

February, 1957

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COMMITTEE:

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SUB-COMMITTEES: (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.	46-795
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EDITORIAL:

Your Editor is not very pleased. A quick glance through this issue will provide a clue as to what has brought about this unfortunate state of affairs.

Two, only two, club members have written for their Bulletin. Thanks are due to them. Muffled mutterings are due to the rest. In a club of our size there should be sufficient material to fill many many bulletins to bursting point. This is your bulletin. Let's keep it up to standard.

Admittedly nothing much has been happening locally in the past month or so, what with Ardmore, Levin, Wigram and Dunedin to keep the enthusiasts busy. Most of our keen types seem to have been involved in organising in one or another of these meetings, and the odd one or two, people like Allan Freeman, Bob Gibbons, Jack Hobson and Arnold Stafford have kept the club flag flying in the competitors field - and kept it flying very prominently.

Now we are starting to think of events closer to home - the hillclimb on March 2, and the sprint on April 6. The club needs your support for these events, so do what you feel you can to make both these events successful.

Further details should be available on club night, Thursday, February 14, but remember, these are club events, so make sure the competition licence is current, and if not competing, there will always be a job on the organising side.

Let us all acknowledge the mental might of Professor Jerk (may his pushrods never be bent). His holiday reading, away from the Shakespearean field has revealed that John Bunyan too had a neighbour with a racing car in his garage.

" to another place
Where was a door on the side of a hill;
and they opened the door and bid them look in.
They looked in, therefore, and saw that within
it was very dark and smokey; they also thought
that they heard there a rumbling noise, as of fire,
and a cry of some tormented "

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THE CHRISTMAS GYMKHANA

by Hugo Hollis.

Sunday 16th December was the day set aside for the Club's Christmas Gymkhana and all members were invited to attend with their families. The event was not well supported but all those who came along enjoyed themselves, helped by a fine day and the best site the Club have yet used for a Gymkhana. This is a playing field belonging to Wellington College, situated on the ridge between Mount Victoria and the Constable Street Fire Station.

Four sub-events were held; a garaging test, a wiggle wobble, an involved rally-type test and a timed circuit of a square about the size of a football field. All were keenly contested most drivers having several runs at each test and some exchanging cars. Unfortunately no results are available giving times and placings; this is all the more regrettable as the same thing happened at our last Gymkhana.

Father Christmas arrived in traditional garb and mounted in an M.G. He(?) distributed sweets to all children young old and added a touch of Christmas spirit to the gathering.

Easily the most popular test was the timed circuit and many members learned much about the handling of their cars. I have always felt that the Club should endeavour to organise some grass track races or Autocross. Either type of event would benefit all who competed.

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HOW'S THAT AGAIN ????

From the British Minister of Transport the National Farmers' Union has at last got a concession it has been seeking for some time. It appeared in the following form: "When one or more vehicles of any kind are drawn by a 'restricted vehicle' the registration mark required to be exhibited on the back of that restricted vehicle or a duplicate of such registration mark need not be exhibited on the back of the rearmost vehicle drawn, if instead there is exhibited on the back of such last-mentioned vehicle the registration mark required to be exhibited on the back of any other restricted vehicle in the ownership of the person in whose ownership is the drawing vehicle in the same

.....Continued on Page 6

CARS I HAVE OWNED:

by H.W.Mitchell.

The "Riley Falcon" 1936 model $1\frac{1}{2}$ Litre 4 Door, 4 seater Saloon, with 4 lights, and sliding roof was made by the original Riley Company of Coventry, and was not a product of the "B.M.C." group. The price new in Wellington was £650, and the local agents were, in those days, Independent Motors Ltd. The 4 cylinder engine had a nominal H.P. of 11.9, and the B.H.P. was 60 at 4250 revs. Cubic capacity was 1500. These engines had an aluminium cylinder head, and the combustion chambers were hemispherical in shape, the valves being placed at an angle of 25 degrees on opposite sides of the chamber. Twin camshafts were placed on either side of the Block fairly high up, and these in turn operated short push rods which contacted the valve rockers. The inlet valves were placed on one side of the head and the exhausts on the opposite side, each group having its separate camshaft. This layout of the valves gave exceptionally good heat distribution, and very cool running with no distortion was the result. Two valve covers were employed for the exhaust, and inlet valves respectively, and the sparking plugs were placed in between the covers in a vertical position, which corresponded to dead centre in the combustion chamber.

Lubrication of the valve rockers and other gear was effected by pressure feed from the oil pump. The oil filler for the sump was located on top of one of the valve Covers, this position being most convenient enabling it to be poured in without waste, or stooping down. The engine was of the long stroke type, and was fitted with aluminium alloy pistons each carrying 4 rings, and with oversize gudgeon pins. A Zenith carburettor was fitted, and a very ingenious warming up device was attached in the form of a hot air pipe connecting with the exhaust manifold on the opposite side of the block, a suitable hole being drilled in the engine block to take this pipe which connected with the inlet manifold at that end. With this arrangement the warming up operation was very rapid, and I could make a quick getaway from cold. The large capacity radiator was of the honeycomb type, and it had a water capacity of $2\frac{3}{4}$ gallons.

Thermo syphon cooling was employed and proved very efficient in operation. A very reliable water temperature gauge was affixed to the facia panel, and this was connected by a pipe to the header tank of the radiator. No timing chain was used, this being replaced with silent fabric gears which

however became rather noisy with wear. An unusual feature was the mounting of the generator in line with the front end of the crankshaft. The ignition system comprised a Lucas coil and distributor. Petrol was fed to the carburettor by means of an "S.U." electric pump, drawing from a 10 gallon tank placed at the rear and under the boot.

The facia panel was beautifully finished in polished oak, and had large cubby-holes at either side for odds and ends. The instruments were of excellent quality with plated rims.

A large diameter "Smiths" speedometer was fitted, 5 inches in width and placed alongside this was another matching dial containing grouped instruments, comprising 8 day clock, ammeter and electric petrol gauge. Other instruments mounted separately were an oil pressure gauge, and a water temperature gauge. The windscreen could be opened, and adjustable air ventilators were placed on each side of the driving compartment. An extra large spring spoked steering wheel was fitted. Manual throttle and ignition controls were placed on top of the steering column.

The steering box was of the Bishop cam type, and gave every satisfaction generally, including a turning circle of only 28 feet. Adjustable bucket seats were fitted in front, giving an ideal driving position, combined with the comfort of pneumatic upholstery in both front and rear.

The transmission was through a centrifugal clutch, coupled to a Wilson epicyclic preselector gearbox with 4 speeds and a reverse. Preselector quadrant for this being mounted on the steering column just below the wheel with all gear positions numbered and lettered. The clutch proved very reliable and smooth in action. It was very simple in design, and operated on the hinged balanced weights principle. At about 400 revs. the clutch engaged, the plates being forced together by the balanced weights moving outwards from their hinges as the revolutions increased. The Wilson gearbox was quite reliable, although the typical loud whine was apparent in the 3 lower gears. Top gear however was very silent, on account of the use of a small cone clutch. The 3 lower epicyclic gears were friction driven by bands, the material used in these being similar to that used in brake linings. Any slip in the gears or bands could be remedied without dismantling the box, and full instructions for this were given in the handbook.

An unusual feature of the gearbox was the inclusion of an oil pump. To change gears it was only necessary to select

the one wanted on the quadrant and then press a foot pedal. The enclosed propellor shaft and extra large spiral bevel differential gave excellent service, and could not be faulted. The chassis lubrication was entirely automatic, the various points being connected by pipes to a glass tank, which held about 1/2 gallon oil, and was mounted at the rear of the engine on a higher level.

Springs were rather larger than average semi elliptics all round, and Lucas Luvax Hydraulic shock absorbers were fitted. I found this type of suspension to be very comfortable, and it also gave a feeling of stability generally. Rudge-Whitworth knock-on wire wheels were fitted, and the spare was carried on top of the luggage boot, concealed by a watertight aluminium alloy cover plate. The coachbuilt body was exceptionally well finished, and the body panels were of heavy gauge aluminium alloy. However, the wings and running boards were of steel. Performance figures were as follow: Top gear maximum 70 m.p.h., 3rd gear 60 m.p.h.; 2nd gear 40 m.p.h.: Low 25 m.p.h. Standing quarter mile 24 secs. and petrol consumption 26 m.p.g. general specifications were overall length 13'6", Track 4'3", weight 22 cwt., ground clearance 5 1/2". Width 5 feet and wheelbase 8'3".

I kept this Riley for about 3 years, the total mileage covered being in the vicinity of 15,000. The car proved most reliable, and had excellent roadholding, and cornering abilities. In the opinion of many including myself, these were the best cars to come into the country for wonderful material and excellence of workmanship and detail finish. I eventually sold this car to a cash buyer for £400.

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HOW'S THAT AGAIN?? Continued.

manner as the registration mark required to be exhibited upon the back of that other restricted vehicle . . . "

An expert thinks that this means that a trailer's number need not be that of the tractor pulling it, but can be that of any tractor the farmer owns.

London Daily Telegraph.
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CHAMPION DRIVERS:

Pursuant to a Resolution of the Council of the A.N.Z.C.C. the status of Champion Driver is now established as follows: Champion Racing Driver, Champion Hill Climb Driver, Champion Trials Driver. The Champion Driver in each of these three types of event will be awarded the A.N.Z.C.C. Gold Star (a new award). Points will be allotted on the following basis: first 10 points, second 7 points, third 5 points, fourth 3 points, fifth 1 point.

Points for the award can be gained in the following events for this season:

- RACING: N.Z. Grand Prix, Ardmore.
- Lady Wigram Trophy Race, Wigram.
- South Island Championship Road Race, Dunedin.
- N.Z. Championship Road Race, Invercargill.
- Mairehau Road Race, Christchurch.
- Levin Track Race, Levin (Two Meetings)
- N.Z. Championship Beach Race.

NOTE:

ONLY THE MAIN RACE in each of these meetings will carry points for the award.

TRIALS.

- Hepolite Trial
- Indianapolis Trial
- Manawatu Car Club Rally
- Otago Thirty Hour Trial
- Canterbury Car Club eighteen hour trial.
- Wanaka Rally (Organised by the Southland Sports Car Club).

HILLCLIMB:

- N.Z. Championship Hillclimb.
 - North Island Championship Hillclimb
 - South Island Championship Hillclimb
 - Plus two other approved Hillclimbs in the North Island and two in the South Island.
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CARS AND STATIC ELECTRICITY:

Not so very long ago, the only people who got an electric shock off a motor car were those unfortunate enough to touch the sparking plugs while the engine was running. Today, less severe but still annoying shocks can be obtained from the bodywork of the car, under certain conditions. These shocks are obtained from charges of static electricity built up on the body shell, the seating, the driver or the passenger.

The charges of static electricity may come from either the seats or the tyres. Today, "seat static" is the main source of these charges and the subsequent shocks. At one time "tyre static" was also responsible for shocks, but the general use of "non-static" tyres has virtually eliminated this happening, so that the way in which it occurs is largely of "historic" interest.

It should perhaps be emphasised right away that no shock from any kind of static electricity generated in a motor vehicle is dangerous in itself. Although the pressure of the current may be as high as 100,000 volts, the quantity flowing (the amperage) is so very small that the effect is little more than annoying.

Road tests show that seat static is today by far the most common source of static electricity in a motor car. It arises from the separation of the occupants' clothing from the seat surface when leaving, and is called seat static for this reason. It has little or nothing to do with the tyres and can, in fact, be produced from a car in the showroom, or even by the use of the seat itself without any car. The more frequent use of the long bench seat at the front of modern cars which the driver or passenger slides along, coupled with wide doors which need not be touched when alighting, has introduced conditions more favourable to the generation of seat static.

If the conditions are dry enough, both clothing and upholstery are highly insulating and when they part company as an occupant alights, the latter becomes charged to a high voltage, always provided he or she does not hold some electrically conducting part of the car when getting out. If a static charge is acquired by the occupant in this way, an opposite charge (of somewhat lower voltage) is acquired by the seat and the car.

Should the occupant wear shoes that are reasonably conductive and happens to alight on a surface that is not highly insulat-

ing, the static charge will leak away before the car is touched and no shock will be felt. However, if the shoes are highly insulating the charge will be retained and since the car itself has been charged up to an opposite potential, a shock will be obtained when touching it. If the potential on the car has leaked away to earth through its tyres or a dragging chain, a shock can still be obtained, as the occupant discharges him or herself to earth by touching it. Similarly, a shock will be obtained if the charged person touches another individual or an earthed body such as a lamp post.

The voltage arising from seat static is affected by many things, such as the nature of the upholstery and clothing, the humidity and so on. The thicker and more highly insulating the shoe-soles, the higher the charge from seat static; charges of 30,000 to 40,000 volts have actually been measured on people alighting from cars in favourable weather.

Tyre Static. Although this form of static electricity is comparatively infrequent today, its origin and the steps taken to eliminate it are of interest. When certain kinds of tyres rotate against a smooth dry road, static electricity is generated as the tyre tread parts from the road, a positive charge being left on the road and a negative charge being picked up by the bodywork.

At the present time the great majority of car and bus tyres are built with treads made of "non-static" rubber. This is partially conducting and limits the generation of static electricity to a voltage which is too low to bring about an electric shock from this cause.

When a car fitted with the older type of non-conducting tyres did build up a substantial static charge on the bodywork, the possibility that anyone getting out of the car would receive a shock was not very great. Either they earthed the vehicle as soon as their shoes touched the ground, or if their shoe soles were of insulating material they remained at the same voltage and polarity as the car itself, so that they could not get a shock from it. When shocks were received from this form of static, the sufferer was more usually someone who came near to and touched the car soon after it had stopped. Toll gate keepers were more familiar with this sort of thing, since they sometimes received shocks when touching a halted car or when taking money from the driver or passenger.

With wet or humid conditions there is little possibility of obtaining shocks from either seat or tyre static. With dry conditions, the modern tyre having a non-static tread prevents the build-up of voltages high enough to give a shock, so that tyre static is eliminated under both conditions. It can, of course, still be obtained under suitable conditions where the tyres fitted are made from fully insulating rubber, but some assistance may be obtained if a teaspoonful of water is inserted in the inner tubes of such tyres.

The surest way of avoiding a shock from seat static is to hold on to the door handle until the feet have touched the ground. Another expedient is to wash the upholstery with saddle soap or something similar, which makes it slightly moist, but in hot dry weather this effect is not lasting.

Popular palliatives such as the use of dragging chains or black-leading the tyres have little effect on tyre static and none whatever on seat static, the cures sometimes claimed usually being due to changes in weather, operating conditions, clothing or footwear. Road tests on cars with and without dragging chains, under conditions favourable to the generation of tyre static and where the accumulated charge has been measured, have showed no appreciable difference in the voltage generated.

There is a widely held belief that car sickness is associated with charges of static electricity, but there is no known reason why there should be any connection. Consequently, the use of trailing chains, whether or not they are effective in dissipating tyre static, seems from the scientist's point of view to be quite valueless. There remains the possibility that any influence such a device might have on the incidence of car sickness is largely psychological, but such a matter is outside the scope of this review.

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ANOTHER NEW CITROEN.

A cheaper, more simple model the ID 19, has been produced from the 2 litre DS 19. Many of the hydraulic controls of the larger car have been discarded and the central power system is now only used for the suspension.

Hydraulic steering, power brakes and combined gear selection and clutch actuation systems are not used.
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For the benefit of those few good people who disregard rumours it has been reported in the press that one of the Parnell-Whitehead Super Squalo Ferraris has been bought by ex-member John McMillan. The other has joined forces with Tom Clark.

NEW RUNABOUT HAS BIG CAR FEATURES:

In direct contrast to the compact egg-shaped "scootercars", an entirely new type of Bond Minicar three-wheeler brings "big car" features to runabout motoring.

For the new Bond - the Mark "E" - has a sports-car type body with big car width for two or three people and space for a large amount of luggage behind them. It is also the first Bond model to have two doors, front and rear bumpers and overriders and a "wrapround" windscreen.

Under the bonnet is the new Villiers 197 cubic centimetre 9E engine and three-speed gear box complete with a Siba Dynastarter operated by the ignition key. An anti-clockwise turn of the key reverses the rotation of the engine and so gives the new Minicar a unique reverse gear. The model has been extensively road and track tested and has a top speed of at least 50 m.p.h. It cruises at 40 miles an hour and averages between 80 and 90 m.p.g. of petrol. Tank capacity gives the runabout a range of 300 miles.

The comfortable bench-type seat is arranged so that the driver's part is adjustable and the remaining portion folds forward to allow easy access to the luggage boot. This second portion of the seat can also be removed entirely for goods to be stored or to provide sleeping space. The car has a sprung steering wheel and a neatly shrouded steering column emerges from a contemporary style facia panel housing speedometer, ignition, lighting and concealed wiper motor switches and coil warning light and choke button. The steering column also carries the gear level. A parcels shelf runs the full width of the car.

Felt-backed plastic carpeting covers the floor, and the interior is upholstered with neutral coloured Vynide. This material is also used for the hood, which has a steel frame designed to remain erect when the front half of the canopy is rolled back in the "coupe de ville" position. The hood frame folds out of sight when not in use. The car, which has a 12 volt lighting system, is 11 feet in length and four feet seven inches wide. It made its public debut at the International Cycle and Motor-Cycle Show at Earls Court, London.

SHE'S NO RAVING BEAUTY, BUT WHO CARES . . .

MIKE HAWTHORN tests the family car with the stark, stubby look.

What a pretentious world we live in!

How hard most of us show off. We boast of larger TV screens, we boost our incomes. We even brag of the taxes we pay.

What makes me so puritanical?

Well, I have been driving a car with fewer claims to mock self-importance than any other I have driven.

I despair of these glossy motorcars with bulbous bodies which are a sham, of tawdry strips of chromium that seem to be designed by the Teddy Boys of the motor industry.

No airs, but . . .

So it was with joy that I drove the new Standard Family 10. This is a car designed purely and simply for the family. It has a high performance, low fuel consumption, and no price increasing airs and graces. And in my opinion the designers have produced pretty well the job they set out to do.

No one would look at this car and swoon at its beauty.

No one would open the doors and exclaim at its luxury. But this car was designed for Acacia-avenue and not for Mayfair. . . . Although I am prepared to bet that before long the Family 10 will be pushing its stubby nose in among the limousines.

For it is one of the handiest cars I have ever driven.

And while I praise the designers, I must congratulate too my close rival Stirling Moss, for he had a lot to do with the making of this car.

It was he who suggested putting a Standard 10 engine in a Standard 8 body. So the Family 10 came about.

And a bright idea it was too. For the Family 10 has the energy of cars twice its size and three times its cost. Its acceleration is remarkable. Its handiness makes a mockery of traffic jams.

The fuel consumption is incredibly small.

For many owners who can afford far more expensive cars this Family 10 will prove to be the most efficient way of getting from a congested "A" to roadbound "B".

But this car was primarily designed for the family man.

What of its future in that market?

It has room for four adults or, I suppose, with a squash, five. There isn't all the leg space desirable in the back, but a careful would get along without too much cramping. It is ideal for mother and father and the three kids.

With a load like that there is bound to be lots of luggage. Well, the Standard Family 10 has a greedy boot. It takes far more than one would expect.

The instruments are simple.

The furnishings are stark.

But doesn't this car go! It has a four-speed gearbox worked by a central lever from the floor. The ratios could not have been better chosen.

I have chased and passed cars many times more expensive and many more times as big in this little giant.

The road holding especially on grease and in rain makes for almost foolproof driving. There is some body-drumming at high speed.

By the clock.

And what does the tell-tale stopwatch say?

0-30 miles per hour: 6.3 seconds.

0-50 miles per hour: 18.1 seconds.

Silverstone lap: 62.45 miles per hour.

I found the speedometer 2.5 miles per hour fast at 60 miles per hour.

Driven at a reasonable speed and with a full load the fuel consumption was nearly 40 miles to the gallon.

Gear speeds were: second 38.3 miles per hour, third, 62 miles per hour; top, 72 miles per hour.

FOR THE TECHNICAL:

Engine - four cylinder, overhead valves, capacity 948 c.c.; suspension - front, independent, coil; rear, semi-elliptical springing; price £409, purchase tax of £205.17.0d.

Will it fit your garage?

Length, 12ft.1in.; width 4ft. 10 in. height 5ft.

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HAWTHORN SCORE CARD		
	Points (Max 10)	REMARKS
Engine	10	Well up to Standard
Steering	9	No wanderer this car.
Acceleration	9	That dig-in-the-back feeling.
Suspension	8	Greatly improved.
Cornering	8	Little bother.
Behaviour on circuit	8	Fascinating.
Comfort	8	Ache and pain free.
Trimming and finish	7	Workaday.
Gearbox	10	An example to most cars.

SECRETARY'S NOTES:

A.R.

1. We have been asked by the Association to advise members that in terms of the new Competition Rules, which became effective on 30th November 1956, ALL competitors in any event for which an organising permit is required, must hold a current competition licence. As a permit is now required for all events (including trials and gymkhanas), in fact the lot, a competition licence is a pre-requisite of participation. Application forms for licences, for which the fee is 12/6d., are obtainable from me at any time providing you are a financial member.
 2. Prospectus for the Autumn meeting at the Levin Motor Racing Circuit on 30th March is to hand and may be inspected on request. Copies of the Regulations and Entry Forms are obtainable from :-

The Secretary,
Levin Motor Racing Club (Inc),
P.O.Box 57, LEVIN.
 3. The publications 'Annual Automobile Review' and 'Life of Fangio' are now available from Mr. D.S. Bairstow, P.O.Box 2591, Auckland, priced £2/12/6 and 15/6d. respectively. Back numbers of the Review are also available. Although I have not perused a copy of the Review myself, I understand from 'them what have' that it is an excellently compiled volume very well produced, and is reputed to be worth every penny of the price.
 4. Mobilgas Round Australia Rally 1957 is to be held from 21st August to 8th September. Prize Money will be at least £16,000. Entries close 1st May, for the 9,000 mile grind.
 5. Your Committee has decided not to hold a social after the hill climb on 2nd March in view of organising difficulties and the short time available. It was suggested during discussion that a 'slap up do' including prizegiving to be held later in the year when temperatures were more favourable, would be worth keeping in mind. How do you feel about it?
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- Feb.14. CLUB NIGHT, Victoria League Rooms.
Film Evening.
- March 2 Club Championship Hillclimb, Houghton Bay.
- April 6 Club Sprint, Levin Motor Racing Circuit.
A standing lap and a flying lap are contemplated, but further details will be available shortly.
- April 27 Beach Race. Details not yet to hand.

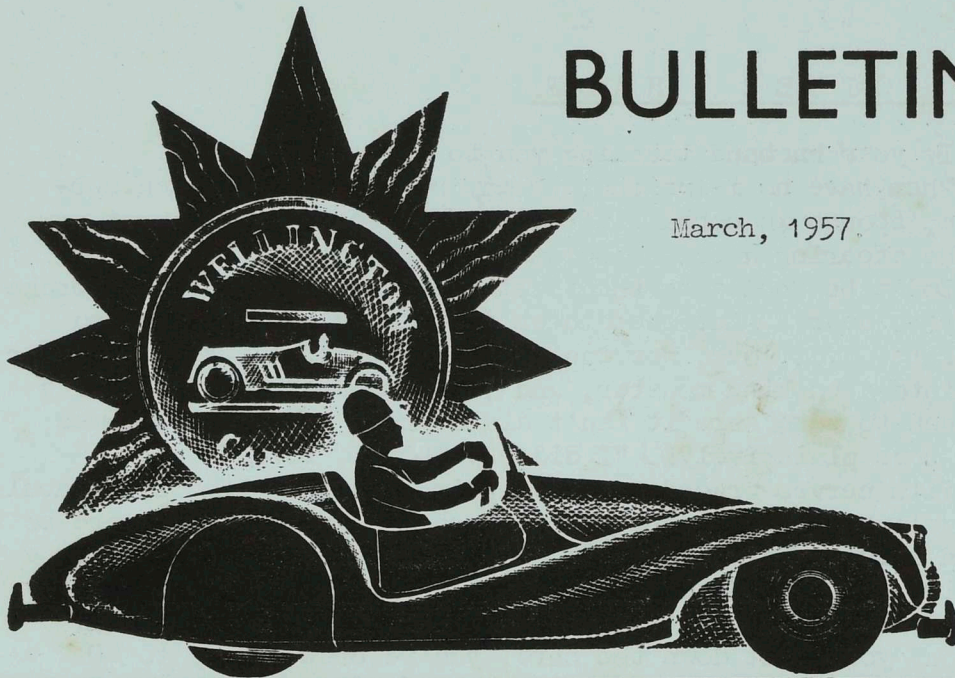
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Donald Campbell is reported to have announced his intention of attacking the land speed record with a turbine-powered car. Power unit will be a Bristol Proteus. This does not mean that he will forsake the water speed record, which he hopes to raise to 300 m.p.h.

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BULLETIN

March, 1957.



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

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	VICE-CAPTAIN:	H. Garner	
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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 SUBSTITUTE FOR SKILL

THE OTHER HALF.

Is your husband teaching you to drive?

Then have no illusions, he may be an adoring, even submissive, spouse in normal life but, believe me, the moment you take the steering wheel he becomes a being possessed.

Don't be fooled by the first lesson: "Take the hand brake off first, dear. Let the clutch in, slowly, SLOWLY, as you accelerate. No, love, not too much acceleration..." as the car turns into a bucking monster, and you murmur, "Sorry", feeling your neck to make sure it isn't dislocated. His voice comes rather more plaintively: "I did say SLOWLY, love."

With nerves braced you try again, and this time by miraculous juggling you have achieved top gear. No wonder men are so keen on cars. This is really something. You are bathed in a warm glow. Dear, sweet man to give up his Saturday.

"Don't weave about the road, darling. Mind the ditch. Don't put your foot down too hard, you're creeping up to 40. Remember you've only been driving a quarter of an hour..." And when he finally says: "You can stop now, dear, don't want to overdo it the first time, you've done very well", you, poor fool, think it is out of consideration for your finely balanced nervous system and you don't notice his reunion with the steering-wheel is a downright caress. So you are flushed with false success.

Now comes, many lessons later: "It's about time you learned to start more smoothly. Let's hope you put up a better show than you did yesterday." "I thought I didn't do too badly along the by-pass", with what little spirit you have left. "My dear girl, how many times have I told you that merely holding the wheel is not driving. We'll do some traffic work to-day."

The combination of breaking out into a sweat and violent leg-shaking causes your gear-change to be well below normal standard and is greeted by loud cluckings from husband. The next change is worse!

More by luck than judgment you are in the right lane and inexorably approaching The Traffic. Before you loom cars to the right, and cars to the left, and for a dreadful moment you just haven't a clue whether to Slow Down, Stop, or go on and Hope. "Give a signal, you fool. Change down. You'll stall the engine- oh, my God.....", and of course, you have!

The colour rushes to your face. Cars hoot impatiently behind you and husband is working up into a semi-frenzy.

Suddenly, with a terrifying lurch you are off, narrowly missing the bonnet of a car on your right whose driver had apparently decided you were a permanent fixture and finally dared to venture across your path. You catch a fleeting glimpse of the driver's face fraught with horror as you flash by.

Husband is smoking desperately and you wait until the smoke-screen is good and thick before you enquire: "Which way?"

"Along the High Street, turn right, and up the hill."

Now the High Street is at least straight, but as you near the second roundabout you begin to think of That Hill, and to every "L" driver comes this dread of changing down on a hill.

The worst has happened. There is a sickening crash of metal, the car stops and then begins to run backwards. You have known women (naturally you never hear about the men) who have baled out just in time before they hit the bank---or worse. Fortunately husband's prompt work on the hand brake saves this catastrophe.

You have failed. Miserably and utterly; and through the gloom of your dejection words of terrible character are penetrating ... "Much more of this b...awful driving and she'll be in dock.... Not content with stripping the gears, you let her run back.... Typical female mentality."

Through tears of anger and nervous tension you shout back: "You can drive the darn thing yourself! I don't care if I never drive again-- I don't suppose I ever shall now."

"And that is the most sensible remark you have made yet. People like you are a menace on the roads."

You have got out and slammed the door, and, quick as a flash, he is behind the wheel. The drive home in deep and utter silence is the perfect example of the male showing exactly how it should be done.

Now, if you did but know, the turning point in your driving career is reached. Either you become a funk and pack it up altogether, or tell yourself that it happens to everyone (including men) and Press On Regardless. Then slowly from this juncture you will progress. Naturally there will be further ups and downs, but the rows will never again reach the heights they did after that running back into the bank episode.

The TEST is one of the Zero hours of life. It not only means the fulfilment of yourself if you pass, but also puts you back with husband on the status of human being instead of worm.

You PASS. What a moment! The whole world ought to be in on it and least a band playing in the High Street.

You tell Him...."Well, of course, dear, I knew you'd get through. I had every confidence in you". The liar! He's only basking in reflected glory because He can now say He taught you.

Never mind about him. The glorious thing is you can now take the car out on your own. And when you crash those gears, which of course you will--you say to yourself good and loud: "well, darling, that's one you didn't hear--- and I never noticed the traffic lights were RED."

.....
W A N G A N U I H I L L C L I M B.

Main placings in the Wanganui Car Club's Hill climb held at Station Road, Fordell, on 16th February were as follows :

- 1 Hugo Hollis (XK 120) 47.2 secs.
- 2 F. Farland (Singer Buick special) 47.8 secs.
- 3.R.McCutcheon (Normac Special) 48.3 secs.
- 4= J. McDougal (T R 2) 50.0 secs.
- 4= M. Jensen (Riley 2 $\frac{1}{2}$) 50.0 secs.

.....
Congratulations to Tom Clarke on his performance at Mairchau. This is his first major victory, but, judging by the way in which he drove the Super Squalo first time out, we will hear much more of him before very long.

.....
Professor Jerk (may his timing chain never work loose) has made the rather astounding discovery that John Dryden once built a special.

"..... For each object must be fixed in due place,
And differing parts have corresponding grace,
Till, by a curious art disposed, we find,
One perfect whole, of all the pieces joined."
from "The Art of Poetry"

S E C R E T A R Y ' S N O T E S

1. NEW MEMBERS: A warm welcome to Reg. McCutcheon from Norsewood who has joined the fold. Lets hope that we may be able to persuade him to give us a little talk sometime on how the evergreen 'Normac' Special goes so fast.

2. CLOSED CLUB SPRINT - LEVIN CIRCUIT: The Levin Motor Racing Club have kindly offered to turn on a buffet tea after the sprint on 6th April and a social evening afterwards. The tea which will be scheduled for approx. 6.30 p.m. is estimated to work out at about 4/- per head. However they would naturally like to know how many are going to turn up for the meal in order to jack up the catering, so will all those who intend staying over and partaking, please let me know definitely BEFORE OR ON CLUB NIGHT. As this will be an opportunity to meet the members of the Levin Club socially, something which we haven't as yet done, lets have a good turnout.

