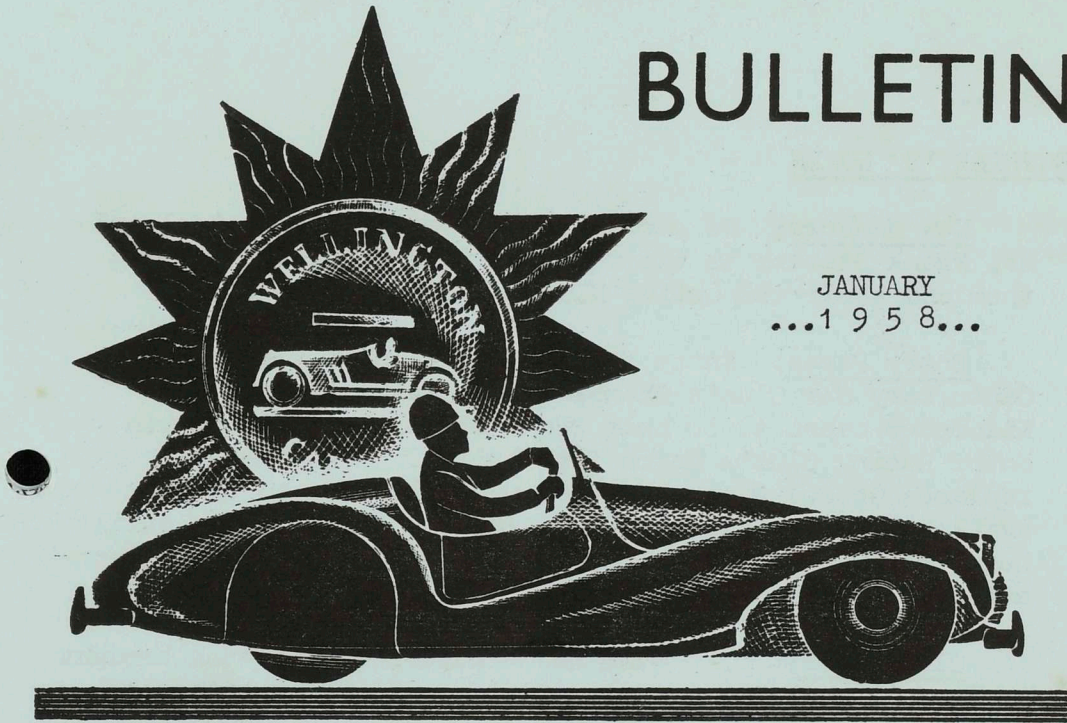


BULLETIN

JANUARY
...1958...



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

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CAUTION IS NO SUBSTITUTE FOR SKILL

SECRETARY'S NOTES -

New Members: We cordially welcome Mr. A.R. Daniell and Mr. Frank Stevens to the fold and look forward to seeing them and their respective M.G.'s in future events.

Entry Forms: Entry forms are available for the Canterbury Car Club's Championship Sprint and Flying Kilometer event to be held 22nd February, and the Levin Motor Racing Club's March 1st meeting. (This meeting replaces Ohakea which has been cancelled due to the non-availability of this circuit. Milson Aerodrome is still being resurfaced and N.A.C. planes use Ohakea as an alternative.)

Club Rules: The Club Rules have recently been brought up to date and re-printed. Copies will be available to any member requiring them on Club Night.

Projector: Considerable difficulty was experienced last year in obtaining a projector for Club Nights and as a result it has been decided to investigate the possibility of purchasing one. If one is available at a reasonable price a special fund will be opened (with a generous start from Dr. Bruce Cook) to finance it. Members can assist at this stage by letting us know if they hear of any projectors for sale.

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ARGENTINE GRAND PRIX -

Page 3...
- January 20th, 1958.

By winning the Argentine Grand Prix, S. Moss and the Cooper-Climax, have, between them confounded the pessimism about Britain's chances of gaining points in the first world championship race which was created when it was announced that neither the Vanwall nor B.R.M. teams had entered.

Subject to the championship standing of the race being confirmed by the C.S.I. when it meets in Monte Carlo on January 30 (and it seems most unlikely that recognition will be withheld) the points towards the drivers' world championship are as follows:- Moss 8: Musso 6: Hawthorn 4: Fangio 4: and Behra 2. P. Collins, one of the leading Ferrari drivers, did not start. Collins has sent a telegram to his manager in London emphasizing, in view of various statements attributed to him, that while he has no desire to leave Ferrari, this does not mean that he will never drive for a British team. In the Grand Prix car championship Cooper-Climax lead with eight points followed by Ferrari with six points and Maserati with three.

The victory of the Cooper-Climax seems to have been largely due to its light weight, which made it correspondingly light on tires. Even so, the car was reported to finish the race with its tires completely worn down, and Moss began to ease up on the sixty-third lap in order to finish without stopping to change wheels. Fangio was leading in his privately entered Maserati when he had to stop for a wheel change on the thirty-fifth lap.

The race was the first in which the Grand Prix cars have had to run on aviation petrol of 100/130 octane rating, and there has been much discussion as to whether this would affect their speed. It is significant, therefore, that Fangio's best lap time of 1 min. 41.8 sec. was a good deal faster than the previous lap record set up by Moss in a similar car last year with a time of 1 min. 44.7 sec. Moss's winning speed in the Cooper-Climax this year was 84 m.p.h. compared with Fangio's speed of 78.13 m.p.h. in a Maserati last year. The length of the race, however, was reduced this year from 100 laps to 80 laps.

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THE MASERATI WITHDRAWAL FROM MOTOR RACING -

The Maserati announcement that they would withdraw from Motor Racing is possibly not quite so extraordinary as one might imagine. It was, however, fondly hoped that they would continue with sports/racing cars, but it seems that even in this field they have decided to break away with it altogether. Reading between the lines it would seem that over and above the limited finances which were claimed to be the cause of their retirement, far more likely reasons would seem to be -

- a. the new F.I.A. ruling that sports car championship races will be limited to 3 litres as this would be a crippling blow after the research work which has been done on developing the big V8 Maserati sports engine;
- b. the dismal failure of the V12 F.I. racing machine which was heralded as the probable world beater and which has proved thoroughly unreliable and unable to produce its much publicised phenomenal brake horse power;
- c. the showing of the V6 Ferraris at Casablanca all running on straight petrol must have really shaken the Maserati concern as Ferrari was openly demonstrating that this most successful engine was equally as successful on the 1958 Formula fuel as on the 1957 alcohol. It is probably this fuel problem which has had more to do with influencing Maserati's decision than any other matter. Signor Orsi must have realised that to face up to this Ferrari challenge in 1958 would mean dropping his V.12 design and developing a completely new set of engines;
- d. the loss of three of the team Maseratis at Caracas must also have been a very serious set back and must again be regarded as having a very definite bearing on their recent decision;
- e. the sudden successes of the Vanwall team must not be forgotten in this respect and there is no possible doubt that Maseratis decided that to stave off the challenge of this British concern meant the expenditure of many thousands of pounds in further development.

The Factory announced that they intend to market a saloon car. In the past these cars have been virtually hand built and in very limited quantities. For this reason Maserati differs from Ferrari who capitalise on their racing programme by producing their very popular car in quite considerable numbers.

Again Ferrari is very heavily subsidised by its partner Fiat whereas Maserati have no subsidy whatsoever. Signor Orsi states that their racing department will continue on a purely commercial basis to assist private owners and it is strongly rumoured that Fangio may himself purchase three or four of the '57 team cars and race them as a team with himself as team leader/manager. It is also strongly rumoured that his two team drivers of 1957 Behra and Schell, may sign up with B.R.M. for 1958, especially as Behra had two wins in the B.R.M. and is reported to like the car very much. They have both been testing the car extensively at Bourne and although no news of any contract signing has been heard to date, it will quite possibly be announced in the near future. With Ferrari now on his own to face the challenge of the green cars it would seem that the 1958 season can have nothing but interest for the British fraternity. Most especially if, as rumour has it, Mercedes stage their comeback. Rod Does, who has recently arrived in this country as racing mechanic to Stuart Lewis-Evans and who has been in the Vanwall team throughout the '57 season, states that in his opinion the Vanwall has every show of winning the World Championship title this year.

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THE MONZA "500" WILL AGAIN BE RUN -

Last year the "Race of Two Worlds" created terrific interest when it was decided that the American Indianapolis cars would race at Monza against the Europeans. It became a fiasco when the Ecurie Ecosse Jaguars were the sole opposition to the Americans. It is strongly hoped that this coming event will see some genuine European opposition as the Americans will undoubtedly return to Monza far better equipped than before. The probable date will be June 29th.

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MILLE MIGLIA -

The somewhat sensational news has been issued that the Mille Miglia will be open to touring (saloon) cars only this year. Following the tragic accident in which de Portago lost his life the promoters have decided to adopt this for safety reasons. It is also probable that only saloons under 3000 will be eligible to enter.

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THE INTERNATIONAL SPORTING CALENDAR 1958

Events in the World Championship for Drivers are in capitals.

JANUARY	11th ..	Grand Prix of New Zealand
	19th ..	GRAND PRIX OF ARGENTINA
	26th ..	1000 Kilometres of Buenos-Aires
	26th ..	Lady Wigram Trophy
FEBRUARY	2nd ..	Grand Prix of Buenos-Aires
	8th ..	Invercargill Races
	16th ..	New Zealand Championship Race
	24th ..	Grand Prix of Cuba
MARCH	2nd ..	Grand Prix of Dakar
	22nd ..	Twelve Hours of Sebring
APRIL	5 -7th ..	Grand Prix of Pau
	7th ..	Goodwood Races
	13th ..	Grand Prix of Syracuse
	19th ..	Aintree Races
	20th ..	Tour of Sicily
	27th ..	Grand Prix of Naples
MAY	3rd ..	Silverstone Races
	4th ..	Course de Cote du Mont-Parnes
	11th ..	Mille Miglia
	18th ..	GRAND PRIX OF MONACO
	25-26th ..	1000 Kilometres of Paris
	26th ..	Marlborough Races
	26th ..	Grand Prix of Pays-Bas
	30th ..	500 MILES OF INDIANAPOLIS
JUNE	1st ..	1000 Kilometres of Nurburgring
	8th ..	Grand Prix of Delamarre
	8th ..	Targa Florio
	15th ..	GRAND PRIX OF BELGIUM (G.P.d'Europe)
	22nd ..	Twenty four Hours of Le Mans
	22nd ..	Grand Prix of Imola
	29th ..	Monte Ventoux Cote
JULY	5th ..	Twelve Hours of Reims
	6th ..	GRAND PRIX OF FRANCE
	13th ..	Course de Cote Mont St. Cenis
	19th ..	GRAND PRIX OF GREAT BRITAIN
	20th ..	Grand Prix of Caen
	27th ..	Course de Cote de Fribourg
	27th ..	Grand Prix of Bari

INTERNATIONAL SPORTING CALENDAR, Contd.

AUGUST	3rd ..	GRAND PRIX OF GERMANY
	10th ..	Grand Prix of Sweden
	15th ..	Course de Cote de Gaisberg
	15 or 24th ..	Grand Prix of Pescara
	17th ..	Grand Prix of Sables d'Olonne
	17 or 24th ..	GRAND PRIX OF PORTUGAL
	30th ..	Brands Hatch Races
	31st ..	Course de Cote d'Ollon-Villars
SEPTEMBER	7th ..	GRAND PRIX OF ITALY
	13th ..	Tourist Trophy
	20th ..	Oulton Park Races
	21st ..	Grand Prix of Berlin-Avus
	28th ..	Grand Prix of Modena
OCTOBER	5th ..	Tourist Trophy of Australia
	6th ..	Grand Prix of Australia
	26th ..	Grand Prix of Maroc
NOVEMBER	9th ..	Grand Prix of Venezuela
	30th ..	Grand Prix of Melbourne
	30th ..	Bahamas Week
DECEMBER	7th ..	Grand Prix of Melbourne.

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ARCHIE SCOTT BROWN -

We are delighted that since the invitation to Archie to race at Ardmore he has received an invitation to start at Sebring in the U.S.A. He will probably share a Lister-Jaguar entered by Briggs Cunningham with Walt Hansgen as co-driver.

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BRUCE MACLAREN -

When a New Zealand driver under the age of twenty-one is asked to drive a works car as a team with a works driver then we can only say .. Well done. In the comparatively short time that Bruce has been driving he has shot to the front and must be reckoned as one of our six fastest drivers in the country. This will be a great opportunity for Bruce and great experience and I know that everyone will be wishing him well. It must have been a definite heartbreak for him to sell the Cooper Climax Sports car in which he did so well last season.

"541" JENSEN DE-LUXE SALOON

A short while ago I did a road test in Ira Glennie's D.K.W. I also said we did not intend making road tests a habit. Nevertheless it happened again...I couldn't resist it. To take one look at a really thoroughbred English (there's no tie-up there, I'm a Kiwi by now), sportsman's saloon of this nature - any one of you would do what I did... get Ross Jensen to look the other way for a few moments and head for the motorway.

From the moment you hove-to alongside this magnificent vehicle you realise that quality, finish, and potential energy is oozing from every part of its elegant fibre-glass body. The whole aspect of it gives the impression that it is keen to get on the move. At close inspection one rather imagines that a very beautifully designed body has been very skillfully placed on a sports-racing chassis. This is partially correct, but once on board you realise that with all its power it is as docile as a Daimler in city traffic. This is a motor car that the wife would enjoy every bit as much as father, and the son a whole lot more than either of them. That's probably the worst feature of it from father's point of view. It is the old story that there are vehicles produced to transport you quite reliably from A to B. There are others, such as this, which make you want to go to A just for the sheer joy of driving back to B again.

Taking the car from Ross Jensen's showroom in Remuera Rd. I headed on purpose for the Ladies Mile which I knew to be very rough and corrugated. At the maximum legal speed (and no more) there was no tremor transmitted into the body at all, no shocks of any nature came back up through the steering wheel and the car itself continued on a course exactly as steered. The short stubby little gear lever in a very close-coupled gate made changing a positive pleasure and it was almost with disappointment that one realised that gear changing in this machine was more for self-satisfaction than necessity, as the very flexible engine is quite happy in top gear from 20 to 130 m.p.h. The handiest overdrive arrangement I have ever seen makes top gear a very handy proposition. Without taking the left hand off the wheel the overdrive switch can be flicked with one finger and does not require any juggling with the accelerator to bring it into operation.

