand how they can average 77 m.p.h. in the Mille Miglia. Even on a lumpy road the car stays on its line in a bend without any movement of the steering wheel and the back wheels stay where you want them. There is very slight understeer and the characteristics are the same with one or three people in the car. When really motoring in an 80 m.p.h. bend there is slight tyre howl and the more power you put on the happier the car seems.

The brakes are 2 L.S. front with "porcupine" type Alfin drums and the rear are ribbed steel drums. Wheels are fully vented steel disc with balance weights bolted inside the wheel naves. The braking is tremendous without judder or harshness and pedal pressure is light. They are fade proof after half a dozen crash stops from 85 m.p.h. and passengers need to hold on hard to avoid coming out of their seats when you put the foot hard on the pedal. The car will pull up straight from 75 m.p.h. with the hands off the wheel and pedal down hard!

Instruments are rev. counter, speedo, fuel gauge and oil pressure gauge. Warning lights for water temperature, reserve fuel supply, blinkers and lights. Umbrella type hand brake lever which is efficient, ignition key controls the starter. Horn ring works the rather feeble horn, horn button in centre of steering boss works headlights.

Wind noise is low at 85 m.p.h. and the special no-draught fittings on the top of the windows work well. Clayton heater is fitted and fresh air duct on driver's side. Visibility is excellent, N/S wing is easily visible without stretching the neck. The wrap around rear window is heat absorbing glass - and by some means, don't ask me how - if the screen shatters it doesn't go opaque in front of the driver but leaves a half-moon clear area - (that is what is given in the official 'gen' with the car).

Criticisms. Upholstery is cloth which would dirty easily. No clock - which I would expect for £2380. Position of accelerator makes "heel and toe" work very difficult. Poor horn. (I know they don't use them in Italy but this is an export model). Glove locker very small, No door pockets. Filler cap under a spring loaded cover just inside the boot - which could make life difficult if the boot was really full. No backing lights.

Small points I appreciated. A built in inspection lamp in the engine compartment - readily accessible dipstick. Arm rest in centre of front bench seat. Interior light operated from front door switch, No oil leaks in engine (as clean as a 220S Merc.). Scarcity

of chromium plating.

Am now anxiously awaiting a run in a Super Sprint, which is basically similar but has 2 double choke Solex Carbs - a higher compression. 115 b.h.p. at 5500 r.p.m. - a 2 door sports coupe body. Wire wheels and 120 m.p.h. max. in place of the 100 m.p.h. of the Super.

Apparently the only thing to do is to go out and buy a Tatts Ticket and keep my fingers crossed. (E.& O.E. Typiste)

BOOK REVIEW:

by "D.R.M."

"WHAT OF THE MAN"
Michael Brown, The Autocar, 29/6/56.

Did you see this article giving some interesting authoritative information on MAN as a driver and some comments on the design of vehicles for him to drive?

A research group study of a diesel rail car driver aged 74, presumably chosen because his reactions would be easier to measure, gave several factors as causing fatigue and a tendency to forgetfulness under stress.

The first was that he had not the auditory stimuli of a co-driver. Perhaps I have been unlucky but I have had co-drivers whose remarks - "Mind that dog" and so on, towards the end of a long journey appear to me to be a bit fatiguing! Perhaps this is incorrect and the surge of fury, which rises and can only be relieved by "I have seen it" (the heavy spanner being out of reach), is inspiring.

The rail car driver had a deadmans pedal requiring a positive pressure of $7\frac{1}{2}$ lbs. which had to be kept down for stretches of 55 minutes at a time: this caused muscular strain with consequent anxiety and tension... Coming across the Desert Road in certain types of car against a head wind must be comparable. What pressure is necessary for the accelerator pedal of a to be kept flat on the floor?

Attention to gauges out of line of vision, and at night passing lights entering the cab from three sides made attention ahead difficult. In the light of these points it is not hard to realise the advantages of an open car with a well known engine note as a guide to speed and revs. over an automatic V8 ranch wagon.

"Art thou dissatisfied because thou weighest so many litrae"
... If you drive a small car there is hope! It appears that in

driving one in city traffic energy is consumed at the rate of 3.19 calories per minute; but, to conduct a large automatic carriage along a main road needs only 1.42 calories per minute.

A medical authority condemns the use of 'manikins' in designing bodies; the critical factor should be the eye position with respect to the things the driver wants and should see. It is pointed out that adaptation is an essential biological characteristic. How true this is!.... I have sat on an air cushion on the floor, and perched like a nervous visitor on an upright chair, and more recently, have suffered a seat which, when pushed on to the back stop feels as if it will eventually fold one up like a book. But withall, I have enjoyed and driven with pleasure in the vehicles with these apparently absurd design features. I can only assume that I was able to see reasonably well because I was never unduly tired after long runs.