ALSO will those people who intend using the sprint as an opportunity to go for their Speed Extensions please notify me in good time beforehand. Remember that you MUST BE IN POSSESSION of a Competition Licence. If you haven't got one or haven't renewed last year's, you know who to see.

3. COMING EVENTS: Entry forms and supplementary regulations are to hand for:-

- Wanganui Car Club's Easter Trial - 400 miles -
7 p.m. Friday 19th April to 10 a.m. Saturday morning.
Prizemonies: £20, £10 & £5, and class trophies.
Entries close 8th April.
- Taranaki Car Club's 'Milemaster' Night Trial - 12 hours.
7 p.m. Saturday 4th May at New Plymouth. Approx.
250 miles. Entries close 22nd April.

- 4. FAREWELLS TO Harold Watson who is now in Christchurch and Sqd. Ldr. H.N.Burrows who has been posted to Fiji.
- 5. ANOTHER COMING EVENT Tauranga Rally 1957 of 1200 miles on Queen's Birthday weekend. Total prizemoney £600 - Winner receives £125 plus trophies to value of £50. Entries close 18th April.
- 6. REMINDER that subscriptions will be due on 1st April.
- 7. THE TYPE 57 BUGATTI ex Hemus now lives in Masterton; the lucky new owner is John McDougall.

BRITISH VINTAGE CARS TO COMPETE IN UNITED STATES:

A team of British vintage cars and their drivers will go to the United States in April to compete against a team of American thoroughbred cars of similar age. The British team, composed of members of the Vintage Sports-Car Club, will be defending the title won by British drivers in the first Anglo-American Vintage Car Rally, which was held in Britain in 1954. Their opponents, the Veteran Motor Car Club of America, have been eager to arrange a return contest and it is at their invitation that the British team is visiting the U.S.A. In the 1954 Rally, which was sponsored by the British Travel Association, the British team won by a comfortable margin. The transatlantic arrangements for this year's rally in America are being co-ordinated by the British Travel Association. The rally will take the same form as that followed in the original engagement, with hill climbs, endurance tests and a concours d'elegance - called a "beauty contest" by American motorists. The rally will begin in New York and the route will include Reading (Pennsylvania), Hartford (Connecticut), Manchester and Portsmouth (New Hampshire), Boston (Massachusetts), Thompson, New London and Mystic (Connecticut), Southampton (Long Island) and back to New York.

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TO THE EDITOR:

Sir,

It must cease, immediately! What, you ask? And well you might ask sir. Traffic, sir, traffic in the opposite direction - it is quite unfair.

Why is it, sir, that it is always on a long, winding hill that one finds oneself behind a small green Austin seven doing a manful 29 m.p.h.? I hold no grudge against this particular ubiquitous vehicle, but what I do object to most strenuously is that on such hills, where one cannot see sufficiently far ahead to pass this car, nothing, absolutely nothing, sir, comes in the opposite direction. But comes the first straight stretch and then things are different - a veritable sea of vehicles is coming towards me, a sea which never recedes until one comes to the next winding section. I seek your advice sir, It is quite beyond me.

Yours etc.
Bewildered Motorist.

H I L L C L I M B

H O U G H T O N B A Y

M A R C H 2.

The recent club hillclimb seemed on the surface to be a rather routine sort of event, yet this says much for the organisation behind the scenes.

Things started on time, after the preparatory work had been efficiently carried out by the usual band of willing enthusiasts, amongst whom incidentally appeared some new faces - all very encouraging.

The entry of 21 was not excessive, yet quite sufficient to provide some very stimulating competition within the classes. Bob Gibbons showed that he is still without doubt in complete command of the hill, returning F.T.D. of 43.55 secs. The closest to this was Bruce Webster with a very capable run of 45.75 secs. with Russ Buckthought breathing hotly down his neck with 46 secs.

The two other entries in the racing class were the largest cars on the list, the Lago Talbot and the Normac Special, who finished with only 0.3 sec. between them.

The flock of M.G.'s is always a welcome sight at a hillclimb, especially Ross George with the M.G.A. who managed to head off the T.F.'s. but had to concede the class honours to Jack Hobson with the Lotus.

The larger sports car group had many internal struggles, with a mere 1.25 secs. between fastest and slowest cars. Graham Cowie in the Austin-Healey was rapidly improving his times following the XK's very, very closely, but was most unlucky in holing his sump on the second official run.

The larger saloon car group also contained several hard-fought battles, Noel Dickson coming out best with a very capable 57.15 secs.

Congratulations must go to the very efficient pit-marshalling system, controlled by Joan Stone. This ensured minimum waste of time, and completely eliminated congestion at the starting line.

Everyone connected with the climb did his bit well, and hence set a very high standard of overall efficiency which the Club should be able to maintain at future events.

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RESULTS HILL CLIMB - 2nd MARCH 1957.

Racing.

B. Webster Cooper 500
 Bob Gibbons Cooper
 A. Freeman Lago Talbot
 R. Buckthought Liteweight
 R. McCutcheon Normac

Runs.

48.05	45.95	46.6	46.1	<u>45.75</u>	46.3
44.45	45.35	43.8	<u>43.55</u>	-	-
48.6	47.45	47.6	<u>47.7</u>	<u>47.35</u>	-
46.4	49.8	48.65	<u>46.00</u>	<u>46.00</u>	48.1
48.65	48.6	<u>47.75</u>	<u>47.95</u>	48.1	-

Sports Cars (Under 1500 cc's)

G. Brotherston M.G.T.F.
 T. Fox M.G.T.F.
 R. Smith M.G.T.F.
 J. Hobson Lotus
 R. George M.G.A.

63.05	-	<u>62.3</u>	80.45	66.85	-
56.95	56.4	<u>56.0</u>	56.25	56.4	58.8
58.0	57.25	<u>56.85</u>	57.15	<u>56.7</u>	57.9
50.2	50.65	50.1	<u>49.6</u>	<u>50.35</u>	-
56.4	56.5	56.55	<u>55.8</u>	<u>55.55</u>	55.9

Sports Cars (Over 1500 cc's)

H. Hollis XK120
 G. Cowie Austin Healey
 A. Hyslop XK140
 A. McBeath Bagnall Mercury

51.4	52.15	50.95	50.55	51.35	<u>50.4</u>
53.15	51.75	51.00	<u>50.75</u>	-	-
50.7	50.3	<u>50.1</u>	51.5	50.40	50.85
-	50.4	<u>50.6</u>	51.00	50.00	<u>49.5</u>

Saloon Cars (Under 1500 cc's)

J. Lust Anglia
 D. Hennessy Hillman Minx
 John Curtis Ford Anglia

61.3	60.9	60.85	60.7	60.75	<u>60.25</u>
67.05	65.85	66.35	65.35	<u>65.1</u>	<u>65.7</u>
71.35	69.9	70.15	70.4	<u>70.00</u>	<u>69.95</u>

Over 1500 cc's.

Len. Cunningham Sunbeam Talbot
 H.W. Mitchell Aston Martin
 G. Nicholson Riley 2 $\frac{1}{2}$
 N. Dickson Zephyr

6.15	60.35	60.9	<u>59.85</u>	60.05	59.95
68.65	64.9	66.05	<u>64.50</u>	<u>64.4</u>	<u>64.4</u>
-	58.25	<u>58.05</u>	<u>58.05</u>	58.8	58.6
-	58.15	<u>59.4</u>	57.8	<u>57.15</u>	-

If there is one thing above all else making British motorists unpatriotic, filling them with a choleric craving to buy a foreign car. . . . it is a thin bar of metal.

This rod is about the same length as the space between the hands of a fairly moral fisherman; it is bent in the middle. And for those youngsters with their first cars who may never even have seen one. . . . it is called a starting handle.

Now, in the name of all that's wonderful why should so many of our car-makers have stopped fitting them? Of all the letters I get not any are so bitter as those from helpless, stranded motorists.

So it was with a 10-out-of-10 look in my eyes that I got in the new M.G.A. It is a handsome car with a fine finish. . . . and a starting handle. It has lines which would charm the most ultra-modern but still remains vividly reminiscent of the marque which made it famous.

And then, as I sat in the extremely well-fitting seat, and discovered that there was room even for my long legs, my cheerfulness went.

On the well filled instrument panel there was no ammeter. No ammeter on a sports car!

It is a little instrument which tells so much and costs so little. In its place there is a stupid little red light.

But that was about the last time I lost sympathy with the M.G.A.

I must confess I have never really regarded the M.G. as an honest-to-goodness sports car.

This one showed me differently. It has all the qualities to make it a classic. It has that flair and distinction which

put it in the thin ranks of cars I like to drive.

I was fascinated by its handling, its stability, and its eagerness. A sports car they call it. And a true sports car it is.

On the Silverstone Circuit it behaved as well as it did on the open road. The steering is light and positive. It can almost be stroked round fast corners. And if ever a parent were to buy his offspring a car in which he could enjoy himself with the maximum safety, he would not go wrong with the M.G.A.

It holds the road with all the fervour of a politician clinging to a point of view.

FEW FLAWS

I admit I wish that the engine could be larger. That, in its way, is praise. Too often one is inclined to be grateful that suspension tags along just in sight of the power. With the M.G.A. you have the feeling, when driving at top speed - just imperceptibly below 100 miles an hour - that the car would be absolutely stable travelling very much faster.

But where are the wasps in the jam? There are precious few as far as this car is concerned.

It badly needs an adjustable steering column. The very good handbrake hides itself under the seat.

The instrument panel is a tinny affair with a petrified forest of stalky black buttons sprouting untidily all over the place. It does not do justice to that expensive clunk as the well-made heavy doors shut, nor to the upholstery and that thoughtful, well-designed arm-rest between the two seats.

And then there is a grab rail which doubles as a windscreen stay. A clever idea in theory, but the passenger who holds on to it has his arm right in the slipstream. He really gets the wind up.

. Continued on page.... 14.

CARS I HAVE OWNED. By H. W. Mitchell.

The 1938 model "Morris eight", 2 door Saloon, seating capacity four. The agents were "Dominion Motors Ltd", and the new price of these models was only £212. These eights were the most popular of the "Morris" range, they were very well made and most reliable in use and they sold in very large numbers here. I notice that a large number of them are still giving good service on the roads today, after nearly 20 years of running.

Commencing from the front end, the car was fitted with single bar bumpers front and rear and the front bar was drilled to take the starting handle. The radiator shell was painted to match the body colour, with the exception of the frontal area which was made up of chromium plated metal strips placed in a vertical and horizontal position. The radiator had a water capacity of 2 gallons, and a Thermo-Syphon cooling system was employed, this being assisted by a large fan. The cooling system proved very efficient and no overheating was experienced. The water filler cap was placed under the bonnet.

The motor was of the side valve type, the valve springs and tappets being easy to get at for repairs and adjustments, as a cover plate held on by two wing nuts was used to enclose these components. Aluminium alloy pistons were fitted, along with steel connecting rods, and a 3 bearing crankshaft. Lubrication was effected by an oil pump, fed from a sump with a capacity of 7 pints oil. Ignition was by "Lucas" coil and distributor connected to a 12 volt battery which was located at the rear of the engine. The carburettor and electric petrol pump were both of "S U" manufacture. Petrol consumption was 35 m.p.g. at 40 m.p.h. The tank was located at the rear, and had a capacity of 7½ gallons.

The Dash and Facia panel were of all steel construction, and of great strength. The instruments were all grouped in the centre of the facia panel, and on either side were placed two large compartments for small parcels etc. A full range of Smiths instruments, comprising speedometer, petrol guage, ammeter, and oil pressure guage were fitted. The electrical equipment, including the generator and starter motor, were by "Lucas". The two front seats were of the Bucket type, and were adjustable and real leather upholstery was used throughout.

The gear box had 3 speeds forward and the ball and socket type gear lever was placed in the centre of the floor.

All gear positions were clearly marked by figures on top of the lever knob. A single dry plate clutch was used, a unit which gave excellent service. The handbrake was placed alongside the gear lever. Controls were mounted on the steering column for operating the trafficators, and the dipping of the headlamps. The body was of all steel construction, and much heavier than the earlier models. This was the first model Morris eight to fit pressed steel wheels, all the earlier models up to 1937 having wire wheels. The springing was by ½ elliptics all round, and enclosed friction type shock absorbers were fitted to each spring. Lockheed hydraulic brakes were used on this model, but these proved very temperamental at times, especially in the frosty weather. Transmission was by an enclosed propellor shaft and Universal joint, coupled to a spiral bevel type of differential which proved very satisfactory all round. The spare wheel was mounted at the rear of the body, just above the petrol tank. Body colour was Royal blue with leather upholstery to match.

Specifications were as follow: Overall length 11'6", width 4'9". Track 4'3". Turning circle 26 feet, weight 16 cwt. Performance figures were; Top gear 55 m.p.h. 2nd 31 m.p.h. low 20 m.p.h. Standing ¼ mile 26.9 seconds. The engine had a very good low speed torque, and was very flexible in top gear. The oil consumption was very light, and averaged out at 300 miles per pint. I found this car to be very reliable in use, and the general roadability was of a very high standard. The visibility for the driver was good, and the headlights had a very powerful beam, suited to fast night driving. After keeping this Morris for about 2 years and covering about 17,000 miles in all, I traded it in for a 10 h.p. Hillman Minx saloon which I hope to give an article on next month.

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AUTO OUTPUT UP

Detroit - United States automobile manufacturers built 642,511 passenger cars in January, according to the publication "wards automotive reports." This figure was compared with the output for January 1956, of 612,078.

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MIKE HAWTHORN: Continued.

SAFETY FAST

Now for performance. Believe these figures or believe them not. . . . they were checked and double checked.

0-30 miles an hour, 4.2 sec.; 0-50, 8.8 sec.; 0-70, 16.5 sec. Silverstone lap (with passenger and full sized windscreen) 71.20 miles an hour.

Gear Speeds: 1st, 27 miles an hour; 2nd., 46 miles an hour; 3rd, 75 miles an hour.

Fuel Consumption driven hard was 26 miles a gallon. Less robust driving would soon put it well over the 30 miles a gallon mark. Speedometer error at 60 m.p.h. 2.5 miles an hour fast

For the Technical: Engine, 4-cylinder, overhead valve; capacity 1.489 c.c.; suspension, front independent, coil spring, rear, half elliptical leaf springs. Price £961. 7s. (including £321 7s. tax).

Will it fit your garage? Length, 13 ft; width, 4ft.10in. height 4 ft. 2 in.

In a Phrase: I see what they mean about Safety Fast.

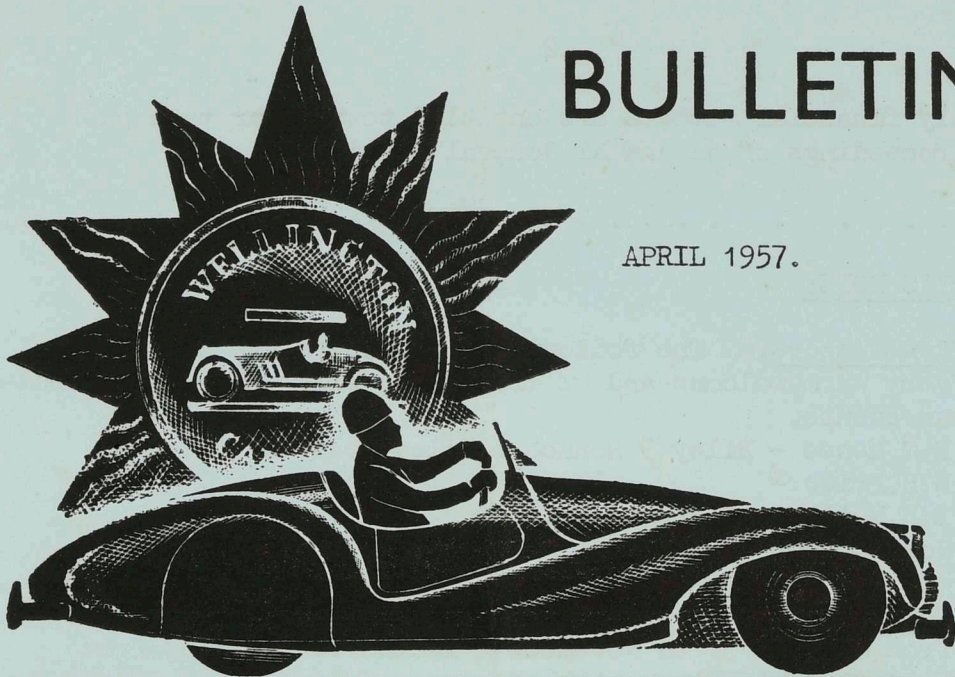
SEE SCORE CARD ON NEXT PAGE.

HAWTHORN'S SCORE CARD

	Points (Max. 10.)	Comment
Engine	9	Use that gear box!
Steering	10	A well-built mouse could handle it.
Acceleration	10	They'll never believe you.
Suspension	10	Absolutely roll-free
Cornering	10	Your obedient servant
Comfort	10	One for the foreigners to boggle at.
Finish	9	Only small faults
Gearbox	9	Nice to handle but stiff.

BULLETIN

APRIL 1957.



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

NOTICE IS HEREBY GIVEN that the 15th Annual General Meeting of the Wellington Car Club (Inc.) will be held on 9th May 1957 in the Victoria League Rooms, 4th Floor D.I.C.Bldgs., Wellington, commencing at 8 p.m.

- Agenda:
- (1) Apologies
 - (2) Minutes of the 14th Annual General Meeting held on May 10th 1956 and of the Special General Meetings held on 14th June 1956 and 8th November 1956 respectively.
 - (3) Presentation of Annual Report
 - (4) Presentation of Financial Statement
 - (5) Election of Officers
 - (6) General

A.H. Robb
Secretary.

NOTE: Members are reminded that, in terms of the Club Rules

CAUTION IS NO SUBSTITUTE FOR SKILL

only fully financial members are entitled to vote or take part in the proceedings of an Annual General Meeting.

SECRETARY'S NOTE:

(1) New Members. The following new members are accorded a very warm welcome and we trust they will enjoy participating in our events.

- D.C.Mence - Riley 9 Monaco & Riley Kestrel
- N.H.Price -
- D.N.Matthews - Vauxhall 14
- John Corder - A 30.

(2) Mobilgas Economy Run - 1957. will be held this year from October 31 to November 2 inclusive starting from Auckland and finishing in Hastings.

(3) Indianapolis '500' 24 hour Reliability Trial. June 1st and 2nd 1957. - Hamilton. Entries close May 7th £2.10. 0 per.

(4) Annual General Meeting. May 9th.

There should be no need to emphasise the importance, to every individual member of the Club, of the Annual General Meeting. This is the occasion when you decide what is to be done for the next year and more important in whose hands you are going to place the responsibility of conducting the Club's affairs. All too frequently the same old regulars are persuaded into office year after year and everyone (except perhaps them) heaves a sigh of relief until next A.G.M. The inherent weakness in this system of course lies in the danger of the 'regulars' all at once deciding that they have done enough work if not too much, and the unfortunate situation in which this Club found itself a year or so ago then arises when no one is prepared to accept nomination.

There must be fresh blood coming forth continually to replace those who have done their bit, and a little soul searching at this very moment by those who haven't yet served the Club in some official capacity would not be amiss. Remember always

that it is YOUR Club and that after all you cannot expect to receive the full benefits of membership without putting your share of work or time into the kitty. Anyhow you may even find, perhaps to your surprise, that it can also be fun.

(5) SUBSCRIPTIONS ARE NOW DUE.

CARS I HAVE OWNED:

by H.W.Mitchell

The 10 H.P. "Hillman Minx" 1938 model 4 cylinder saloon, 4 door, 4 seater, De Luxe model, with flush fitting sliding roof, and luggage Boot at rear of body. The spare wheel was housed in a separate compartment under the floor of the boot. These models cost new £270 for the Standard and £285 for the De Luxe, the higher priced model being fitted with plated headlamps and leather upholstery and a sliding roof. The agents were the Todd Motor Coy., Courtenay Place, Wellington. "Hillmans" also produced a 14 H.P. 4 cylinder, 5 seater saloon at this time, and these models gave wonderful service. They were a much better car than the 10 H.P. for longevity. They sold new for £395. However the 10 H.P. Minx was a very popular model and very large numbers were sold in the Wellington District. They had a smart appearance and the general design was well thought out. The engine had a nominal H.P. of 9.8, and the B.H.P. was 30 at 4200 revs, the cubic capacity was 1198.cc; and a long stroke type of motor was employed in the 38 models. Single bar bumpers were fitted front and rear to match, and a crank handle was included in the specifications. The cooling system was of the Thermo syphon type, assisted by a large fan, capacity of the Radiator was 15 pints of water. On these models the fan belt was employed to drive the generator as well. Lubrication was carried out by an oilpump which was supplied with oil from a sump with a capacity of 1 gallon. The motor was of the side valve type, the camshaft being driven by a silent chain, and two chain-wheels. The sturdy and well balanced crankshaft ran in 3 main bearings. Two unusual features of this engine, were the removable cover plate for the water jackets, and the top water hose connected to the centre of the cylinder head. The top of the head was not level, it was slanted from the front to the rear. The carburettor was a "Solex" of the downdraught type, and a large air cleaner was fitted to the air inlet on the top of same. The valve tappets were

Results Combined Club Sprint - Levin Circuit - 6th April 1957.

<u>Racing</u>		<u>Standing</u>	<u>Start</u>	<u>Lap</u>	<u>Flying Lap.</u>		
A. McBeath	Cooper Mk IX	65.7	62.2		56.75	<u>55.95</u>	56.3
L. Vidgen	'Liteweight'	72.6	66.6		(Transmission trouble)		-
J. McMillan	Ferrari	64.3	<u>61.9</u>		57.85	57.00	56.55
<u>Sports Under 1500 cc.</u>							
Roy Smith	M.G. 1250	76.8	76.2		72.1	<u>69.75</u>	-
R. George	M.G. A	76.6	<u>74.6</u>		70.5	<u>70.05</u>	-
Tom Fox	M.G. 1500	76.8	<u>77.0</u>		73.25	71.6	71.2
B. King	M.G. 1500	86.8	87.2		80.3	75.25	74.2
Anne Fox	M.G. 1500	86.3	87.0		78.05	77.35	-
S. Alexander	M.G. 1500	89.0	90.3		80.75	79.45	83.5
<u>Sports Over 1500 cc.</u>							
R. Buckthought	Morgan	76.6	70.7		68.75	65.95	<u>65.5</u>
H. Hollis	XK 120	70.6	<u>70.2</u>		65.8	66.2	<u>65.7</u>
B. Bartlett	Morgan	79.0	77.1		72.85	71.05	-
<u>Saloons under 1500 cc.</u>							
N. Bryan	Simca	80.00	<u>81.3</u>		72.85	<u>72.35</u>	-
H. Hunter	Anglia	84.3	<u>83.6</u>		77.35	<u>76.9</u>	-
M. Cunningham	V.W.	84.3	84.9		79.85	77.75	-
M. Hubbard	Renault	89.5	(Engine trouble)		84.45	81.95	-
G. Gordon	Standard 10	88.0	86.1		-	-	-
E. Lyon	A40	93.3	91.1		84.3	85.75	-
W. Lattey	Morris 8	98.1	97.0		86.85	86.2	-
C. Singleton	Singer 1500	93.	<u>93.2</u>		83.8	83.4	-
R. Tillson	Morris 8	-	-		87.8	86.15	-
L. Critchley	Prefect	-	-		85.45	82.7	-
B. Jenkins	Morris 8	-	-		-	93.85	-
A. Dixon	Morris 10	-	-		-	-	89.5
<u>Saloons over 1500 cc.</u>							
G. Nicholson	Riley 2½	78.5	<u>77.9</u>		70.2	70.8	<u>70.2</u>
C. Coleman	Wolseley 6/80	79.8	<u>80.0</u>		72.65	72.2	<u>72.6</u>
J. Lust	Velox	81.2	79.7		74.2	73.95	73.6
D. McDougall	Consul	85.4	83.4		77.2	-	-
E. Wells	V 8 Coupe	87.0	84.3		78.0	77.25	-
F. Du Rhone	Chrysler	88.3	86.7		80.45	79.2	-
D. Rouse	A 70 Pickup	87.8	87.5		80.4	79.2	80.0
W. Bird	Velox	-	82.0		-	-	-

enclosed by a removable cover plate on the right side looking forwards but they were not easily accessible for adjustment without removing the induction pipe and carburettor etc. The ignition system was by "Lucas" and consisted of distributor, coil, and battery. An automatic advance and retard device was used on the distributor. A 6 volt electrical system was used, and the battery was placed on a platform in front of the bulkhead. Petrol was fed to the carburettor by way of an "A C" mechanical pump, drawing from a 7³/₄ gallon tank which was placed at the rear.

The windscreen could be opened or closed at will by operating a small crank on top of the fascia panel. The instruments were all grouped inside an oval shaped plated surround which was placed in the centre of the fascia panel.

On either side of the instruments were placed roomy receptacles for small packages etc. The instruments on this De Luxe model included an 8 day clock as well as a speedo with a large hand, calibrated up to 70 m.p.h. with ampmeter, petrol guage, and oil pressure guage.

A large steering wheel was fitted and the gear box for same was of "Burman Douglas" manufacture. The steering mechanism was not free from troubles, and wheel wobble was very frequently encountered with this car. The clutch was a "Borg & Beck" single dry plate type, and it was necessary to make replacements on 2 occasions. A 4 speed synchromesh gear box was used, this was an excellent gearbox for smooth silent changes when new. However these boxes got very noisy after 50,000 miles and sounded worn out, probably due to the gears being too soft in the metal. This also applied to the differential which developed similar noises. I also had the misfortune to break 2 rear axle ¹/₂ shafts on separate occasions and this proved very costly and rather dangerous. These troubles were quite common to this and some earlier models. The all steel body was made by the "Pressed Steel Co. Ltd." of Oxford which in those days was a subsidiary of the Morris Motors Ltd. These bodies were too light a guage in the panels and soon suffered from rust and corrosion.

In this particular car the body and unholstery started to crack up at about 55,000 and all the seat springs went flat, the rear passengers sitting on the floor boards. The whole car was worn out at the above mileage and the engine was needing a 3rd rebore if possible. These models may have varied in their quality, but my specimen must have had very soft metal allround.

The two front seats were of the bucket type and fully adjustable - in between these only further forwards were placed

the gear shift lever with the handbrake alongside.

The rear window was fitted with a blind, and 2 sun vizors were attached to the windscreen. Extra long ¹/₂ elliptic springs were fitted front and rear, and these gave a very good ride. The shock absorbers were of the hydraulic type. The brakes were of the mechanical type and cable operated.

Pressed steel wheels were used, and the type size was 5.50 x 16. Petrol consumption was about 30 m.p.g. and oil 250 per pint when new.

Specifications overall length 12'6", width 4'10" wheelbase 7'2", turning circle 27 feet, track 4'4". Speed in gears, top 62 m.p.h. 3rd 48 m.p.h. 2nd 31 m.p.h. low, 20 m.p.h. Standing quarter mile 27.5 secs.

This car was very nice to handle when new, but was not so good when wear had set in and after doing about 55,000 I sold it for £125. I was glad to see the last of it, as it was costing me real money to keep it on the road and further costly repair jobs were looming on the horizon. The most satisfactory units in this particular car was the well braced chassis, and the suspension system these being 100%.

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SUBSCRIPTIONS

ARE

DUE

NOW



CLUB CALENDAR



1957

April 11 CLUB NIGHT Victoria League Rooms, 4th floor
D.I.C.Bldgs.

The excellent film "Grand Prix Racing 1956" will be screened by courtesy of B.P. (N.Z.) Ltd. (This is a "must".)

13 Hutt Valley Motoring Club 50 Mile Night Trial - leaves Austin Assembly Plant near overhead ramp - 7 p.m. - supper to follow. Entry fee 5/- per.

Hawkes Bay Car Club Hill Climb - Te Onepu.

27 The proposed Beach Race has been cancelled. There will probably be, subject to confirmation, a Manawatu Car Club Hill Climb at Saddle Road on this date.

May 9th Annual General Meeting.

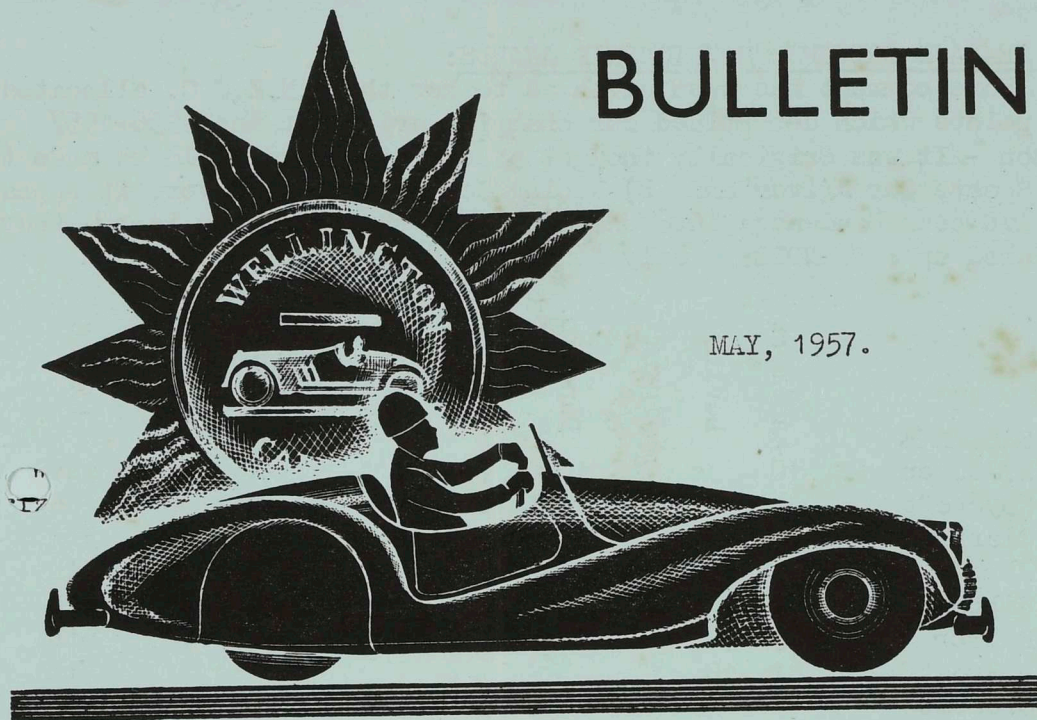
11th. Night Trial - McGinnity St. 7.30 p.m.
(Organiser - Cor Vandendungen)

Hutt Valley Motoring Club Beach Races - Waikanae.

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WRITE FOR YOUR BULLETIN

BULLETIN



MAY, 1957.