The driving position as might be expected is most comfortable in the conventional bucket seat, and unlike some cars of this calibre the vision is perfect and you are not forced to peer through the steering wheel. The instruments are grouped dead in front of you and both speedo and rev counter are immediately visible at the quickest glance.

The further I drove this car I realised just what a great bit of equipment the real high-performance British car really is. Every part of it is in strict relationship to the phenomenal power at your command. The Dunlop Disc Brakes on all four wheels pull the car up smoothly from any speed with the slightest pedal pressure. The rear seat is naturally designed for smallish people owing to the low roof-height, and although it can genuinely claim to be a four-seater it must not be confused with an ordinary family saloon. To offset this there is one of the largest rear boots that I have ever seen. A full set of golf clubs would lie quite comfortably within this capacious compartment. This is made possible to a large extent by the spare wheel being on the underneath of the "tail" and extremely accessible without disturbing any luggage.

Yes... this is indeed a car to be proud of, a car to enjoy driving, and most important of all an economical car to run, (20/24 miles per gallon). The only spares which are not incorporated in Everyday vehicles and readily available anywhere in the world arrived with the car in a little box about nine inches by eight inches. The pads on the Dunlop Discs are estimated to last at least 50,000 road miles. Expensive to buy? ... of course it is.... it would have to be, but for the man who really enjoys motoring, and is looking for the absolute ultimate in luxury coupled with quite fantastic performance, then I can only say that I know of no better way of spending £2,800.

I climbed back into my old 1939 V/8 and couldn't quite understand how so many rattles had suddenly become apparent since I got out of it a short hour before.

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Twenty Years Ahead Again?

In Geneva, it is reported that speculation is sweeping motor trade circles on the Continent with rumours of a "revolutionary" new Volkswagen, Germany's beetle-shaped people's car, and Britain's chief rival on the European market.

It started after a "leak" from a confidential report disclosing that at Geneva next March, Volkswagen will not be shown at an international motor show for the first time in 10 years.

Swiss importers say: "Volkswagen are so much a part of the daily scene they need no further exhibition." But trade circles regard this explanation as "unconvincing camouflage".

... S P O R T S ...

ALEXANDER ROAD - HILL CLIMB - DEC. 14th, 1957.

UNDER 750cc SPORTS

1st...	L. READER	Austin 7 Special	58.3	- 57.55	- 56.9
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UNDER 1500cc SPORTS

1st...	R. GEORGE	M.G.A.	51.9	-	52.6	-	51.25
2nd...	B. SPRAGG	M.G.T.F. 1500	53.4	-	53.1	-	52.00
3rd...	S. CRAWFORD	M.G.T.F. 500	52.6	-	52.75	-	61.00
4th...	R. SMITH	M.G.T.F. 1250	55.4	-	54.45	-	55.25
5th...	R. CHAPMAN	M.G.T.F. 1250	61.00	-	60.55	-	58.8

OVER 1500cc SPORTS

1st...	H. HOLLIS	XK 120	46.35 - 46.00 - 45.4
2nd...	B. COOK	XK 120	47.25 - 46.6 - 46.00
3rd...	E. OLIVECRONA	TR 1	47.5 - 48.2 - 47.4
4th...	B. CRONIN	Austin Healey	50.15 - 49.5 - 49.4

UNDER 1500cc SALOONS

1st...	C. COLEMAN	Skoda	59.65	-	58.75	-	57.4
2nd...	J. LUST	Anglia	58.4	-	57.6	-	57.6
3rd...	F. HAMLIN	Minor 1000	60.85	-	58.3	-	58.45
4th...	B. BLACKMAN	VW	63.9	-	62.8	-	61.55
5th...	D. JENKINS	VW	64.5	-	63.55	-	63.5
6th...	J. LAWTON	VW	63.95	-	65.3	-	64.95

OVER 1500cc SALOONS

1st... A. BRADFORD Ford 3000/8 56.45 - 54.95 - 53.5

CLUB TROPHIES FOR THIS EVENT ARE AWARDED TO THE
FOLLOWING CLASSES IRRESPECTIVE WHETHER SPORTS
OR SALOON -

UNDER	750cc
"	1500cc
"	3000cc

Fastest time of the day - H. HOLLIS, 45.4

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LEVIN MOTOR RACING CLUB - RACE MEETING - 1ST MARCH, 1958

1. SCRATCH SPORTS & RACING CARS (Form.Libre)
Two 8 lap Heats: 10 lap FINAL.
Prize Money: Heats - 1st £10: 2nd £7: 3rd £5: 4th £3.
Final - 1st £20: 2nd £15: 3rd £10: 4th £5.
Organisers reserve the right to determine if a car is fast enough for these races.
3. SCRATCH RACING CARS (Form.Libre) One 8 lap race.
Prize Money: 1st £10: 2nd £7: 3rd £5: 4th £3.
4. SCRATCH RACING CARS (Form.Libre) One 8 lap race.
Prize Money: As No.3.
5. SCRATCH SPORTS CARS (3 classes) One 6 lap race.
(0-1500cc: 1500-3000cc: 3000cc & over) Le Mans Start.
Prize Money: each class - 1st £5: 2nd £3.
6. SCRATCH SPORTS CARS (3 classes) One 6 lap race.
Classes as No.5 Prize Money - as No.5
7. HANDICAP SPORTS CARS One 6 lap race.
Prize Money: 1st £7: 2nd £5: 3rd £3: 4th £1:
8. HANDICAP SPORTS CARS One 6 lap race.
Prize Money: As No.7
9. SCRATCH SALOON CARS (3 classes) One 6 lap race.
(0-1300cc: 1300-2300cc: 2300cc & over)
Prize Money: each class - 1st £5: 2nd £3.
10. HANDICAP SALOON CARS One 6 lap race.
Prize Money: 1st £7: 2nd £5: 3rd £3: 4th £1:
11. HANDICAP SALOON CARS One 6 lap race.
Prize Money: As No.10.
12. SCRATCH INVITATION RACE - 10 fastest RACING CARS - 8 lap.
Prize Money: 1st £10: 2nd £7: 3rd £5: 4th £3.
13. SCRATCH INVITATION RACE - 10 fastest SPORTS CARS - 8 lap.
Prize Money: 1st £7: 2nd £5: 3rd £3: 4th £1.

ENTRIES WILL CLOSE ON SATURDAY 15TH FEBRUARY, 1958.

... THE CAR THAT RIDES ON WATER ...

A revolutionary invention which uses water to spring a car is being tested in great secrecy by the British Motor Corporation. The car, a Morris Minor, has a special 1500 c.c. Wolseley engine and maybe is the B.M.C's future answer to the fast-selling German Volkswagen and French Citroen which have been topping small-car sales on the world's markets.

With its water springing this amazing little car can corner at 70 m.p.h. without rolling or sliding. And at 30 m.p.h. it has ridden smoothly over 14in-deep potholes. Road tests of the invention began several months ago. It was devised by an Englishman. A patent has now been granted. Forty-four year old Alex Issigonis, B.M.C's chief designer - the Morris Minor is one of his - has ordered complete secrecy until the car has been thoroughly proved.

The invention - like all good ones - is believed to be most simple. I understand it involves a metal plate with four holes in it, through which water is forced when under pressure. A motoring expert told me: "If they have perfected this invention it will be the first truly hydraulic method of suspension. There may be a central reservoir from which water is pushed out by centrifugal force to the wheel or wheels undergoing most 'roll' pressure."

A Henley garage proprietor who has been out in the watersprung test car, told me: "It was an exhilarating experience. I have been in the car business for many years, but I've never seen anything like it for road holding."

Early tests were made in an old car which would not attract attention.

The "Q" car was seen by 36 year-old film producer Nicholas Spargo. He told me: "The front seat had been stripped and replaced by a set of dials. There was another set in the back. From each two wires trailed off to the wheels."

(Reprint from The Weekly News, Jan. 1956.)

(Reprint from N.Z.I.G.P. Bulletin)

INTERNATIONAL ALTERATIONS FOR 1958/59/60 SEASONS -

Here, by courtesy of the British Racing and Sports Car Club, are the official alterations made by the F.I.A. in regulations governing both world championship and other events which will be effective throughout 1958/59/60.

- 1... Formula 1 and Formula 2 to continue with unchanged engine capacities (i.e. $2\frac{1}{2}$ litres unsupercharged, 750cc supercharged F1, 1500cc unsupercharged F2) for 1958/59/60, both formulas to run on aviation fuel 100/130.
- 2... All races counting for the World Championship of Drivers to be open to F1 cars only, with promoters left free to include F2 cars in these races at their discretion.
- 3... The FIA to present two cups in 1958 to racing car manufacturers, one for F1 and one for F2. Scoring for these trophies to be based on the same system as for the Manufacturers' Sports Car Championship and marks to be gained in the Drivers' Championship races.
- 4... Minimum length of Drivers' Championship races to be reduced from three hours or 500 km to two hours or 300 km. The driver to gain points only if he drives one car throughout the race.
- 5... Sports Car Manufacturers' Championship races to be confined to cars of under 3 litres engine capacity. Fuel for these races to be of a commercial type officially marketed in the country of the race, except that in countries where the commercially available fuel is of less than 95 octane rating by the research method, the fuel can be bought up to an octane rating of 95 by the addition of aviation fuel type 100/130.
- 6... Minimum length of Sports Car Championship races to be reduced from six hours or 100 km to four hours or 650 km, but races of below six hours or 1000km to rate for only half the points gained in the longer events.
- 7... The European Mountain Championship to be for sports car of up to $1\frac{1}{2}$ litres instead of 2 litres.
- 8... A number of detailed changes are to be made to Appendix J of the International Sporting Code, the main effect of which is to define minimum dimensions for the bodywork of Grand Touring cars.

Open cars which comply with these regulations will be recognised as production cars with a minimum annual production of 100, instead of the 200 previously required.

- 9... Clubs organising events for the European Rally Championship have been asked to specify the types of cars eligible for their events so that these may be published in the International Calendar.
- 10... Rallies must have a minimum length of 1500 km in order to qualify for the European Rally Championship. Points for the Ladies Cup can be scored now when only three feminine teams start, instead of the former five.
- 11... A standard set of regulations is to be used for all Drivers' Championship races.

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DONNINGTON -

It is very pleasing to report that Donnington Park, the magnificent English North Country pre-war racing circuit will probably be restored to motor racing in the near future. Set in the magnificent wooded parklands of Castle Donnington this circuit rated as one of the best in the world and was the scene of the fabulous pre-war clashes between Alfa, Maserati, Mercedes and Auto Union. Since the beginning of the war it was taken over as an Army vehicle reserve depot and has only recently been de-requisitioned.

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RUSSIA INVITED TO SEND RACING CARS
GOODWOOD AND AINTREE PROPOSAL.

An invitation for Russian cars and drivers to participate in the international motor racing meetings at Goodwood on Easter Monday and at Aintree on April 19 has been sent to the motor racing section of the Soviet Sports Committee in Moscow by the British Automobile Racing Club. It was sent on January 15 and no reply has yet been received.

An official of the B.A.R.C. said that contacts with the Russian Embassy in London had culminated recently in a meeting between representatives of the Club and two Russian officials. As a result of the discussions the invitation had been sent to Moscow, together with a copy of the regulations governing the sport here, and a copy of the competition rules, so that the Russians could judge for themselves whether their cars were suitable for racing at Goodwood and Aintree.

Little is known in Britain about Russian motor sport. For some time there have been reports that the Russians have been holding trials with racing cars and there are other indications that they intend seriously to enter the motor racing field. Last May, Russia became a member of the Federation Internationale de l'Automobile, the international controlling body of the sport, and recently the president of the Moscow Autoclub is reported to have said that the intention was to take part in many international races this year.

The latest reports from Russia speak of a $2\frac{1}{2}$ -litre 6-cylinder racing car known as the Kharkov Six, which is claimed to be capable of speeds between 170 and 200 miles an hour. Whether this is designed primarily as a sprint car, a form of the sport which is believed to find much favour in Russia, or whether it is intended for full grand prix distances on road circuits is not definitely known.

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MOSS'S MOTOR RACING PLANS
(No Formula 1 Decision.)

A statement issued on behalf of S. Moss yesterday, announcing that he has agreed to drive Mr.R.R.C.Walker's Cooper-Climax Formula 2 racing car in a selected number of events this year, as well as the Cooper fitted with an enlarged engine in the Argentine races during the next few weeks, added that Moss has made no decision about which Formula 1 and sports car he will drive during the current season, although a number of individual offers have been made. Many people have assumed that after his successful season with the Vanwall last year, when he won the European, Italian, and Pescara Grands Prix, Moss would continue to drive for Mr.Vandervell this year in company with C.A.S.Brooks and S.Lewis-Evans, but it seems that no agreement has yet been reached.

There have been reports that Moss might join the South American stable which is being formed with J.M.Fangio at its head to drive a number of Maseratis acquired from the Italian firm, which has retired from direct participation in racing. The other Italian concern, Ferrari, has already announced that its team of drivers will consist of P.Collins, J.M.Hawthorn, L.Musso, and W.von Trips.

The British B.R.M.Team have signed up J.Behra and H.Schell. Moss, whose chief ambition is to win the world championship, is naturally anxious to ensure that he has the best possible mount in the coming grandes epreuves which count towards the championship. Finally, the possibility of yet another British Formula 1 car appearing, for which drivers would be required, cannot be overlooked.

Meanwhile, the first of the championship races, the Argentine Grand Prix, will take place on Sunday and will be contested in strength by Ferrari and the privately owned Maseratis, including those of the South American stable, and the 2.2-litre Cooper-Climax to be driven by Moss. It will be particularly interesting to see how the new Ferraris run since the prototype driven by Collins in the Casablanca race at the end of last season showed much promise. It is all the more regrettable that neither the Vanwall nor the B.R.M. teams will be present, but the Maserati opposition should provide a useful yardstick for comparison.

A decision about the protest of the R.A.C. against this race counting towards the world championship, because of the tardiness with which the regulations were made available, will not be reached by the Commission Sportive International until its next meeting, which will be held at Monte Carlo on January 30.

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N.Z. CHAMPIONSHIP ROAD RACE - DUNEDIN - 1st FEBRUARY, 1958.