What about checking up on your own present car and see if the designer has remembered these points, and try to recall them when considering your next. Quite a lot of manufacturers do sales research.... be one of the .01 % of the prospective customers who stated he preferred wide undistorted visibility to chromium rubbing strips.

SECRETARY'S NOTES:

A.H.R.

1. NEW MEMBERS to be welcomed this month are Messrs. R.A.Sellens, H.H.Horneman, D.C.Clarke, G.A.Jenness, J.F. Alexander and R.J.Badland.

2. ENTRY FORMS AND REGULATIONS for the following events are to hand:-
 N.Z. Road Race Championships - Invercargill
 S. I. " " " " - Dunedin
 Beach Racing 31st Dec.& 1st Jan. Nelson.
 Ladies Reliability Trial. 24th Jan. Dunedin.
 Lady Wigram Trophy Races - Christchurch.

3. THE MORNING AFTER:
 scene at the venue of the social on Sunday morning was not a pleasant sight to say the least, according to the THREE people who turned up to clear up the debris. Expecting, as they had every right, to spend no more than an hour sweeping and generally tidying up, the spectacle of a large area of floor over near the windows still swimming in

liquid did not cause any roars of laughter, even though the group of adolescent nitwits who were responsible for its being there apparently thought it a huge joke to spread their beer at their feet in copious quantities. If these same louts had turned up next morning to help clear up, there might not be so much to complain about, but exactly on what grounds they expect someone else to get down on their benders and scrub their mess off, I for one cannot imagine. Bruce Cook, Joan and Les Stone and Anne Fox spent over four hours scrubbing and re-waxing the floor and for their toil, are deserving of every member's thanks. The Club is supposed to be a co-operative body but there is a limit to how far this business of a very few doing all the work can go. As the owner of the rooms was present while the cleaning up was going on, it is hardly necessary to say that we have no show of getting them again for any future Club function. To the small group who were directly responsible I can only say that the Club can do quite well without you and if there is any repetition of that sort of behaviour, I shall take steps to ensure that it does.

4. Stop Press. What must have been one of the longest and fullest 24 hours of Bruce Cook's life, was culminated on the Sunday afternoon by Bev's presentation, a DAUGHTER. Our heartiest congratulations and best wishes to you both. Whose tiny hands will be smearing fearful potions on the Jag. paintwork soon?

.....

WELL, WHY NOT?

A road sign greeting motorists
at the State border reads:

"Beware, Idaho is full of lonely, beautiful
women."

And we think our roadsigns are good!

INTERESTED IN SPECIALS?

Richard Owen, Romney Square, Tawa Flat, wishes to form a group to discuss plans, ideas etc. for specials with the idea of having parts made in numberscontinued P.16.



CLUB CALENDAR



1956

- December 13th. CLUB NIGHT - Victoria League Rooms - General pre-Xmas what have you including a 'Mock Trial'
- 15th HILL CLIMB - South Taranaki Car Club - Puketu Road (turn right at Normanby factory) Scrutineering 9-30 a.m. Practice 10 a.m. Entry 10/-.
- (Sunday) 16th. CLUB OUTING cum PICNIC cum GYMKHANA cum KIDDIES DAY etc. - Alexandra Park (turn off Alexandra Rd. to left if proceeding from Constable St. end.) Further details on Club Night.

1957.

- January 12th. ARDMORE
19th. LEVIN CIRCUIT RACING
26th. WIGRAM
26th. BEACH RACES - Manawatu
February 2nd. ROAD RACES - Dunedin
16th. " " - Invercargill
16th. HILL CLIMB - Wanganui.

XMAS GREETINGS TO YOU ALL

FOR SALE

1931 MINOR basically. Chassis lengthened 12".
Hydraulic Brakes from 37 Morris. 14" Minor Wheels (5) Complete recondition chassis and steering and back axle except C/W and pinion. Engine - "shot". 4-speed gear box. remote control Bradford steering box, modified. 17" Spring steering wheel. Partially completed bodywork. Headlamps. 15 gal. tank slab. Spare wheel carrier. S.U. Pump Hardy Spicer Drive Shaft. Jack. Bucket Seats. Lucas Regulator Box. 2 Starter motors. Ford 10 Generator NEW! Ford 10 water pump NEW! Ammeter. Speedo. Oil Pressure. 100 p.s.i.

Enquiries to

W. Davenport-Brown,
185 Cockayne Road, Nagio. 'Phone 36-884.

Interested in Specials: (Cont'd.) for cheapness. Give him a ring, or have any suggestions. R. Owen 'Phone 2689 Tawa Flat.

WRITE FOR YOUR BULLETIN