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

<u>DIRECTORY:</u>	PRESIDENT:	C. Vandendungen	55-040 (Business)
	CLUB CAPTAIN:	R. Smith	24-914 47-360 (Business)
	VICE-CAPTAIN:	Mrs. A. Fox	40-510 46-446 (Ext.85 (Bus.))
	SECRETARY:	P. Slocombe	26-995 41-827 (Business)
	<u>COMMITTEE:</u>	S. Alexander	17-366
		C. Singleton	85-111
		R. George	76-733
		H. Garner	
	<u>SOCIAL COMMITTEE:</u>		
		A. Freeman	R. Chapman
		J. Steele	L. Vidgen
	BULLETIN EDITOR:	B. Cronin	46-795

CAUTION IS NO SUBSTITUTE FOR SKILL

NEW ZEALAND DRIVERS CHAMPIONSHIP AWARDS:

Some comment has been given as to how the A.N.Z.C.C. allocated the points which determined our champion driver of the 1956-1957 season - It was originally thought a separate award would be made to (a) Sports Car driver and (b) Racing Car driver. However, it appears to have been condensed into one award and the following is how they finished up : NOTE: Only four cars finished at Oreti.

DRIVERS NAME	Ardmore	Levin	Wigram	Dunedin	Ryall Bush	Mairehau	Oreti	Levin	Points	PLACING
W.P.R.Jensen	10		7	10	7	1			35	1st
R. Roycroft			10		10		10		30	2nd
T.E.Clark				3	5	10		10	28	3rd
S.H.Jensen		7	5			7		7	26	4th
R.A.Gibbons	7		3	5					15	5th
G Palmer	5			7					12	6th
R.W.A.Frost	1	10							11	7th
W.E.Crosbie					3		7		10	8th
A. Stafford				1				5	6=	9th=
R. Tucker					1		5		6=	9th=
A. Freeman		5							5=	11th=
J. McMillan						5			5=	11th=
F. Shuter			1			3			4	13th
L. Gilbert		3							3=	14th=
R.O. Watson	3								3=	14th=
W.H.Henwood							3		3=	14th=
W. Gerrard							3		3=	14th=
B. McLaren								1	1=	18th=
B. Webster		1							1=	18th=

Points allocation - First = 10 points
 Second= 7 points
 Third = 5 points
 Fourth= 3 points
 Fifth = 1 point

THE AMPOL TRIAL

Attention of enthusiasts is drawn to this trial. It starts at Sydney on 7th July, 1957, and will continue for approximately 14 days.

Vehicles will be entered in the following classes:

Up to 1,000 c.c.	2,001 - 3,000 c.c.
1,001 - 2,000	3,001 c.c. and over.

Saloon cars only (i.e. those with permanently fixed hard tops) are eligible.

Prizes:	Outright	Class	Prizes
	1.	1.	£4,000 and Trophy
	2.	2.	£1,500 and Trophy
	3.	3.	£1,000 and Trophy
		1.	£750 and Trophy
		2.	£250 and Trophy
		3.	£100 and Trophy
		4.	£50 and Trophy
		5.	£25 and Trophy

and other prizes.

Entries close on 7th June. Information may be obtained from the Club Secretary.

SOUTH ISLAND CHAMPIONSHIP HILL CLIMB.

The South Canterbury Car Club wishes to make known that it has set tentative dates for the S.I. Championship Hill Climb. The dates suggested are the 3rd or 4th week-end in June.

More definite notice will be published as soon as it is to hand.

This event counts for "Hillclimb Champion Driver" points.

NIGHT TRIAL: 11th MAY.

Thanks for this unusual trial should be extended to the organiser, Cor Vandendungen.

This Auckland - Wellington Business. by J.B.Cronin

In the light of recent discussions and activities concerned with motoring between Auckland and Wellington your Editor took unto himself recently a companion, a map board, a motor car and his Sunday driving cap and set off from our fair city to drive to Auckland observing fanatically ALL speed regulations throughout the journey. This was a most interesting and enlightening experience.

Essentials were a stop watch and a corrected speedometer. Few people seem to realise just how limiting an optimistic speedometer can be over any distance.

The day chosen was of necessity a Sunday, but fortunately traffic was light, so very few minutes were lost in battling with the mobile masses.

I very soon discovered, not that I didn't know already, how few people do in fact drive at 50 m.p.h. on the main highway, and how far one can go with minimum strain at a moderate speed, as against the violently-accelerating, frantically-braking sort of technique. We did encounter several supporters of this latter style of driving, but these were very soon left far in the rear vision mirror.

Of course, driving a moderately quick sports car, we were able to maintain quite reasonable average speeds over long winding hill sections where time is so easily lost.

Four stops were made, the times being carefully recorded. Our aim was to check travelling time, not overall time, which of course tends to give a rather false figure, although I have no doubt that many people do the journey non-stop.

And the fruits of our labours? Wellington to Auckland - 9 hours 10 mins - strictly legal!

It must be pointed out however that while 50 m.p.h. and 30 m.p.h. were not exceeded, our speed was very rarely below, and the limits were attained as rapidly as possible.

Work it out for yourself!

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BOOK REVIEW.

By D.R.Miller

"THE RACING CAR-DEVELOPMENT AND DESIGN".....Cecil Clutton, Cyril Posthumous and Denis Jenkinson.

A book written by these three is worth consideration by anyone interested in this subject - the Racing Car - the Grand Prix Car - the car designed to proceed as fast as possible for a few hours, and later designed within predetermined limits of weight or engine size or fuel consumption. The driver, and the mechanic up to 1925, were of no particular concern of the designer and positioned in the car as convenient to his ideas. Before any idea of streamlining was considered seriously there must have been some draughty rides.

As late as 1934 Dr. Ferdinand Porsche in his Auto Union design placed the driver forward (and with a very low polar Moment of Inertia) with the result that the driver was unable to detect immediately when the tyres lost adhesion. Later types of the same design moved the driver further back to give these supermen some better chance to handle these tricky vehicles.

The early constructors turned out engines rotating at extremely low revs. - Benz 300, and Daimler 900, but this did not mean reliability. Panhard in 1895 won the Paris Bordeaux Race because he had the least involuntary stops totalling only 22 minutes.

With cars from North America showing the least trace of racing car characteristics, even in name, one is rather apt to forget that a Dusenbergs, fitted with hydraulic brakes, in 1921 won the French Grand Prix at Le Mans on appalling rough unsealed roads. The lap speed attained was 5 m.p.h. faster than that of Birkin in the 4 $\frac{1}{2}$ bl on Bentley 9 years later on much superior road surfaces.

This Dusenbergs engine of 3 litres developed 115-120 b.h.p. at 4250 revs. from a straight eight and rocker adjustment was carried out by BENDING with a special tool; even Ford did not think of adopting this idea in the days of the non adjustable tappet.

Dusenbergs incidently used later a centrifugal blower as the B.R.M. with the same unfortunate torque curve.

By 1925 the power of the motors had risen so that the Hotchkiss drive went out of favour, in fact this leads me to think that one or two touring car designers might think on the same lines. The successful "voiturette" Talbot Darracq of 1486 c.c. was developing 50 b.h.p. at 4000 at this date.

The Race Organisers, as ever, were faced with the problem of keeping speeds down. As they thought up limits of engine capacity, weight or fuel consumption so the enthusiasm of the constructors overcame these obstructions and speeds went up. In 1934 the 750 kilogramme (dry weight) formula attracted Mercedes and Auto Union and their engines produced about 290 b.h.p. and by 1937 Auto Union were up to 520 at 5000 r.p.m. and Mercedes 646 at 5800 with 248 at 2000! One wonders whether U.S. designers have heard about this? It was 5.6 litres capacity.

Grand Prix racing, as the Authors state, had become a show room of the experiments of specialists of the Motor Industry, and thus small constructors were completely outclassed in the development of their designs. France made an effort in 1934 to come up with the Germans when the 'Societe des Etudes Francaises d'Automobile de Course' constructed a car which appeared much too late to be developed, a story to be repeated by B.R.M. under another formula.

The book gives a wealth of detail of the cars used from the beginning to the 1956 Vanwall, shewn last in a magnificent series of illustrations. By the way, have you noticed how serious early drivers appear in their photos? Possibly this is due to anxiety regarding the location of the pricker for the blow lamp jet? There is no glamour stuff about those who drove but is highly readable and has a fascinating wrapper in colour with miniatures of all the shapely models of the ages - mostly blue and red of course.

Messrs. L.M.Silver & Co. Ltd., have asked us to inform members that they now have stocks of the "Collite" Map Reader, used extensively in all car trials in England.

It is one of those magnifying, torch like objects - good for night trials etc.

Price - 30/-.

SALVAGED JAGUARS TO BE SMASHED UP:

Two hundred and seventy Jaguar cars salvaged from the fire at the Coventry works earlier this year will be cut up by oxy-acetylene torches and then pounded into scrap. Sir William Lyons, the chairman, has decided that they must be so completely destroyed

that there will be no chance of a car or a part going on to the market. A company spokesman said hundreds of offers had been received for cars which, but for the fire, had been worth £1000 each, excluding purchase tax.

Professor Jerk (may his dear old overhead gear never run dry) has discovered that trials were part of the national sport in the early 16th century and the job of navigator was not eagerly sought after.

".... Commanded I am to go a journey.
A long way, hard and dangerous.....
Wherefore I pray you, bear me company,
As ye have promised, in this journey.

That is matter indeed! Promise is duty,
But, and I should take such a voyage on me,
I know it well, it should be to my pain:
Also it make me afeard, certain."

Everyman
(A Moral Play, C.1520.)

Congratulations to Bob Gibbons on his two recent winning performances at Horahora and the N.I. Championship at Hawera.

Our sympathy to Reg. McCutcheon on rolling the Normac at Hawera. Fortunately he came out of it very lightly - not so the car however.

HAVE YOU WRITTEN FOR YOUR BULLETIN????

WATCH THOSE FLAGS:

The case heard recently in England between two racing motorists Anthony v. Braine, shows there are legal as well as other hazards in this sport. The contestants in this legal conflict were both competitors in September, 1955, at Brands Hatch in an "Unlimited Sports Car" race held according to the rules of the British Racing and Sports Car Club Ltd. The defendant, Braine, was driving an Austin-Healey and crashed into the back of Anthony's car, a Lotus Bristol, with the result that the latter sued him for damages.

The Judge said that the case raised the question of what duty, if any, participants in the dangerous sport of motor racing owed to each other. The Brands Hatch course circuit was traversed in about a minute, which meant the cars were travelling at over 90 m.p.h. The Judge described the system adopted for finishing the race. Briefly, a chequered flag was shown on the finishing line at the end of each race. When the competitors saw that signal they were supposed to complete one more lap at a reduced speed, keeping their positions relative to each other. Normally, the practice in a 12-lap race was that, as the leading car approached the end of the 11th lap, the starter, from his position on the finishing line, displayed a last lap board. When the leading car completed its 12th lap at racing speed, the starter, standing about a yard into the track, dipped his chequered flag and then held it horizontally. On that signal all cars were supposed to complete one more lap, the "lap of honour", at a slow speed without overtaking. Cars which had only done 11 laps when the leading car finished its 12th had to do the same.

There were eight cars in this particular race. It appeared that Braine saw the last lap board when he was, as the Judge remarked, hotly pursuing a Jaguar. When the 12th lap ended, the car in the lead was a Lister Bristol with Anthony, in his Lotus Bristol, a fraction behind. The Jaguar was still on its 11th lap, about eight seconds behind Anthony, with Braine close on its tail. At that point the starter dipped the chequered flag and the leading cars slowed down on the "lap of honour".

Unfortunately, Braine had failed to observe the flag and both he and the Jaguar continued on the "lap of honour" at racing speed. The two Bristols were idling towards the mechanics at 15 m.p.h. when Braine, in his Austin-Healey, collided with the rear of Anthony's Bristol.

On Braine's behalf it was urged that "volenti non fit iniuria", in effect that if a person willingly undertakes the risk of motor

racing he cannot complain if he suffers damage. At first sight, this would seem to be an attractive argument, but the Judge dismissed it without hesitation. He observed that there were no facts in the case on which he could find that Anthony, the plaintiff, had either expressly or impliedly agreed to a risk to himself from others being negligent. The plaintiff, the Judge remarked, had put it in a common-sense way when he said he would not think of claiming damages for an accident occurring during the race but after the race was over he expected to be able to proceed to the pits safely.

The problem was to formulate the duty owed by the defendant to a fellow competitor. The issue was: Had the plaintiff established that his car was damaged by the defendant failing to exercise reasonable care and skill having regard to all the circumstances? In the Judge's view, each competitor was entitled to expect that the others would use reasonable care and observe the rules and race procedure. While a technical breach of a rule might not involve liability, a breach which resulted in a failure to exercise reasonable care and skill would do so, and the fact that someone, driving at high speed, did something in the excitement of the contest was not an excuse. The defendant had seen the last lap board at the end of his 10th lap and, when he came again to the finishing line, he should have realised the race was over and, as a competent motorist, he should also have seen the chequered flag. He was guilty of negligence in failing to reduce speed at the end of his 11th lap. Accordingly, judgement was given against him for £500 damages.

This was and will, no doubt, remain an uncommon action, otherwise motor sports might be seriously hampered. But it illustrates a well-established principle of law that, save in exceptional circumstances, the injured party is never taken to have agreed to run the risks arising from the other person's negligence, even a momentary lapse in the heat and excitement of the race. Again this, like most other cases of this sort, depended to a large extent on its own peculiar facts. As the plaintiff pointed out, the race was really over, and much depends on the circumstances and conditions of the race. Stock car racing enthusiasts, at any rate, may still rest on the assurance that the legal risks they face are not very great.

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TRY TO MAKE A SPECIAL EFFORT &
WRITE FOR YOUR BULLETIN.

SYRACUSE GRAND PRIX APRIL 14th.

This race was eagerly awaited as the first official outing of the Vanwall with Moss at the helm - It was originally intended to run two races first one for Formula II cars, followed by the main Formula I Grand Prix. However, the Italian Formula II cars were not ready, so they very conveniently cancelled the Formula II race, but allowed any entrants to race their machines in the Formula I event - Because of this we saw the three English Formula II machines of Brabham, Whitehouse and Wicken on the grid in company with a formidable field of works Maseratis, Ferraris and Connaughts.

Moss was easily fastest in practice, gaining pole position and all augered well for an all British victory - Alongside him Musso on Ferrari and Collins Ferrari. Behind them Schell on Maserati and Brooks Vanwall - Godia, Taruffi and Behra all on Maserati in the third row and the two Connaughts of Bueb and Fairman in the fourth - Piotti, Herman and Halford formed another Maserati line behind them with the three Formula II Coopers in the rear.

Horace Gould made an appearance at the circuit, but whether he failed to qualify or was suffering from exhaustion or malnutrition is not yet known - In any event he was a non starter.

Moss took supremacy of the race very early in the piece and proceeded to work up a very nice lead - Apparently the supremacy of the Vanwall over the Italian cars was very obvious and it was a bitter blow to the pro-British fraternity to see Moss coast in on lap 8 with a fractured fuel pipe. Harry Schell had fallen out on lap 7 - Brooks, who had been lying second behind Moss, now led from Musso until Peter Collins decided to speed things up and passed his team mate to sit on Brooks tail - Now things began to look serious for Maseratis - First Behra had to come in with brake trouble on lap 10, followed by Godia with a locking front wheel when lying fifth. Brabham was circulating well up in the field, but naturally outclassed.

After a five lap pit stop Moss rejoined the race and proceeded to thrill the crowd by showing just what the Vanwall could do, eventually working his way from an apparently hopeless position through to finish third behind Collins and Musso - with Taruffi fourth followed by Bueb, Brabham and Wicken - So with seven finished Britain again showed that, although her cars are still somewhat temperamental her drivers are definitely not.

- The N.Z.I.C.P. (Auck.) Inc. Newsletter.

Road Test Report.

Can Britain Beat This?

A fascinating little french car has arrived in Britain to challenge the best small cars this country can produce. The car is a Renault; its stable name the Dauphine.

Last week I put the first Dauphine to be road licensed in this country through its paces on what I think is the best of all testing grounds - London traffic.

And if you think that this report is not strictly motor sports then I must tell you that the Dauphine's performance almost puts it in the sports car class. It would certainly make a fine rally car.

But more than that; with the cost of motoring what it is today everyone is looking for a car that is reasonably roomy, reasonably fast, cheap to maintain, and with a petrol consumption of upwards of 40 m.p.g.

THE DAUPHINE SEEMS TO BE THE ANSWER

What will the Dauphine do? Continental motorists are in the habit of driving their cars flat out. So the Dauphine's 845 c.c. four-cylinder water-cooled rear engine is governed not to exceed 70 m.p.h.

But I assure that it will reach this speed without any obvious stress. And it will cruise all day at 60.

Economy? The makers claim 43 m.p.g. The model I drove did upwards of 45 m.p.g. Acceleration? As I say, almost in the sports car class.

I had heard a lot about the road-holding qualities of this car. So on a quiet spot of road with the gear lever in low I locked the steering full over and put my foot down hard.

The Dauphine circled like a mechanical toy. Not a lurch; not a creech of protest from the tyres.

What about comfort? I have a fetish about this. Well, my six-foot fourteen-stone figure fitted easily into the driver's seat.

And there were no complaints from passengers in the back. For the size of its engine this car is really exceptionally roomy.

But most of all this is a safe car. It brakes beautifully, there are rubber-backed crash strips on the facia, the steering wheel will bend if the driver is thrown against it, and the plastic door fittings are made to break rather than cut in a collision.

In design, performance, and economy, the Dauphine is a real challenge to the British car industry in a field in which we once were supreme. The Price is £512, plus £257. 7s. purchase tax.

SPORTS CAR DESIGNER'S SUCCESS IN MOTOR BOATS:

Mr. Donald Healey, chairman of the British manufacturers of the famous sports cars bearing his name, is making a big inroad into another field in the United States - sports boating. Sports boats designed by Mr. Healey have become among the most popular in the United States. He has been exporting his small "Skimaster" sports boat to the United States for some time sending 400 with outboard motors there last year alone.

Now he has brought off a special deal in this field with a 2,000,000-dollar (£714,000) contract to supply his new 16 ft. speed runabout to the United States. Capable of a speed of 32 m.p.h. the new boat was designed especially for the American market. Mr. Healey himself and Stirling Moss, tested it extensively off the coast of Nassau recently when they went there to attend a sports car meeting.

Mr. Healey will be sending about 1,000 models of the new boat to the United States within the next 15 months. The first two will be shipped to Los Angeles this month and will be followed by four to Honolulu within four weeks. Known as the "sportsboat", the new boat is principally an inboard motor craft, but some models will be fitted with outboards. The Harlow, Essex, factory manufacturing the boats will be producing them at the rate of 100 a week by August.

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ANOTHER NEW BRITISH CAR: Another new British car making its debut at the Geneva show - and simultaneously in the United States - is the high-performance, left-hand drive Aston Martin DB2-4 Mark III for export only.

The new model is a more advanced form of the Mark II being produced for the home market. It has a new frontal design, a three-litre engine with new cylinder head, valves, ports and cam profiles developed from the race-winning DB3S and hydraulic clutch operation.

Girling disc brakes will be available on the front wheels as optional extras.

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HAVE YOU WRITTEN FOR YOUR BULLETIN ??????

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THE 3.4.

For some weeks before the recent fire at the Jaguar factory in Coventry the company had been producing a new model destined initially for export and over 200 examples of the new car - the Jaguar Three-Point-Four Litre Saloon had already been shipped to America where Jaguar's American Company had been stocking up the Jaguar dealer organisation with the new car.

Now that the resumption of production at the Jaguar factory ensures that continuity of shipments will be made, details of the new model have been disclosed.

Outwardly, the car closely resembles the Two-Point-Four Litre Model introduced a year ago, but it is instantly recognisable by its wider radiator grille and cutaway rear wheel spats. It is powered by a 3.4-litre XK twin overhead camshaft engine with twin S.U. carburettors and dual exhaust system and delivers no less than 210 brake horsepower which provides a speed of over 120 m.p.h. and phenomenal acceleration. It is available with automatic transmission or, alternatively, a manually operated gearbox with or without overdrive.

The major part of the production programme is being concentrated on this new dollar earner and Jaguar will maintain every effort to keep up supplies to America and Europe while the work of rehabilitating the damaged factory goes on.

EXTRAORDINARY !

For the first time in its twenty years history, the Medal of Honour for Excellence in Design, awarded by the magazine "American Artist" has gone outside the United States. The winners for 1957 are Jaguar Cars Ltd., the British motor manufacturers. It is also the first occasion on which the award has gone to industrial designers, having hitherto been won by individual artists in painting, sculpture or architecture. The Medal of Honour, regarded as a great distinction in the United States, was presented to the President of Jaguar Cars, North American Corporation, by the Editor of the magazine, and was awarded to the Jaguar car "for its excellence of body design, disciplined integration of its parts, flow of its distinguished symmetry and for its overall physical appearance". The award is considered a high tribute to the British motor industry, and a tribute to both designers and craftsmen.

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THE JOYS OF THE CHASE:

A lonely marshal on the recent night trial was approached by a curious resident who asked why she was flashing a green light at all oncoming cars. The marshal proceeded to enlighten the gentleman about Car Club trials, but he, still unconvinced, said that he knew a fellow who was a member of a car club, but he didn't rush around at night chasing silly little green lights.

The marshal's curiosity was aroused, so she sought the name of this friend. A name was muttered, at which the said marshal commented very sweetly "As a matter of fact, he is my husband, and I am expecting him along any minute now looking for a silly little green light!"

One competitor had a new navigator with him who provided all extras including, no doubt for some good reason, a roll of a well-known commodity. Well, I suppose there is always room for a new idea.

An interesting conversation was overheard between a lost competitor and central operator.

Telephone	"Ring ring"
C.O.	"Hullo"
L.C.	"Hullo Central, we're lost"
C.O.	"Where are you?"
L.C.	"Karori"
C.O.	A gasp, then rather faintly "Where did you say?"
L.C.	"Karori"
C.O.	"Good Heavens, you should be in Evans Bay!"

Fade out on groans and final click of telephone.

There were fourteen entries in this trial, which, on a perfect night, was held within the Wellington and suburbs area. There was a driving test incorporated, which entailed driving three lengths of one's car. Best marks for this test went equally to David White (TR2) and Tom Fox (M.G.T.F.)

A new type route sheet was used and proved very popular. Many requests have been made for another trial of this type as many members were unable to take part on this occasion.

Supper followed the trial, and the usual stories of fantastic mileages and most unconventional places were not lacking. A visitor from Wanganui was heard to say that he had seen more of Wellington in one hour than he would have seen on a three day conducted tour. Results on page 15.

Place	DRIVER	NAVIGATOR	Car.No.	Make	R E S U L T S														T	T	T	T	Fest	Finish	Drvs.Cards	Not compl- eted	Total	Provision- al results
					1	2	3	4	5	6	7	8	9	10	11	12	13	14										
1	P. PORTEOUS	A. ROBB	3	Chev.	20	-	-	18	-	-	10	18	-	-	-	20	60	2	-	148	1st							
2	H.W.HUNTER	J.L.STOCKDALE	11	Ford Angl.	-	-	30	16	30	-	-	30	2	-	-	7	36	2	10	163	3rd							
3	B.DRAKE	P. MORGAN	4	Ford Zephyr	-	20	30	40	-	-	10	27	-	-	-	7	29	10	10	183	2nd							
4=	T. FOX	W. KING	9	M.G.	-	30	30	42	-	-	-	17	-	-	-	30	110	-	262	5th								
4=	D. WHITE	P. SLOCOMBE	13	Triu-mph	30	30	30	55	-	-	-	-	-	-	-	50	3	4	262	4th								
6	I. MCINTYRE	A. SCOTT	7	Mor. Ox.	10	-	30	44	-	-	-	-	24	-	-	2	144	-	264	7th								
7	T. WALLACE	D. FRASER	6	Vaux. 12	10	10	30	16	-	30	30	61	-	-	-	5	22	10	284	6th								
8	L. DALLEY	L. MOFFATT	14	V.W.	30	30	30	42	-	-	-	-	22	-	-	20	154	10	368	11th								
9	CURRY	P. STRONG	10	Aus. A.30	30	10	30	35	-	30	-	-	13	30	-	11	166	5	370	8th								
10	R. WALKER	W. BRYCE	12	Vaux. Velox	30	30	30	65	-	-	-	-	11	-	-	20	212	4	432	12th								
11	R. CHAPMAN	E. GREENSMITH	5	M.G. TP.	10	30	30	47	-	30	-	30	10	30	30	90	149	10	496	9th								
12	N. PRICE	MILDREN	8	Ford Zephyr	10	30	30	29	30	-	10	2	-	30	30	120	44	120	585	10th								
13	MCLEOD BELL	ALEXANDER ALLEN	1	Vaux.	-	-	-	-	120	30	30	30	120	30	30	120	24	120	754	13th								
14	RILEY		2	Riley	20	20	20	120	30	30	30	120	30	30	120	127	127	120	927	14th								



CLUB CALENDAR



MAY

26th. 1000 K.W.Race Nurburgring, Germany

JUNE

2nd Belgian Grand Prix

8th Hutt Valley Motoring Club Sprint -
Featherston.

13th CLUB NIGHT

Victoria League Rooms,
4th Floor D.I.C. Building.

Films - Talk on Citroen DS19.

15th. South Island Hill Climb Championship
Timaru.

120 Mile Trial - Levin Motor Racing Club.

22nd 100 Mile Night Trial -
Hutt Valley M.C.

30th. Gymkhana

JULY

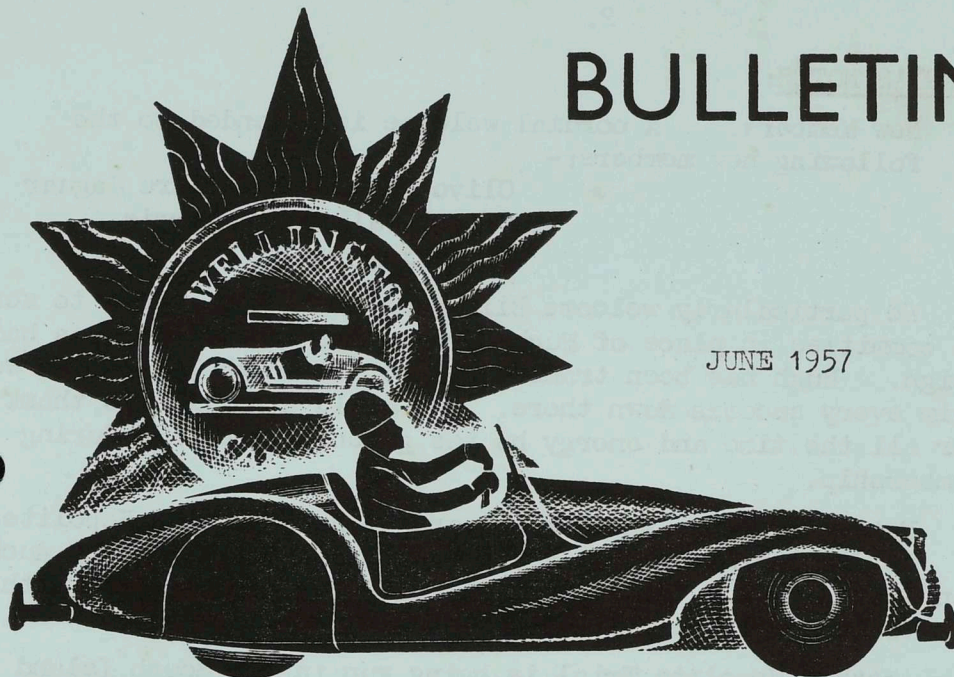
21st. Half Day Trial

August

17th. Annual 100 Mile Night Trial.

WRITE FOR YOUR BULLETIN

BULLETIN



JUNE 1957

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

DIRECTORY: PRESIDENT: C. Vandendungen 55-040 (Business)
CLUB CAPTAIN: R. Smith 24-914
VICE-CAPTAIN: Mrs. A. Fox 47-360 (Business)
SECRETARY: P. Slocombe 40-510
46-446 (Ext.85 (Bus.))
41-827 (Business)

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C. Singleton 85-111
R. George 76-733
W. King

SOCIAL COMMITTEE:
A. Freeman R. Chapman
J. Steele L. Vidgen

BULLETIN EDITOR: B. Cronin 46-795

CAUTION IS NO SUBSTITUTE FOR SKILL

SECRETARY'S NOTES:

1. New Members. A cordial welcome is extended to the following new members:-

- Clive Scott 2.4 Litre Jaguar
- Trevor Wallace Morris
- Bill King

We particularly welcome Bill King as he has agreed to serve on the committee in place of Hugh Garner, who regrettably has had to resign. Hugh has been transferred to the South Island and we wish him every success down there. We would also like to thank him for all the time and energy he has given to the club during his membership.

2. Entry Forms. Entry forms are to hand for the Hepolite Golden Jubilee Trial, a 700 mile trial starting from Auckland on 10th August. Entries at £3.10. 0 per car close on 27th July. No late entries will be accepted.

Another Hepolite Trial is being run in the South Island on 27th & 28th July. Entry forms are to hand for this also.

Application Forms for the position of Observer in the Mobilgas Economy run are available. The Run starts in Auckland on the 31st October and Observers will have to be available on 29th October. Applications for these positions close 6th September.

3. Club Trials. In future, unless otherwise stated, all Club Trials will start from the Herd Street Post Office building. The change from the traditional Maginnity Street start has been made because the Police Patrol Cars frequently use the street for their rapid get aways.

It is hoped in future to be able to get all entries for Club trials in to the organisers before the actual start of a trial so that arrangements for supper etc. can be made more than a few hours in advance. Rather than send entry forms out to all members - a costly business - an arrangement has been made with the Vivian Book Shop next to the Kings Theatre whereby they will keep entry forms and accept entries. The Vivian Book Shop will also post results of trials etc. in their window.

A publicity officer has been appointed to ensure that notice of events and results of events are in the local papers. Roy Smith is the man.

Stewards to the A.N.Z.C.C. from the Club are Alan Robb
Cor Vandendungen
Peter Slocombe.

N.Z.I.G.P. INVITES TOP DRIVERS:

It is almost certain that Roy Salvadori, top B.R.M. driver, will race at Ardmore in the New Zealand International Grand Prix next year. And the organization is offering big money to attract world champion Juan Fangio himself, reports the "Auckland Star".

Mike Hawthorn, Stirling Moss, Peter Collins, Musso, Shelby, Schell, Behra and Archie Scott-Brown have been invited, and the organisation confident that it will successfully negotiate with some of these world-famed drivers to appear.

The meeting is to be held on January 4 - subject to approval from the Royal Automobile Club, London.

"Our whole aim this year is to attract a completely new set of overseas drivers - and of the very highest calibre," said the Secretary, Mr. Frank Perkins. The emphasis will be on more and shorter races (the Grand Prix is to be run in two heats and a final) to give the crowds more start and finish excitement.