Driving a copy-book race - taking the lead and never surrendering it - Ross Jensen, in his big grey Maserati 205F, won the New Zealand Road Race Championship on the city's wharf circuit this afternoon. He got home by a mere 15sec from Auckland, Bruce McLaren, in a green Cooper.

These two stayed in front throughout the 51-mile race and both lapped every other car in the field. The third man home was S.Jensen, driving a little Cooper 500c.c. while P.M.Hoare in a Ferrari, came home fourth.

Dick Gibson, one of the English drivers in the race, was fifth in a Cooper.

The pace set by Jensen was too hot for most of the cars and the field was spread out at the end of the race over several laps. The power of the ex-Stirling Moss 250F Maserati enabled Jensen to scorch round the twisting course at an average speed of 65 miles an hour.

Jensen's past experience on the Dunedin "round-the-houses" circuit stood him in good stead. Formerly driving less powerful cars he consistently followed closely on the heels of the leaders, and it was to be expected that his first trip south with a Grand Prix class machine would place him out in front.

The only other car to finish in the same lap as Jensen was the 1700cc Cooper of B.L.McLaren. It was never more than 500 yards behind, though at no stage did it appear to challenge Jensen's leadership. Following the front car lap by lap, McLaren finished only 13 seconds behind Jensen.

The time was not fast for the shortened 51-mile race, but the trying course took the usual heavy toll of cars. Of the field of 16 that faced the starter only nine crossed the finishing line.

The fancied Lister-Jaguar of the English driver, A.Scott-Brown, was one that succumbed to the pounding. It was far from suited to the course, and was dropping back behind the two leaders with the rest of the field when a broken differential put it out of the race.

S.Jensen, though he was more than a mile and a-half behind McLaren, did well to bring his small 500cc Cooper into third place ahead of machines many times more powerful. He kept going, and as other cars ahead dropped out with faults he was left among the leaders.

Jensen was following G.Mardon's white R.A.Vanguard for 30 miles. Mardon was driving consistently until the spectacular loss of a wheel at McGregor's corner put paid to his chances.

Fourth place was filled by P.M.Hoare, of Christchurch, driving his third race in a three-litre Ferrari.

Scott Brown got the best start of the 16 cars when the Mayor, Sir Leonard Wright, flagged them off. Starting in the back row, he had zig-zagged his way through to about sixth position as they turned out of the straight for the first time.

However, Ross Jensen, starting in the front row in his big Maserati 250F, was well away and he led the first time round. Bruce McLaren in his Cooper trailed him. After five laps the field had sorted itself out: Jensen leading, with McLaren right on his tail. There was a break of about 100yds to R. Frost, in a Cooper F11, and G.Mardon, in his home-made R.A.Vanguard. Scott-Brown followed these while the other English driver, Dick Gibson, had fallen well back.

R.Roycroft in his blue Ferrari...the biggest car in the event...was right up with the leaders, but a recurrence of transmission trouble that has ruined his chances twice before, put him out of the event at this stage.

By the tenth lap, Jensen and McLaren had established a break of about 15sec on Frost and Mardon. Scott-Brown had dropped a bit further back, and was mixed up with a group of other cars, which the four leaders had already lapped. At the end of the eleventh, Jensen had lapped the slowest car, the Citroen Special, driven by R.Blackburn, twice, and McLaren was close to doing so too.

Next lap round Gibson, turning into the straight, spun right round spectacularly twice, stalling in front of the gasping crowd at the beginning of the straight. Before he could get off again, he had lost three or four places, and had no chance of ever catching the leaders.

As mechanics rushed to push him off again, Gibson lost three places. With 15 laps gone, F.D.Cantwell, who had done well in the earlier races in his Jaguar-Tojerio, drew into the pits with a bolt securing his back axle assembly broken. Then followed a tussle for the place he had vacated. Hoare passed Gibson, and E.Sprague, who had challenged in his Maserati, dropped back.

At the halfway mark, Ross Jensen still held the lead of about 100 yds., from McLaren. Frost had opened up a break of about 200 yds from Martin, who was well ahead of S.Jensen, who had passed Scott-Brown.

In the twentieth lap, Scott-Brown, whose Lister-Jaguar was obviously not running well, was lapped by Ross Jensen, and was in danger of being passed by McLaren, too. In the battle for third place, Frost was slowly drawing away from Mardon.

N.Z. CHAMPIONSHIP ROAD RACE - Contd.

The corner at the beginning of the Fryatt Street straight - the longest of the course - was troubling most drivers as they came around. All "wagged their tails" before they straightened up for the fast run.

Frost developed clutch trouble and dropped out of third position in the twenty-third lap. The next time round Scott-Brown struck trouble and followed him to the side of the track. Sprague lasted only two further laps before pulling into the pits with spark plug trouble.

By this time there were only Jensen, McLaren, Mardon and S. Jensen in the last lap. Hoare followed a lap behind, with Gibson hanging persistently to his tail. Mardon and S. Jensen were dropped by the two leapers into the lap behind, and after Mardon lost a wheel they finished in that order.

Result : R.Jensen (Maserati 250 F) 43min 34.2sec, 1: B.L.McLaren (Cooper) 43min 47.2sec, 2: S.Jensen (Cooper Mk.10) 45min 6sec, 3: P.M.Hoare (Ferrari) 46min 21sec, 4: R.Gibson (Cooper Climax) 46min 25sec, t: I.McKellar (Cooper Climax) 49min 25.2sec, 6: R.G.Levick (Cooper 500c) 50min 13.6sec, 7.

$\frac{1}{2} = \frac{1}{2}$

FOR SALE

COOPER BRISTOL SINGLE SEAT RACING CAR -

This car was originally imported and impeccably maintained by George Palmer and after one season was purchased by Gavin Quirk. Gavin had the misfortune to put a rod through the side in G.P. practice at Ardmore right at the beginning of this season. He had already well and truly qualified as a starter in the G.P. The engine is now virtually brand spanking new, and has only just been completed by Eric Brown. The car is in absolutely first class racing order and prepared for a full season's work. It can be bought for the extremely low price of- £1500 with an abundance of spares - Ring Gavin Quirk Telephone 448D, Te Awamutu.

CHAIN-DRIVE FRAZER NASH

New tyres and paint, bevel-box and chains - whole car completely re-built. Front brakes converted to 12" hydraulics and parts for rear. Less engine, but will easily take any 4-6 cylinder.
Price £125 - can be viewed at - 13 Manuka Street, Miramar. Day or Night.

[illegible]



February 8th ... H.V.M.C. Closed Hillclimb - Judgeford.
February 13th ... Club Night. See note below regarding venue.
February 22nd ... Levin Motor Racing Club Sprint meeting on the circuit - an Open Meeting - Wellington Car Club members cordially invited to attend.
February 23rd ... (Sunday) Treasure Hunt - meet Herd Street Post Office - 2 p.m.
March 1st ... Motor Race Meeting - Levin. Full details elsewhere.
March 22nd ... NORTH ISLAND HILLCLIMB CHAMPIONSHIP.
Houghton Bay.

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As announced at the December meeting, all Club Nights in 1958, will be held in the R.S.A. Hall, Mahora Street, Kilbirmie. This Hall, though a little less central than the Victoria League Rooms has many advantages for us - one being financial.

Mahora Street is one street past Onepu Road, (the main road to Lyall Bay) and the hall is at the Coutts Street end.

Wealthy pedestrians will find that Miramar buses and Lyall Bay trams will take them within one block of the Hall.

WRITE FOR YOUR BULLETIN

W.E L L I N G T O N C A R C L U B (I N C .)

NEWSLETTER.

On Saturday 5th December a Hillclimb will be held at Alexander Road, top of Constable Street, starting at 10 a.m.

Entries will be accepted on the day at 7/6 per car but competitors must report no later than 9 a.m. to enable them to have their car scrutineered.

Practice runs will be held during the morning with the official runs being run off after lunch.

The course is the same as that used two years ago over a course of halve a mile and starts just north of the Fever Hospital.

Marshals (nine) are still required and anyone wanting to help on that capacity are asked to ring Stewart Alexander Phone 65.069 during the day.

The Annual "Christmas Do" will be held on Thursday 10th December and this year it is being held at the Sheridan Ball Room, Herbert Street.

A good supper is guaranteed with liquid refreshments available.

Tickets are available from Stewart Alexander, Phone 65-069 and are 12/6 single - 25/- double so roll along and support the end of year event.

DON'T FORGET:

Alexander Road Hillclimb. Saturday 5th December.

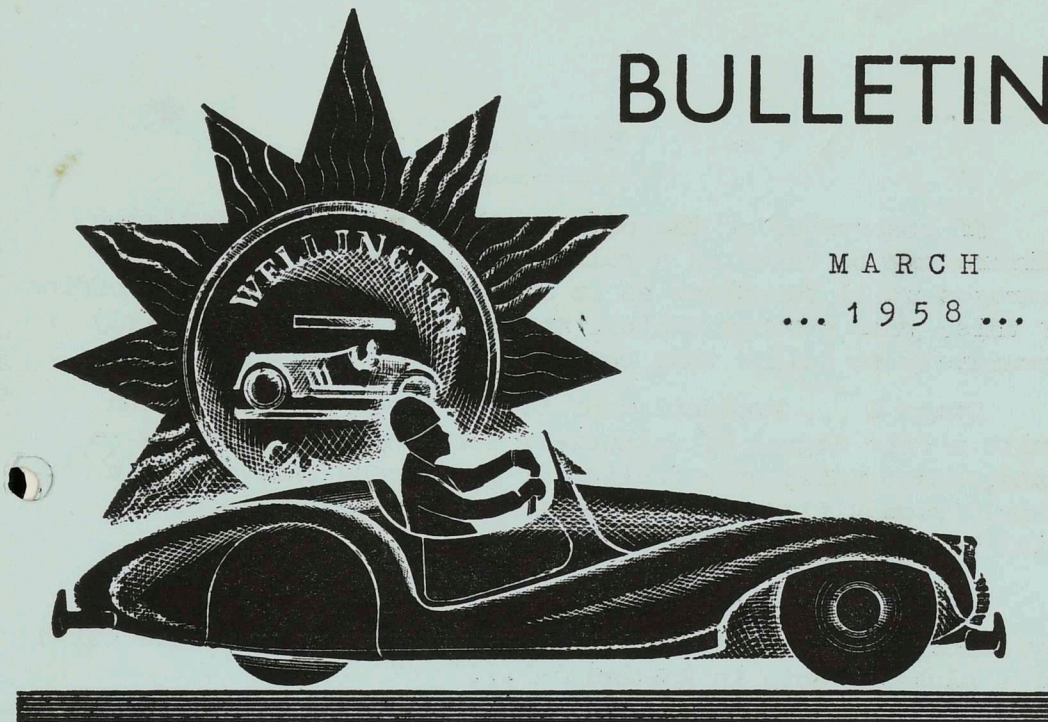
Sheridan Ball Room - Christmas Social - Thursday 10th
December.

Stewart Alexander,

Secretary.

BULLETIN

MARCH
... 1958 ...



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

DIRECTORY:

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	J. Steele:	L. Vidgen.	
BULLETIN EDITOR :.. ..	A.H.Robb44-070 (Business)	

CAUTION IS NO SUBSTITUTE FOR SKILL

== EDITORIAL ==
=====

If observance of the path trodden by previous Bulletin Editors can be taken as a reliable guide and if the Law of Averages still functions as it used to, then the term of office of this, your present Editor, may perhaps be forcast fairly accurately to follow this course ...

Stage 1 ... Production of two or three Bulletins with quite a fair degree of enthusiasm using material already on hand, accompanied by a feeling of confidence that surely a fairly steady flow of articles and news items of interest will be forthcoming from members ...

Stage 2 ... Two more Bulletins, thinner this time, and evidencing considerable scratching for material. Introduction of a pleading note in Editorials ...

Stage 3 ... A News Sheet instead of Bulletin and threat of "no articles submitted, no Bulletins" ...

Stage 4 ... Resignation of Editor to tune of "damned if I'm going to waste any more of my time writing and compiling articles for a bunch of ignorant so and so's to tired to lift a pencil to help themselves" ... and so on ad nauseum.

Just why this should have to be so, I cannot see. If every member submitted one article, there would be enough material for several years' Bulletins. You don't even have to write the darned thing yourself. Surely at some time or other an article or news item somewhere of motoring interest which could be re-printed has been noticed. That's all that is required.

Starting this issue, there will be an "Acknowledgement List" of names of those who have written for or submitted items for re-printing in YOUR BULLETIN. If your name isn't there, how about doing something about it ?

A.R.

ACKNOWLEDGEMENTS ...

From a membership of some 150 odd, the following have written for YOUR Bulletin -

Eric Honey: Tony Shelley: Hugh Warner.

: : : : : : : : : :

SECRETARY'S NOTES

NEW MEMBERS :

We wish to welcome Messrs. Keven Higgins, Mervyn Leach and Bruce Abernethy to the Club. Bruce has bought a 'Kieft' which we look forward to seeing in future events.

ENTRY FORMS :

Entry forms are available for the following events :

Hawera Gold Star Hillclimb	.. .. 15th March
North Island Hillclimb Championship -	
Houghton Bay	.. .. 22nd March
Levin Motor Racing Club Meeting	.. .. 29th March.

BADGES :

Lapel badges are available from the Secretary at 5/- each. Car badges are at present being made and should be available soon. Prices are being obtained for pocket badges for blazers.

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COMMITTEE MEETING

The March Committee Meeting will be held on Monday ... MARCH 10th at .. 12 Caledonia Street, Miramar - Host - Stewart Alexander. Note change of date to Monday.

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== FROM HERE and THRE ==

SYD JENSEN and BILL LEE, leave by air at the end of this month for a season's racing in England and Europe. As a result of a radio telephone call to John Cooper, an FII Cooper is being prepared for Syd. No doubt, if circumstances warrant the larger 2.2 litre engine may be fitted later on. F III racing is also on the proposed programme, and in this field Syd could cause some excitement overseas. I've felt for some time that he is a far more accomplished exponent of the half-litre art than we in New Zealand give him credit for. One thing is certain ... Syd will be a fine ambassador. Our best wishes to you both for a successful and profitable tour.