Generally, said Mr. Perkins, Fangio only races in the top European and Argentinian races. But the organisation had reasons to believe that, if he was available for racing in January, he could be attracted here.

Mr. Perkins was talking to former Aston-Martin racing manager John Wyer recently. He was told that a works team of Aston-martins would compete in the sports car event - now named the Ken Wharton Memorial Trophy race to commemorate the popular British driver who was fatally injured during the race last January.

His New Zealand friends have already donated a trophy for annual competition and the organisation now plans a set of trophies which can be won outright - these to be in addition to the trophies already donated for competition in this event.

Funds appeal.

Mr. Perkins appealed to all those interested in the sport to contribute towards the financing of the Ken Wharton Memorial Trophy race.

Graham Pierce of Taumarunui has purchased Ross Jensen's Austin-Healey 100s. We hope to see this very pleasant motor car as much in the money as it was with its former owner.

"SOUTHBRIDGE 100"

by J. Lust

After an early morning frost, the weather turned sunny and warm for the "first ever" Southbridge 100, being held at Southbridge township some 34 miles out of Christchurch. The paddock for the pits was, I would estimate, some 3 - 4 acres, so was quite convenient for cars to run up and down warming up.

The first race was a comparatively easy win for an unmodified Anglia, as the backmarker, Cantwell's Jag, had over 11 minutes to catch up over only 25 miles. Results were

Anglia	-	B.R. Blackburn	1st
V.W.	-	J. Mullins	2nd
Skoda	-	D. Ransley	3rd

Unfortunately I have not the handicaps available for comparison of times.

The Skoda, with swing axles, was proving quite a handful on corners, as a local enthusiast knows only too well. He also had his windscreen shattered on the metalled leg of the course during the race as did the Peugeot 403 in practice.

The sports car race allowed Cantwell to avenge his earlier defeat and in this 42 miles, he led home McKellar's Cooper Climax then Archibald's XK 120.

According to my stopwatch McKellar was catching Cantwell at 8 secs. per lap, and lacked one more lap of the circuit to catch him.

The last race of the day was the "big" race.

Starters.

J. McMillan	Ferrari	3rd
W. Darnell	A.C.E. Special	Retired
J. Mardon	R.A. Vanguard	4th
A. Freeman	Lago -Talbot	Retired-Ignition
McBeath	500	Accident
Mc.Kellar	Cooper Climax	Retired
Caldwell	Alfa	Retired
Hoare	Maserati	?
Hyde	V.8.	Blow up 1st lap.
Campion	500	Retired
Blackburn	Mistral	2nd
Quirk	Maserati	Retired
Roycroft	Bugatti-Jag.	Retired -Big ends
Mansell	Ardun Ford	Retired
Palmer	Cooper Bristol	1st
Stanton	Crop-Duster	Retired

Unfortunately since we left 5 mins. after the race had finished I can't give you many of the reasons for retirements as cars were scattered all around the course, and although some did finally get going again, only about 4 or 5 cars actually kept going all the time.

The winner, George Palmer, drove a flawless race, starting 16½ mins. after the scratch car (Hyde's V.8).

The 2nd home, the Mistral left some 2 mins. after Hyde, and it was obvious that the Mistral was a lot more potent than when last seen at Levin.

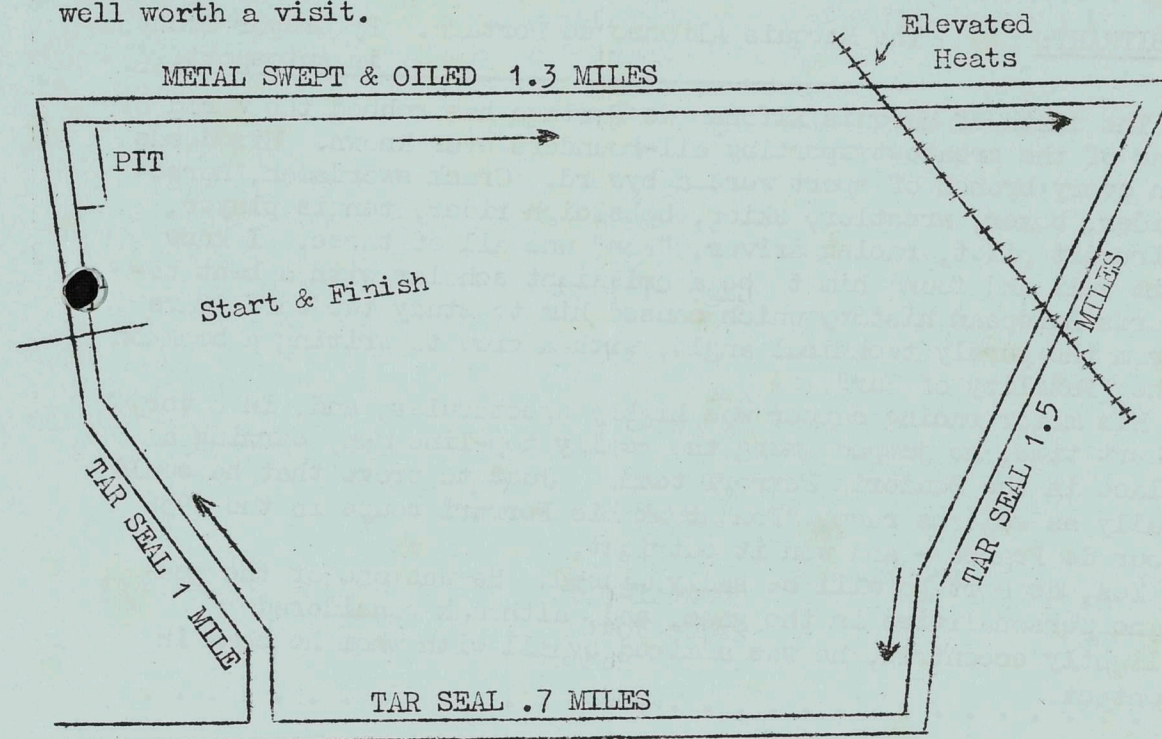
The 3rd home, John McMillan, had quite a formidable task being off 23 mins. after the scratch car.

Alistair McBeath was unfortunate enough to roll the 500 on a righthander on the gravel section and received some lacerations to head and shoulders.

The only dicey moment observed from the pits was Quirks Maserati with left front brake locked scattering 2 or 3 hay bales before the right hander after the start-finish line, and the consequent dive for cover by the spectators nearest him.

The Crop-Duster now sports an aerodynamic fibre glass body made by Blackburn, and looks quite neat. Pity it didn't keep going.

Should the co-operation of the local residents and farmers be forthcoming again, Southbridge will become a popular circuit and well worth a visit.



NEXT EVENT: GYMKHANA SUNDAY 30TH JULY.

Here is the event that you have been waiting for. One in which you can test your own skill and the performance of your car, without too much worry about tyre wear or general depreciation.

The Club has been fortunate in being able to obtain the lower parking area at the Winter Show for this meeting. This large area is covered with cinders, making an ideal surface for such an event.

Your committee has organised an excellent programme consisting of some tests which are used overseas in the larger motor rallies. These are equally suitable for the small cars as well as the large powerful models.

The event can only be successful with your entry, so keep this Sunday free and we can guarantee a very pleasant afternoon.

Date: 30th July
Time: 1.30 p.m.
Venue: Lower parking ground
Winter Show Buildings.
Hall Street Entrance.

OBITUARY:

The Marquis Alfonso de Portago. By Gregor Grant in Autosport.

The death of Marquis Alfonso de Portago has robbed the world of one of the greatest sporting all-rounders ever known. His deeds in every branch of sport were a byword. Crack swordsman, horse-rider, boxer, wrestler, skier, bobsleigh rider, tennis player, aircraft pilot, racing driver, "Fon" was all of these. I knew him well and found him to be a brilliant scholar with a bent towards European history which caused him to study two world wars from the purely technical angle, with a view to writing a book on the "Futility of War".

His motor racing career was highly spectacular, and, in a very short time, he jumped among the really top-line men, earning a place in the Scuderia Ferrari team. Just to prove that he could rally as well as race, "Fon" took his Ferrari coupe in the 1956 Tour de France - and won it outright.

Yes, de Portago will be sadly missed. He was one of the genuine personalities in the game, and, although considered slightly eccentric, he was admired by all with whom he came in contact.

These comments on the Mille Miglia and the Grand Prix de Monaco are taken from letters from club member Tony Shelley, who is at present on a world tour. His itinerary has been planned to enable him to see several of the world's major motor events, so we hope to hear more from him in the future.

Desenzano, May 12th.

It is now 7 a.m. and I am writing from a hotel on the shores of Lake Garda in Northern Italy, about 20 miles from Brescia.

I spent the day yesterday in town watching the scrutineering in the main square. Later I was fortunate to be able to get into the Terrace Stable at Manerbio about 15 miles from Brescia through the kindness of Peter Collins.

The Ferrari factory is running a team of 5 cars, 4, 3.5 litre V12 sports and one Gran Turismo 3.5 V12. The team is Collins - Klemantaski, Alfonso de Portago, Wolfgang von Trips, Pierre Tarrufi, and Gendebien-Watters, the last pair driving the saloon car.

Naturally it looks like a duel between the big 4.5 Maserati and the 3.5 Ferrari but seeing Behra had an accident during practice and Moss did not start I think the winner should be Collins, although Flockhart on the Ecurie Eccossi D.Type Jaguar might prove very fast.

This morning I arose at 3.30 and went out to the main road to watch the cars pass here and Moss did not arrive - I'll find out what happened to him when I get to Brescia. It was wonderful to see how Portago picked up the minute he was behind Bertochi (on Maserati) within the twenty miles from Brescia to here.

Monaco May 14th.

As you will probably have read the Mille Miglia was a debacle again with de Portago getting himself killed. Tarrufi won, Von Trips 2nd Gendebien 3rd. Average approx. 94 m.p.h. Collins, leading nearly all the way, had rear end trouble with about 140 miles to go. Moss pulled out after about 12 miles with no brake pedal.

Anyhow I'll enclose paper clippings to tell the story in more detail. (A clipping from an English paper was enclosed giving many more details than our own papers. However publication at this date seems unnecessary. ED.)

Actually I feel pretty bad about poor Alfonso Portago because I was talking to him not 24 hours before he was killed at the Ferrari stable - he was quite a boy, but very decent. So are they all in fact!

A point of interest - Klemantaski took my new Contaflex camera with him in Peter Collins Ferrari so I'm hoping to get some really good colour shots by an acknowledged expert. Will write again from Monaco after G.P. on Sunday.

MONACO.

Monte-Carlo, Thursday 16th May.

First practice this morning at 5.45 - 8.15. The Ferraris did not appear at all and not all the Maseratis were out, especially the independents.

Fangio tried all three Maseratis and towards the end was motoring extremely quickly to bring his time down to 1.44 odd still 2 seconds from his own record of 1.41. I noticed particularly how hard the maestro seemed to be working. The Maserati seemed a little "skittish" on a few parts of the circuit. Anyhow the morning ended with Fangio near the top - his time being bettered only by Moss.

The other Maserati men Schell and Menditeguy (Behra not here) did a number of rather unimpressive laps except I thought Schell to be rather forceful to the extent of sometimes being a little wild. The British Contingent were out in force and by far the most conspicuous was Moss who tried 2 Vanwalls and went very quickly indeed slightly faster even than Juan Manuel. My goodness he's a picture to watch. No fuss no flurry, just straight through. Brooks of course was really motoring but he hasn't as yet got the experience of Moss so he was accordingly slower.

The Connaughts weren't bad but still not fast enough. Flockhart was really trying in the B.R.M. and wasn't going too badly either Collins tried the Cooper F II out and lapped at about 1.51 - he told me afterwards that they just didn't have enough power to finish "in the money".

Tomorrow should be very good indeed with all the Ferrari and the independent Maseratis out.

11 p.m. Sunday May 19th.

I have enclosed copies of the practice times for the last two days.

Peter Collins had a bad accident coming through the Chicane onto the harbour wall yesterday he slid and bashed up Mike Hawthorn's car - Peter says that it's "written off" - Mike is very pleased because he gets the practice car which is faster than his own anyway!

Monaco 6.30 p.m.

Well Fangio won a very fine race today in the "Monza" 6 cyl. Maserati (not the V 12) by about 40 secs. from Tony Brooks on Vanwall. In third place was Masten Gregory.

At the start Moss flashed into the lead hotly pursued by Collins, Fangio and Hawthorn. Hawthorn passed Fangio on lap 2 but on lap three just as he was coming into the Chicane on the water-front

Moss ran out of road and hit a pylon.

Collins took evasive action and Hawthorn rammed him, the three cars being completely written off in the melee. Fangio drove triumphantly through to take 1st place and was not headed. Brooks clung to his 2nd position and drove a truly brilliant race. Collins received slight injuries to his right leg only.

On lap 36 Hawthorn took over Von Trips car but within 2 laps the latter was back at the wheel. Driving quite well, he was lapped by Fangio on about the 85th lap. He was lying 4th for a long time behind Mendileguy on Maserati until Mend. pulled out owing to a slight argument with a concrete balustrade. Von Trips eventually retired (I don't know why) leaving Jack Brabham in third spot. Incidentally Jack drove an inspired race until the 103rd lap (beating such things as Trintignant's Ferrari, Flockhart's B.R.M. sundry Maseratis and Connaughts.) when his petrol pump drive ceased driving round near the tunnel. He pushed the car home to qualify as a finisher and, deservedly, received a terrific ovation from the crowd.

In retrospect it would appear as though Fangio is still the Maestro, having done fastest lap as well, which puts him in a very strong position for the World Championship.

Regards to all,
Tony.

.....

16th May

18	Moss	Vanwall	1'44"/4/10	108,450
32	Fangio	Maserati	1'44"5/10	108,346
18	Brooks	Vanwall	1'46"	106,211
36	Menditeguy	Maserati	1'49"9/10	103,021
36	Schell	Maserati	1'50"1/10	102,834
11	Lewis-Evans	Connaught	1'51"1/10	101,908
12	Bueb	Connaught	1'51"5/10	101,542
6	Flockhart	B.R.M.	1'53"1/10	100,107
8	Salvadori	B.R.M.	1'53"3/10	99,929
36	Hermann	Maserati	1'55"1/10	98,367
14	Collins	Cooper	1'55"1/10	98,367
36	Scarlatti	Maserati	1'58"3/10	95,706

Results of the Belgian Production Car G.P. Spa Francorchamps May 12.

1. Tony Brooks (Aston Martin DBR.1)
2. Roy Salvadori (A.M.DBR.1)
3. H. Taylor (D.Jaguar)
4. F. Rouselle (D Jag.)
5. D. Hamilton (D.Jag)
6. J. Lawrence (D. Jaguar)
7. McKay Fraser (1500cc Lotus).
8. P. Whitehead (DB3S Aston Martin)
9. G.Whitehead (DB3S Aston Martin)

17th May, 1957.

38	Fangio	Maserati	1'42"7/10	110,245
26	Collins	Ferrari	1'43"3/10	
18	Moss	Vanwall	1'43"6/10	
20	Brooks	Vanwall	1'44"4/10	
28	Hawthorn	Ferrari	1'46"4/10	
T	Trintignant	"	1'46"7/10	
36	Menditeguy	Maserati	1'46"7/10	
35	Schell	Maserati	1'47"3/10	
2	Gregory	Maserati	1'48"4/10	
22	Gould	Maserati	1'48"7/10	
T	Von Tripps	Ferrari	1'49"	
10	Lewis Evans	Connaught	1'49"1/10	
12	Bueb	Connaught	1'49"4/10	
34	Scarlatti	Maserati	1'49"4/10	
6	Flockhart	B.R.M.	1'50"1/10	
8	Salvadori	B.R.M.	1'50"9/10	
34	Hermann	Maserati	1'52"2/10	
4	Simon	Maserati	1'52"3/10	
14	Brabham	Cooper	1'52"4/10	
42	Gerini	Maserati	1'53"2/10	
42	Piotti	Maserati	1'54"3/10	
16	Leston	Cooper	1'58"9/10	

HEPOLITE MICROPEIN TRIAL

Have you considered competing in the South Island Championship Micropein Trial this year? The event this year will be conducted over roads in Otago and Canterbury and there will be an overnight stop in Timaru. The course will be very competitive and good prizes are offered - approx. £300 in cash and trophies. 'Gold Star Award' points will be credited in this event.

The Trial is timed to start at 7 a.m. in Dunedin on Saturday July 27th and to finish back in Dunedin on Sunday, July 28th. For further particulars, prospectus, official entry form etc., apply to The Secretary, Otago Sports Car Club, P.O.Box 299, Dunedin.

Prize money for the Mobilgas Rally (round Australia) has now climbed to the astounding total of £15,886.

NEW CARS AWAIT CUSTOMERS AT AIRPORT: Forty brand new British Triumph T.R. 3 sports cars were waiting on the tarmac at London airport as their 80 American owners arrived by 'plane from New York recently to collect them.

The Americans had ordered the cars in the United States through the manufacturers, who believe that this was the first time in the comparatively recent history of European motor exports to North America that such a method of mass delivery had been undertaken. The total value of the order was 120,000 dollars.

After taking delivery of their cars, the Americans set off on a comprehensive three-week rally of England, France, Belgium, Austria, Germany and Switzerland.

Receptions for the rally, to which prominent Diplomatic officials were invited, were being held in London, Coventry, Brussels, Darmstadt, Vienna, Geneva and Paris.

The airflight, the rally, and the cars, were all paid for by the new owners, but even so the event was heavily oversubscribed - a strong illustration of the universal popularity of the powerful little Triumph sports car.

The manufacturers say they hope to organise many similar events in the future.

G.M. DEVELOPS RESEARCH TOOL. Buick's design section has developed a handy research tool to help in duplicating in the test workshops the actual operating conditions cars meet on the open road.

An electronic device records on a tape all engine operating conditions while a pilot car is on the road - throttle openings, engine speeds, water and oil temperatures, etc.

Then the tape is "played back" through an instrument which controls those variable factors in a motor on the test bench. The operating conditions are duplicated in the same sequence as they were recorded.

Thus the test engine is subjected to the same conditions as the pilot car met during its recording trip.

It is rumoured in the marketplace that Tom Clarke issued the much-publicised Frank Mooney with a challenge to compete with him in the Mark V 11 s for £100 over 5 laps of the Ardmore circuit during the next G.P. meeting. It appears that Mr. Mooney has declined to accept the challenge.

by Geoff Easterbrook-Smith.

Monthly meetings of car clubs, whether in New Zealand or the United States, tend to be boring affairs which one attends conscientiously, more with the hope than the expectation of being amused or educated. I know, because I have been doing so for the past 24 years.

Recently at an S.C.C.A. meeting I had both these pleasurable experiences. The speaker was John Gordon Benett, well known as a long term racing driver (27 years), a member of the Cunningham team at Le Mans and more recently as an assiduous and successful driver of D Jaguars. Mr. Gordon Benett is now a vice-president of the Jaguar North American Sales Corporation, which is a subsidiary of Jaguar Cars Ltd., Coventry.

The main subject of Mr. Gordon Benett's talk, which he delivered with a delightful blend of frankness, humour and modesty was the new XK SS Jaguar. As a long time admirer, and comparatively recent adherent of the marque Jaguar I found his talk quite the most interesting I had ever heard - so much so that I took the opportunity of noting down some of the salient features with the thought that Jaguar owners in the Wellington Car Club, and other less fortunate or less discerning club members, might find them of interest.

Mr. Gordon Benett started by paying a compliment to American tuners, with the information that one of Brigg, Cunningham's D Jaguars had been bored out .170", and in 10.5:1 compression position was developing 310 brake horse power. He said that when Mr. Heynes of Jaguars was over here recently he could scarcely credit this amount of overbore; nevertheless it has been done.

Next Mr. Gordon Benett traced the development of the various sports/racing Jaguars. Starting from the standard XK120 raced at Le Mans in 1950 by Leslie Johnson (from memory it went out with clutch trouble at 20 hours when in a potentially commanding position), the salient features were as follows:

Year	Model	B.H.P.	Dry Weight (lb.)	Frontal Area (sq. ft.)
1950	XK120	160	3000	13.86
1951	C	220	1930	13.86
1954	D	240	1950	12.5
1955	D	270	1930	12.8
1956	D	275	1930	14.5

The greater frontal area of 1955 over 1954 was caused by a change in nose shape which gave better penetration. The 1956 rise, of course, was due to the new windscreen regulation. Mr. Gordon Benett revealed also that triple Webers gave 3 more horsepower than fuel injection at peak revolutions, but that with F.I. the medium range acceleration was far cleaner - a consideration of considerable importance in a course such as Sebring.

Another item of interest was that wind tunnel tests prior to the 1955 race indicated a maximum speed of 200 m.p.h. Actual performance along the Mulsumne straight was 198.

Next Mr. Gordon Benett gave some interesting figures concerning weight transference during maximum acceleration and braking. While these apply to all cars to a (seldom) greater or (usually) less degree, they indicate some of the technical problems involved in high speed suspension, and the degree of skill involved in driving such a car under adverse conditions. The following summarises these changes.

D. Jaguar static weight distribution

Front	1000 lb.	Rear	930 lb
Under maximum acceleration with Full tank (37 gals.)			
Front	720 lb.	Rear	1467 lb.
Under heavy braking with near empty tank.			
Front	1270 lb.	Rear	660 lb.

Mr. Gordon Benett also referred to the effect of body shake on weight transference, and exemplified what he described as an "unsuccessful 1953 prototype" which had a static weight of 51½ per cent on the front wheels. At maximum speed this increased to 65½ per cent., and the car became uncontrollable over 160 m.p.h. Probably the Maserati that Moss drove in the 1956 Mille Miglia was suffering much the same trouble. In contrast the change in the D. Jaguar between a static distribution of 51 per cent on the front wheel is only to 52 per cent at 200 m.p.h. - so if Bob Gibbons reads this, he may have no fears in this respect! However, Bob may not care to emulate some of the Jaguar drivers who went down Mulsumne at full chat hands off, just to show how steady the D type is. There might be a law about it in New Zealand. There is about most things.

The influence of drag coefficient was another interesting subject, and the small table below illustrates the importance of body shape. Perhaps it may even influence brother Toby to modify the bluff front presented by the Easterbrook-Smith Special to an unfriendly world (they laughed as I sat down to pray).

Power Necessary at 100 m.p.h.

1950	XK 120	60 b.h.p.
1951	C	53 "
1954	D	38 "
1955	D long nose	32 "

Mr. Gordon Bennett passed on next to the XK SS described as a deliberate answer to the Chevrolet Corvettes which made Jaguar's life so unhappy in C Production races in the U.S. last season. As he put it quite bluntly, referring to the U.S. sports car market (and no doubt to all other similar markets) "If you win you sell cars, and if you don't win you don't sell cars."

It would be superfluous for me to describe the XK SS, as there have been full descriptions in the motoring papers. However, I am looking forward to this season's competition in the U.S., as it will be pleasant to see the Corvette's beaten again.

On a personal note I have just completed a 1600 mile run in my Mark 7, the route being Washington to Charleston, South Carolina to Atlanta, Georgia and back to Washington. On the relatively traffic free Southern roads (that is, by U.S. standards) I found it delightfully easy to put 60 miles behind me each hour, cruising at 70 and slowing down to 40 for the many villages. While on this run the odometer turned over 23,000 miles, indicating that I had covered over 11,000 miles in the last year. Not a high mileage, but a hard one, which has indicated to me over and over again just how sensible I was to buy a Jaguar.

IMPROVED SPARK PLUGS AVAILABLE: An improved type of spark plug with higher resistance to corrosion of the electrode is available in New Zealand now. Made from a new alloy the new plugs will stand temperatures up to 1700 degrees - more than the hottest temperatures generated by modern high-compression motors.

It is claimed by the makers that the new plugs will maintain full efficiency throughout their longer-than-usual life.

BEARINGS THAT RUN WITHOUT OIL: A metal treatment claimed to produce bearing surfaces that can be used almost indefinitely without lubrication has been announced by a Scottish engineer.

Bearings produced with this new treatment have been under test for some time. Officials of a Dundee, Scotland, engineering firm who have been helping in the development work claim that their tests have proved the process beyond doubt.

Mr. John McGregor, of Edinburgh, the inventor, has been responsible for a number of inventions, mainly connected with holding devices for cutting tools.

He said that a spindle has been running in a jute loom bearing treated by his process since February 22 without a single drop of oil applied. Loom spindles normally need oiling every two hours. He said the special spindle was cooler than those with untreated bearing surfaces.

Treated parts have also been fitted to several Edinburgh buses with beneficial results, he claimed. He said improvements included easier starting from cold, quieter running and lower fuel consumption.

Machine shop tests are claimed to have shown that the process adds up to ten times the normal life to cutting tools running at higher speeds and 20 times normal life for power press tools. Revolving parts, such as ball and roller bearings, are said to have been run at much higher speeds than normal without oil and without any signs of wear.

MORE REVS WITH IGNITION MODIFIER. An ignition adaptor which changes the current at the plug points from a high voltage charge to high frequency (a series of small sparks instead of one big one) is on the market.

The makers claim its use means better all-round performance, more miles to the gallon, easier starting and fewer ignition troubles.

Tests made on a high-efficiency motor with a tachometer showed a definite increase in revolutions per minute throughout the range. Around the most-used 2500 r.p.m. range the increase was more than 11 per cent.

With all plug leads bar one disconnected the engine kept on turning (it wouldn't without the adaptor) and a plug artificially fouled with grease quickly cleared itself and began igniting the mixture.

The makers claim there are no harmful effects to the condenser, coil or battery.



CLUB CALENDAR



COMING EVENTS:

- JUNE 20TH: Special Club evening of 500 c.c. Car Club at Pioneer Club Rooms, 56 The Terrace - Talk by Syd Jensen & Bill Lee on N.Z. Motor Racing Drivers Training School.
- JUNE 22nd: 100 Mile Night Trial - Hutt Valley Motoring Club.
- JUNE 30th: Gymkhana. Winter Show Parking Area. Hall St. Entrance. Start 1.30 p.m.
- JULY 11th: CLUB NIGHT Victoria League Rooms.
- JULY 21st Half Day Trial
- AUGUST 10th & 11th: Hepolite 700 Mile Trial
- AUGUST 17th: Annual 100 mile Night Trial.

.....

NEW PLANT WILL PAINT 52 CARS AN HOUR:

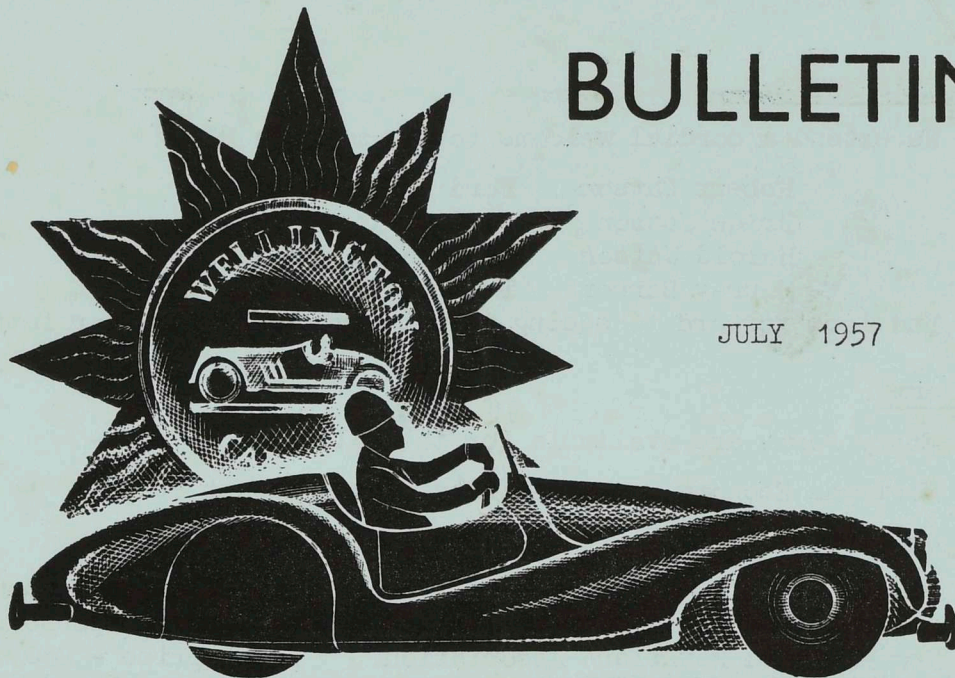
A painting plant a quarter of a mile long and capable of finishing 52 cars an hour in any combination of 26 colours is under construction at the Morris Motors factory at Cowley near Oxford, England.

Believed to be one of the most modern in the world, the plant will be almost entirely automatic. Two hundred cars will be passing through at the same time on two conveyor lines. A new system employing flowing water will wash away surplus paint to underground separation tanks.

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WRITE FOR YOUR BULLETIN

BULLETIN



JULY 1957

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

<u>DIRECTORY:</u> PRESIDENT:	C. Vandendungen	55-040 (Business)
CLUB CAPTAIN:	R. Smith	24-914 47-360 (Business)
VICE-CAPTAIN:	Mrs. A. Fox	40-510 46-446 (Ext. 85 (Bus.))
SECRETARY:	P. Slocombe	26-995 41-827 (Business)
<u>COMMITTEE:</u>	S. Alexander	17-366
	C. Singleton	85-111
	R. George	76-733
	W. King	
<u>SOCIAL COMMITTEE:</u>	A. Freeman	R. Chapman
	J. Steele	L. Vidgen
<u>BULLETIN EDITOR:</u>	B. Cronin	46-795

CAUTION IS NO SUBSTITUTE FOR SKILL

SECRETARY'S NOTES:

We extend a cordial welcome to new members

- Robert Watson, Ford V8
- Brian Watson Ford 10
- Harold Watson Volkswagen Kombie
- Murray Barrett Triumph TR2

and look forward to seeing them in events in the near future.

Entry Forms:

Entry forms are available for the following events:-

Mobilgas Economy Run Entries close August 9th.

Hepolite Trial Entries Close July 27th.

North Island Ladies Tourist Trophy - A two day trial of seven hours duration each day organised by the Taranaki Car Club and sponsored by the New Plymouth Retailers Association. First prize - £50. Start from New Plymouth on Thursday 5th September and finish there the following day. Entries close - 22nd August.

Applications for Observers in the Mobilgas Economy Run close 6th September.

Stop Watch. One of the Stop-watches belonging to the Club has gone missing. Would any person having it or knowing who might have, please inform the Secretary as soon as possible. At the moment we have to borrow a stop-watch for timekeeping at events!

Trophies: An effort is being made to collect all trophies belonging to the Club in order that they may be brought up date. So far, about 20 out of 29 have been retrieved. Would any person having any trophy at present please return it to any member of the Committee.

Social Events. A social has been organised for August, details of which appear elsewhere in this issue. It is also proposed to hold a Cabaret Party later in the year in November or December.

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THE BACKWARD GLANCE - I

By Eric Honey.

I had been standing under the street light for about an hour. The last of the cars that had condescended to pass - and stop - had long since hummed off into the bewildering darkness, and while I waited for another marshal to collect me I pondered on night trials, and marshalling, and as the minutes grew longer and colder, on the reasons for leaving one's warm fireside for the joys (?) of motor-sport.

It must have been ten years ago that I had my first experience of night trials. A very new member at the time, I went along to the start of a night trial in the hope that I might be allowed to marshal. However, they had all the marshals they needed, so I stood around watching the cars move off along the Hutt Road. Then, when the last car (Roy Cowan's massive Sunbeam, then in 'touring' form) had disappeared into the driving rain, a high pitched exhaust note announced the approach of another prospective competitor. Torches revealed the grinning face of Morrie Proctor in his 'Brooklands' Riley - and as he was driving solo, I was offered the navigator's seat.

Here began my first lesson on trials navigation. Holding a damp route sheet in my hand, we set off - Morrie, a seasoned trials driver yelling: "Which way did they go?" Whereupon we set off along the Hutt Road, and Morrie's next question was "What's the car in front?" Having got these two elementary facts, Morrie put them to good use and it wasn't long before we espied a moving wall, which was the Sunbeam.

This we kept in our sights. Occasionally we seemed to make alarming deviations from the straight, but I discovered that this was because

- (1) The Riley's windscreen wipers were out of action and Morrie had to reach round and work them manually from the front
- (2) the hood was not fixed to the windscreen and he was holding the roof on with one hand!

Other matters were the routine ones of steering and gear changing. Things were made a little easier when I took over the hood-holding, and thereafter our course was less erratic. At the Moonshine Road turnoff we were not prepared for the unannounced

(no trafficators on the Sunbeam, old boy) change of direction by our pilot boat but we soon sorted ourselves out and set off in hot pursuit up the Moonshine road. Having the 'Beam ahead was a mixed blessing for on one corner it could not make it in one try and had to back to get round a sharp corner. To avoid driving up the massive exhaust pipe ahead we took swift evasive action, stalling in the process and rolling back into the water-table. It was a steep spot and too much for the Riley's high low gear. Here I learned a second lesson of navigating (the first: leave it to the driver to decide the route) - and I put my 8 stone to the Riley's tail with some effect - a hand burnt on the exhaust pipes high on the sides of the body. Somewhere about Plimmerton we met marshal Trevor Wick and the ever-hospitable Morrie produced from the large box (I had taken to be a toolbox) under my feet, a bottle of sustaining liquid. This meant losing our pilot car, but we gathered that the route was somewhere in the direction of Paraparumu - and some time later came upon Ray Watson's Riley and followed this at close distance until much later we found ourselves on the homeward stretch.

The Riley had cycle-type guards, and every time the wheels departed from the straight the car was showered with water - and/or - mud. When we turned left, I got an eye-ful...literally. (For by this time, we had forgotten about the hood, and what didn't come in through the side came over the top. Navigating was not Morrie's strong point, I gather, for we came ninth...in a field of nine.

In the years since, I have been over the Moonshine road on many occasions - once with Bryan Robinson. We had just come over the Akatarawas, and, no reflection on Bryan, I was feeling slightly off colour. Though I was quite happy to go along with Bryan, my dinner wasn't, and we had to stop to let it get out. This made late, and the subsequent time-making manoeuvres were sometimes on the road...sometimes not quite.

Later, with Bryan, I went on my only 24 hour trial. At short notice we entered the Hepolite and set off to Auckland on the 'Limited' on Friday night, picked up his brother's Minx on the Saturday morning and set off to the start leaving about noon. We had fitted a checked speedometer and in our haste forgot to put a part of the radio back; our two watches began to disagree on the time and as official time was radio time we had no way of checking. If anyone asks me if I've been to the Coromandel Peninsula I can say yes - right to the top. I can't comment on the scenery

because I covered the distance between midnight and dawn. (Our number in this trial was 13!)

On a recent evening my wife mentioned that a pair of my old pants had an interesting seam in them - across the leg at the back. That brought to mind a night trial in which I marshalled with Jack Cowan. Somewhere in Khandallah, I think. I was sitting on the back of the Hotchkiss (now belonging to Peter Slocombe) and for some reason slid back to the ground, leaving a large section of my pants on a projecting piece of Hotchkiss. I was unable to take my coat off at the supper- but fortunately I knew a good tailor.

There have been other trials, the exact details of which I am not certain. I do recall that in one, Geoff Easterbrook-Smith tried to go up the track on the other side of the fence along the Nguaranga Gorge and lost - correct me if I'm wrong: 1347 points. More recently, I recall a trial in which Alan Freeman tried to drive down a flight of concrete steps, and one in which Hugo Hollis took his Morris Minor so that my wife, Burke, could come too for an introduction to night trials. Somewhere in the Upper Hutt area we got our lines crossed and found ourselves trying to make a road out of the railway tracks. Deciding that this wasn't going to work out we back-tracked endeavouring to take as a souvenir, a large post holding the signals! It was in the Hutt, too, that we helped push an Aston Martin out of a large mud pool. But our troubles have not been confined to the Hutt.

A young reporter accompanied a senior member of the club on a trial that began at the Botanical Gardens. The early part of the route was up the Tinakori slopes to Northland and thence out into open country. Despite careful briefing about the nature and purpose of the trial, the reporter turned in a story that featured prominently in the Southern Cross, described a group of cars with open exhausts roaring through the city streets in the dead of night!

CLAPPERTON AND HANSEN TROPHIES

Congratulations to Hugo Hollis on once again winning both the Clapperton and the Hansen Trophy. Results for last year were :

<u>Clapperton Trophy.</u>		<u>Hansen Trophy.</u>		
1.	H. Hollis	11 points	1. H. Hollis	16 points
2.	K. Hemus	6 points	2. T. Fox	12 "
3.	H. Hunter	4 "	3. J. Lust	9 "
4.	K. McLeod	4 "	4. J. Hobson	9 "

The position at the moment for the current year is as follows:

Name	Hansen Trophy	Clapperton Trophy
H. Hunter	10 points	7 points
R. George	9 "	5 "
H. Hollis	7 "	3 "
R. Buckthought	6 "	3 "
R. Smith	5 "	2 "
P. Porteous	4 "	4 "
C. Vandendungen	4 "	4 "
S. Alexander	4 "	3 "
T. Fox	4 "	2 "
A. Fox	3 "	2 "
J. Lust	3 "	1 "
A. Robb	2 "	- "
L. Vidgen	2 "	- "
D. McDougall	2 "	1 "
B. Drake	2 "	2 "
I. McIntyre	2 "	2 "
R. Chapman	2 "	2 "
D. Hennessey	2 "	2 "
M. Barrett	2 "	2 "
C. Singleton	2 "	1 "
B. King	1 "	1 "
D. White	1 "	1 "
T. Wallace	1 "	1 "
R. Walker	1 "	1 "
N. Price	1 "	1 "
McLeod	1 "	1 "
S. Alexander	1 "	1 "
J. Harris	1 "	1 "
J. Vandersyp	1 "	1 "

Hansen TrophyClapperton Trophy

Miller	1 point	1 point
B. Westland	1 "	1 "
Sutherland	1 "	1 "
R. Manthel	1 "	1 "
P. Slocombe	1 "	1 "
D. Morrish	1 "	1 "
G. Gordon	1 "	1 "

COMING EVENTS!!!

Half-day trial 21st July 1957. Start from Herd Street at 2 p.m. This event is a comparatively easy one in view of the fact that the two coming trials - the 100 mile Annual Night Trial and the 'Honeypot' day trial, will be difficult and the latter fairly long according to the organisers. The half-day trial is a closed club event, no competition licences being required. The distance is approximately 50 miles and will not take longer than 3 hours, providing one is on time, of course. Every competitor should be back home in time for tea. This will be a pleasant Sunday afternoon drive for every competitor (please bring your family) and we hope to see a good many entries. Don't let us down, members.

Tour of Ford Factory. 29th July 1957. Assemble before 6.30 p.m. at Ford's. We have no doubt that this will be a welcome opportunity for a lot of us to see a modern assembly line working. After the tour through the factory everybody, including the tour conductor, is cordially invited to the Petone Recreation Hall, where we will be able to see films by courtesy of Ford. They will also provide the projector and screen. There will be supper and time for a natter afterwards. We hope to see a very good attendance and request everybody to assemble at the Ford Factory not later than 6.30 p.m.

Social & Dance 24th August 1957. R.S.A.Hall, Mahora St. Kilbirnie
8 p.m.

This will be an informal evening and should give everybody a chance to meet fellow members and families, to have a real good natter and evening for that matter. We have not had a social or dance for some time and expect a good attendance. Hutt Valley Motoring Club members are cordially invited; after their hillclimb at Judgeford this will give us all an opportunity to discuss the event. Tickets 7/6 single 12/6 double at next club night or from

Anne Fox, John Steele, A. Freeman and R. Chapman.

100 Mile Annual Night Trial 17th August 1957. Starts from Herd St., 7 p.m. Competitors are requested to be on time at the start, as there is a penalty for being late. The event will cover just on 100 miles and should finish before midnight. Supper has been arranged at some tearoom en route. Several driving tests will be staged at various points and will not favour any particular type of car, sports or saloon. Competition licences are required as the organisers have made this an open event. Entry forms at club night and at Vivian Bookshop, King's Theatre Building. Entry Fee 5/-. Entries close 14th August 2 p.m. Late entry fee 7/6. The Hugo Hollis Trophy will be awarded to the winning competitor.

Results Night Trial 11th May 1957. After a protest, it was agreed to give 4th place to T. McIntyre, with 254 points lost and 5th place equal to T. Fox and D. White with 262 points lost.

.....
Died: Little mention was made of the passing of one of the great names in Motor Racing, Ralph de Palma aged 73 who died of cancer in South Pasadena recently. A legendary figure in all the toughest races of yesteryear, de Palma appears to have been quite forgotten and unworthy of mention in any other periodical than TIME magazine. A fearless driver who should always be remembered as a pioneer of modern racing.

.....
Sports Car Grand Prix of Portugal. June 8th. Juan Manuel Fangio was earmarked as the obvious winner of this event as indeed he quite convincingly proved to be. The only highlight of the race being the great performance of the up and coming Maston Gregory who went into the lead from the beginning and led the "Master" round the circuit for the first ten laps. Fangio however decided that was quite long enough and passed the young American to cross the line 16 seconds ahead of him. Third was Carlos Menditeguy who had recovered from his Monaco crash, driving a three litre Maserati. De Changy (Ferrari) was fourth, F. Picard (Ferrari) fifth, and the only Briton in the race, Colin Murray (Cooper Jag.) was 6th. Fangio was driving a 3-litre Maserati and Gregory a Ferrari.

.....
The Annual General Meeting of the Levin Motor Racing Club (Inc.) will be held on Saturday, July 27th, at 8 p.m. in K. Douglas' Theatrette, Queen Street West, and will be followed by films just out from England.

GYMKHANA 30TH JUNE: The car park at the Winter Show grounds, with its surface of cinders, provided an excellent location for the Club's recent gymkhana. As is usual with events of this type, there was a good number of entries, 22 in all, both saloon and sports cars being well represented.

The weather on the day was cold and windy, with rain threatening constantly, but that did little to lessen the enthusiasm of spectators and drivers.

The most interesting feature of the event, one which gave rise to much excitement throughout the afternoon, was that cars were run in pairs through identical tests, and the organisation ensured that evenly matched cars were competing at the same time. Combinations such as the two Anglias, two TFs and the TR2 and the Morgan really caused quite a stir amongst the onlookers.

Excellent displays of driving were given by Ross George, who won the event and the Thornton Trophy in his M.G.A., Russ Buckthought, always a good performer in his Morgan, and Murray Barrett in his TR2, driving in competition for the first time.

The saloon cars proved very popular, with many a family man spectator seeing what the old bus is capable of doing or withstanding. Howard Hunter drove extremely well to win the saloon car class in his Anglia, hotly pursued in second place by Hugo Hollis in the Minor. It is quite remarkable how many of Hugo's cars seem to suffer from valve-bounce, particularly this one which gave out fearsome noises with very little obvious sign of forward movement. His rear wheels also provided a diversion by leaping up and down instead of turning in the more conventional fashion.

It was most pleasing to see so many new members at the event, and also some of our older members competing for the first time. Amongst these J. Vandersyp showed the benefit of overseas experience by winning fourth place in the saloon class.

Appreciation and thanks to Cor Vandendungen and Ross George for a very smoothly and efficiently run event, and one which was something out of the ordinary.

Results on the following page.

Driver	Car	SALOON CARS										Total Pnts Lost	Place
		Test 1. Time	Test 1. Pnts	Test 2. Time	Test 2. Pnts	Test 3. Time	Test 3. Pnts	Test 4. Time	Test 4. Pnts	Test 5. Time	Test 5. Pnts		
J. Harris	Morris Minor	43.5	8	46.	19	55.5	31	46.	10	37.5	13	71	8
D. Hennessey	Hillman	45.	11	46.	9	40.5	1	45.	8	37.	12	41	3
J. Vandersyp	Zephyr	39.5	10	49.	15	46.5	13	46.	10	33.	4	52	4
H. Hollis	Morris Minor	43.	7	43.	3	41.5	3	47.	12	31.	-	25	2
Miller	Austin A40	48.5	23	45.	17	54.	28	51.1	20	37.5	13	101	11
J. Lust	Anglia	45.5	17	-	40	40.	-	43.	4	31.5	1	62	7
T. McIntyre	M. Oxford	48.5	18	45.	7	46.	12	48.	14	33.5	5	56	6
H. Hunter	Anglia	42.	5	44.	5	40.5	1	44.	6	32.	2	19	1
D. McDougal	Consul	44.	14	44.5	6	49.	16	-	40	32.	3	81	9
B. Westland	Holden	49.6	25	44.5	16	58.	36	44.	6	33.5	5	88	10
Sutherland	Riley	46.	18	-	40	-	40	-	40	0	40	178	12
B. Foote	Velox	-	40	41.5	10	41.	2	41.	-	32.	2	54	5

SPORTS CARS													
Driver	Car	Test 1. Time	Test 1. Pnts	Test 2. Time	Test 2. Pnts	Test 3. Time	Test 3. Pnts	Test 4. Time	Test 4. Pnts	Test 5. Time	Test 5. Pnts	Total Pnts Lost	Place
R. Chapman	M.G.T.F.	44.5	13	43.	17	46.5	16	46.5	11.	33.5	9	66	6
R. Manthel	M.G.A.	40.	4	40.	6	38.5	-	47.	17	29.5	1	28	4
W. King	M.G.T.F.	45.5	25	47.	20	40.5	4	42.5	3	33.	8	60	5
S. Alexander	M.G.T.F.	45.5	20	53.5	33	43.5	10	54.	26	35.5	13	102	8
M. Barrett	T.R.II	41.	11	37.	-	41.	5	43.	4	32.	6	26	3
R. Buckthought	Morgan	38.	-	40.	6	42.25	7½	42	2	29	-	15½	2
R. Smith	M.G.T.F.	-	40	38	7	39.	1	48	14	33	8	70	7
R. George	M.G.A.	39.5	3	40.	6	40.	3	41.	-	30.5	3	15	1

Saloong Class 1st H. Hunter, 2nd H. Hollis. 3rd. D. Hennessey.

Sports Class: 1st R. George 2nd R. Buckthought 3rd. M. Barrett.

The Thornton Trophy has been awarded this year to Ross George for his win.

LE MANS 24-HOURS RACE.

Jaguars first, second, third, and fourth in the Grand Prix d'Endurance. Lotus first and second in the index of performance, four of the six classes won by British cars - such is the glorious record of this jubilee 24-hour race which finished here this afternoon.

It is difficult to know where to start praising first, the manufacturers, the entrants, or the drivers. For the Jaguar company this race has been a motor firm's dream come true. Four privately entered D-type cars have soundly defeated the special cars made by Ferrari and Maserati, who raced them as official teams. And to give point to the fact that the cars were models in series production the first two Jaguars were entered by the Ecurie Ecosse, the third car was entered and driven by two Frenchmen. Mary and Lucas, and the fourth was entered by the Ecurie Nationale Belge and driven by Frere and Rousselle.

Although a Jaguar of Ecurie Ecosse won the race last year, Mr. D. Murray had disclaimed any hopes of repeating his victory, so strong had seemed the opposition. That the opposition wilted away only served to heighten the speedy reliability of the Scottish Jaguars. Both the drivers of the winning car had won the race before - Flockhart won with Sanderson last year, and Bueb with Hawthorn in 1955 in a works Jaguar. Both drove faultlessly again this year. The drivers of the second Scottish car were Sanderson and Lawrence.

For Mr. Chapman, the designer and manufacturer of Lotus cars, this race at Le Mans is his biggest success yet. Not only did two of his cars fill the first two places in the index of performance (so long the prerogative of small French cars) but the winning car also won the 750 c.c. class, and the first two places in the 1100 c.c. class were taken by Lotus cars. Even then the tale of British success is not ended, for an Aston Martin entered by a French pair won the 3-litre class and the A.C. Bristol gained a most meritorious second place in the 2 litre class which included three Ferraris, two Maseratis, and a Gordini.

There was a faintly ominous air about the start of the race on Saturday afternoon. The prodigious speeds attained by the big Maseratis and Ferraris in practice had led to some misgivings whether such a pace - and such cars - have a place in sports car racing. No one could foresee then that within a few hours the two 4½-litre Maseratis and the two 4023 c.c. Ferraris would be out of the race, all suffering from mechanical faults that brought to

nothing their tremendous speed.

The Ferrari driven by Collins was the first to go out a quarter of an hour after the start, a piston breaking after it had led on the first lap. His place was taken by Hawthorn in the second of the large Ferraris, who set up a new lap record at 125.6 m.p.h. The Hawthorn stopped to change a wheel and Behra (4½ litre Maserati) took the lead, but not for long. The car was handed over to Simon at the first change of drivers, and soon afterwards its transmission broke. The big Maserati coupe driven by Moss, who had been second earlier in the race, retired with a faulty back axle in the fourth hour, and not long afterwards Musso, who had taken over from Hawthorn, came to rest on the Mulsanne Straight with some undefined trouble. While disaster was thus striking at the Italians, the winning Jaguar went into the lead in the third hour and kept it till the end of the race.

For many hours second place was held by Brooks and Cunningham-Reid (3-litre Aston Martin), but just after taking over again at a refuelling stop at 2 a.m. Brooks struck the bank and turned over at Tetre Rouge corner. Maglioli (Porsch), who was following, collided with the British car, but both drivers escaped with slight bruises and cuts. This ended the Aston Martin team chances, because Salvadori had already stopped with a broken oil pipe and the new 3.7 litre car driven by Whitehead had developed trouble in the gearbox.

The last stages of the race were by no means dull, in spite of the result being rarely beyond doubt. The driver of a little Stang-uellini was cheered on by the crowds as he pushed his car up the slope beyond the pits in the broiling sun, and at the same time Storez, the driver of a Porsche, was trying to push his car to the finish after running out of petrol at Arnage. But any prize for sheer grit would have gone to Masson, the French driver of a Lotus, who ran out of petrol at Mulsanne and pushed his car all the way to the pits a distance of three miles. And so, while a quarter of a million miles of the Val du Loire fell in showers from an aircraft, the two dark blue Jaguars crossed the finishing line close together to give Britain her eleventh victory at Le Mans and the fifth achieved by Jaguar.

Flockhart and Bueb (Jag.) 2.732.42 miles, speed 113.85 m.p.h. 1
Sanderson & Lawrence (Jag.) 2.665.45 miles, 2. (Mary and Lucas (Jag.)
2.644.15 miles. 3. Frere & Rousselle (Jag) 4. Lewis-Evans and Severi
(Ferrari) 5. Hamilton & Gregory (Jag.) 6.
3 Litre Class: Colas and Kerguen (Aston.Martin) 94.73 m.p.h.
2 Litre Class: Bianchi & Harris (Ferrari) 100.17 m.p.h.1:
Rudd & Bolton (A.C.) 2. Guyot & Parsy (Maserati) 3.

BIG GERMAN CONTRACT FOR ROLLS ROYCE: A contract worth initially eight and a half million pounds has been signed in Bonn for Rolls Royce engines to power military vehicles of the West German army. The Rolls Royce Company said that the engines were a special military version of the B 81 eight cylinder unit from the "B" range of petrol engines manufactured at Crewe. The "B" range engines are standard equipment in most combat vehicles of the British army. This range includes four, six, and eight cylinder units which have a majority of wearing parts common to all three engines, a fact which greatly simplifies spares and maintenance organisation and makes "cannabilisation" possible during service in the field.

To meet the military requirements the engines have amongst other special features complete radio screening and waterproofing and they can be operated continuously at extreme angles of tilt. The terms of the contract include a supply of comprehensive spares, the training of key personnel on maintenance and overhaul, and advice on the layout of equipment.

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Is THE BRITISH MOTOR INDUSTRY ON THE DECLINE?

Recently suggestions have been made in various quarters that the British Motor Industry is not what it was. The Austin Distributors Federation (N.Z.) Ltd. obviously took a poor view of these suggestions, and hence distributed earlier this year, throughout the newspaper circles of New Zealand, a letter, part of which is printed below for your interest.

Dear Sir:

For some years the Press of the world has been made the instrument for a barrage of skilful propoganda in the interests of the motor industry of the Continent of Europe. That industry as a whole, and units of it, have been credited with every attribute of foresight, designing, and business and mechanical acumen. And sometimes directly, sometimes by implication, the British motor industry has been pictured decadent, unbusinesslike, riveted in the past, blind to customer preference.

We of Austin have never shared that view. We believe ourselves to be major members of the major unit of Britain's major and fastest growing industry. In the words of our chairman, Sir Leonard Lord:

"Wearisome tales are going the rounds of the imminent decline of the British motor industry --tales sometimes not disinterested but in any event more often based on fancy rather than on fact....

.....We do not share this fashionable defeatism."

But we do wonder how many people are aware that our parent company, the British Motor Corporation, is embarking on a £25,000,000 expansion programme in Britain . . . that it is spending £7,000,000 on new plant in Australia alone . . . that a car built by Austin of England for the American market (the Metropolitan) has earned 35 million dollars in 2½ years. Does that sound like a dying industry? etc. etc.

Yours faithfully,
AUSTIN DISTRIBUTORS FEDERATION (N.Z.) LTD

ELECTRONIC BRAIN SPEEDS
VEHICLE SUSPENSION
DEVELOPMENT:

The British Short analogue electronic computer installed in the Technical High School in Brunswick is helping German scientists speed development of vehicle suspension units by simulating the effect of uneven road surfaces. The scientists report that the computer has enabled them to determine in just one hour's work a type of suspension system best suited to new lorries and heavy haulage vehicles. The German Road Vehicle Research organisation, one of the Institutes of the Brunswick school, is carrying out the research.

The method is to set up on the computer an equation in which factors such as the type of axle to be used, the suspension and chassis, and also various types of bumps and road depressions, are represented by electrical voltage of varying values.

When the simulated suspension system is "driven" over the bumps a trace on the computer's cathode ray tube indicates the actual movements of the chassis and axle arrangements. Simply by turning appropriate switches, scientists are able to change such values as the stiffness of the suspension springs, pressure in the tyres, or damping of the shock absorbers, until a system is evolved which gives the best overall performance.

.....
Another Overseas Racing Car Purchased: Subject to H.M. Customs Department granting an import licence, Mr. R. Duncan of Takapuna has successfully negotiated for the purchase of the Bill Holt 2-litre Connaught. This should be an ideal car for this country as it should prove quite reasonable to maintain and if similar to its fellow Connaughts should be extremely pleasant to handle. We wish Mr. Duncan every success in his debut in G.P. racing.

TYRE PROBLEMS IN HILL CLIMBING:

The following is the first part of an article written by P.D. Patterson, Dunlop Research Centre, for "Bugantics", the magazine of the Bugatti Owners Club in England - the second part will appear in next month's Bulletin.

* * * * *

Although only Prescott and Shelsley courses are discussed, it applies equally to hill climb events in New Zealand.

In hill climbing, or indeed with any form of competitive motoring, the overall problem is to transfer a maximum proportion of the power developed by the engine to the surface presented by the road. This can only be done through the agency of the pneumatic tyre, so that the choice of a suitable tyre and the conditions under which it is used, are of some importance. Competitors at such events as Prescott and Shelsley pay great attention to this problem, but the methods used to secure an effective solution differ very considerably as between individual entries. This is because the types of car entered, and the driving techniques favoured by the entrants, vary so very much among themselves, that tyre selection and use is still largely a question of personal choice.

The desire common to all entrants is to develop the maximum amount of adhesion between tyre and road. This can be influenced by several factors, but it has to be realised that some of them operate in more than one direction.

For instance, if it is desired to increase the contact area between tyre and road by reducing the inflation pressure, this may give greater adhesion when accelerating from the starting line, but will reduce the cornering force developed by the tyre, so that it is gained at the start may perhaps be lost on the corners. Too great a reduction in inflation pressure will introduce lateral instability into the tyre and take away from the tightness of car control; it may also lead to the tyre "creeping" along the rim and, if carried to extreme measures, may even result in the tyre and the rim parting company.

The tyre cornering force can be expressed as $CF = \frac{V^2}{R.G.}$

where "V" is the velocity, "R" the radius of the corner and "G" the gravity constant.

To be continued.



CLUB CALENDAR

Coming Events:

- July 21st Half Day Trial. Start at Herd St. Post Office
2 p.m. Full details elsewhere in this issue.
- July 27th. 40 Mile Night Trial - Hutt Valley Motoring Club
- July 29th. Visit to Ford Motor Company Factory.
Assemble before 6.30 p.m.
- August 11th. Gymkhanaa - Hutt Valley Motoring Club.
- " 17th. Annual 100 Mile Night Trial. Start
7 p.m. Herd Street.
- " 24th. Dance and Social. Kilbirnie R.S.A.Hall
- Sept. 14th. 150 Mile Invitation Trial - Hutt Valley M.C.
- " 22nd. Honeypot Day Trial.
- October 5th. Mangaroa Hill Climb - Hutt Valley M.C.
- " 19th. Annual Sprint.
-

F O R S A L E

1952 4/4 Morgan drophead coupe. This is a wellknown car in club circles. It was originally owned by Dr. Graham Cowie, and has been maintained constantly in first class condition throughout. An excellent car for an enthusiast.

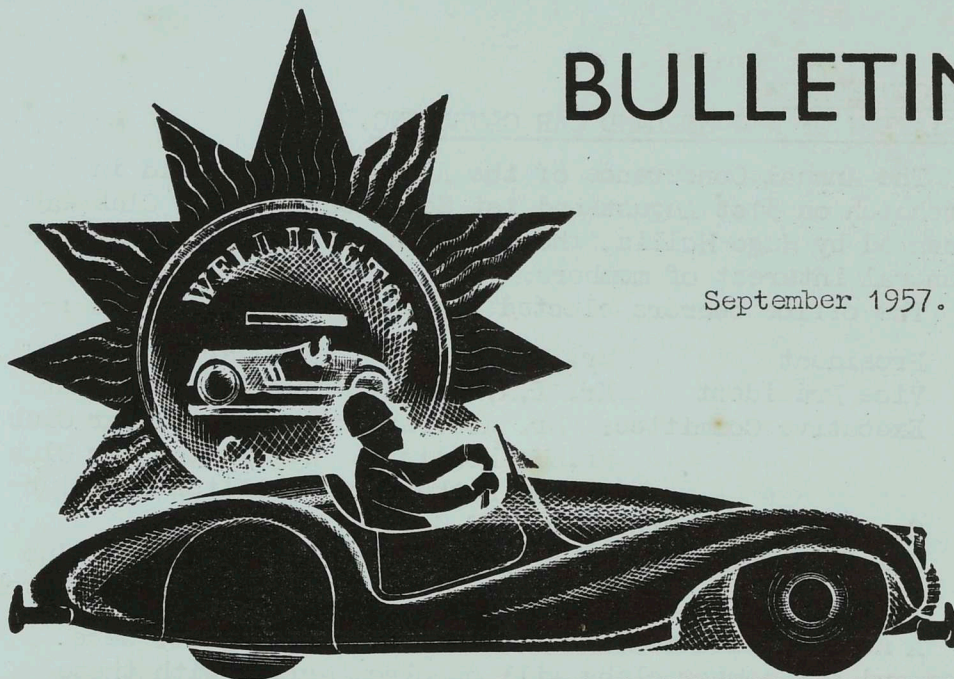
Price £500

Enquiries to: Russ Buckthought
38 Oxford Terrace,
Lower Hutt.
Phone 63-281.

WRITE FOR YOUR BULLETIN

BULLETIN

September 1957.



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

<u>DIRECTORY:</u> PRESIDENT:	C. Vandendungen	55-040 (Business)
CLUB CAPTAIN:	R. Smith	24-914 47-360 (Business)
VICE-CAPTAIN:	Mrs. A. Fox	40-510 46-446 (Ext.85 (Bus.))
SECRETARY:	P. Slocombe	26-995 41-827 (Business)
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	C. Singleton	85-111
	R. George	76-733
	W. King	
<u>SOCIAL COMMITTEE:</u>	A. Freeman	R. Chapman
	J. Steele	L. Vidgen
<u>BULLETIN EDITOR:</u>	B. Cronin	46-795

CAUTION IS NO SUBSTITUTE FOR SKILL

ANNUAL CONFERENCE:ASSOCIATION OF NEW ZEALAND CAR CLUBS INC.

The Annual Conference of the A.N.Z.C.C. was held in Christchurch on 31st August and 1st September. Our Club was represented by Hugo Hollis, who noted the following points for the general interest of members.

The office bearers elected for the year 1957/58 are :-

President	Mr. P.L.Lupp	M.G.Car Club
Vice President	Mr. I.A.Paxton	Auckland Car Club
Executive Committee:	Mr. A.S.Farland,	Manawatu Car Club
	Mr. H. Hollis	Wellington Car Club
	Mr. R. Rutherford	Hamilton Car Club
Secretary/Treasurer:	Mr. T.C.Gordon	Dunedin
Chief Steward	Mr. J.C.Trevor	Motor Racing Club Christchurch.

A new Constitution and Rules for the A.N.Z.C.C. were adopted and all member clubs will be circularised with these shortly. All will be asked to consider them carefully and any alterations or suggested notices of motion will be required for a Special General Meeting of the Association to be held in Wellington within six months.

These new rules were necessary to tie up all sorts of legal loose ends in the previous constitution and rules.

The Association have unanimously agreed to affiliate with the N.Z. Auto Cycle Union Inc., and they in turn will affiliate with us. This action will bring many mutual benefits including representation on the N.Z. Road Safety Council which is now held by the A.C.U.

It has also been recommended that a New Zealand Council of Motor Sport be formed if possible to include Speed Boats, Aero Clubs and other similar organisations.