MERV NIELL, may also make a trip overseas this season. What with Bruce McLaren and Company going, there will be quite a 'Ecurie Kiwi' operating.

INVERCARGILL, race meeting success seems to be largely a matter of your choice of tyres. The 'big boys' were lapping during practice in around 1min 30 sec., and finding their cars quite a handful on the surface, when out comes Ross Jensen and around he goes in steady 1 min 24 sec ... no trouble. What was the secret? The others were on Dunlops - Ross was shod with Avons ... food for thought?

JACK BRABHAM, had a 'moment' on the same circuit it appears. He flew back from Aussie to race and in his hurry left racing boots behind. Driving in sandshoes he had the un-nerving experience of approaching the bend at the end of the straight at a fair rate and, on endeavouring to lift his hoof from the loud pedal, found it well and truly jammed between it and the brake pedal. By the time things were sorted out, he'd lost any chance of overhauling Ross Jensen which he was incidentally, till then, doing.

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B... D... & M... DEPT.

To Anne and Alan Robb at Bethany on 28th February
... a daughter ... Congratulations.

(Didn't feel a thing! - Ed.)

== ROAD IMPRESSIONS OF THE A.C. ACECA == by A.S.

The A.C. Aceca is one of Britain's finest sport-type cars, falling, as it does into the Grand touring category. It is undoubtedly one of the World's prettiest cars, and the performance and roadholding put it in the "very desirable" class.

Briefly the specification is as follows :

- 2 Seater hard-top Coupe
- 2 Litre swept volume
- 6 Cylinders (in line with single ohc)
- 3 S.U. carburettors
- 8:1 compression Ratio
- 90 BHP at 4,500 rpm.

The suspension is by transverse leaf springs and wishbones at both front and rear, and all wheels are independently sprung. The chassis frame consists of two large diameter tubes joined by tubular cross-members.

The body though beautifully finished and conceived has a slight tendency to creak because of the wood framing in certain places. All doors fit closely and the whole unit presents a most clean and restrained appearance. The interior finish is also of the highest standard and boasts a genuine leather dash board with walnut facings. The seats are of the racing, wrap-round type, with high sides and locate both driver and passenger firmly (posterior-wise). The leg room is ample for the biggest of men, and elbow room is quite sufficient. One particularly good feature not always found in sports cars is that there is room for the driver to rest his left foot when it is not being used for declutching.

One or two criticisms however on the interior equipment present themselves. The heater and fan unit although very good for cold weather, blow out hot or warm air most of the time even when the switch is moved to the 'Cold' position. This can probably be accounted for by the fact that the gear box and clutch housing protrude well into the cockpit and the heater vents are mounted on either side of the casing. The instruments are extremely well laid out and wonderfully clear with white numerals on black background. Unfortunately though the rev. counter flickers and bounces after the needle passes the 3,000 mark, and the speedometer has a tendency to follow suit from about 60 upwards.

Contd ...

As soon as one sits in the driver's seat and looks out over the long smooth bonnet one feels completely at home; with all the instruments in the right places and the cranked gear-lever a mere turn of the hand from the laminated wood steering wheel. The travel is not long and the movement is extremely positive. The gear ratios are very well chosen and pleasantly close with top gear at a nice 3.64 to 1 making the car quite docile round town. The close ratio box endows the Aceca with acceleration, though not fantastic, quite exhilarating, 50 mph coming up in just on 10 sec. from rest. If the gear box is used properly some very swift movement can be made from the slow "following" speed to the 60-70 mph range. The normal cruising speed on good open road would be around 80 - 85 but in such conditions no speed is unsafe or uncomfortable. The engine is at all times willing to work and once or twice a speedometer reading of 112 coincided with the rev. counter reading of 4,800-4,900. This does not feel as though the motor is at its limit, in fact it seems still to be accelerating with quite a bit of pedal travel left. Engine speeds of 5,500 rpm could probably be used without much trouble for short periods, despite the fact that the "Counter" ends at 5,000.

Many criticisms are levelled at cars with four wheel independent suspension on the score of roadholding. The Aceca confounds all critics by cornering without the slightest tendency towards "rear wheel steering". In fact its adhesion is such that it can be driven at almost racing speeds round curves with complete confidence and safety. There is hardly a trace of roll and the tail can be "broken" deliberately (by a slight flick of the brake as one is preparing to take a corner) or it brakes away gently when the limit of adhesion is reached, when it is quite simple to correct and bring the car back into its more normal "rail" like course. At the recorded 112 mph the car is completely stable and there is no sign of the floaty feeling sometimes experienced when cars are nearing their absolute maximum speed.

The only fault in the suspension system is a tendency for the springs to "bottom" when cornering or driving hard on an uneven surface such as that found on a certain, little used but well known, stretch of road.

Thanks must go to Mr. John Tojerio, who designed the tubular racing type chassis, for the Aceca's fantastic roadholding but a percentage of the credit must also go to the Michelin "X" tyres, although the manufacturers recommendations of F22 and R24 are far too low for any kind of "pressing-on", as there is a tendency for the tyres to "roll under" until pressures of F28 and R30 are employed.

The brakes are absolutely flawless and produce perfect straight line stopping after many hard applications. This is a most important factor on a car of this type especially in a country such as New Zealand.

Taking the Aceca as it stands it is without doubt one of the safest fast cars in the World and the minor criticisms levelled at it are far out weighed by its many endearing virtues. It is definitely a fine car built in the best of British tradition and it can surely claim to be a great "Gran Turismo" vehicle.

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BLOCKED GREASE NIPPLES :

Having trouble with blocked grease nipples? A simple precaution against this is to cut suitably sized plastic tubing into $\frac{5}{8}$ inch lengths and close one end with a hot iron. The other end slips over the nipple and can be removed without any trouble.

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LEVIN MOTOR RACING CLUB INCORPORATED

19th February, 1958.

NOTICE TO ALL COMPETITORS :

Due to an unfortunate series of unforeseen circumstances, namely coinciding with applications from other clubs for meetings on the 1st March and 15th March, the Race Meeting to be held on the Levin Circuit will now be held on ... SATURDAY, 29th MARCH, 1958.

Once again we ask you to please use the entry forms and regulations already circulated.

CLOSING DATE FOR ENTRIES ... NOW ... 15th MARCH, 1958.

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== AN AMERICAN'S FIELD GUIDE
TO THE SPORTS CARS ==

Our Harbor cities, hosts and havens to the argosies of the world, are more exposed than inland towns to alien wares and foreign ideas. Venturesome traders shuttle the seas to bring us amphorae of myrrh, coffers of jewels, and caddies of tea from exotic quays, as well as strange tales of customs in faraway places. This accounts for our having a Phoenician alphabet, and explains why Tyre and Sidon and Westport are what they are.

Along our teeming seacoasts in the last decade a little band of motorists, enlightened by familiarity with cargoes of sports cars, have become dissenters, apostates to the gospel according to General Motors.

We all know people who would welcome a Buick to their stables, but one cannot expect to find a sports-car man among them. The aficionado cannot be enticed into such a circus float without feeling soiled. He resents the wanton use of chromium as much as he shudders at the tail fins, the grotesquely convoluted bumpers, and other 'dishonest' lines. He blanches at the enormous bustle that adds weight and useless space, drags on ramps and curbstones and complicates the process of parking even in the car's own garage. The attitude of the owner of a Detroit product is reflected in the efforts of manufacturers to 'take the drive out of driving'. The sports-car addict regards this stand as outrageous. His interest in a car, he is forever telling himself and other captive listeners, lies in the fun of driving it, in 'sensing its alertness on the road', and in 'pampering it as a thoroughbred.'

A prospective buyer is urged not to spend the extra pennies per pound for a sports car unless he is just plain crazy about driving. A sports car is a high-strung instrument sufficiently endowed to obey its master's slightest indication of a whim. Sports cars are classified as "competition", "dual-purpose", and "touring". In races and rallies, competition and dual-purpose cars are graded into as many as ten classes according to the combined swept volume (displacement) of all the cylinders. In other words according to the size of the tin cans where the gas blows up. In European cars displacement is measured in liters - a liter is a little more than a quart - or in cubic centimeters, a

thousand cubic centimeters to a liter. The displacement of American cars is described, unfortunately, in cubic inches. To speak of a 2.5-liter Maserati presents a familiar picture of two quarts and a pint, but to say "a 368-cubic inch Mercury" doesn't present a picture of anything. No wonder we don't know what goes on under the hood.

Since their market is limited, sports cars are not advertised in the Madison Avenue tradition of media saturation, but rely on the cars and their drivers to create demand. Many an aspiring young man who feels his importance inadequately recognized makes the interesting discovery that for the price of a Ford he can acquire the exalted status symbol of an M.G.A., which will convey him into the fellowship of princes and sybarites, the worldly-wise and successful - people like himself. Of course this society is somewhat admixed with gate washers whose motivation is obviously insecurity, but what party isn't nowadays?

How to Tell an Owner -

Distinguished by a tight little cap over an unwrinkled brow, the owner of a sports car is usually a debonair gentleman in his thirties or forties - as a rule one can't afford such a car earlier. Urbane and convivial, he is happiest thumbing through copies of 'Motor Sport' (British, of course) while hobnobbing with his friends at R. Gordon's bookshop on New York's East Fifty-ninth Street, a meeting place cunningly laid out in the dimensions of an M.G. He may often be found dining at Le Chanteclair, another midtown rendezvous for sports car buffs, making pejorative remarks, about a Pontiac he knows, discussing the suspension of a D-type Jaguar ("rather more than adequate"), and referring to the late Alfonso Cabeza de Vaca, seventeenth Marques de Portago, as "Fons". It's not often one finds such appreciation for Togetherness outside the offices of McCall's. When alone, he often likes to tinker with the throttle linkage and other intimate parts of his machine. Although his mount is almost always too lethal for his amateur driving skill, he is constantly seeking to increase its power-weight ratio and augment its acceleration, even if it means a new engine, or a new job.

His sports car appears to have been designed to run under a cow. It is so low the driver on a gravel road risks cutaneous abrasion if his tires lose any air. Once he has climbed into the cockpit, a fascinating process to watch he may find it somewhat cramped. Over the hood he gets a hippo's-eye view of the road. To atone for this he can reach out and strike a match on it.

Properly installed, he becomes part of the machine, eager to challenge its heady dynamics, "go through the gears", and test his

LEVIN SPRINT MEETING - FEBRUARY 22nd 1958.

<u>NAME</u>	<u>CAR</u>	<u>STANDING</u>	<u>FLYING</u>	<u>AGGREGATE</u>	
<u>Saloons under 1500cc.</u>					
B. Abernethy	Anglia	1.28.0	1.23.8	2.51.8	..1st
A. Long	A 40	1.32.1	1.21.8	2.53.9	..2nd
D. Hennessey	Hillman	1.31.5	1.25.5	2.57.0	
E. Lyon	A 40	1.34.2	1.24.0	2.58.2	
T. Doyle	A 40	1.34.4	1.27.5	3.01.9	
S. Bonner	Oxford	1.37.4	1.24.8	3.02.2	
L. Mungavin	Oxford	1.38.2	1.28.2	3.06.4	
R. Patching	A 40	1.38.8	1.28.5	3.07.3	
M.E.F. Smith	Morris 8	1.50.0	1.37.9	3.27.9	
W. Lattey	Morris 8	2.01.5	1.35.4	3.36.9	

Saloons over 1500cc

D. Bradford	Ford V8	1.24.5	1.18.2	2.42.7	..1st
E. Wells	Ford V8	1.25.0	1.18.8	2.43.8	..2nd
P. Bourke	Zephyr	1.27.4	1.21.5	2.48.9	
V. Bonner	A 70	1.29.9	1.22.8	2.52.7	
L. Critchley	Jaguar	1.31.6	1.26.2	2.57.8	
E. Gold	Consul	1.32.9	1.25.7	2.58.6	
B. Drake	A 95	1.36.2	1.27.0	3.03.2	
M. Falloon	Morris 18	1.39.0	1.29.4	3.08.4	

Sports Cars

N. Price	T.R.2	1.13.6	1.10.8	2.24.4	..1st
B. Spragg	M.G. TF	1.18.0	1.12.0	2.30.0	..2nd
S. Crawford	M.G. TF	1.20.2	1.21.1	2.32.2	
R. Fitzgerald	Morgan	1.18.8	1.13.5	2.32.2	
P. Lawson	T.R.3	1.19.0	1.13.6	2.32.6	
T. Fox	M.G.	1.19.6	1.15.7	2.35.3	
R. Smith	M.G. TF	1.23.8	1.16.0	2.39.8	
I. Reynard	Austin Healey	1.22.2	1.19.3	2.41.5	
R. Pearson	Morgan	1.20.8	1.24.3	2.45.1	
B. Furlong	Cougar	1.26.8	1.21.7	2.48.5	
L. Reader	Austin 7 Spl.	1.27.0	1.28.1	2.48.8	
D. Smith	Austin 7 Spl.	1.31.4	1.23.6	2.55.0	
B. Abernethy	Jowett Juptr.	1.38.8	1.27.5	3.06.3	
L. Reader	Austin 7 Spl.	1.41.8	1.27.4	3.09.2	
K. Higgins	Jowett Juptr.	1.40.4	1.33.7	3.14.1	

Places were awarded on an aggregate basis, fastest standing and flying laps combined. 1st Prize .. £1, 2nd Prize .. 10/-, each class.

Conditions varied between light and heavy rain all day, considering this some of the time returned were excellent. Many thanks to all the competitors for competing under such conditions and making the meeting worthwhile.

skill in downshifting. Like the car, he expresses the tempo and aesthetics of our time and considers himself a concise understatement of disciplined sophistication, a sleek symbol of movement entitled to look down on people from below. No matter what his mount, he is in the orbit of the great marques (makes and types), Lancia Dilambda, Mercedes-Benz, and Bugatti; he shares the world of Juan Manuel Fangio, Sterling Moss, and the immortal Tazio Nuvolari, who have raced in such classics as the Mille Miglia, Le Mans, and latterly Sebring. American family-sedan drivers may regard him with the suspicion reserved for the faintly subversive and those out of touch with the Saturday Evening Post, but he rests happy in the conviction that his car was built to the exacting specifications of an engineer working without reference to the taste of middle-class housewives.