There are now forty clubs affiliated with the Association and all but five of these were directly represented at the Conference.

It was decided that investigations be made by the Executive into the possibility and cost of appointing a Competitions Manager in a full time capacity, and also the setting up of a permanent Association Office. These matters will be considered at the Special General Meeting.

Speed extensions to Competition Licences may now be obtained on courses other than Hill Climbs, provided the course

is approved for the purpose by A.N.Z.C.C. This would probably apply to the Levin Circuit.

Scrutineers no longer have to be A Grade Mechanics but must be qualified and must be approved by the A.N.Z.C.C. Each Club can now set up a panel of scrutineers who may be specialists on one section only of the job and these men may be approved by the A.N.Z.C.C.

A Capitation Levy has been decided on of 2/- for every registered member, financial or unfinancial, of member clubs on 31st July 1957.

Gold Star Championships. The following are results of Gold Star Championship held in New Zealand in the

1956/57 competition year

<u>Racing.</u>	1.	R. Jensen	35 points
	2.	R. Roycroft	30 "
	3.	T. Clark	28 "
	4.	S. Jensen	26 "
	5.	R. Gibbons	15 "
<u>Hill Climbs</u>	1.	R.A.Gibbons	20 "
	2.	T. Clark	14 "
<u>Trials</u>	1=	D. Hutton	10 "
		D. Gunn	10 "

Only two trials were held, one in each Island. There were hence 2 = 3rd; 2 = 5th and 2 = 7th.

The following events will count for Gold Star Points in 1957/58 Season.

<u>RACING:</u>	Nov/Dec. 1957	Marehau	Canterbury Car Club
	11th Jan. 1958	Ardmore	N.Z. Grand Prix
	18th Jan. 1958	Levin	Main Race
	25th Jan. 1958	Wigram	Lady Wigram Trophy
	1st Feb. 1958	Dunedin	N.Z. Road Race Champ.
	8th Feb. 1958	Teretonga Park	Circuit: Southland 75 miles
	1st March 1958	Ohakea	50 Miles.
<u>Hill Climbs:</u>			
	2nd Nov. 1957	Mangaroa	H.V.M.C.
	Feb. 1958	N.Z.Champ.	South Canterbury
	March 1958	Hawera	South Taranaki Club

HILL CLIMBS CONT'D.

22nd March 1958 N.I. Championship Houghton Bay Wgton.
June 1958 S.I. Championship Patmos Ave., Dunedin

plus two other Hill Climbs in the South Island.

TRIALS: 5/6 Oct. 1957. Southland "Lodge" 24 hour trial
3/4 May 1958 Taranaki 12hour Night Trial
1958 Canterbury 18 hour Trial
1958 Hamilton 500 mile trial
July 1958 Otago
July 1958 Auckland N.Z. Champ & Hepolite

The N.Z. Beach Race Championship does not carry Gold Star Points for this season but will be held at Brighton, Christchurch in June 1958.

It should be noted that all trials of over 12 hours duration, including stops of any kind, must have a Transport Department Permit. These are not difficult to obtain, but must be applied for through the A.N.Z.C.C. at least one month before the event. This is under Regulation 75 of the New Transport Act.

All members are advised to check their Life Insurance Policies and see whether their participation in Motor Sport has any effect. Some policies are void for speed or racing events. Special arrangements can usually be made in these cases by paying extra premiums.

This year's Conference was notable for the co-operation shown by the delegates. They were prepared to consider the good of Motor Sport as a whole rather than individual Club matters. This was especially notable in the case of the Capitation Levy which is essential for the building up of the funds of the Association and the establishment of a reserve which could be used should a major Court Case or any other emergency arise. Much more revenue will be needed by the Association if and when it sets up a permanent office and salaried Competition Manager, and as the sport is growing so fast, the need for these is almost immediate.

BLOSSOM RALLY 13-14th SEPTEMBER:

Judging by the enquiries we have been receiving this Rally should be a huge success. Competitors start from Hamilton, Bulls and Hastings on Friday at approximately 9 p.m., and check into the control marshall in Taupo, at their correct arrival time, situated opposite the Taupo Post Office. There will be a re-fuelling stop at Taupo. From Taupo, when the Rally is a unit, will start the

Rally proper with all the extras to give navigators a real headache, finishing in Hastings Saturday morning with two simple elimination tests.

A few of the outside competitors will be requiring billets. If any of you have a spare room where tired crews may get a little sleep kindly get in touch with the Secretary.

THE "HONEYPOT" DAY TRIAL - SUNDAY, SEPTEMBER 22.

This is our next event, and one which is worthy of a little more interest than has been shown in recent years. It is scheduled to start (subject to a minimum entry of 20 cars being received, as mentioned elsewhere in this issue) at 10.30 a.m. from the Ngauranga Service Station, on the corner of the Gorge and the Hutt Road. It will be approximately 175 miles in length, and is quite suitable for the average family saloon. There will be a lunch break, an afternoon tea break, and a compulsory stop of half an hour. A refuelling point is provided for.

Entry fee is 5/-, late entries 7/6. Entries close on September 16th and forms may be obtained from the Vivian Bookshop, in the King's Theatre Building.

HANSEN AND CLAPPERTON TROPHIES:

- The following list shows placings to date in the competition for the Hansen and Clapperton Trophies: Hansen points shown first.
H. Hunter 13,10: R. George 10,6: D. White 9,9: H. Hollis 9,5:
C. Vandendungen 7,7: S. Alexander 7,6: R. Smith 7,4:
R. Buckthought 7,4: A. Fox 6,5: T. Fox 6,4: D. Miller 5,5:
P. Porteous 4,4: B. Drake 4,4: B. King 3,3: I. McIntyre 3,3:
R. Chapman 3,3: J. Lust 3,1: D. Hennessey 2,2: M. Barrett 2,2:
N. Price 2,2: Sutherland 2,2: D. Fraser 2,2: I. Watson 2,2:
A. Robb 2,-; L. Vidgen 2,-: D. McDougall 2,1: C. Singleton 2,1:
T. Wallace 1,1: R. Walker 1,1: M. McLeod 1,1:
Alexander 1,1: J. Harris 1,1: J. Vandersyp 1,1:
B. Westland 1,1: R. Manthel 1,1: P. Slocombe 1,1:
D. Morrish 1,1: J. Corder 1,1: R. Badland 1,1: G. Gordon 1,-:

Living in the Hutt Valley is a Thunderbird, possibly New Zealand's first, blue and white with coupe top, porthole windows and all!

THE BACKWARD GLANCE - II

By Eric Honey

It was an exciting moment! We paid our few shillings and passed through the gates - we were there! Where? At Wigram, at our first motor race on a real circuit. As we walked across towards the track Kempfi Atkinson expounded a theory that a New Zealand formula should be devised, based say, on the ubiquitous Ford 10 unit. This would give the sport a pattern to follow, & keep it within the limits of the clubman's purse. With these thoughts to ponder on we arrived at the pits - and one could not help feeling that Kempfi had a good point. Here was a very mixed bag of potent machinery, much of it far beyond the reach of the poor clubman. I remember an Invicta... a Bentley... the Brooklands Riley (eventual winner)... and something like a dozen MGs.

Hitherto, to most of us, motor racing had been little more than the annual beach race at Waikanae. Here we had seen Les Stone clinging to a bare Ford V8 chassis, ploughing up the beach... the Easterbrook Smith brothers coaxing the Alvis along the beach as though - (and with as much success) - it were a donkey... and Morrie Proctor with borrowed rear wheels screaming up and down the beach, in his Brooklands Riley, the Club's 'real racer'.

Somehow I became attached to the pit crew of a Ford B 4 special with a very 'hot' head. The race began, and after it had been in progress some time the officials asked us to call our man in as his bonnet was loose on our side. We had no signals for this, but eventually someone borrowed a red sweater and waved at him and he came in to see what the fuss was about. He (his car) appeared to be hot, so a watering can was borrowed from a pit several yards away, and the car's thirst quenched. It was decided that, because of this high water consumption, the car should be called in at regular intervals. The car went steaming on its way - and when the next pit stop was due there was a bit of a ca-fuffle borrowing a watering can, so the pit manager decided to let the car do another lap and thus save precious seconds. The result of this strategy was a cracked cylinder head.

The next year, I recall, the MG's had been replaced almost entirely and 'specials' began to make an appearance in ever increasing numbers. Over the next few years we were to see the beautifully constructed cars of Pat Hoare, Don Ransley, Hec Green, and other Christchurch builders.

The pattern of motor sport was changing, too. It was just a few years before that our club's sprints and hill climbs drew

South Island Competitors: At a Standing quarter mile on Aotea Quay we had Hec Green in a Singer Le Mans with a linen-tearing exhaust note... and Fred Sharman had brought his Railton saloon to Wellington on more than one occasion.

About this time, it became necessary to control motor sport - and early in the piece stewards were appointed. At the time I considered it a bit of a back-hander to be appointed a Wellington area steward, for the chances of the young Manawatu club holding a race seemed too fantastic to bear thinking about. Strangely enough they did hold a race not long after - though it was not till several seasons later that I had the honour of acting as a steward at that meeting.

The First Ohakea Trophy Race - and those days the Trophy Race was a fitting compliment to the magnificent trophy presented by Selwyn Molesworth - was won by John McMillan in his beautifully conceived and made Jackson special. I had plenty of time to watch him in action as I was in the pit crew of an Austin seven raced by Jack Kennedy. This diced happily with another similar car at the tail end of the field. (The week after Ohakea John McMillan was on his way to the Hawkes Bay Club's sprint when he stopped the car to make a small adjustment. Needing a push to restart he flagged a passing holiday motorist, who being an opportunist, agreed to give aid on one condition: that John take his (the motorist's) photo sitting in the Special. There was some delay while the family box Brownie was found and in due course, crash-helmeted and sitting at the wheel of the Jackson special, the good Samaritan received his just reward - in advance!

There was the George Smith era also. George in his 'three-quarter' car was a sight that had to be seen to be believed. Lacking the refinements of later machinery - (suspension and such frills) - George's car had one advantage - a very potent piece of motor. It was rumoured that George had a supply of these motors under his bed and the various variations on the V8 theme seemed to suggest that there was something in the rumour. It was at Hawkes Bay that George met his match - not once, but twice. On one occasion a woman guest at the hotel made polite but brief conversation by asking George if he was 'up for the bowling tournament' and another guest asked: "Oh, you're the Mr. Smith who owns the racing car? Tell me - who drives it for you?"

Better machinery was beginning to arrive from overseas. At first, it came with visiting Australian drivers - a somewhat over-

rated MG one year, then Ken Tubman and a K type, and Tommy Sulman with his beloved Maserati. Then second-hand and sometimes tired racing cars from further afield made their appearance in local hands - Sometimes they figured in the final placings - sometimes the N.Z. Specials showed that they were still masters of the situation.

Then of course, there was the arrival of Bill Lee and his Cooper, the forerunner of many more five-hundreds and larger er, er,... what did they call them? Yes, Four wheeled motor cycles. That was before Ecurie Pomme had the cheek to enter them at Ardmore. Ardmore? That's a story in itself. Who, of us at that first meeting in Christchurch would have prophesied that we would see top ranking international drivers and current Formula I cars competing at an international meeting in New Zealand? Who would have forecast that within a few short years local drivers would actually own current model Formula I cars?

THE AMERICAN SCENE

U.S. MANUFACTURERS QUIT RACING.

The announcement by the Automobile Manufacturers of the U.S.A. to abstain from any form of motoring competition and to abstain from using for publicity any successes gained by individuals racing their products, naturally causes the untimely end of the Corvette and Thunderbird projects. For the past two years Chrysler, Chevrolet and Ford have been at it hammer and tongs, entering full teams in every possible event with favourable results which gained a great deal of publicity, bearing in mind the present horsepower craze.

It will also be quite a blow to the American NASCAR Club, organisers of all the Stock Car (Production Car) races in the U.S.A.

AUTOMATIC TRANSMISSION AND FUEL SAVING COMBINED.

A full automatic transmission at present being tried out on a Leyland Titan bus by Glasgow Corporation is claimed to be the first of its type in the world. Whereas other devices of the kind, used in some parts of the world cause an increase in fuel consumption, this form of drive is said to effect a saving.

RESULTS OF THE HALF DAY TRIAL

No.	Driver	Navigator	Car	Check		Fin-Route		Total	Final Placings
				1	2	ish	Sheet		
1	D.White	P.Slocombe	TR II	0	3	3	10	16	1=
2	T.Watson	Mrs. Watson	A50	6	39	3	35	83	7
3	R.Chapman	E.Greensmith	MG TF	36	54	3	5	98	10
4	D. Frazer	W. Arons	Aust.10	18	12	5	40	75	6
5	J.Corder	D.Matthews	Vaux.14	50	35	26	5	116	11
6	H.Hunter	J.Stockdale	Anglia	50	32	24	15	121	12
7	B.Drake	J.Steele	Zephyr	10	5	6	5	26	4
8	D.Miller	Mrs Miller	A40	9	2	0	5	16	1=
9	H.Hollis	A.Robb	XK120	6	1	6	5	18	3
10	R.George	J.Martin	MG.A.	50	25	2	15	92	9
11	B.Cronin	B.Thompson	AH 100	50	24	0	10	84	8
12	W.Sutherland	Mrs.Sutherland		50	50	75	40	215	13
13	R.Buckthought	P.Strong	Riley 2 ¹ / ₂ Morgan	0	10	12	10	32	5

- 3 points for 1 minute early
 - 1 point for 1 minute late.
 - 5 points for signpost
 - 5 points for 1 item of route sheet
 - 50 points for check missed.
- 1st= D.White: P.Slocombe
16 points
= D.Miller Mrs Miller
16 points.
3rd. H.Hollis, A.Robb 18 pnts.
4th B.Drake,J.Steele 26 pnts.

MOTOR RACING MANAGEMENT - John Wyer - The Bodley Head

Any enterprising character, who feels that it would be a bright idea to get into the motor racing game in a big way, should take time off to read this book. It must be admitted that in the Southern Hemisphere circumstances are different but to organise to win even with Aston Martins is a major enterprise, as John Wyer, their Racing Manager tells.

The whole thing depends on care in every department, and this is amply illustrated throughout the book, the Author not being afraid of telling us when mistakes were made.

His classification of drivers is interesting - ten European drivers he considers are first class and out of these only six are first class PLUS and capable of getting the best from cars of 200 or more b.h.p. per ton. His other ratings of cars are 150/200 and under 150 b.h.p. per ton. Is the Reader pausing to make hurried calculations in the margin? If the answer is "yes" I am afraid there are few satisfied with the answer.

It seems a pity we do not see the description of some of our drivers written up in French newspapers, - I shudder to think of some described in the equivalent terms to Peter Collins - "l'enfant blond, delieieux en bleu" as related.

Since so many for various reasons must use older vehicles, it is worth noting the remarks made on fatigue, which can of course be found elsewhere. Surface cracks show near failure except when the part is new, and chrome plating is a fatigue raiser. And, of course, remember 10⁷ reversals of stress - but then this is a few too many to count for any sport or hobby. Aston Martins naturally behaved in a royal manner when preparing cars, logging every part and discarding when the part had reached its allotted span. For, as is explained, the most expensive thing to the manufacturer about racing is failure.

It is reported that the pistons and con rods are balanced to within 2 drams. (Your reviewer suspects that this is a small measure to weight and nothing to do with the conventional reply to Scottish hospitality - prefixed by "Just a wee...").

Crankshafts are similarly balanced dynamically to within 25 lbs/in 2. and finally balanced with the flywheel and clutch assembly in position. What luxury! - Do you remember that curious shudder that occurs at n revs just before the valve bounce sets in?

The Author is particularly insistent on cleanliness in assembly. Everything must be ready for this operation on the engine so that each part does not await being placed in position after the final cleaning. Open garage doors with the wind blowing in dust is reported as having caused the wrecking of engines which were assembled inside. Torque wrenches must be used to assure accurate distribution of stresses.

After reading the book one is terrified of the awful things that are going on in one's own motor because it is hard to remember that, if a manufacturer produced your car for sale, the vehicle was designed too so that you could misuse it within predetermined limits - even assembling the engine in the open!

About the use of "Racing" - this is a pleasant thought if you have a car from a factory which races cars - a necessary outlet and stimulant to the enthusiasm of the engineering staff encouraging a high standard of engineering.....But Uhlenhaut is quoted as saying that Racing teaches nothing we could not learn by other means but it teaches us quicker.

Mercedes, anyway, shew that these points of view are tenable and yet Rolls and Bentley appear to support only the last, - a rather less glamorous way?

.....

AUSTIN DEVELOPING

TWO GAS TURBINE UNITS:

Big advances have been recently made in achieving satisfactory

fuel economy with the gas turbine type of power unit, says the Austin Motor Company. Their first experimental gas turbine car made a public appearance in July 1955 and has covered many thousands of miles on ordinary roads and running on diesel fuel. Developing 125 b.h.p. the unit has a maximum engine speed of 23,000 r.p.m. A smaller 30 b.h.p. turbine, under development for the U.K. Ministry of Supply, is designed to run at 65,000 r.p.m. Actual test rigs allow compressors and turbines to be run as high as 65,000 r.p.m.

.....

Ron Frost has been observed sitting happily at the wheel of the Syd Jensen Formula II Cooper.

.....

THE HALF DAY TRIAL - SUNDAY - JULY 21 by "Misguided"

The half day trial was perhaps not as free from abnormal confusion as it might have been. Right from the start at Herd Street there was confusion as to which way to follow the water-front, but native cunning managed to overcome that first obstacle. Thereafter Sunday traffic became the obvious menace, being most confusing to eager navigators in the Hutt Road and Gracefield areas. Next to assail the valiant competitors was an insidious doubt that the original course-planning car was fitted with a correct speedometer, a doubt soon to be magnified as car after car, striving to make up time after a ten minute hold up along the Gracefield Road, found itself hopelessly off course, and with no definite point of reference from which to start afresh. The hold-up was caused by one lone elderly traffic officer who was stopping each car and explaining that the road was under repair and one had to be careful - sort of thing).

One particular turn-off, occurring right to the expected decimal point on some cars, took the less fortunate rushing madly into the Wainui-O-Mata valley, which, as later became painfully obvious, was not what was required at all.

Once mileages were lost, it became increasingly difficult to follow the correct route until a landmark or two were mentioned. Things sorted themselves out later, however, but in many cases, too much time had been lost to warrant continuing.

Although the route was a good one, criticisms of the route sheet are perhaps in order. The main fault was that too much reliance had been placed on speedometer readings in a suburban area, where a distance of one block is sufficient to throw one completely off course yet is insufficient to be measured accurately on a speedometer.

The other major complaint was that insufficient information was given regarding the start and finish of sections, whether they were individually timed or cumulative, whether time was allowed for checks etc. etc.

However, these are points which can easily be overcome on future occasions, and, for all the confusion, everyone had a most enjoyable afternoon.

VISIT TO FORD FACTORY:

Cor Vandendungen

The visit to the Ford Factory was quite a successful one. Approximately 30 of our members enjoyed the conducted tour and picked up some useful knowledge on things like how to fit a wrap-around windscreen, or ornamental chrome strips.

All in all it was a good and educational evening, and those 100 or so members who did not attend should be sorry for missing such an opportunity. The supper and film afterwards were not so good as the hall we struck was more like a prison. The general feeling was of bitter disappointment (or worse), and the expressions were far from parliamentary. However after checking with the Petone Borough Council Office the next day, things were in a different light. The new and modernly fitted hall was all in readiness for our arrival, when the Borough Council Gardeners turned up for their meeting and occupied the hall. The caretaker, after not taking care of the things he should have taken care of, tried to persuade the gardeners to move, but to no avail, and when we arrived the hall was occupied and the caretaker had taken care not to show himself.

Result: Wellington Car Club's supper down the drain. However, the film was very interesting, although some had no seating accommodation and the Petone Borough Council apologised for the inconvenience caused by the carelessness of their caretaker and for the benefit of those worried about our finances, no charge was made for the use of their "Hall!" We in turn apologise to those who attended and hope for more luck on future occasions.

.....

The Club has had an enquiry from an enthusiast with a nostalgic light in his eye about Cord cars. Only a limited number of these (about 3,000) were produced in the U.S.A. somewhere in the 1935-38 period. Would anyone having any information about these cars, knowing of any in New Zealand, or, joy of joys, knowing of one for sale, please contact

Mr. N. Netherclift,
27 Central Tce.,
Wellington.

.....

TRIALS COMMENTS.

By "Observer"

The half day trial was held under favourable weather conditions as also to a certain extent was the annual 100 mile night trial. Another thing these two trials had in common was the lack of entries. Only 13 competitors turned up for the 1/2 day trial and 9 competitors kept the 9 marshalls in the night trial from falling asleep. It appears that our members are not very interested in the various activities provided for them which is a pity, as some people burn up a considerable amount of petrol and spend a lot of time mapping out events. For instance, the organisers of the night trial covered approximately 700 miles and spent 4 weekends on this event. The organisers of the next event, the "Honeypot" day trial have so far spent 8 weekends and covered approximately 1200 miles. All this is strictly voluntary and surely now the time has come for our members to show some interest in events. If we were to pay for burned petrol alone, the club would lose in most cases.

To avoid losing money, we should see at least 20 entries in each event. It has therefore been proposed to run the Honeypot day trial under the following conditions:

Entries close on Monday 16th September.

If the number of entries is under 20, the event will be postponed until such time as a greater number of entries can be expected.

The event covers a great distance and there will be breaks for lunch, afternoon tea and tea. Arrangements for all this must be considered, and we do not feel it worthwhile to arrange a lunch for 10 competitors.

To return to the half day trial, it appeared that the original trials car had a slightly incorrect speedo, as some competitors had some trouble finding the correct route, due to mileage discrepancies. However all competitors returned to the finishing line somehow and apparently had enjoyed themselves. Average speeds were too low for most people and several were killing time en route by parking along the roadside, while others, after getting off course and sightseeing along the Marine Drive and inspecting the works on the Wainui-O-Mata hill, had time to get back on course and make up time. It seems to be difficult

to reach a happy medium as far as average speed is concerned. Sunday traffic is always a bugbear in a short trial of this nature, which brings us to an old argument - which is the better day for a trial - Saturday or Sunday? Religion and Sunday drivers are against Sunday trials, with of course the odd jobs around the house for those who go to the football on Saturday; while football and race traffic, the matches to be watched, the usual Saturday session in the local and the possibility of meeting drunken drivers are keeping competitors away from events on Saturdays. I won't mention those who go to the mountains over the weekends.

(No comment! Ed.)

If we could get our newer members to compete in the Honeypot day trial in sufficient numbers the organisers might possibly be able to divide the event into an "A" and a "B" class. "A" for seasoned drivers and navigators and "B" for less, or non-experienced drivers and navigators. It is up to you now to enter early and give the organisers a chance to arrange things in the best possible way.

RESULT OF ANNUAL NIGHT TRIAL 99 MILES HELD ON SATURDAY 17TH AUGUST.

Table with 5 columns: Place, Driver, Navigator, Car, Points Lost. Rows include 1st D.White, 2nd T. Caithness, 3rd H. Hunter, 4th I. McIntyre, 5th D. Fraser.

The winner now holds the Hugo Hollis Trophy (which is awarded to this event) for the next twelve months.

At the Annual General Meeting of the Levin Motor Racing Club Inc., held on Saturday, July 27th, it was reported that the Club had the highest membership to date, 132 members, more than three times last year's total.



CLUB CALENDAR



SEPTEMBER 12TH: CLUB NIGHT, Victoria League Rooms.

" 22 "Honeypot" Day Trial
(Details elsewhere)

OCTOBER; 27th. Hill Climb. Closed Event.

.....

F O R S A L E:

1938 Riley 1½ litre Kestrel 3 speed and overdrive gearbox
One owner, in exceptional condition.

Enquiries to: Ansell Fowke Ltd.,
Bridge Street,
Lower Hutt.

Telephone 61-330.

.....

Brian Tracy, well known Auckland Car dealer has purchased the
John Mansell "Ardun Special".

John Mansell in his turn has acquired the Dave
Caldwell Alfa, and is rumoured to be contemplating fitting a
3.4 Alfa engine. We wonder what good things will return to
the country with Dave Caldwell.

.....

The Whitehead Monza Ferrari has gone back to Italy, we
hear. No buyers in New Zealand.

TWO MORE NEW BRITISH CARS

The British Motor Corporation has announced the launching of two new
models, both of which in their particular spheres are expected to
have a wide appeal overseas.

One is the new all-steel-bodied Oxford Traveller which,
though having all the space and utility of an estate car or station
waggon, has four doors and provides saloon-style comfort for passeng-
ers.

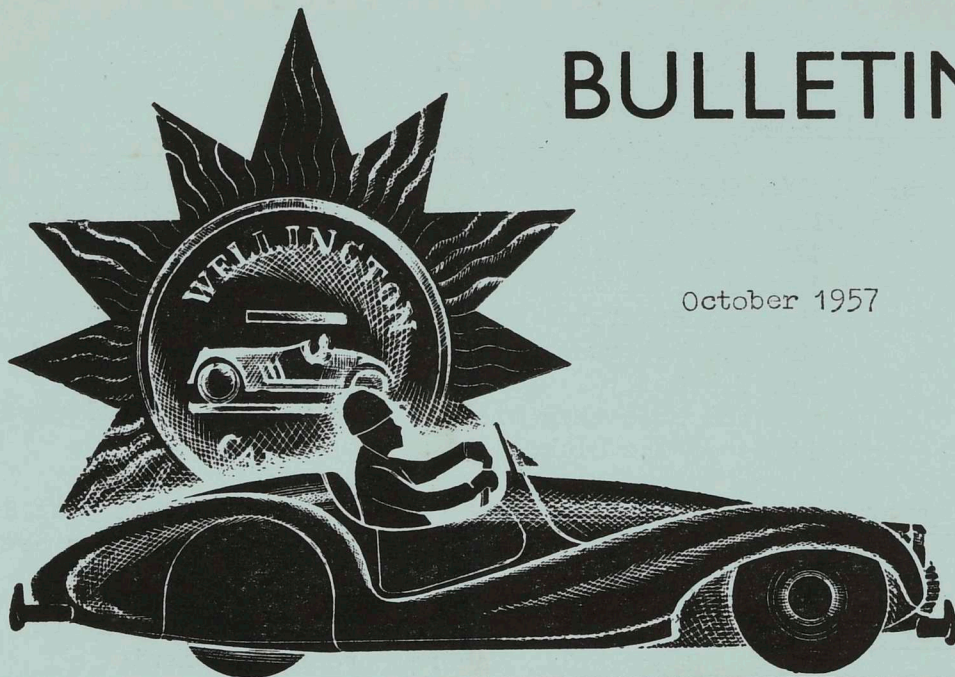
The other car is the Riley 2.6 litre saloon with a six
cylinder, 101 b.h.p. overhead valve. Gives speeds in excess of 100
m.p.h. and fully automatic transmission is available as an optional
extra.

WRITE FOR YOUR BULLETIN

.....

BULLETIN

October 1957



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

<u>DIRECTORY:</u> PRESIDENT:	C. Vandendungen	55-040 (Business)
CLUB CAPTAIN:	R. Smith	86-451
		47-360 (Business)
VICE-CAPTAIN:	Mrs. A. Fox	81-355
		46-446 (Ext. 85 (Bus.))
SECRETARY:	P. Slocombe	41-827 (Business)
<u>COMMITTEE:</u>	T. Fox	81-355
	S. Alexander	17-366
	R. George	76-733
	W. King	
<u>SOCIAL COMMITTEE:</u>		
	A. Freeman	R. Chapman
	J. Steele	L. Vidgen
<u>BULLETIN EDITOR:</u>		
	B. Cronin	46-795

CAUTION IS NO SUBSTITUTE FOR SKILL

SECRETARY'S NOTES:

We extend a cordial welcome to the following new members:

Mrs. C.M.Bright	Mr. D. Saunders
Mr. G.S.Gunn	Mr. T.C.Wotherspoon
Mr. W.R.Wilkin	Mr. D. Molloy
Mrs. M.G.Wilkin	Mr. M.B. Angelo
Mr. D.A.Bradford	Mr. B.A.Somerville
Mr. B.C.Peterson	Mr. N. Somerville
Mr. T.J.Kelly	Mr. H.D.Malthus

and hope they will be able to take a full part in the activities of the Club.

COMPETITION LICENCES: Competition Licences expired on 31st July. Application forms for new licences are available from the Secretary.

OCTOBER MEETING: The October Club Night will be held at the R.S.A.Hall, Mahora Street, Kilbirnie. Entertainment will include the "Previews of Progress" show presented by General Motors. It comprises a demonstration of scientific "tricks" etc. Note the change of Venue: R.S.A. Hall, Mahora Street, Kilbirnie.

E D I T O R I A L

Re Competition Licence

For the information of our many new members, here are a few comments on the Competition Licence.

It is the aim of the Association of N.Z. Car Clubs Inc., to keep motor sport in this country under control. Motor sport is dangerous, and rigid control is obviously very necessary, hence the A.N.Z.C.C., as the governing body, has specified that only those people belonging to an affiliated car club shall be permitted to take part in any events in the country.

It is the duty of the local clubs to ascertain whether or not a member is fit to compete in motor events, and when they are satisfied of his competence, a licence is issued to him by the A.N.Z.C.C.

In this way, only capable and responsible drivers will appear in motor sport, and of course the system acts also as a deterrent to any unauthorised groups wishing to conduct events outside the rules and regulations of the controlling body.

Rule No. 119a of the Association of New Zealand Car Clubs Inc. General competition Rules states:

"A National Competition Licence is the licence issued solely by the A.N.Z.C.C. Inc. on application by a competitor through his parent club, and on the recommendation of that Club. The Licence may be extended on application by the holder and upon recommendation to the applicants parent Club as follows:

- (a) A speed extension.
- (b) A Racing Extension.

Before any Club Licence Panel may recommend an extension be granted to the Licence of any applicant, they must have personally observed that the applicant is qualified to hold such an extension. The minimum requirements are a satisfactory demonstration on at least one closed hill climb or circuit for speed extension and a satisfactory demonstration on at least one closed race for racing extension."

It is necessary to be the holder of a competition licence to enter in most Club competitions. The exceptions being Gymkhanas and Economy runs. Where a navigator is necessary he or she must also hold a Licence.

It is permissible, however, for recognised car Clubs to hold closed events of certain types, that is events restricted to the members of that particular club, in which case competition licences are not necessary.

If anyone has any enquiries about these licences, see the Club Secretary, or any committee member.

CLUB TROPHIES: At long last all but five of our twenty nine trophies have been recovered, the majority of these have not been engraved or awarded for the past two or three years.

These trophies are now being engraved at a great deal of expense, and it is hoped that as these cups are won they will be awarded for the appropriate events as they come up.