Where Germany Has Beaten Us -

The national characteristics of a people are reflected in the sports cars they make. American attempts to make an acceptable sports car since the Great Depression have largely foundered on the shoals of comfort and convenience. Earlier we produced such distinguished makes as Mercer, Stutz, Duesenberg, and, as late as the middle 1930's, the front-drive Cord. The postwar Cunningham was a sports car of the purest line, but it was strictly "competition" and priced beyond the purse of those without a tax loophole. The Nash-Healey used American mechanical parts, but the chassis was English, the body of Italian design. The Ford Thunderbird is a fine car that has borrowed many sports-car features, but it is not a sports car.

Only since the twelve-hour race at Sebring, Florida, this March has the Chevrolet Corvette been recognized as a true sports car, though it makes some concessions to comfort which the cognoscenti deplore. Priced at a little over \$3,000 in standard form, it promises to bring new directions to the conservative American production line.

Mature and careful, the German driver is the best on the Continent, and German cars are among the most carefully built. Fifteen out of every hundred workmen at the Daimler-Benz factory at Stuttgart are inspectors. Their product is the great Mercedes-Benz, whose parentage dates from the

smoky dawn of the automotive age.

The two rear-engine phenomena of German motors are the Porsche and the Volkswagen. Three-fourths of all Porsches are sold in America, and Volkswagen outsells any other foreign import in any country to which it is introduced. It may be used competitively in rallies, but its enormous popularity reveals a strong demand even in America for an inexpensive car, long on gas mileage, that doesn't need 125 or so square feet of parking space on Main Street, plus room for manoeuvring.

Other German sports cars are the DKW, with front-wheel drive, and the BMW, which has recently foaled a Something in the form of a popkin on tiny wheels driven by a motorcycle engine. The two rear wheels are very close together, and the entire front of the car opens for entrance and exit. This is the BMW Isetta 300, and it can hardly be called a sports car. It is more likely a biological sport, a deviation from the norm. Still it is beginning to be seen on respectable streets, to the bristling astonishment of Cadillacs and Imperials.

The Racing Latins -

The French they are a racy race, but they produce remarkably few sports cars. Simca, backed by Ford is popular in California. The Renault Dauphine, which is beginning to sell well in this country, is more properly a passenger car. Talbot produces only about a hundred cars a year, and Bugatti, whose prewar achievements gave it a towering reputation in sports-car circles, makes hardly any at all.

French drivers are abandoned and volatile, with little respect for rules or red lights. When Paris outlawed honking in the interest of national sanity in 1954, drivers were outraged. Now that gasoline has gone up to ninety cents a continental gallon, the government has fallen.

Even more so than the French, Italians are wild and dangerous drivers. Ordinary Italian drivers - those who survive - handle their little cars nimbly, but are the most immature showoffs, the most reckless and happy-go-lucky motorists still on earth. Not only the cars but likewise the pedestrians and the myriads of scooters dodging about like mosquitoes in a hailstorm all assume that the middle of the road is theirs.

In Italy comparatively few people own cars, but everyone is fascinated by them. The Mille Miglia, a thousand-mile circuit from Brescia to Rome and back, is run in places at 170 miles an hour down roads lined with millions of screaming addicts, all expecting to see

something happen. They are more frequently killed than disappointed. The recent slaughter involving the Marques de Portago, his co-driver, and fifteen spectators put an end to Italian road racing for a while. But don't be surprised to see the Mille Miglia run again next year. In the twenty-four hour race at Le Mans, France, in 1955 an errant Mercedes killed eighty-three people, and the race was canceled for the following year. But the track was improved and certain requirements were made to separate Le Mans from le boys, and the race was held on schedule in 1956, and will probably attract more people than ever this month. Maybe it's the wine.

Italian cars are built for show, for speed, and for lightning handling. They are the most beautiful cars made in the aerodynamic tradition. The great coachwork on the Maserati, the Alfa Romeo, the Lancia, Ferrari, Osca, and Siata is built by craftsmen like Pinin Farina, Alfredo Vignale, Felice Boano, Viotti, Zagato, Alemanno, Ghia, Bertone, Scaglietti, and Abarth, who are the Leonardos and Michelangelos of a special and limited Renaissance in northern Italy. The sale of such marques as the Ferrari and Maserati depends directly on their winning races, and they win a great many. On the whole, however, Italian cars do not hold up as well as English or German sports cars of the same class.

The Ambassadorial Jaguar -

The English, even when not oppressed by sustained periods of austerity, are accustomed to dreary weather, cold houses, unpalatable food, narrow and shoulderless roads, and slow, congested traffic. It is their national pride to counter these irritants not by correcting them wherever possible but by building in each English breast a capacity to endure them. The British driver, patient and polite, constantly meets temptations and frustrations that would corrupt a saint of any other nationality. In Bucking the Odds, Playing the Game, and Muddling Through, an Englishman follows the constant stars of Hardiness, Fortitude, and Pluck.

The British sports car demands these qualities in its driver. Although some of the newer marques have made compromises to attract the decadent American market, the open competitive models provide such a "feel of the road" and a taste of the weather that after a long drive on a country road in a blizzard,

such as one undertakes in various rallies, the exhilarated driver may best be extricated by a block and tackle.

The leading British exports in the field of sports cars are the M.G. (for Morris Garages), the Jaguar, and the Austin-Healey. The M.G. TC of the late 1940's is credited with making postwar America conscious of the sports-car world by virtue of its famous "classic" lines as well as its easy handling qualities. A "classic" car is one articulated like a cricket. Headlamps, fenders, bumpers, radiator, and often horns and exhaust manifolds express their functional integrity, distinct from other parts; yet each unit contributes to the over-all character of the car, a wiry, masculine machine. In contrast, the aerodynamic car has the lines of a "classic" model that has been left out all night in a snowstorm. Every effort has been made to make the aerodynamic body appear to be molded from one piece of material.

The most recent M.G., the A, very much resembles its sibling, the Austin-Healey - both are now made by the British Motors Corporation - although it sells for some \$800 less.

We can gauge the Jaguar's importance in the British economy by the aftermath of the fire which on February 12 destroyed the final-assembly section of the Jaguar plant in Coventry. Although the output of cars is tiny by Detroit standards, three out of four Jaguars are exported and bring in more dollars than any other English automobile. The loss provoked a small national crisis, which must have overstuffed the Prime Minister's portfolio of national crises and slowed the upgrading of the pound sterling.

The American owner of a Jaguar not only bolsters England's economy but is slithely conscious of paying homage to the British way of life. He becomes a mobile part of what is forever England. As such, no matter what his previous national prejudices, he is likely to side with Macmillan in controversies regarding the Middle East, and is more conversant than usual with doings at Whitehall and Mayfair. In addition, he takes pride in moving about the world in no more comfort than Drake or Raleigh or even Sir Launcelot enjoyed. As in most competition and dual-purpose cars, he sits with his legs straight out in front of him, as though he were sliding down a chute. This attitude is not uncomfortable for the first fifteen minutes, but soon, just as he becomes acutely aware that he cannot possibly shift his position, his knees begin to lock and he must ride out the rest of his journey fascinated by the progressive calcification of his joints. He has compensation for this torture in the lightning response of his engine, brakes, and steering mechanism, and the knowledge that he is master of a solid product of British craftsmanship.

In the best sports-car tradition, the Jaguar XK-140 is a dual-

purpose car, and one of its unwritten requirements for its proper ownership is that the driver and his wife have both sensible dimensions and irrational enthusiasm. Not more than two children, small, quiet, and hardy, are indicated.

The completely "competition" member of the clan is the D-Jaguar. It looks like hot cheese poured over a roller skate. No children.

Britain produces several other marques designed to distinguish themselves from the iron-and-chrome ruck. Some six thousand Americans own Austin-Healeys, and the Triumph, which has been in production less than four years as a sports car, is widely distributed. The A.C., the Aston Martin DB2-4, the Arnolt-Bristol, and the Morgan are admired imports. Morgan, founded in 1910, built a three-wheeled sports car till 1951, supplementing it with a four-wheeler in the mid-1930's. The modestly priced and powered current model the Morgan Plus Four, retains the rakish lines of vintage sports cars. Among strictly competition models are the Allard, fitted with American or Jaguar engines, and the hand-built Frazer-Nash.

For the price of a house one can get a Bentley, which carries many sports-car refinements, and at the additional cost of a powder room one may have a Rolls-Royce, venerated for half a century as "the best car in the world". This phase is always intoned, hat in hand, as though it were a verse in the Book of Common Prayer, and no one would think of challenging it for fear of starting a third world war. There is something awesome and creepy about it. An everyday Ford owner is left with the distinct impression that the Rolls-Royce is indeed created by Hand, but that the Hand is not mortal.

: : : : : : : : :

The January 1958 issue of "Motor Racing" is well worth purchasing for among other things the excellent article on Archie Scott-Brown. Sample quote -

"On the subject of driving Archie, so often called a "Natural" professes to have no particular technique. He considers sliding the quickest method of cornering and thus dislikes cars which understeer. Observant race-goers will probably agree with the contention - made by several of the people who follow him round the circuits - that Archie spends less time travelling with all wheels pointing straight ahead than any other driver!"

: : : :

== HILLCLIMB - MARCH 22ND ==

Organisation for this, the major event of the year is well in hand and all that is needed now to ensure a successful day are hoards of volunteers for marshalling and other duties. You are ensured of getting a good vantage point if you are a flag marshall, so when the Chief Marshall of the meeting Mrs. Anne Fox requests volunteers on Club Nite don't be backward in coming forward.

HILLCLIMB SOCIAL - R.S.A. HALL, MAHORA STREET, KILBIRNIE - 22ND MARCH

To congratulate the victorious, commiserate with the losers and generally give everybody an opportunity to let their hair down a Grand Hillclimb Social, will be held at the new Clubrooms, the R.S.A. Hall, Kilbirmie on Saturday evening, 22nd March. Entry will be by ticket only. Tickets will be available on Club Night and at the Hillclimb or can be obtained by contacting the Secretary. ... Sub. 17/6 double, 12/6 single ... Bring your friends along and introduce them to the lighter side of motor sport.

: : : : : : : : :

The Ross Jensen entourage (elderly Ford containing self, wife Hazel and two young daughters, gaily-signwritten caravan containing 250F Maserati) attracted some attention when it passed through Wellington on its way back to Auckland from the South Island. Well it might, too, in view of Ross's successes on the southern circuit - second at Wigram .. first at Dunedin .. first at Invercargill.

But people who had a close look were intrigued by a notice the caravan bore prominently on its bows, couched in terms something like these -

For Sale ... £25 .. Never been raced .. One careless owner.

Perhaps a clue to its origin was the last line, reading - "Apply A. Scott-Brown".

H.W.



CLUB CALENDAR



COMING EVENTS -

March 15th ... Gold Star Hillclimb - Hawera.
 March 22nd ... North Island Hillclimb Championship -
 Houghton Bay Rd. Wellington.
 March 29th ... Race Meeting - Levin Motor Racing Club.
 April 19th ... Sprint Meeting - Te Maire Road,
 Featherston.

: : : : : : : : : : :

FOR SALE DEPARTMENT -

This is a chance in a lifetime -

1955 M.G. T.F. 1500 - Painted red with white tonneau (P.V.C.).

The original plastic hood is in new condition and looks as though it will last the lifetime of the car. The mileage is only 15000 and as yet the car has never been raced or taken part in a hillclimb.

The top-notch condition has to be seen to be believed and although the owner is loth to part with this magnificent vehicle he has little alternative as he is shortly going overseas.

£775/-/- Cash.

If interested please contact - Roger Daniell, 16a Central Terrace, Wgton. Telephones 70-879 Business, 27-026 Home.

: : : : : :

WANTER TO BORROW -

For one evening only (Club Night) a 45 r.p.m. portable record player.

Jack Lust has obtained from England two 45 r.p.m. recordings of more than usual interest which he will bring to next Club Night if a suitable record player can be supplied.

Contact, Jack Lust - at - 85-509 Home.

47-730 Business.

: WRITE :FOR :YOUR: BULLETIN :

WELLINGTON

CAR CLUB INC.

NEWSLETTER

28th April, 1958.

28th April, 1958.

... ..

Dear Member,

Due to the temporary incapacitation of the "Bulletin" Editor - (he has both wrists in plaster) - the "Bulletin" will be delayed for some time so this is to advise you of the following

I. A. G. M.

Notice is given that the Seventeenth Annual General Meeting of the Wellington Car Club (Inc.) will be held at the ... R. S. A. HALL, MAHORA STREET, KILBIRNIE ... 8 p.m. - - 8th MAY, 1958.

Agenda: Minutes of last A.G.M.
Presidents Report.
Financial Statement.
Amendment to Club Rules.
Election of Officers.
General.

Chairman: R. Smith.

Notice of Motion: The following amendment to Rule 21, of the Club's Rules will be moved at the A.G.M. -

"THAT Rule 21 be amended to read -
Membership to the Club shall be open to four types of Subscription, the amount of which shall be determined at an Annual or Special General Meeting -

1. Ordinary Membership (including reduction in Subscription for husband and wife members and members under 18 years of age).

2. Competitive Membership entitling the member to compete in any event organised by the Club without payment of entry fee in respect to that event.

3. Country Membership entitling member resident at distance of 40 miles or more from Wellington to reduced subscription.

4. Life Membership open to members after a period of three years continuous membership.

Moved by - P. SLOCOMBE. Seconded by - A. ROBB.

... ..

II. SPRINT EVENT CANCELLED

Unfortunately we have been unable to obtain permission from the Featherston County Council for the use of Te Maire Road for - MAY 3rd - so that until another venue can be found the Sprint is cancelled.

... ..

III. NIGHT TRIAL - 3rd MAY

The Night Trial advertised previously for 10th May has now been put forward to - 3rd MAY.

START Golden Bay Cement Silo (Entrance to Floating Dock, Aotea Quay.)
TIME 6.30 p.m. - DURATION ... 60 miles.
ENTRY FEE ... 5/-.

This is a social event which will be enjoyed by all who enter. Please bring a cup or glass depending on whether you drink Tea ... Bubbly ... or Coca Cola. You will be given a short time to look over the Route Sheet. If you can read English you can have a jolly good time

... ..

IV.

OTHER EVENTS

... ..

MAY 3rd. - Beach Races - Waikanae.
H.V.M.C.

MAY 10th - Hutt Club - Night Trial.

... ..

V.