Rumour has it that living somewhere in New Zealand is a new settler recently arrived from Hungary. His name is Johnny Buzza who is 33 years old. He was for three years Champion Racing Driver in Hungary, and he hopes to be competing in the Ardmore Grand Prix if he can find a car.

THE TIRED LIGHTENING BUG.

By Nosmot

Wherever - whenever - in company with what animal - your L Bug appears in public, the effect is radioactive. All eyes and ears, to say nothing of gums, turn to its long, low, unreal, useless appearance. Blood pressures soar. All hearts say, "Not for me."

AND IF THEY ONLY KNEW THE FULL STORY. If only they could spend between half an hour and eternity in your seat (so where do you keep your seat, Mac). If they could listen to the dual-throated harmony of its wind-toned mufflers and multiple exhaust seven at last count but breeding still. If they could feel the steepest hills melt before the might of the colossal (as in Cecil B. De Mille) four hundred ninety eight horsepower Lightningbug Special Y4. If they could see the tachometer needle wind up, hear the odometer click over, smell the Extra Olso lubricating this 4 litre speedster, as the four barrel multiple choke anti-biotic carburetors and 11.5 to 1 compression ratio (Nascar Rating) convert gasoline into road ruling Trigger Torque "Go".

Then they could sample a portion of your pride in your personal car. But that's not all?

You could show them the way it takes corners, as if magnetized to the road, with no yowl, no screech, just a good natured yammer. The secret is the revolutionary new Tiredomat (pat reg) independent front suspension on all four wheels with the spare optional extra. You could let them feel the lightening 'take off' with the new Speed Trigger Tiredomatic Drive.

You could show them how the convertible top goes up and down - how easily the hard top lifts on and off with only the assistance of our patented two man winch - the all duralclad body for lightness - the 'jumbo size' trunk space - the telescoping steering wheel and the four way power seat.

Should your Tiredbug have the optional power assists they could note the convenience of power steering, power brakes, power window lifts and the handy exercise kit stowed in the boot to keep you really in control. And the cars are individual, too. This fall they are equipped free with twin 18 inch chromium poles together with a silk flag of this our proud country and a personalised, monogrammed State flag superimposed on the Lightning bug mascot.

All this you could show them - but, we're day-dreaming for you. But why not make the horror come true with the help of our handy finance low deposit lifetime instalment plan?

THE MAN TO SEE IS YOUR TIRED DEALER.

The American Way

These clippings from American and Honolulu newspapers gives an idea of the way the press do things to and for motor sport in that fair country.

10-Lap Class E Production Division.

AREA SPORTS CAR DRIVERS SETTLE 'GENTLEMEN'S' ARGUMENT AT MARLBORO RACEWAY SUNDAY. By Dick Darcey Staff Reporter.

There will be 11 national championship sports car races at the Marlboro raceway Sunday, the best drivers and cars from around the country, but the settlement of a gentlemen's argument that started right here in our own backyard may steal the show.

The boys with the biggest bone to pick are in the Class E-Production category, the fast middleweights of the sport, and they've been allotted 10 laps to settle their feud.

James S.P. Robinson is one of the Class E drivers, and represents the almost stereotyped thousands of amateur sports car enthusiasts who do their Sunday driving on a road racing course.

Jim Robinson is 29 years old, married father of two boys. He saw his first automobile race as a youngster at Indianapolis, and has had a desire to drive ever since.

He bought his first sports car, an MG roadster, in 1952, and traded it two years later for a Triumph TR-2, and in another two years traded that for his present Arnolt Bristol, which he drove to the Washington regional championship last year.

The Arnolt Bristol is an American sports car with an English engine, assembled by S.H. Arnolt in Warsaw, Indiana. Robinson's chief opponents are the "Ace" Bristols, a car with the identical engine but a body made by A.C. Car company of England.

An Air Force major, Mike Cappiello of Washington, is an expert of the "Ace" Bristol, and says his car is faster. "Cappy" is a little guy, barely five feet tall, but drives a "Big" race, fast and never yields an inch in the tight corners.

The "Ace" has become a popular car this year, and a lot of former MG drivers have moved up to its class. Fred Fuller, Pete Day, Hap Dressel and another airman, Lt. Col. Bob Kuhn, of Dayton, Ohio, are adding size to the argument.

This would be enough, ordinarily, except there are two other cars in Class E that refuse to be counted out.

These are the Triumph TR-3's and the Morgans, both powered by the same Triumph engine, and on a twisting course like Marlboro will be equal with the shade faster Bristol cars.

Stover Babcock, Hyattsville, Md., is a mechanic, and the man

responsible for the good showing the Triumphs are making this year. "This is one car you can't tune by ear," says Babcock, so he bought a dynamometer and is letting science make his compression and timing adjustments for him.

He and Harold Hurtley, Baltimore, proved the machines worth by finishing third and fourth behind a Jaguar and Porsche in the recent six-hour endurance race.

Now they've recruited a seven car team to help them reduce the odds on the Bristols running away from them.

The Morgan-drivers also have formed a team. Charlie Kolb, a tall, slim fellow, heads the Morgan clan, and has a zest for tough competition.

Charlie will find plenty of it Sunday.

Everyday Guys.

NATION'S TOP DRIVERS AT MARLBORO TODAY.

Everyday guys who are the top ranking sports car drivers in the Nation compete today in the big 11-event National Sports Car Races at Marlboro Motor Raceway.

Guys who drive their sports cars to their work and race them on weekends for fun, paying their own expenses- dentists, hair stylists, lawyers and even a bus-driver - will be in the field.

The event has drawn America's best including John Fitch, Walt Hanagan, Texas' Carroll Shelby and the Washington area's own Dick Thompson and Charlie Wallace.

The Washington area's first national program since 1953 will begin at 10 a.m. and continue for about seven hours.

The first of four features, headlined by the 30-lap event for the Lavender Hill Mob Trophy, will start about 1.15 p.m. The trophy will be presented to the winner by Rep. Richard E. Lankford (D-MD).

The Washington Region of the Sports Car Club of America and the Lavender Hill Mob are jointly sponsoring the program which has attracted a field of 150 sports cars.

Drivers will be competing for points in the race for the National Class Championship of the SCCA for 1957.

MAIN EVENT: Main interest will be centered around Shelby, Fitch, Hansgen and Thompson, who will be entered in the "Tobacco Trail" spring race and, unless they don't run true to expectations, in the 30-lap main feature.

Thompson, Washington's flying dentist, will be driving Manhattan Auto's sensational Jaguar XK-SS. Hansgen, of Bedford, Conn. who won the Elkhart Lake, Wisc., national feature a few weeks ago, will be a D-Jaguar, the same type that finished one-

two - three- four at LeMans, France, recently.

Fitch, the internationally known driver who hails from Stamford, Conn., will be piloting his hot 3 litre Maserati and Shelby will drive the 4.5 Maserati belonging to John Edgar, wealthy Encino, Calif., sportsman. Shelby comes from Fort Worth, Texas.

Frank Baptista, of Hyattsville, Md., an ace on the Continental Motors team who leads the Class G Modified race, will pilot a powerful Lotus Monza in the opening event.

.....

Things at the track Saturday were hectic.

A giant moving van lumbered into the infield area in the early morning air-brakes hissing as it rolled to a stop.

A small crew hurried about appointed tasks, unlocked the rear doors, laid down a gangplank, rolled out three cars and presented them for technical inspection.

"What's the good word out West, Cholly?" called an onlooker. "Oh, same old thing," said Cholly as he fired up a \$20,000 Maserati and headed off to the inspector.

"That's the car Carroll Shelby is going to drive," another onlooker observed. "Yeah, must be rough."

In sharp contrast to the arrival of California millionaire John Edgar's entries for races, over a hundred snappy little roadsters of assorted sizes, shapes and colors jogged over the bumpy entrance road and pulled into the infield. The drivers are usually also the owners and chief mechanics.

SPORTS CAR SHOWCASE

By Steve Da Costa

A rash of meetings of the clan last week was capped with a fine turnout at Pearl City Tavern of the Armed Forces Foreign Car Club Thursday night.

Earlier in the week there were meetings of volunteer workers for Ye Olde Showcase Rallye, the 12-hour Scoot which begins next Saturday night at 8 at the Honolulu Zoo parking lot, and a regional meet of the Sports Car Club of America.

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All YOSR plans have been completed and a test run of the rallye route is being made this weekend by Vince and Ski from AFFCC membership. As reported last week in this space, the total distance is between 100 and 200 miles, and all of it will take place on this Island. No traipsing around Molokai or Maui, else you'll be automatically disqualified.

YOSR is divided into X number of sections and refreshments are

provided. Swimming togs are recommended since the finish point is within walking distance of a fine beach.

Reservations space is still available for five more rallye teams. Next Wednesday is the final deadline for anybody who has missed checking in. Address a post card to YOSR, Box 52, Honolulu 10, if interested. Do not send money as entry fee of \$5 per team-driver/navigator - will be collected at the starting point.

.....
What is believed to be a world's record for number of cars participating in a sports car rally, and at the same time giving an indication of how rapidly sports car activities are catching on in American cities, was set last month in Los Angeles County.

Fifty-one sports car clubs were represented, with a total of 574 individual cars. Profits went to national Muscular Dystrophy headquarters.
.....

For those who prefer Automobiles..... here's a preview of 1958 styles.

By Jim Klockenkemper.

Detroit, Aug. 10.

The 1958 automobiles will look lower, have still more power, smoother automatic transmissions, an extension of many 1957 features and, on some lines, air suspension.

Some main style points will be more fins, scooper out body panels, flat roof lines, indented trim panels, lowered and slanting hoods and straighter deck lids.

.....
BY COMPANIES, it will be the "Year of the Big Change" for General Motors and American Motors more than the others. Chrysler, which made the biggest change last year and grabbed the most advanced styling, will possibly look the least changed from 1957 lines.

Ford may surprise by having new styling two years in a row.

Chevrolet and Pontiac will be bumper- to-bumper "new" while the middle-priced GM cars - Buick and Oldsmobile - which got new body shells last year, will be radically restyled on these shells.

American Motors will be new throughout, except perhaps for the British-built Metropolitan small car. AMC has just announced it will have models in three sizes - all using the same basic shell forms - but with different wheelbases and lengths.

.....
AMC's NASH and Hudson will have average car wheel-bases, the Rambler less-than-average wheelbase, and a new unnamed car to be

brought out in late fall will have a 100-inch wheelbase.

Ford, of course, will have the new Edsel out early next month, the first new "Big Three" car line since Mercury in 1939, and first domestic new line since Rambler.

It is reported that at least some Ford passenger series will share the body that is being used for the Edsel Ranger and Pacer. This would give Fords the same flat-roof, flat-deck silhouette now seen in Mercury and soon to be seen in Edsel.

The Chrysler line- Imperial Chrysler, Desoto, Dodge and Plymouth- will get a face-lifting that will tend toward the flat, forward-lean look. But the frame and body construction of the 1957 Chrysler cars already allows the cars to be as low as any.

* * *

STUDEBAKER-Packard has had modest success with its Hawk sports cars and done even better with its Scotsman, an economy full-sized sedan selling for less than \$2,000 delivered. The Hawk line will be extended to a Packard model, and the Scotsman will be re-styled.

As widely mentioned, air suspension, at premium prices, will be a big selling point for GM from Chevrolet up and in some - and possibly all - Ford cars, Chrysler will stick with its torsion bar suspension introduced last year.

The auto companies have all taken the pledge against promoting and advertising speed, but motor refinements and continued increase in compression ratios will make horsepowers higher again.

Except for the six-cylinder Scotsman and the American Motors line, none has indicated they will promote economy as a selling point.

* * *

CHEVROLET is expected to give its smooth-flow, non-step-up torqueflite transmission better promotion and a lower price in 1958.

Fuel injection will be extended as optional equipment by all companies, but is not expected to be a big selling point.

General Motors will probably extend the Cadillac X-frame, introduced last year, throughout its line, so both silhouettes can be lowered to give more room for air suspension.

Chevrolet's top line in its new low-slung, scooped-out bodies will be named "Impala" after its experimental design forerunner.
.....

Did you know that the radio in the Ford Thunderbird automatically increases its volume as car speed increases?

.....
Did you know that the Ford Skyline has a convertible, "hide-away" hard top?

SPRINT - LEVIN CIRCUIT OCTOBER 12th.

Well, we are holding a speed event on the Levin circuit for our members, standing and flying, quarter, to suit all types, on the 12th October, which is a Saturday, at 9.30 a.m. for members wishing to get speed extensions, and 10.30 a.m. for holders of competition licences with speed extension.

This will be an open meeting, and we expect quite a number from other Clubs. We are hoping for a good day's sport, also the chance to give members a try-out on this excellent circuit at full speed.

All we ask is bring your car in good trim, and obey the rules of the day.

For the chaps hoping to get extensions we are closing the meeting for the first hour, and the only procedure is a reasonable lap comparable to the later runs. Good driving, not sheer speed will be observed.

We extend a special invitation to the Hull Club and also the Levin Club. Entry is on the day, so please be on time if possible. Scrutineering is at 9.30.

A Service Station will be open on Saturday until 6 p.m. - name and location will be announced at the Sprint meeting.

.....

"HONEY-POT TRIAL"

21 cars took part in this well organised Annual Trial, unfortunately only 7 being competitors, the others being of course Marshals.

The weather was atrocious, but in spite of this all those competing enjoyed the event. Results are as follows, and a more detailed write up will appear in the next Bulletin.

			(Pnts.Lost)	
1st...	H. Hollis (driver)A.Robb (Navigator)	491	Jaguar XK
2nd...	P. Lawson	" M.Redican	733	Morris Ox.
3rd...	D. Watson	" R.Duffel	847	Austin A50
4th...	D. Fraser	" T.Wallace	856	Austin 10
5th...	B. Drake	" N. Drake	1194	Austin A95

.....

TOM FOX NOW AN ACTIVE COMMITTEE MEMBER

It is with regret that we say goodbye to Clive Singleton, as he has found it necessary to retire from the Committee, but with much rejoicing we welcome "The Lead Footed Butcher".

Tom has for the past few years been a very active member of our own and other Clubs, and it is a pleasure to welcome another man to the Committee who can speak as a competitor of experience.

LEVIN MOTOR RACING CLUB.

RACE MEETING NOVEMBER 23RD. FOURTEEN EVENTS.

This caters for all types of cars and some quite good prize money is available. Entry fee is £1 per event excluding finals. Expenses of £1.10. Od. will be paid for saloons and sports cars and £3 for racing cars only if travelling over 200 miles to the circuit. Entries close with the Secretary on Saturday November the 9th.

The address for entries is Levin Motor Racing Club (Inc.)
P.O.Box 57,
Levin.

Marshals required for Levin.

The Levin Club are short of marshals for their November meeting, and if any of our members are willing to give assistance at this meeting I am sure it would be appreciated if you can possibly help. Contact the Secretary, Phone 44 Business or 732D private.

.....

It is reported by the N.Z.I.G.P. that there is a suggestion that the Argentine G.P. has been cancelled for 1958. This would then make Ardmore the most important G.P. in the Southern Hemisphere, and will make chances of securing overseas drivers of high standing much brighter.

"MOTOR SPORT REVIEW"

The N.Z.I.G.P. Inc., has asked us to announce that their official publication "Motor Sport Review" is now available to any member of an affiliated car club for 1/- per copy or 10/0 per year.

Club members will be circularised fairly soon and given order forms, so, to assist the organisation, please do not apply yet but wait for your form.

.....

NOTED IN THE PRESS

South Island N.Z. paper states :

'Stirling Moss wins Pescara Race in British Vauxhall'!!
The Victor?

Australian paper records:

"John MacMillan crashes in Super Squalid Ferrari"!
We always thought it looked rather nice.

An American newspaper featured a cartoon of a prospective buyer from a test run in an English sports car saying to the dealer "It worked fine, but a dachshund chased me and bit me on the elbow."

CARS I HAVE OWNED.

By H.W.Mitchell

The "Aston Martin" 1938 model, 4 door standard saloon, with sliding roof and 4 seater aluminium body. The makers up to 1939 were "Aston Martin" Ltd., Feltham Middlesex, England. In 1940 the Company was taken over by "David Brown", who then produced a 4 cyl. 2 litre model known as the D.B.1, several of these being entered for "Le Mans" of this year. The name "Aston" was derived from the "Aston" Hill climb near Birmingham and the "Martin" is the name of the original designer "Lionel Martin", who was also the founder of the Company.

These pre-war models are very rare indeed, the average production from 1922 to 1939 being only 35 cars per year and they were all built by hand. The 2 litre 15-98 model which I now own was produced for 2 years only and I understand that mine is the only pre war model in New Zealand at present.

The Handbook gives very reliable specifications and performance figures and also gives details of the 2 seater speed model which won twice at "Le Mans" in the late thirties. I will devote the last part of the article to this interesting sports model. The specifications and performance figures for the Standard saloon starting from the front end are as follows: The car is fitted with substantial single bar spring steel bumpers front and rear. An oil radiator is mounted externally at the front of the main water radiator but is not standard, having been fitted in Auckland by the original owner. As no fan is fitted, the oil cooler is an advantage in hot weather. The water radiator has a capacity of $3\frac{1}{2}$ gals.

The oil pump is of the gear type, situated on the front of the engine, and is driven by a shaft from the intermediate timing gear.

Mention may be made of the unique cooling system. The cylinder block is cooled by Thermo-syphon while the cylinder head itself has water circulated through it by means of a large water pump. The pump itself is of the spring loaded carbon block gland type and is mounted on the left side of the block well forward. Two large gear wheels drive the pump and also magneto and generator, and the revolution counter is driven in turn by a flexible cable from the rear end of the generator. The ignition was by Lucas Vertex magneto but this has been modified, and now a coil and distributor is used in its place. Starting is much easier with the new ignition system. The oil filter is fitted

on the right side of the block well forward, and an external oil gallery is placed just above the filter, an adjustable oil pressure release valve is fitted on the oil gallery.

The oil sump has a capacity of 2 gallons, and changes are needed only every 2500 miles. A single overhead camshaft is employed, driven by a double silent chain, and two chainwheels, the chain tensioner being in the form of a Weller spring. The valve operation is carried out by rockers, between the camshaft and the valve stems.

The massive crankshaft runs in 4 main bearings and the connecting rods are of very light aluminium alloy. The exhaust and inlet manifolds are very large in diameter. Twin S.U. carburettors are fitted, and these are mounted by a large air cleaner. There are two S.U. electric petrol pumps each having a separate pipe line to the rear tank, with a reserve of three gallons.

Each pump is independent and has its own switch on the fascia panel. The valves are placed at an angle in the cylinder head, all inlets on left and exhausts on the right looking forwards. The four "Champion" R.7. sparking plugs are placed in a horizontal position under the exhaust manifold.

The generator and starter motor also the ignition and lighting are by "Lucas". A single dry plate type clutch is fitted.

The gearbox has synchromesh engagement for 2nd, 3rd and top gears, and ordinary engagement for 1st and reverse. These gearboxes are extremely accurately made. The fascia panel is fitted with a very comprehensive array of instruments comprising water temperature gauge, eight day clock, 110 m.p.h. speedometer, revolution counter, electric petrol gauge, ampmeter, oil pressure gauge. Two manual control levers were fitted on the top of the steering wheel for ignition and throttle control. An extra large spring spoked steering wheel is fitted, and the column is adjustable for rake.

Bucket seats with pneumatic upholstery and sliding adjusters are used in the front. In between these is located the racing type gear change lever, and also the quick release handbrake, placed in a horizontal position. A well sprung bench seat with a folding arm rest is in the rear, and 2 roof lights are placed above this. The rear window is of smoked glass. There is a large luggage boot and under this is placed the 14 gallon petrol tank, which has a racing type filler cap, placed inside the boot. The steering mechanism is of the "Bishop" cam and roller type. A spiral bevel rear axle is fitted. "Girling" braking system is standard. Standard shock absorbers at the rear are Luvax

hydraulic, but I have now replaced these with "Delco". The front set are of the friction type. The springing is by $\frac{1}{2}$ elliptics all round. The wire wheels are knock-on 17 "Rudge Whitworth". The front axle is not bolted to the springs rigidly, but is articulated through the medium of "Silentbloc" bushes acting as trunnion bearings. Tyre size is 17" x 5.25. Petrol consumption is 26 m.p.g. at moderate speeds, and the recommended engine oil is "Essolube" racer, consumption of oil is 300 miles per pint. The engine has a bore and stroke of 78m.m. x 102 m.m. = 1950 c.c. Nominal H.P. 15.09. Brake H.P. 98 at 5000 Revs. compression ratio $7\frac{1}{2}$ to 1. Firing order 1,3,4,2. Gear ratios and speeds 1st ratio 16.9 = m.p.h., 2nd 9.86 = 43, 3rd 6.4 = 66. Top 4.67 = 87 m.p.h. with 18" tyres the maximum speed is increased to 90.4 m.p.h. Maximum safe revs 5000. Chassis details, wheelbase 9'8", Track 4'6 $\frac{1}{2}$ ", weight 28 cwt., ground clearance 6", Turning circle 41'6". I have now owned this car for 6 years and covered about 24,000 miles. It has proved to be the most interesting car which I have ever owned, both from an engineering point of view, and general roadability.

The Two Litre speed model.

This model was a 2 seater sports car with the same bore and stroke = 78 x 102 as the Standard, however it was considerably modified. Dry sump lubrication was employed, and the compression ratio was 8.3 to 1. The weight was reduced to 20 cwt. Maximum safe revs 5500. Two oil pumps were used, driven in tandem, one for delivery and the other for scavenging. These chassis were fitted with an ordinary crash type gearbox. The braking system was of the Lockheed hydraulic type with a tandem master cylinder. Friction type shock absorbers were fitted all round.

Chassis details, wheelbase 8'6", Track 4'6 $\frac{1}{2}$ ", weight 1 ton, ground clearance 7", Turning circle 37'6", tyre size 18" x 5".25, Gear Ratios and speeds 1st 11.38= 41 m.p.h. 2nd 8.33 = 56, 3rd 6.11:76 m.p.h., Top 4.44 = 104.4 m.p.h. for engine speed 5500. The exhaust manifolds, were of the racing type, one air cooled straight out manifold being employed for each 2 Cylinders. These speed models were very successful in competition especially the long distance racing events.

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CITROEN
KAMBER
FORD
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ROLLS ROYCE
FRASER NIKIT
OLDSMOBILE
CHEVROLET
LA FAYETTE
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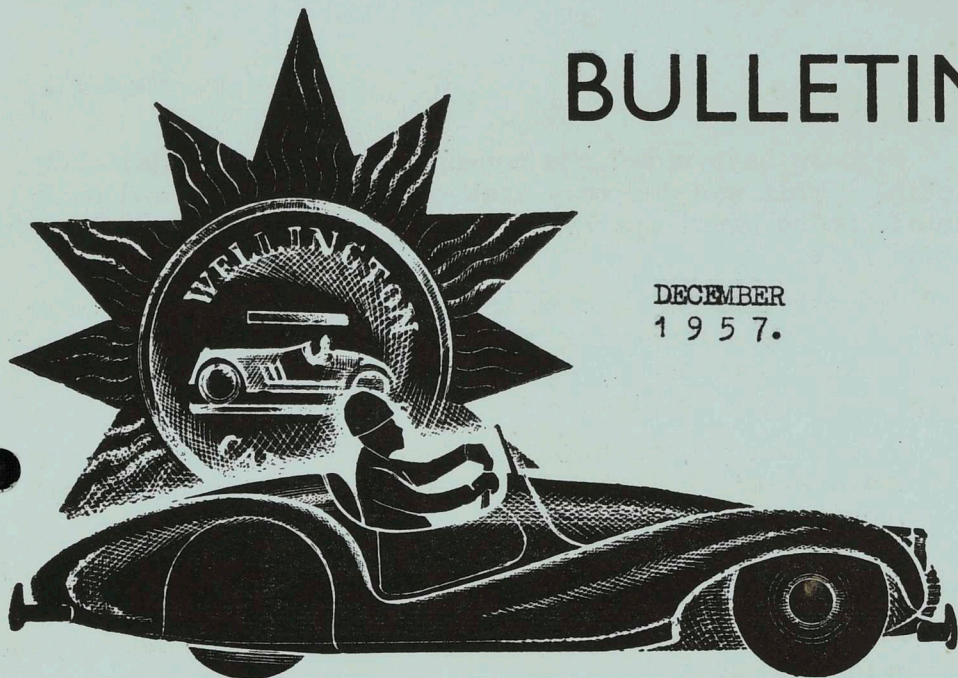
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MERCEDDES
VOLKSWAGEN
STUDEBAKER
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In this puzzle, built up like any crossword puzzle, 37 names of car makes are used. Of these three were used twice (one of them once as an abbreviation). Among these makes are some racing car names and two of cars out of production. The circle in the puzzle is the letter "O" and is part of a name. Please return your solution to our P.O.Box (5142) and include 2/6 in stamps not bigger than 3d. This is the first of a series of these crossword puzzles.

P.T.O.

BULLETIN



DECEMBER
1957.

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

<u>DIRECTORY:</u> PRESIDENT:	C. Vandendungen	55-040 (Business)
CLUB CAPTAIN:	R. Smith	86-451
		47-360 (Business)
VICE-CAPTAIN:	Mrs.A.Fox	81-555
		46-446(Ext.85,Bus.)
SECRETARY:	P. Slocombe	41-827 (Business)
<u>COMMITTEE:</u>	T. Fox	81-355
	S. Alexander	17-366
	R. George	76-733
	W. King	
<u>SOCIAL COMMITTEE:</u>	A. Freeman:	R. Charman	
	J. Steele	L. Vidgen	
<u>BULLETIN EDITOR:</u>	B. Cronin	46-795

CAUTION IS NO SUBSTITUTE FOR SKILL

EDITORIAL:

Members have noted the non-appearance of the November Bulletin. This was due to a lack of contributions and suitable material, and a great apathy on the part of the Editor when this lack was felt.

Nevertheless we seem to have a few more little bits and pieces this time - also your Editor casts away his apathy as the holiday season approaches, and hence enthusiastically wishes all members, and their families -

**** A Very Merry Christmas, a Prosperous and Happy New Year and many miles of trouble-free motoring throughout the vacation. ****

This is a time for happiness - let us all do our part to observe the rules and keep it that way for everyone.

SECRETARY'S NOTES:

New Members: A cordial welcome is extended to new members, J. Crombie: L. Beaver: P.J.Wilson.

We look forward to your active participation in Club events.

Entry Forms: Entry forms have been received from the Nelson Car Club for their two day Beach Meeting to be held on - JANUARY 1st and 2nd. - at Nelson.

Entry forms are also available for the Lady Wigram Trophy Race meeting to be held at Christchurch on 25th JANUARY.

Mobilgas Economy Run:

Proofs of photographs taken by an Auckland commercial photographer of aspects of the 1957 Mobilgas Economy Run have been received and members wishing to obtain copies of photos may place orders with the Secretary next Club night.

Subscriptions:

Subscriptions are now long overdue and this is the last Bulletin that unfinancial members will receive. Accounts have been sent out to those whose subscriptions are still outstanding. Some accounts were accidentally sent to members who have recently paid - - apologies.

CHRISTMAS FUNCTION - FAMILY AND NOVELTY EVENT - SUNDAY, DECEMBER 8th.

This event is to be held on Sunday 8th December, commencing at 10.30 a.m. from King's Service Station on the corner of Vivian Street and Cambridge Terrace.

The first portion of the run is a combined economy run and treasure hunt and the clues from the treasure hunt lead the cars to the luncheon break.

If the weather is unsuitable however, the lunch break can be held indoors where hot water will be available.

In the afternoon a small gymkhana will be held for the men-folk, while the wives and children will be catered for with novelty events and lolly scrambles.

In all, an enjoyable day can be expected to wind up this year's activities, as the organisers promise you plenty of fun.

REMEMBER THE DATE - - SUNDAY 8th DECEMBER.
PLACE - - KING'S SERVICE STATION.
TIME - - 10.30 a.m.
ENTRY FEE - - 5/- PER CAR.

Pat Hoare's 4 C.L.T. Maserati has been bought by E. Sprague. Pat in his turn has apparently bought a 3 Litre Ferrari. All this portends well for Ardmore.

Arnold Glass, the owner of the ex McMillan Super Squalo Ferrari, has agreed to drive at Ardmore, at his own expense.

RECORD UNITED KINGDOM MOTOR CAR OUTPUT: United Kingdom production of passenger cars reached another record figure in October, it was announced in London last week. The output in the four-weekly period of October was 79,388, compared with 96,762 over five weeks in September and 41,790 in four weeks of August. Production, therefore continues at an annual rate of over the million mark. Exports at 37,022 also represents one of the highest figures yet reached.

BULLETIN EDITOR:

The position of Bulletin Editor is again vacant. This can be an interesting job for one who is inclined towards pencils and papers and things, and has access to material of interest to enthusiasts.

What offers??

GYMKHANA - WINTER SHOW BUILDING CAR PARK, SUNDAY 17th NOVEMBER:

Twenty entries were received, in all types of car for the Club's Novelty Gymkhana. The event was divided into six sections -

The first of which was a Potato Circuit. In this the competitor had to drive around on the inside of a circle of small tins depositing a potato in each tin with gay and reckless abandon. The major problem in this manoeuvre was that of maintaining one's line throughout. Two evenly matched cars competed at the same time in different circles.

Another potato race followed, this time driver and passenger being involved. Two cars were run at a time as before, the procedure being to drive from the start to the potatoes placed at the opposite end of the area where the passenger leaped out, picked up a potato, jumped in again and shut the door, where-upon the driver reversed to the start line to drop the potato in a tin, then off again for the other two. This was a most amusing event with many an eager driver rushing off without passenger or potato. Roy Smith and passenger gave a very good display to take first place.

Next came a slow race, run in two heats of ten cars, the slowest car of each heat competing in the final. Many were forced out by a surplus of speed. Final placings went to -

J. Corder - (1) - Austin 7 Sports and
T. Shelly - (2) - V. W.

Following this was a "thread the needle" race, run in the traditional fashion, driver carrying needle and cotton to waiting partner, partner threading needle, and driver returning to start line.

A Wiggle-Woggle was worked into the afternoon's fun, rather tight and rather tricky in the cinders. Fastest time overall was recorded by Tony Shelly (V.W.)

Perhaps the most interesting section of the event was a sprint from one end of the area to the other, round a drum, and back to the start. Cars were run again in pairs, evenly matched, which added much to the excitement. Best time here was put up by Murray Barrett (T.R. 2), who almost went through the Winter Show Building wall to achieve the result. Competition between the T.R.2's was keen, and also between the Austin 7 Specials. We hope to see more of them in the future.

As a Novelty Gymkhana, which was all that was intended, the event was most successful.