SUBSCRIPTIONS

... ..

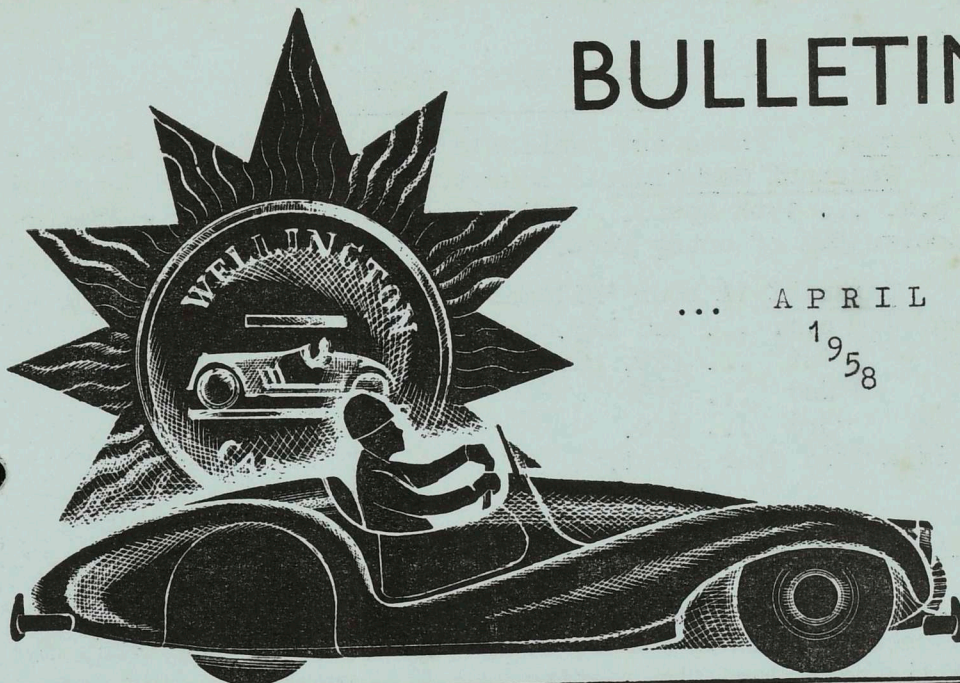
Subscriptions are now due. To vote at the
Annual General Meeting, you must be FINANCIAL.

... ..

P. SLOCOMBE.
Secretary.

.....

BULLETIN



... APRIL ...
1958

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

DIRECTORY ***

PRESIDENT	.. ..	C. Vandendugen	.. ..	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)
			.. ..	36-207
COMMITTEE	.. ..	T. Fox	.. ..	81-355
	.. ..	S. Alexander	.. ..	17-366
	.. ..	R. George	.. ..	76-733
	.. ..	W. King	.. ..
SOCIAL COMMITTEE	..	A. Freeman:	R. Chapman:	
		J. Steele:	L. Vidgen.	
BULLETIN EDITOR	.. ..	A.H. Robb	.. ..	44-070 (Business)

CAUTION IS NO SUBSTITUTE FOR SKILL

-- SECRETARY'S NOTES --

Entry Forms: These are available for the following events -
Wanganui Car Club, 7 hour trial starting from Wanganui
 at 2 p.m. ... 19th April. Entries close 14th April - Winner
 to receive 50% of entry fees.

Taranaki 12 hour 'Milemaster', night trial starting -
 Hawera 7.0 p.m. ... 3rd May. Entries close 21st April.
 Prizes - 1st ... £20, plus 4 'Milemaster' Re-caps.
 2nd ... £15.
 3rd ... £10.
 This is a Gold Star event.

Annual General Meeting :

The A.G.M. will be held on May 8th at the Clubrooms -
 R.S.A. Hall, Kilbirnie. Notice of Motion, etc., should be in
 the Secretary's hands before 20th April in order that they may
 be published before the meeting.

Subscriptions :

Subscriptions are now due. In accordance with the
 Club's Rules only financial Members may vote at the A.G.M.,
 so please make sure you are financial by May 8th.

Stopwatch :

Earlier in the year an appeal was made for any informa-
 tion regarding the whereabouts of one of the Club's Stop-Watches.
 This was borrowed by someone early last year and has not yet been
 returned. If anyone knows anything about it would they please
 contact the Secretary urgently.

Marshalls :

The Levin Motor Racing Club require more marshalls
 for the April 12th meeting. Would any person interested in
 assisting please contact the Secretary.

*** *** *** *** ***

(Note: The Editor does not necessarily associate himself
 with the opinions and views expressed.)

Dear Sir,

The manner in which the hill climb at Houghton Bay last Saturday
 was run can have afforded few people much satisfaction. That the event
 was somewhat beyond the ability of those entrusted with its conduct is
 perhaps the kindest comment that can be made. Breakdowns of the sort
 that occurred can, in minor Club hillclimbs, possibly be overlooked,
 indeed they provide an opportunity for organisers to gain experience
 and to profit by their own or others' mistakes. In a National Event
 however such happenings are quite inexcusable. A Title Event is no
 place to learn ones job.

If there was the slightest doubt that the Committee was going
 to have trouble filling key positions satisfactorily, and after the
 display at Alexandra Road there must surely have been more than a little
 doubt, then the whole matter should surely have been referred to a
 monthly meeting of the Club for a decision on what action to take and
 even whether to hold the event or not.

Those who were responsible for saddling Anne Fox with the oner-
 ous and responsible job of Chief Marshall ought to be ashamed of them-
 selves. That is a man's job if ever there was one, particularly at
 this venue where it normally includes being Clerk of the Course and
 therefore responsibility for the actual running of the event on the day.
 Incidentally just who was Clerk of the Course? Was there one at all?
 Could that be why, when it became obvious that the second set of runs
 (second mark you) would not be completed by 4 o'clock, that Dick
 Campbell was not given precedence over slow saloon cars and allowed to
 complete his runs. All this with a Title at stake and possibly a new
 hill record! A hefty hunk of apologising seems to be indicated.

No, Sir, it just is not good enough. All the enthusiasm and
 hard work in the world, and no one doubts that it was present, is worth-
 less unless every possible eventuality is considered. The organisation
 behind a hill climb is not all that complicated. The main requisites
 are imagination and common sense; imagination to foresee possible
 troubles and common sense to enable the appropriate action to be taken.
 These attributes have been found in satisfactory proportions before,
 under more than one lid.

Saturday's effort was a fine advertisement for our Club. One
 hesitates to imagine the outcome of our next application for a
 National Event.

Yours, etc., "MOPED"

- - EDITORIAL - -

Elsewhere in this issue will be found correspondence concerning the recent hillclimb at Houghton Bay Road. That the event was not a model of how a hillclimb should be run cannot be disputed. That the organisation should have broken down as often as it did in this Title Event was more than unfortunate and the most unsatisfactory conclusion to the day's sport which left the main contender no time for his second run at the most crucial moment was probably the crowning calamity. Yet all of this could have been avoided. Why then wasn't it?

In your Editor's opinion the real cause goes back quite a lot further than the obvious explanations of why spectators stood where they shouldn't and why Dick Campbell was not sent off on his run well before 4 o'clock, etc. etc. The affairs of our Club have, for far too long, been in the hands of too few persons in the shape of the committee. For years past decisions on the holding of events, on opinions to be expressed at A.N.Z.C.C. Conferences, on Club policy, etc., have been made by the then committees without any thought of reference to the other members of the Club for their opinions, and consequently the ordinary member has been quite unaware generally of what has been going on behind the scenes. Can it be wondered then that the number of persons able and willing to serve on committees and/or assist in the administration of the Club has sharply fallen off. Who is going to become interested in this important part of Club life if they're kept in the dark on Club affairs.

While the Committee consisted of 'old hands' things weren't quite so bad because the expressions of opinion at committee meetings came probably as close to representing the Club's opinion as didn't matter. However when for a variety of reasons this past year's committee was formed largely of enthusiastic but untrained members, the weaknesses in the system became rapidly apparent culminating in "the biting off of more than could be chewed", in the circumstances, in endeavouring to run a National Hillclimb without experienced Officials.

This must of course not happen again. Untold harm has been done to our previously fine reputation for well organised friendly events at this venue and the position must be retrieved without delay. The most crying need obviously is to attract fresh blood willing to learn the ropes of this organising

business and the general administration of the Club. Could this not be achieved by fostering the ordinary member's interest in these things by constantly keeping him up to date on Club business and by giving him a chance to express his opinion on matters which affect the Club. All this mark you is his by right; he is at present being deprived of this right.

The first twenty minutes or half an hour of each monthly meeting should be a properly conducted meeting, with minutes kept, at which the Committee report to the Club on matters which they have discussed during the preceding month and then recommend to the members present certain appropriate courses of action. The actual decisions ~~old~~, after such further discussion as may be necessary, be made by the Club, not by the Committee on its own. Surely having this say in the running of the Club will encourage those who might otherwise lapse into disinterest to offer their services in this or future years.

Administration and organising can be very satisfying and rewarding. It's the next best thing to actually competing. Let's give this whole question some really serious thought before May 8th A.G.M.

A. H. Robb.

*** **

Acknowledgements - -

It is pleasing to be able to record that as a result of last month's Editorial appeal for articles several members have done the decent and so the list of names of those who have written for or submitted articles for publication in YOUR Bulletin this year now reads as follows -

(March)	Eric Honey:	Tony Shelley:	Hugh Warner:	
(April)	Hugo Hollis:	Derek Moller:	Jack Lust :	Dave McDougall.
				A.R.

*** **

Letter to the Editor -

The Editor,
Wellington Car Club Bulletin.

Dear Sir,

Your plea that someone write for the Bulletin is about to be answered, but I suggest this article be the first of a series to be written by members of the Club with the same title.

Yours sincerely,
Hugo Hollis.

(Article on Page 14).

... ENGINE LUBRICATION ...

... Tests on a Compound Based on Molybdenum Disulphide.

In the past few years the lubricating properties of molybdenum disulphide (MoS₂) have been the subject of many investigations and tests which have proved that this solid lubricant has very valuable properties, particularly in applications where pressures and temperatures are high. Some recent tests, which are described in these notes, are of special interest to automobile engineers. They were concerned with "Auto-Moly", an MoS₂ engine compound developed by Charham Products Ltd., 5a Market Place, Acton, London, for use in internal combustion engines.

Auto-Moly engine compound is made from the purest refined molybdenum disulphide. Its average particle size of under one micron is suitable for passing through any normal filter. It is an almost inert substance and is completely non-toxic. The purpose of the tests was to determine whether the surfaces formed after Auto-Moly had been added to the oil were strong enough to permit the engine to run (a) in conditions of oil starvation, and (b) without any oil at all.

The test vehicle was an Austin A50 Countryman van with a factory-reconditioned engine. It was run in on Shell oil to which Auto-Moly had been added. The big-end bearings were of lead-indium, and the main bearings of babbitt white metal. After 872 miles, the engine was stripped and inspected by Milne and Russell Ltd., of Croydon.

Condition of Engine after Running-In -

Inspection of the cylinder walls and pistons showed that a very useful bonded coating of MoS₂ had already been applied to metal surfaces. The usual bright, highly polished surface finish was observed to be complete throughout all units. It was noted that the small amount of carbon deposit present on the top of each piston was adhering very loosely and flaked off almost at a touch, leaving a clean MoS₂-coated surface below. This, it is felt, is evidence of the cleansing action of Auto-Moly in limiting the formation of carbon deposits.

Valves, valve guides, stems, big-end side faces and the faces of the crankshaft webs were all well coated with MoS₂ and showed polished surfaces. There was also some evidence of MoS₂ adhering to the bright surfaces of the white metal bearings. For later comparison, all wearing

parts of cylinders, piston rings, crankshaft, bearings, etc., were accurately measured.

In order to provide accurate data on engine performance, the following additional instruments were fitted -

- (1) A Redex vacuum gauge to indicate engine performance through negative boost readings (fitted on top of manifold)
- (2) Oil temperature gauge with connection to the bottom of the oil sump to give an indication of operating temperatures below the crankshaft. Readings in air instead of liquid to be computed above indicated temperatures.
- (3) Oil pressure gauge.
- (4) Radiator temperature gauge.

Approximately 5 oz of Auto-Moly were added to the gearbox and back axle. It was seen that the gearbox, though recently topped up, was practically empty. This was due to a faulty seal, which was not discovered until considerably later.

To complete the running-in over a sustained period at high speed, and to test the performance of the vehicle, a run was made to Exeter on the A30 road. During a prolonged run at speeds from 60 to 80 m.p.h., the temperature gauges were both allowed to reach maximum 212 deg.F, and stops were made to check oil and water levels, and exhaust and idling performance.

Boost level readings were noted for different throttle settings and, as far as possible, fuel consumptions were determined for various speeds. It was found that for a reading within the recommended gauge limit of 18-20 in, the economical speed/consumption level was approximately 42 m.p.h. The actual readings were -

40/65 m.p.h.	... 28 m.p.g.
40/45 m.p.h.	... 32.5 m.p.g.
30/35 m.p.h.	... 30 m.p.g.

These figures were required for comparison with later readings obtained during the oil-free run.

Test 1 - Oil Starved Conditions -

For this test, the engine sump was first drained and then approximately 1½ pints of Auto-Moly were put into the sump. For the next 300 miles - Torquay, Mevagissey, Crediton - the vehicle was generally driven at normal speed, and at times at high speed, with an oil pressure reading of approximately 10 lb/in², as against the average of 60 lb/in² when running on a full sump, to check temperatures and general engine behaviour.

Apart from oil pressure, no alterations were observed in instrument readings, performance, acceleration and fuel consumption. The readings at average cruising, 40-45 m.p.h. were -

	Sump Full	Sump with $1\frac{1}{2}$ pints
Boost	18-20 in	18-20 in
Oil pressure	60 lb/in ²	10 lb/in ²
Oil temperature	160 deg F	160 deg F
Radiator temperature	165 deg F	165 deg F

Test 2 - Oil-Free Run -

On 17th August, the oil sump was completely drained, approximately 1 pint was removed, at Crediton, Devon. The vehicle was then driven to Exeter and thence by A30 to London. Short stops for refreshment were made at Shaftesbury and Salisbury. The log for this journey is shown below. Boost was 18-20 in and the oil pressure nil throughout. Readings were taken at 30 m.p.h.

In the circumstances, the vehicle performed very well. There was no observable difference in performance apart from suspected sluggishness on longer hills, which, however, may have been psychological. With increased throttle, the boost behaved normally in dropping back, so no engine labouring could be established. The valve or bearing noise at low throttle became fairly continuous but was not excessive, since every care was taken to drive outside this trouble zone. The boost pressures were unaffected at 30 m.p.h. average cruising. Knocking was not apparent at idling speeds nor was any excessive smoke apparent at stopping points either from the exhaust or the oil filler cap.

Speedometer reading	Oil temp deg F	Radiator temp deg F	Remarks
62,696	120	160	Valve or bearing knock at low throttle
62,712	128	165	Still knock on low setting; free above and below
62,716	130	168	Speed acceleration the same as before
62,720	135	166	No change
62,725	140	164	No change
62,730	140	166	Practically no knock
62,740	140	166	Knocking at low setting
62,750	142	166	Same as before
62,770	140	168	Same as before
62,800	140	166	No change
62,805	140	170	More pronounced big-end noise
62,820	140	165	Knocking only at low throttle. O.K. above and below.
62,850	138	165	Still knocking at low setting
62,900	140	166	Same

Second Oil-Free Run -

At a speedometer reading of 62,906 miles, the petrol tank was filled with three gallons of premium grade petrol and the vehicle was driven to Moons Garage, Victoria, where the sump was drained. This test consisted in a run to Brighton without oil. The test started at a speedometer reading of 62,910 miles and finished at a reading of 63,010 miles. At this point, the petrol level was the same as at the starting point. The average consumption was, therefore, slightly over 30 m.p.g., which is similar to the original finding.

It is interesting to note that on the 18th of August, after the oil-free run from Exeter, the engine started more easily than was normally the case. During the oil-free run to Brighton, vehicle performance was in every way similar to that of the run from Exeter to London. Temperatures, pressures, acceleration and behaviour were normal. Excess knocking did not become apparent, although it must be noted that care was taken to drive outside the limits of the knocking zone on the throttle.

To conclude the test, the vehicle was driven locally in London for demonstration purposes, without oil in the sump. At a mileage of 63,191, the vehicle was returned to Milne and Russell Ltd., for stripping and examination.

Test Results -

A glossier and more evident bonded coating of MoS₂ was apparent on the cylinder walls and there were no discernible marks of scoring. The pistons were unmarked, and the rings were highly polished and the ridging left after manufacture was still in its original state. No measureable wear had taken place.

Camshaft, valves, valve guides, stems - These showed no change and no measurable wear. All the components were in a clean state with no signs of sludging.

Connecting rods - The small-end bearings showed no observable signs of wear. Each lead-indium big-end bearing shell had, to a greater or lesser extent, lost part of its soft facing. In the case of Nos. 1 and 3 bearings, the facing had been removed somewhat unevenly, particularly about the oil hole. This wear can be assumed to be due to hammering without the normal cushioning effect of an oil film. It could no doubt be reduced or eliminated by the fitting of solid phosphor bronze bearings with a closer clearance. From a depth point of view, the overall wear was only slightly more than the usual limits expected for a normally lubricated bearing over a similar working period.

Crankshaft and main bearings - Some evidence of scoring was apparent on Nos. 1 and 3 bearings at points immediately opposite each oil hole in the bearings shells where the facing had been removed unevenly. The depth of wear was, however well within normal limits.

The main bearings and shells showed no observable signs of wear and were even throughout the area of each surface.

Observed Measurements -

Cylinder bore wear, in				
	No.1	No.2	No.3	No.4
Measurement before running	2.6085	2.6085	2.6085	2.6090
Measurement after running	2.6090	2.6090	2.6090	2.6100
Crankshaft wear, in				
	Before running		After running	
Main journal measurement	1.981		1.979	
Crank pin measurements before running			1.856	
	(No.1		1.851	
	(No.2		1.852	
Measurements after running	(No.3		1.852	
	(No.4		1.852	

It is almost unnecessary to say that these tests were not run to show that lubricating oil can or should be dispensed with. The primary aim was to prove that Auto-Moly when added to the lubricating oil of an internal combustion engine, is rapidly and evenly dispersed throughout the engine, and because of its natural attraction, bonds to the metal surfaces to form a layer of immense and lasting bearing capacity, which reduces friction and gives added lubricant protection.

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GRAND PRIX OF BUENOS AIRES

Fangio Wins on Home Circuit.

This race was run in two heats with the aggregate points determining the winner.

Moss was pronounced firm favourite in the little 1960 cc. Cooper on this twisty circuit. (He was driving the same Rob Walker car in which he won the Argentine Grand Prix). Alas he was to fall victim to a local in a special. In the first heat the field entered the first corner when from the rear comes one Iglesias in a Chevrolet special!! Apparently the car was completely out of control and travelling at a ridiculous speed with all four wheels locked solid. He charged Moss head on and hoisted the little car high in the air. It then fortunately crashed back on its wheels and although very severely damaged Stirling managed to keep it on an even keel.

At about the same time as this disaster Collins had an axle-shaft break, the identical trouble which put him out of the Argentine G.P. At the end of the first lap Hawthorne was in the lead with Fangio, Musso, Von Trips, Godia and Mieres following. Then occurred an amusing incident. It appeared that Menditiguy and Behra were both supposed to be driving but had mistaken the time of the start. They were actually in their taxi when the flag dropped. Scarlatti and Godia took their cars out for them and now that the two had arrived they calmly pulled into the pits and handed the cars over to their rightful owners.

Hawthorne, Fangio and Musso flashed past in that order on the fifth lap. Then Von Trips decided to have a go and to everyone's amazement flashed past Musso and then shot past the Maestro himself. It was little wonder that Trips soon after found himself and his car somewhat dented against the outside fence.

And so, Heat 1, came to an end with Hawthorne, Fangio, Musso and Scarlatti, Menditiguy and Gonzalez. (Incidentally, Gonzalez was making his first return to racing for a long time. He originally semi-retired when his friend and fellow countryman, Marimon, was killed - he has since made one or two halfhearted attempts.)

Heat 2 - a great duel was anticipated between Fangio and Hawthorne as the Maestro is very fond of winning on his home track and he was reported to be a little put-out at having Hawthorne beat him in the first heat. A great shame therefore that Hawthorne broke an axle shaft taking the car off the line. The heat was noticeable for the fact that Musso soon passed Fangio who was quite content to follow the Italian for lap after lap, until towards the end he decided he had better get back in front and calmly passed the Ferrari. Thus the heat ran out with Menditiguy finally putting on a magnificent spurt and catching Musso in time to notch second place. Fourth came Behra.

And so the final placings on aggregate were -

Fangio, first: Musso, second: Menditiguy, Third.

Footnote:

Surely four broken axle shafts in two races is more than just a co-incidence. One must presume the Enzo will do something to stop his Number One drivers continually falling out with such a weakness.

One other observation on this world famous event is the terrific number of "bombs" and "specials" on the grid. Far more than on the Ardmore grid for the 5th N.Z.G.P.

*** **

750 cc supercharged GP car has been made by Peter Gleed, of Derby. The modified Cooper Mk IV chassis is fitted with a supercharged R type MG engine for which a power output in the region of 180 hp is claimed. Total weight is said to be just over 4 cwt. On paper the whole thing sounds fabulous.

*** **

Pirelli announce a new Dual Purpose car tyre, in which the tread and shoulder blocks are divided with thin slots to give great resistance to sliding or skidding forces. Grip on normal roads is said to be superlative, with no sensation of lumpy or uneven tread, and under soft and muddy conditions immense traction is claimed.

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RESULTS OF NORTH ISLAND HILL CLIMB, HOUGHTON BAY 22ND MARCH.

CLASS	Driver	Car	Practice	1st Official	2nd Official
CLASS I - 351 - 500 c.c.	R. Campbell	Cooper	43.55	43.55*	-
	B. Webster	Cooper	46.8	45.9	-
	R. Levick	Cooper	52.8	48.85	-
	P. Sellens	Shadbolt	53.2	-	-
CLASS H - 501 - 750 c.c.	L. Reader	Austin 7	57.9	57.45	57.25
	D. Smith	Austin 7	65.55	63.35	63.8
CLASS G - 751 - 1100 c.c.	R. Gibbons	Cooper	44.35	43.35*	43.55
	J. Hobson	Lotus	50.35	49.4	49.5
	W. Redmayne	Standard	60.0	58.8	59.0
	E. Gold	Morris	71.0	70.8	70.75
CLASS F - 1101 - 1500 c.c.	R. Frost	Cooper Climax	44.85	43.85*	44.4
	S. Crawford	TF 1500	53.1	52.85	53.15
	T. Fox	TF 1500	56.1	54.45	54.75
	B. Spragg	TF 1500	56.7	55.85	55.2
	L. Munt	Ford Spec.	57.5	56.15	56.25
	R. Smith	TF 1250	57.1	57.15	-
	J. Lust	Anglia	58.2	57.35	57.25
	D. Hennessey	Hillman	63.5	62.45	61.75
	P. Lawson	VW	64.85	66.85	64.20
	D. Lawrence	Mistral TR2	50.15	49.15	47.70*
CLASS E - 1501 - 2000 c.c.	P. Lawson	TR3	51.0	50.7	50.2
	N. Price	TR2	52.35	51.35	50.95
	R. Pearson	Morgan	52.1	51.85	51.45
	E. Olivecrona	TR2	53.1	52.75	51.8
CLASS D - 2001 - 3000 c.c.	P. Fitzgerald	Morgan	53.5	52.95	53.9
	R. Buckthought	Morgan	53.6	53.3	53.2
	M. Logie	Ford Zeph.	58.85	58.00	58.6
	J. Harris	Sunbeam Tal.	-	72.35	70.4
CLASS C - 3001 - 5000 c.c.	V. Cook	XK120	50.95	49.45	48.95
	K. Sandbrook	XK120	52.7	50.3	49.65
	H. Hollis	XK120	50.25	51.15	50.1
CLASS B - 5001 - 8000 c.c.	R. McCutcheon	Ford Custom.	-	56.85	57.15
	D. Bradford	Ford Fairl.	59.3	58.7	59.05

* Class Record.

Fastest Time of Day and New Record -

R. Gibbon, Cooper 1100 - 43.35 sec.

2nd. R. Campbell, Cooper 500 - 43.55 sec. 3rd R. Frost, Cooper Climax - 43.85sec.

CARS THAT I HAVE OWNED

.....

By Hugo Hollis.

After owning numerous motor cycles I saw the light in 1935 and decided to change to four wheels. This on an apprentice's wages of 37/6 per week presented some problems, but my first car was a 1931 Austin 7 Saloon. The least said about this car the better; my most vivid memory being of the cable operated brakes which never worked properly on more than one wheel at a time and never the same one twice running. All my cars except one since then have had hydraulic brakes!

The Austin was soon replaced by a 1934 Morris Minor 2 Seater Roadster, a fine little car with a side valve engine, four speed gear box and hydraulic brakes. It was just on eighteen months old when I bought it and had had eleven owners. I ran out of petrol three times before realising that it only did 11 miles per gallon!! A new needle and jet in the S.U. Carburettor soon fixed this and it did 45 m.p.g. for the rest of my ownership which lasted 35,000 miles. On one occasion I turned the car over in the snow on a back Wairarapa road and strewn the surrounding countryside with skinned rabbits. It looked like a terrible slaughter but fortunately neither I nor the car were damaged.

A new 1937 Morris 8 Sports 2 Seater, succeeded the Minor and gave me 33,000 trouble free miles. At the end of this mileage the oversize Goodrich tyres fitted when the car was new were only about half worn. I fitted the car with twin carburettors and tuned it up a bit and it gave many owners of J.2 M.G.'s a lot to think about. It was while owning this Morris that I joined the Wellington Car Club in 1938 and had much enjoyment competing in trials, grass track racing and scrambles.

The Morris was followed by a Fiat 500 which averaged 75 m.p.g. for the 10,000 miles that I owned it. It was a wonderful little car and handled as well or better than the post war Morris Minor. One night going over the Pahiatua Track the flywheel parted company with the crankshaft and made a terrific noise. I walked into Palmerston North and later retrieved the car which was none the worse when bolted together again.

I parted with it soon afterwards in exchange for a 1937 Singer 9 Coupé. It had 30,000 miles on the speedo when I bought it and over 120,000 when I sold it during the war. It always ran beautifully and is still around Wellington. When I sold it the original pistons were still in it, new rings were fitted at about 75,000 miles. The coachbuilt body suffered from dry rot at times and the sunshine roof leaked, but otherwise it gave no trouble at all.

The Singer was followed by a Two door, Series E Morris 8, which I later found had done 84,000 miles as a rental car in Auckland. It showed quite a modest mileage on the speedo when I bought it! After a rebore it gave good service and saw me through the rest of the War years when I traded it in for a T.A. M.G.

The M.G. was in fair order but had already had 16 owners. I checked it over thoroughly and repainted it and proceeded to have real fun. It did between 40 and 45 m.p.g. when driven hard but had a hearty appetite for spring leaves. After one trip round the North Island all four main leaves were broken. A new set of springs were made locally and this cured the trouble. I joined the N.Z. Sports Car Club (now Wellington Car Club) and entered the car in all types of competition.

1948 saw the realisation of a 15 year ambition - a new M.G. T.C. This was a marvellous little car and gave wonderful service even when supercharged and tuned to a far higher stage than the Factory recommended. It was the first car to climb the Paekakariki Hill in under 2½ minutes and held numerous Hill Climb records in the North Island. On one visit to Dunedin it ran second to Ron Roycroft in the N.Z. Hill Climb Championship. Imagine that to-day! I thrashed it unmercifully but it took it all and gave Alan Freeman a good run in all types of competition afterwards. I parted with it early in 1951 when a new T.D. arrived.

The T.D. was a much more comfortable car than the T.C. but was not as fast and did not handle as well though it steered better in a straight line. The performance was improved considerably and eventually it could better 17 seconds for a standing ¼ mile and could do over 105 m.p.h. It was well known all over the North Island and in the South.