Detailed results were as follows - -

Under 1500cc Sports:		Circuit	Needle	Potato	W/W	Sprint
1.	S. Alexander - M.G.T.F.1250	1.24.0	38.9	1.8.9.	38.75	24.75
2.	W. Fraser - Austin 7 Spts.	1.26.0	38.5	1.7.2	32.5	27.00
3.	P. Drucker - M.G.T.F.1500	1.27.1	33.00	1.5.2	42.5	23.2
4.	R. Smith - " " 1250	1.30.1	31.00	55.0	38.5	23.9
5.	J. Corder - Austin 7 Spts.	1.33.3	33.1	1.12.0	42.00	27.7
Over 1500cc Sports:						
1.	E. Olivecrona - T.R.II	1.23.0	42.9	1.3.0	32.0	21.4
2.	M. Barrett - T.R.II	1.25.1	30.00	1.2.0.	41.0	21.00
Under 1500 Saloon:						
1.	J. Curtis - Anglia	1.18.1	-	1.8.7	32.00	24.0
2.	P. Lawson - V.W.	1.26.8	30.00	1.12.0	43.0	24.0
3.	J. Lust - Anglia	1.27.3	35.9	1.6.9	36.5	22.5
4.	T. Shelly - V.W.	1.27.8	44.00	1.5.0	31.00	22.0
5.	C. Coleman - Skoda	1.29.0	31.1	1.1.3	34.5	21.9
6.	H. Hunter - Anglia	1.30.0	37.05	1.5.6	35.0	23.0
7.	C. Porter - Morris	1.32.0	36.2	1.15.0	34.00	27.0
8.	D. Hennessy - Humber	1.35.0	37.00	1.4.0	39.0	23.2
8.=	D. Jenkins - V.W.	1.35.0	1.30.3	1.9.9	40.0	23.05
8.=	A. Hunter - Anglia	1.35.0	36.4	1.6.0	36.5	25.6
Over 1500cc Saloon:						
1.	P. Morgan - Chev.Coupe	1.30.0	36.0	1.11.2	42.0	29.0
2.	J. Stockdale - Vauxhall	1.30.1	34.5	1.8.0	41.5	23.6
	A. Freeman - V/8 Coupe	-	36.5		51.0	22.5

TOM CLARKE:

We regret that Tom Clarke, although home again, was forced to undergo another operation recently, after which he collapsed. He is apparently pulling through satisfactorily, but it is almost a certainty that he will not race at Ardmore - January.

A most enjoyable day was had by all the 47 competitors taking part in this well organised event.

In the racing class, Alan Freeman drove the Lago Talbot very forcefully and managed to lap the circuit in the Flying (literally), in under the minute. Both Len Vidgen and Don Hennessy drove well.

The Over 1500 c.c. Class Sports was hotly contested for first place by H. Hollis and R. Buckthought, Pass being the eventual winner in his Morgan Plus 4. This car gave the appearance being cornered as though on rails.

The Under 1500 c.c. Sports proved equally exciting as the ten M. G.'s battled for the honours. The eventual winners being R. George, B. Spragg and R. Smith. All three recorded very close and fast times. It was very pleasing to note the number of M.G.'s taking part in this event.

The Over 1500 c.c. Saloons although some of the entries in this class did not arrive until well on into the afternoon, recorded some very good times in the flying laps, notably N. Bird who flew in from the Manawatu in a 2.4 Jaguar and recorded fastest time in the flying lap.

J. Vandersyp in a hot Zepher drove well to gain first place in the standing, but unfortunately only managed to get a minor placing in the flying.

P. Slocombe, our very overworked Secretary, caused a mild sensation with his David Brown sounding Vauxhall Vanwall. He caused an even greater sensation when he dropped his complete exhaust line at the track entrance.

Best performance in the Standing for the Under 1500 c.c. Saloons went to F. Hamlin driving a very hot Minor 1000, closely followed by his brother L. Hamlin in a warm A.35.

In the flying K. Douglas, a late entry driving an M.G. Magnette with Laystall Conversion, recorded a lap time of 1m. 9.9 which was faster than that of the winner of Over 1500c.c. class.

The Organiser of the event would thank all those who assisted in making this event the success it was.

LEVIN SPRINT - Contd:

Apology: The placings for the Over 1500c.c. Sports have had to be altered. T. Moses driving an Austin Healey drove well to record a lap time of 1m.5 in the flying and thus took second place. The error occurred after his time had been accidentally rubbed from the blackboard.

RACING CLASS:		Standing	Place	Flying	Place		
Vidgen, L.	Liteweight	1. 4.75	1.7.6	2	1. 0.2	1.1.1	2
Hennessy, D.	Austin	1.34.9	1:27.7	3	1.16.0	-	3
Freeman, A.	Lago Talbot	1. 3.6	1. 2.0	1	59.1	58.6	1

UNDER 1500cc SPORTS:

Pri N.	M.G.T.F.	1.17.7	1.18.3	5	1.11.0	1.10.8	4
Chapman, R.	M.G.T.F.	1.28.7	1.32.1	12	1.19.9	1.19.6	12
Alexander, S.	M.G.T.F.	1.26.6	1.30.2	10	1.19.8	1.19.2	11
Smith, R.	M.G.T.F.	1.16.6	1.17.1	3	1.10.4	1.10.6	3
Greensmith, F.	Riley 9	1.27.6	1.28	11	1.17.7	1.17.0	7
Beaver, L.	M.G.T.F.	1.17.6	1.18.0	4	1.10.9	1.12.7	5
Spragg, B.	M.G.T.F.	1.16.0	1.16.4	2	1. 8.9	1. 9.4	2
Fajner, J.	M.G.T.D.	1.25.0	1.24.1	7	1.17.1	1.19.6	8
McGrath, F.W.	M.G.T.D.	1.22.2	1.22.6	6	1.16.0	1.15.0	6
George, R.	M.G.A	1.13.1	1.16.1	1	1. 8.8	1. 9.5	1
Reader, L.	Austin	1.28.0	1.25.7	9	1.19.0	-	10
Crawford, S.	MG.T.F.	1.25.5	1.29.5	8	1.18.4	1.17.3	9

OVER 1500cc SPORTS:

Hollis, H.	XK 120	1.10.2	1. 9.7	1	1. 5.6	1. 6.3	2
Olivecrona, E.	TR.II	1.14.0	1.15.5	7	1. 9.9	1. 9.0	7
Cronin, B.	Austin Healey	1.16.4	1.15.75	9	1.10.1	1. 9.6	9
Buckthought, R.	Morgan	1.11.1	1. 9.9	2	1. 3.6	1. 4.5	1
Bartlett, D.	Morgan	1.15.6	1.13.9	6	1. 7.5	1. 7.9	5
Sarbrook, K.	XK 120	1.12.3	1.15.6	4	1. 7.8	1. 7.6	6
Cook, V.	XK 120	1.11.9	1.13.6	3	1. 5.9	-	3
Fitzgerald, P.	Morgan	1.15.2	1.17.1	8	1. 9.5	1. 9.6	8
Moses, T.	Austin Healey	1.17.4	1.13.0	5	1. 6.4	-	4

UNDER 1500cc SALOONS:

Lyon, E.	A 40	1.28.7	1.29	5	1.20.6	1.20.6	8
Hunter, H.	Anglia	1.26.2	1.27.7	4	1.19.9	1.19.6	7
Verry, G.	A 35	1.24.2	1.23.3	3	1.17.6	1.17.8	6
Hamlin, F.	Minor 1000	1.18.3	1.29.5	1	1.11.5	-	2
Hamlin, E.	A 35	1.22	1.22.9	2	1.14.9	-	3
Douglas, J.	M.G. Magnette	-	-	-	1.18.0	1.17.5	4=
Aislabie	Skoda	-	-	-	1.19.1	1.17.5	4=
Douglas, K.	M.G. Magnette	-	-	-	1. 9.9	1.10.5	1

Wellington Car Club Sprint - Oct.12th held at Levin.

OVER 1500cc SALOONS:		Standing	Place	Flying	Place		
Vandersyp, J.	Zephyr	1.24.4	1.19.85	1	1.16.3	1.15.6	6
Peterson,	Sunbeam-	Retired	-	-	-	-	-
	Talbot						
Slocombe, P.	Vauxhall	1.23.7	1.23.3	4	1.15.1	1.13.5	3
Morgan, P.	Vauxhall	1.29.7	1.29.2	5	1.23.0	1.21.5	10
Mathews, D.	Vauxhall	1.30.9	1.32.8	6	1.21.5	1.21.1	9
Wilson, K.	Morris 12	1.39.2	1.35.9	8	1.24.4	1.25.5	12
Mullis, N.	Vauxhall	1.31.0	1.31.9	7	1.24.0	1.23.1	11
Logie, M.	Zephyr	1.20.5	1.21.1	3	1.14.9	1.14.9	5
de Rhone, F.	Chrysler	-	-	-	-	1.16.5	7
Wells, E.	Ford V8	1.19.9	1.20.3	2	1.13.9	-	4
Critchley, L.	Sunbeam-	-	-	-	1.18.6	1.20.0	8
	Talbot						
Nicholson, G.	Riley	-	-	-	1.11.3	1.11.1	2
Bird, N.	2.4Jaguar	-	-	-	1.10.9	1.11.7	1

Total entries - 47.

AUTOMATIC GEAR CHANGE MOTOR CYCLE:

A British motor cycle is following the car trend towards automatic gear changing. In announcing developments and modifications for their 1958 machines, one motor cycle firm state that their "Big Twins" - the 500c.c. and 650c.c. models - will have auto-clutch operation. By this system, the movement of the foot-operated gear change lever automatically disengages the clutch and allows the gears to change without the use of the handlebar clutch lever. But a handlebar lever will continue to be fitted, as an over riding control.

Another innovation for all models apart from the "Twenty-One", which is already equipped, is the provision of an anti-theft lock. This incorporated in the steering head lug, the body of the lock itself being pushed fully into the head lug to lock the forks. When the key is turned, the body of the lock is firmly secured, and withdrawal of the key leaves the machine immobilised.

FOR SALE - VOLKSWAGEN Workshop Manual - 30/-

Apply Club Secretary.

The month of October reminds me of Labour Day weekend 1950 and the first North Island Motor Rally. This event was organised by the Manawatu Car Club and covered approximately 375 miles. It was a fairly easy rally with no undue complications but for the writer and his co-driver it did provide a few exciting moments.

Fellow club member Harvey Cooke and I decided to give it a go in my Morris Oxford (1949). Our starting point was Wellington at 7 p.m. on Friday 20th October, and our average speed was to be 26m.p.h overall. Harvey made very good use of a most expensive costing calculator thoughtfully, if unwittingly, provided by his employers. He produced a time-table giving our accumulated distance for every ten minutes.

The run to Palmerston North was uneventful and, having stopped for a pull at the thermos in company with two other Wellington crews, we checked in on the tick. Then on to Napier, also an easy run. The Check Point there was in a large service station and we found a welcome and generous supper awaiting us. Along with other startled people we had our first glimpse of a most interesting vehicle. Amidst awed queries of "What is it?" some wag christened it "The Grader". Actually it was Roy Cowan's hand-built special, the basic component of which was a 5½ litre Sunbeam engine. The latter item had been rescued from inactivity in some obscure fowl-run. First view was certainly a shocker but closer inspection revealed a particularly skilful and well finished piece of automotive homework.

On the dot of 3.12 a.m. we sailed forth into a black drizzly night, for what proved to be the highlight of the event. Our route was to follow that trodden by William Colenso, missionary, about 100 years earlier. Afterwards we decided that it must have been preserved in its original and primitive state as an historical memorial. Uncertainty as to the exit from Napier allowed the two following cars to get ahead. This was not appreciated, as we suspected muddy going and did not want to be on the collecting end. However, they then took a false turn, which we almost followed, and Hugo Hollis picked that moment to flash past in his M. G. From there on the fun or troubles, according to viewpoint, began. With habitation left behind, the road began to climb steadily into the murk, with turn following twist in quick succession. Again we shot up a wrong turning and, before I could complete the about-face, Harvey shouted, "Here they come". The right road lay a few feet below us, the intervening ground looking like a steep bank, but we took it and made a four-point landing, hard down on the buffers. That was one of many proofs that night, that the Oxford torsion bars could take it and then some.

RECOLLECTIONS OF A RALLY - Contd.

From there on I followed Hugo's wheel tracks and it became clear the pressure would have to be maintained, to average 26 m.p.h. on the 99 miles to Taihape. Pressing on regardless we shot over a sharp rise which was followed by a dip. Harvey said, "There's a 'ford". But, in the excitement, that only suggested the name of a car to me. Anyway I reckon that the stream must have stopped flowing for ten minutes, judging by the amount of water displaced by us. Fortunately the road turned the same way we did as we broke surface on the other side. Still shaking water out of our ears, we rounded the next bend briskly, only to be pulled up short by someone waving a torch. It proved to be Geoff. Easterbook-Smith, Hugo's navigator.

Just ahead the road dipped into a gully, with the usual angled approach to a small bridge. Demon Speed, allied with wet boards and no side rail, had lured the left front wheel of the M.G. over the side. The arrival of two more cars gave sufficient manpower for a combined heave. Hugo's thanks were brief and his departure swift.

Several other incidents remain fresh in memory from that four hour section, which was in fact one prolonged incident. A reluctant dawn broke slowly as we continued to wrestle with hair-pin bends and slopes as steep as the sides of Queen Mary's Daimler. Believing ourselves to be 50 miles from anywhere, on a road deserted except for similar car-silly types, we had thrown city driving conventions to the winds. Harvey took rather a fine line on a right hand bend, only to come face to face with a small Singer 9, crammed with a sleepy family group, taking the same corner wide. I opened my eyes just in time before the next bend to look back and see the Singer still intent upon taking evasive action. Guardian angels were abroad early that morning.

We reached the Rangitikei River to find it a deep and turbulent stream about 50 yards across. A stone causeway jutted out a short distance from our side. As nothing better offered I took this and, selecting low gear and a deep breath, plunged into the drink. The water was deep, because a 1950 Oxford following had a bow wave halfway up its radiator grill, and I had known a puddle in Lambton Quay put my engine out like a light. But, as though the car was enjoying the chase, it never faltered.

After crossing several bridges on which rabbit gates had to be opened and shut, we came out onto high tussock country and a pumice road. Harvey, driving with his usual verve, took an innocent looking stretch at speed. It proved to be a vast mud puddle and in a split second the windscreen was completely covered. With no time to spare Harvey, head out the window, kept her going. Reaching round with a wet chamois leather he wiped a small patch and presently a shower of rain cleared some more. We were now in rabbit country and we literally tossed them to right and left in hundreds.

The last twenty miles to Taihape ran down a gently winding and undulating valley, on a metallised surface. This part was sheer delight, as we could give the car its head and many an open curve was taken in a four-wheel drift in the gravel. Controlled slides - of course. We reached Taihape, didn't we? We did indeed and without loss of points. The run to Palmerston North was tame by comparison, even if the driver did have some difficulty keeping awake. The latter factor accounted for about five miles being covered in 3rd at over 50 m.p.h. The "Motor" Road Test gave top speed for 3rd as 58 m.p.h.

Elimination tests were held on a large area with metallised surface, on the Saturday afternoon. Loss of points dropped us to 19th place out of 33 starters. First place was filled by E.G. Trask in a Singer 9 Saloon. The top Wellington driver was Hugo Hollis in 3rd place. The Coachwork Competition was held on Sunday afternoon and, after labouring mightily that morning, Harvey and I had the satisfaction of seeing the Oxford in 2nd place. The rally was rounded off in the evening with a most enjoyable social and prizegiving.

BRITISH ARMY TO SEE NEW TYPE OF CAR DEMONSTRATED:

A new British car, the Hunting Harrier, which has many unusual features, is to be demonstrated shortly to the British Army. The car weighs under 7 cwt. and can be unloaded from an aircraft, assembled and driven away in 45 seconds. It seats 4 people and can do 70 M.p.h. Already there has been a number of inquiries from overseas. The car was first seen at this year's Farnborough Air Show.

WANTED - P. Type M.G. - reasonable price -

Contact Secretary.

G. T. Reilly.

For years, arguments have been raging in both Europe and the United States in favor of their particular kind of racing. In Europe, it has been pointed out that the American car with a gear box having only two forward speeds weight distribution designed to favor left-hand turns, solid rear axles, and brakes not adequate to provide high rates of deceleration over extended periods of time, would show up poorly in a moderately well driven European Grand Prix. In the United States, emphasis has been placed upon the inability of any European car or driver to make a good showing at Indianapolis in recent years. There seemed to be no real means of settling this controversy and the proposal of a race between the top ten American and European drivers at Monza was received with great interest.

Such a race was conceived and run at Monza on last June 29th. Even though terrific speeds were attained, it failed to provide many of the answers fans were hoping for, but did reveal many things of interest. Unquestionably, the boycott of the race by such European drivers as Fangio, Moss, Collins and Farina on the grounds that the race would be too dangerous, the fact that only three British Jaguars were on hand to represent foreign competition, and that only the high-speed portion of the track that is similar to Indianapolis was used, did much to destroy any basis for direct comparisons of car and driver abilities.

The Italians learned that the track is not unusually dangerous and cars can be passed on the curves without difficulty, that the American cars are powerful and fast, and that the American car owners, drivers and mechanics took this matter seriously and were very friendly and democratic. The lack of secrecy and close co-operation between the crews must have been surprising to many.

The Americans, on the other hand, learned much about the Italians and their way of life and that their cars would have to be modified somewhat to be of serious contention in the future.

To understand their difficulties, one must know something of the difference between the two tracks. The Indianapolis Motor Speedway consists of four turns of $\frac{1}{4}$ mile each connected by two short and two long straightaways having lengths of $\frac{1}{8}$ mile and $\frac{5}{8}$ mile respectively.

The high-speed portion of the Monza track has only two turns of approximately $\frac{5}{8}$ mile each, connected by two straightaways of $\frac{7}{10}$ mile each. The turns at Monza, however, have a maximum slope of 38° , as against 18° at Indianapolis, and permitted turn speeds up to 160 miles per hour. At Indianapolis, a driver-car combination has to be good to get 135 miles per hour in the turns.

As turn speeds go up, the centrifugal force becomes greater and greater. At 160 miles per hour on the Monza track, the car weight is increased from approximately 2500 pounds with driver and fuel, to approximately 6000 pounds. The weight of a gallon of fuel, for instance, increases from 6.6 pounds per gallon to about 15. Considering this then, it is not surprising that five of the nine American cars starting the race experienced leaks in fuel tanks and they all had trouble with springs bottoming, resulting in bent or broken shock absorber arms in most instances. One other car failed with a broken frame.

While some suspension and frame troubles were expected, the greatest concern was whether the engine could take this long high-speed grind without flying to pieces. There was not a single case of engine failure serious enough to cause the withdrawal of any of the Mobil cars and, what minor difficulties did occur, did not involve the performance of fuel or lubricants.

The race was run in three heats of 63 laps each. Approximately one hour was allowed between the first and second and second and third for refuelling and car inspection. This was a good thing too, because many little things were discovered and corrected during these intervals that could have caused serious consequences.

The new tires developed by Firestone especially for this track did an excellent job. There were no failures and tire changes were not made, except between the heats. This is the first time the writer has seen a fluid injected into the tire to improve the thermal conductivity of the air. It must have been effective.

HANSEN & CLAPPERTON TROPHIES:

The following are the most recent placings in the Hansen and Clapperton Trophy competitions - -

	Hansen	Clapperton
H. Hollis	20	9
R. George	18	6
H. Hunter	17	12
R. Buckthought	14	4
R. Smith	12	5
A. Fox	11	6
D. White	10	10
C. Vandendungen	10	8
A. Freeman	10	-
S. Alexander	9	6
T. Fox	9	5
B. King	7	3
R. Chapman	6	4
D. Hennessey	6	2
J. Vandersyp	6	1
L. Vidgen	6	-
B. Drake	5	5
D. Miller	5	5
P. Slocombe	5	2
P. Porteous	4	4
I. Watson	4	4
N. Price	4	2
P. Morgan	4	2
A. Robb	4	-
V.B. Cook	4	-
I. McIntyre	3	3
D. Fraser	3	3
J. Lust	3	1
M. Barrett	2	2
T. Wallace	2	2
Sutherland	2	2
R. Badland	2	2
D. McDougall	2	1
C. Singleton	2	1
F. Greensmith	2	-
L. Reader	2	-
B. Cronin	2	-
R. Walker	1	1
M. McLeod	1	1
Alexander	1	1
J. Harris	1	1

HANSEN & CLAPPERTON TROPHIES - Contd.

	Hansen	Clapperton
B. Westland	1	1
R. Manthel	1	1
D. Morrish	1	1
J. Cordor	1	1
G. Gordon	1	-

Here, for no obvious reason, other than perhaps for the benefit of members, is a short article taken from the Times Weekly Review. It bears little upon the subject to which our club is dedicated, but seems worthy of reproduction nevertheless.

Quote -

OBEID SALEH AND HIS DRIVER -

It was six years ago that Obeid Saleh first came into my life. It was in the Aden Protectorate where I was just about to recruit men for the construction of an oil refinery. The Yemen tribesmen, of which he was one, are not particularly prepossessing at the best of times; small, skinny men, with lank, greased, black hair, yellow uneven teeth, with, as often as not, a pronounced squint. Obeid Saleh had all these, plus a small Woodbine, which he courteously removed from his lips when addressing me.

"Ismah! Listen, ya Pasha! Obeid Saleh knows all work, by allah. Obeid Saleh will work from the rising of the sun to the setting of the sun. Obeid Saleh wishes neither rest, nor shade, nor tea - or work. Obeid Saleh," he concluded simply, "is no ordinary Arab."

"Who", I asked, "is Obeid Saleh?" He raised his eyes and smiled at our mutual good luck. "I am Obeid Saleh, Excellency."

"Very Well," I said, "you are hired as a labourer." "W'Allahi," he exclaimed fervently, "Obeid Saleh is pleased beyond all things."

It must have been some weeks before I met Obeid Saleh again. He clambered down from the driving seat of a very large truck, clasping a huge spanner. He lost no time. "Obeid Saleh is no longer a common labourer, your Excellency, praise be to Allah. Obeid Saleh is now an engineer. Your Excellency," he smiled the smile of a confident man, "will naturally wish to reward Obeid Saleh."

Before I could reply, an ear-splitting "Oi!" made Obeid Saleh wince with pain. "Now then. Let's 'ave you!" This ringing cockney command sent Obeid Saleh scrambling back on the lorry, and I noticed for the first time that he was wearing a new robe. Quite a respectable one at that, but it was too late to remark on it. The driver, Ernie by name drove away.

Bearing in mind his very fixed views on work, it seemed that in securing the appointment of Ernie's mate, Obeid Saleh had achieved a tolerable, if not completely acceptable, modus vivendi. Ernie himself was the driver of a large truck, with a winch and boom mounted on the chassis, which served in lifting and transporting equipment. When Ernie had manoeuvred the vehicle into position, it was Obeid Saleh's job to slip down from the driving compartment, pull down the chain hoist, and secure it.

This, in fact, was the part of the job that he disliked. The rest was acceptable. It consisted of dozing in the shade of the driving seat and refreshing himself from time to time from Ernie's two-gallon flask of tea, conveniently stowed between them. I met Obeid Saleh in the compound one morning and was rather surprised to see that he had acquired himself not only a new robe but also a rather resplendent sea-green turban.

"The Peace be upon thee," I said. "Where did you get that hat?" Obeid Saleh scratched his head. He obviously had some idea of saying that he had found it, or that someone had placed it on his head while sleeping to get him into trouble. In Obeid Saleh's world one never replied immediately with the truth.

"I saved up my wages," he said, "and by giving up tobacco I bought it in the bazaar, because it is fitting that a man should be dressed with propriety." He smirked sheepishly. This sounded pretty far-fetched even to him. "Do you mean to say," I asked, "that you have really gone without tobacco to buy new clothes?" "W'Allahi," he replied. "By God, this is the truth!"

"Then you are a man of very great character."

"Yes," said Obeid Saleh simply, "I am."

As the rate of construction progressed so the labour force grew, and with it the necessary introduction of

classifications of workmen into their various categories of skill, with differential wage rates accordingly. To Obeid Saleh these changes did not pass unnoticed. With the careful scrutiny one evening of discarded wage packets came the appalling realization that others received more money than he.

He appeared before me: "Obeid Saleh," he said with emotion, "is wretched and oppressed. Obeid Saleh has worked as your Excellency commanded. Not one work but," raising his eyes to mine, "all work. Not," scornfully, "as a common labourer without brain. Obeid Saleh has worked," he ticked off on his fingers, "as carpenter, driver, engineer, mechanic, and greaser. This is known," he cried, "and this can be seen, by Allah!" "Yet," shaking his head unbelievably, "Obeid Saleh is paid the wage of a common labourer. Is this right?"

He lowered his eyes, removed a cigarette stub from behind his left ear and lit it, indicating that there, for the time being the defence rested. Slowly, patiently, and cautiously, I began to reply. As I explained the manner in which the industry trained, promoted, and rewarded its conscientious workmen, Obeid Saleh was all ears and smiles. This sounded good to him. In fact, Obeid Saleh was enjoying the interview immensely, until I, with the occidental lack of tact so distressing to the Arab mind, concluded bluntly that because he, Obeid Saleh, was not as yet a skilled workman, it was not possible to increase his wages.

His smile vanished instantly. He walked off muttering to himself. Then he rushed back excited and jerky, and began a long rapid expostulation in the middle of which a lorry drew alongside us and halted. Ernie looked out with amusement from the driving-seat. Although understanding only a few words of Arabic he gathered that Obeid Saleh was making his supreme bid for fortune. The Arab, throwing up his arms dramatically, concluded with a passionate cry of "Why? Why? Why?"

"Because you're not worth two two-penny asterisks," bawled Ernie from behind him, "that's for why." Obeid Saleh, shaken, but not beaten, was about to lodge an appeal, but it was cut short by a brusque "Up on the truck, sharpish." Obeid Saleh gulped, scowled, and climbed on the back of the truck. But not for long. As Ernie strolled away to the far end of the compound, the Arab leaned down and whispered to me: "Mr. Ernie is a strong man, but," tapping his head and shaking it significantly, "here is nothing."

"Why do you say this?" I asked.

"By Allah! Is that
 "By Allah! Is this not obvious? Is it not known that
 all men speak Arabic? And yet", he smiled disdainfully, "Mr.
 Ernie - not one word. This being so," he confided, "am I not
 justified each day in selling half his tea to the other men at
 three piastres a cup?" He patted his green turban and smoothed
 his new robe. "Obeid Salch," he added, "is no ordinary Arab."

BRITISH MOTOR SHOW ENDS WITH HUGE DOLLAR ORDERS:

During the last hours of the annual motor show at Earl's
 Court, London, its organizers, the Society of Motor Manufacturers
 and Traders, announced it had been so successful that they had had
 to arrange for extra shipping, at the average rate of one ship every
 week for the next year, to cope with orders received from North
 America for British-made cars - at a time when the industry's
 exports were already running at an unprecedented level. Some of
 the exhibitors report bulk orders from the United States to the
 aggregate of well over 60 million dollars.

The following are among reports received from manufacturers
 of cars: Aston-Martin and Lagonda: the entire allocations for Home
 and Export markets for 1958 have been taken up by the trade. The
 British Motor Corporation: overseas orders beat all records.
 One contract alone from the U.S.A. was for 30 million dollars worth
 of Austin, Austin-Healey, M.G. and Morris cars. Jaguar: dealers
 in the U.S.A. and Canada have placed orders to the value of 23
 million dollars. An American distributor said "We can take every-
 thing you can send us and we can sell twice as much."

Rootes: a marked increase in foreign orders over last year. The
 new Humber-Hawk and the new Hillman were especially successful.
 Standard: introduction of the Triumph Sedan and the Triumph Estate
 Wagon to the U.S.A. attracted 11 million dollars worth of orders
 for the last three months of this year. Mr. Alan F. Buhell,
 President of the Standard-Triumph Motor Company Inc., New York,
 said that further orders from his distributors afford prospects of
 selling 25 million dollars worth in the first half of next year.

Fords (Dagenham, Essex): this years shippings to the
 U.S.A. are exceeding 20,000 cars monthly and the total exports are
 most likely to exceed the previous record of 1955 when the Company
 sold 168,495 vehicles overseas. Vauxhall: export orders for the new
 Velox and Cresta models already total almost £15 million.

RESULTS - HONEYPOT DAY TRIAL - 22nd SEPTEMBER, 1957.

	1	2	3	4	5	6	7	Car Number
1 Brolite	-	-	-	15e	-	-	-	-
2 Belmont	-	-	5e	15e	-	171	51	-
3 Trentham	-	-	21	21	121	201	-	-
4 U/Hutt	151	21	51	-	251	251	51	-
5 Te Marua	151	-	101	71	221	221	51	-
6 Kaitoke	101	21	10e	51	201	151	-	-
7 Top o Hill	151	-	71	221	321	171	121	-
8 Featherston	151	-	201	201	251	51	151	-
(Secret)								
9 Te Maire Rd	101	21	20e	101	151	20e	-	-
10 Mart' Boro.	101	10e	10e	301	321	51	171	-
11 Popes Head	-	-	-	221	51	150mc	21	-
12 County Bdy.	-	-	-	301	21	851	51	-
13 Longbush	51	51	10e	301	71	751	171	-
14 War Mem.	151	151	101	401	201	851	201	-
15 Masterton	1201	551	451	1051	951	1451	1001	-
16 Greytown	251	251	150mc	421	251	R	51	-
17 The Ford	100mc	100mc	100mc	-	R	E	-	-
18 Featherston	321	201	2231	471	E	T	481	-
19 Top o Hill	-	-	-	221	T	I	-	-
20 Te Marua	151	-	271	421	I	R	171	-
21 Ararino Rd (Sc)	100mc	100mc	100mc	-	R	E	-	-
22 Manor Pk.	1751	351	1501	1751	E	D	150mc	-
23 Final	1551	101	1851	1601	D	-	1951	-
24 Open Envs.	100	100	100	-	100	-	100	-
Hand Signals	15	10	5	15				15

TOTAL POINTS LOST AND PLACINGS.

Car No. 1.	847 (3rd)	Austin A50
2.	491 (1st)	H.Hollis & A.Robb Jaguar XK120
3.	1194 (5th)	B.Drake & N.Drake Austin A95
4.	856 (4th)	Austin 10
5.	Retired	M.G.
6.	Retired	M.G.
7.	733 (2nd)	Morris Oxford.



CLUB CALENDAR



COMING EVENTS:

- December 7th Saddle Rd. Hill Climb, Manawatu Car Club.
- December 8th Economy Run cum Trial cum Gymkhana cum
Social Event. Details elsewhere in
this issue.
- December 12th Club Night.
- December 14th Hillclimb, Alexandra Rd. Full details
elsewhere.
- January 11th N.Z. Grand Prix Ardmore.
- January 18th Levin Motor Racing Club meeting.
- January 25th Lady Wigram Trophy Race.

WRITE FOR YOUR BULLETIN