After 18 months a T. D. II arrived, this had many detail improvements on the earlier model although outwardly the same. It was also supercharged and fitted with high ratio diff, etc., and was much faster than the makers ever intended it to be. Some Club members will remember the cloud of smoke and steam when it blew up while doing 6500 revs in a flying ¼ mile. It was soon repaired again and seemed none the worse. I sold it in a hurry after being fortunate enough to buy a second hand Jaguar X.K.120.

The Jaguar and I have hunted together for nearly five years now and there is nothing available at present for which I wish to change it. It is easily the best mannered car I have owned and a real pleasure to work on. It is completely reliable and my only regret is that I cannot regularly feed it with a better grade of fuel. I have used it in all types of competition and have bettered all my times set

up with supercharged M.G.'s except the standing $\frac{1}{4}$ mile. It is now fitted with the latest C. Type Cylinder Head and Pistons and gives a much better performance than when I first had it.

Business made it necessary for me to have a closed car again soon after buying the XK so I purchased a side valve Morris Minor secondhand. It lived up to all that has been written about these wonderful little cars and at a fairly high mileage was traded in for the O.H.V. model. This was a disappointment as the gear ratios were all wrong and it always seemed fussy if driven at all hard. It has now been succeeded by a Morris Minor 1000 which promises to be the best Minor yet. The gear ratios are just right and the extra power of the bigger engine is just what was needed.

My only other car was a 1909 White Steam Car which I never drove on the road due to the fact that tyres were unobtainable. Len Southward now has many of the parts of this car which was very similar to the beautifully restored example which was on the Southward Engineering stand at the last Wellington Industrial Exhibition.

Motoring has been my main hobby ever since 1946 and I have competed in over 250 different events in both Islands. I have also helped with the administration of the Club and the Association of New Zealand Car Clubs and wish to say to all Club members that you cannot get full enjoyment out of the Club by competing alone. The more that you put into the Club in every way the more you will get out of it.

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The new F1 and F2 Cooper for 1958 has a completely new front suspension instead of the usual transverse springs it has a double wishbones and coil springs with adjustable helical spring-damper units. They also have new enormous drum brakes.

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1958 ARGENTINE GRAND PRIX

Stirling Moss Showed his Supremacy in a Privately Entered Cooper.

Argentina was completely dumbfounded when they caught their first glance of the 1960 c.c. Cooper of Rob Walkers which Moss was to drive in this tough and rugged race. Several chuckles and much derisive pointing of fingers were pointed at Alf Francis and his tiny charge. How different were the reactions when this fabulous little car trounced the big 2,500 c.c. machines and drove to victory.

Three cars arrived by shipping too late to start. (We are not the only ones who have shipping troubles it seems). So that on race day only ten cars were on the grid. Fastest practice times were as follows :- Fangio (Maserati), Hawthorne (Ferrari), Collins (Ferrari), Behra (Maserati), Musso (Ferrari), Menditiguy (Maserati), Moss (Cooper), Schell (Maserati), Godia (Maserati), and Gould (Maserati).

Fangio and Behra were first away closely followed by Hawthorne Collins and Menditiguy. By the first corner Moss had sneaked through and was right up with the leaders. Collins was already out with rear end trouble.

By the end of the first lap Hawthorne was in the lead followed by Behra, Musso, Fangio and Moss. Fangio went into third place on the second lap, Menditiguy had spun off the track and although he was still running he was well back in the field. On lap ten Fangio got past Behra and then took Hawthorne and the lead. In the meantime Moss quietly whipped past Musso, and on the 17th lap went past Behra to take over second spot. The crowd had now realised that this tiny car was every bit as fast as the big-uns in the hands of Moss and they settled down to watch their local hero being overhauled second by second. Fangio was now having to pull out all the stops to keep ahead of this flying midget. Hawthorne was now in third place with Behra fourth, and any Britisher present must have felt a great sense of pride to see that lonely little British car holding its own in amongst this formidable array of Italian red machinery.

Then came the drama which Alf Francis and Moss had so cleverly planned. They had banked on the fact that the big cars would definitely have to change tyres and they had decided to try and run right through the race non-stop. Sure enough on the 35th lap Fangio pulled in and lost 30 secs getting his new tyres on. This put Stirling in the lead and he immediately turned on the pressure to get a safe lead over Hawthorne and Behra.

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JAGUAR XK "SS"

By David McDougall.

Weight ... 17½ cwt: 250 B.h.p. at 6000 r.p.m.:
 Max. top speed - 160 m.p.h.: Accel. 0-60, 4.7 sec.,
 0-80, 8 sec., 0-100, 12.1 sec.
 Max. gear speeds, 1st 67: 2nd 78: 3rd 112: top 160.

Residents on the test route will not need telling that we followed the line Guildford-Winchester-Salisbury. They will remember us.

There is only one of these motor-cars in the country, the rest having run off the edge, got stuck under milk-tankers, or gone to America, where longer, wider and straighter roads, with fewer tractors towing hay-wains in the middle of them, enable short bursts of maximum speed to be achieved until such time as the police can organize road-blocks ahead by short-wave. As no more are to be made we had the additional satisfaction of knowing that we were testing the fastest museum-piece in existence. The passenger, in particular, found such additional satisfaction welcome. He could do with some. His accommodation was grudging and limited, gouged out of the surrounding mass like a small hole in stiff, hot, porridge (the exhaust system travels up his left leg before clotting on the car's nearside exterior). His share of the fascia cuts him sharply below the kneecaps, or, later, when cringing sets in with the legs well drawn up, across the shinbone. The handbrake will be found to fit conveniently up his right sleeve. The driver, if his boots aren't too wide, finds no difficulty in depressing the control pedals independently of one another, and can comfortably extend his legs to a squatting position. Over 100 m.p.h. he feels the cold, and wonders if there is any quick way of transferring half a dozen hot pipes to his side of the car.

There are four hooter buttons, two of which are sited near the gearshift and tend to be sounded simultaneously with the change - just when, in fact, warning of approach is not needed. It was found wise in our case, when the passenger often wanted to hoot as well, to come to some agreement on whose fingers should fly to which button. This worked well, particularly as the driver tended to use the one in the centre of the wheel, which, as it happened, wasn't one.

There is no luggage accommodation. Space which might otherwise be handy for trunks, folding perambulators, play-pens, sacks of lawn sand and the like is given over to thirty-eight gallons of fuel. The model tested was in

Post Office red, with damp hand-prints on the passenger's door.

It was a fine autumn morning with a crispness in the air when, with dry roads and lips, we took off in a south-westerly direction. We at once entered Hampshire, twelve miles distant, at 96 m.p.h. and changed into top. By this time the portion of the passenger projecting above the wind-shield had the sensation of being embedded in an ice-block, though his socks by way of compensation, were already hot to the touch.

The car was not offensively noisy, so far as it was possible to judge. That is, no adverse criticism was actually heard from scattering road-gangs, rocking wayside coffee-stalls, or a middle-aged couple near Liphook, whose picnic was blown up a grass bank. The noise was less a car noise than a pleasing *Musique concrète* of wounded bison (engine), nose-flutes in ecstasy (tyres), and pigs at slaughter (disc-brakes); in slow running the orchestration is further added to by spittings on giant flat-irons to simulate the six dyspeptic carburettors. This last effect, however, came in only after a rigid throttling-down to 70-75 m.p.h. to conform to the requirements of built-up area restrictions.

A notable aspect of the test was the good behaviour of other motorists noticeable throughout. Even drivers clearly unaccustomed to being overtaken put their nearside wheels on the verge and waved us on just after we had gone past.

Lunch was taken at Salisbury, where some delay was experienced while the passenger, now shaped like an old soup-tin pressed for remelting, was prised out by the half-dozen heavy, fresh-faced young men in one-piece caps and fur-collared duffle-coats who had been drawn from nearby driving-wheels and wished to see, stroke, sniff and otherwise investigate the car. One of these insisted on joining us in the dining-room of the Cathedral Hotel, but would neither take anything nor remove his outer clothing in case we drove away suddenly and robbed him of the spectacle. We tried to turn his conversation from single dry plate clutches and protected air intakes by asking whether our chosen parking-site was police-proof, but he dismissed this as meaningless delirium and plunged into some exhaust manifold on a DB3S Aston Martin. He later indulged us by saying that Salisbury is a very pro-motoring city, and never prosecuted cars of over 200 b.h.p.

On re-entering the car and beginning the return journey it was found that the passenger's lunch was folded up under the breast-bone where it promised to be a lasting obstruction. This proved to have been distributed more equably over the digestive system shortly after Alresford, where a smart piece of braking from 120 m.p.h. to a near standstill (58 m.p.h.), as a tribute to three motor-coaches overtaking two more round a bend, arrested an interesting zoom-lens effect

and turned the driver's cap through 360 degrees.

To sum up, the "SS" isn't everyone's car. Everyone couldn't get in it. It eats up an immense amount of road, converting a ten-mile stretch of straight into something the size of a bus-ticket - and thus detracting from the finer points of the scenery. But for the man who wants to leave as much road as empty as possible for other people, who likes to overtake a convoy of six sand-and-gravel lorries with trailers in a space which the ordinary motorist would regard as a tight squeeze for overtaking an elderly lady pushing a bicycle, who doesn't mind having his passenger's boots on fire and a wife who sits by the telephone with palpitations as soon as the sound of the exhaust has died away, it may be said to exhibit certain points of advantage.

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1958 Argentine Grand Prix - Continued from Page 17 ...

It was astounding the way he actually drew away from these two machines. Fangio who had fallen back to fourth place decided he was not going to be beaten by any "mechanical mouse" and turned on full steam, unfortunately his Maserati just couldn't take it and turned on full steam as well owing to bad overheating. Hawthorne now started to motor in earnest and passed the heated Fangio back into second place. At the same time Musso decided on a go-faster policy and came up from somewhere in the rear and passed Behra. Moss was now frantically signalled to go faster as both Hawthorne and Musso were now gaining on him rapidly. With twenty laps to go excitement mounted even though there were really only three cars in the picture. Moss out in front with two hungry Ferraris clipping seconds off him each lap. Moss was now signalled to slow down a little. A courageous signal which was calculated to keep him just in front but to ease his bald tyres as much as possible. With two laps to go and Musso had got up to within five seconds of the Cooper!! The crowd nearly went hysterical as Musso pulled alongside Moss on the back straight on the last lap! However this brilliant British driver spurred the little car to its greatest effort ever and flew across the finish line 2.7 seconds ahead of the hurtling Ferrari. Hawthorne followed them across into third place 9 seconds later with Fangio 'steaming' into fourth place, Behra fifth, Schell sixth, Menditiguy seventh, Godia eighth, and last but not least Horace Gould.

... MAKING STEERING LIGHTER ...

Weight Transference in cornering ... We know that as far as parking torque is concerned, i.e. heaviness of steering in low-speed manoeuvring, we can improve it mechanically by providing minimum friction in the steering joints and pivots and maximum efficiency of the steering box, and as far as the tyre is concerned - by increasing the pressure. When the car is on the move, the tyres produce self-aligning torque and drag-difference torque as a result of the drift angles induced by cornering, and we are now concerned with the effect on these torques of the way in which the weight transference from inner to outer wheels on a corner is shared between front and rear.

Perhaps the best way we can study this for our present purpose is to take an assumed pair of wheels developing a given sideways force and increase the weight transference by stages and see what effect this increase has on the total self-aligning torque from all sources. For this purpose we take again the tyre properties given in the I.Mech.E., A.D., paper "Tyre Characteristics as Applicable to Vehicle Stability Problems", by Hartley & Joy. For an initial load per wheel of 950 lbs. we assume a total cornering force per pair of wheels of 800 lbs. The drift angle of the pair of wheels rises from 4.4° at zero weight transference to 5.4° at 500 lbs. weight transference. The self aligning torque of the tyres rises from 77 lbs./ft. at zero weight transference to 98 lbs./ft. at 500 lbs. weight transference. With the assumed offset of the wheel plane at the rotational axis of 3" from the king pin, the drag difference effect rises from zero at zero weight transference to 11 lbs./ft. at 500 lbs. weight transference. We have therefore added just over 40% to the total tyre self-aligning torque by our weight transfer of 500 lbs.

Increase of weight transfer at the front is a means of increasing understeer tendency, as the increase in drift angle noted above will imply; we cannot therefore even consider the increase of tyre pressure as a cure of heaviness resulting from increased weight transfer, as the increased tyre pressure would reduce the drift angle which we have been at pains to put up by increasing the weight transference. We can help ourselves a little by various means but they can only make small differences. We can, for instance, eliminate the Ackermann effect from the steering linkage. This implies that the outside wheel on a corner turns through a greater angle and as the weight is transferred to this wheel on a corner, effectively some extra steering angle is obtained; this however also has an oversteering tendency and may be impossible or at least undesirable because of that.

We can also get a little of our understeer by roll steer effect. It is unwise to overdo this, however, as otherwise the handling behaviour on a straight road with the car unrolled will be considerably different from the cornering handling, and one of the reasons for liking understeer is that it makes the car so much easier to control on a straight road.

Basically, heavier dynamic steering is one of the penalties of understeer, and if we like understeer we must put up with some degree of heaviness as a result.

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AMERICAN MATTERS

From our own correspondent - New York, December 26, 1957.

Well, for better or worse the 1958 cars from Detroit are with us. Preceded by an unprecedented flood of advertising, they are still longer, still wider, and give yet more horsepower (up to 400 h.p. with 10.5 to 1 compression ratio); and, to be quite blunt about it, they look more vulgar than ever. Even America's only sports car, the Chevrolet Corvette, is going this way. It carries the new almost universal quadruple headlights - which are advertised as a major engineering advance - more chrome everywhere and fittings unnecessary in a sports car. The tachometer has finally been moved to a central position above the steering wheel, but it is still rather small and the curved glass enclosing it throws up too many reflections. The speedometer is still one of those vague semi-circular 'panoramic' devices, calibrated up to 160 m.p.h.

On the other hand the real enthusiast has a highly commendable optional choice of engines, transmissions, gear-ratios and suspensions. Thus, Chevrolet cater for all tastes. For the 'boulevard-rider' there is a standard 4,637 c.c. engine with single four-barrel carburetter, automatic transmission and power-operated soft-top and windows (on a sports car!). For the out-and out "racer" there is a four-speed close-ratio, lever-on-the-floor gearbox 290 b.h.p., fuel-injection 10.5 to 1 c.c. engine stiffer front coils, rear springs with bigger anti-roll bar and shock absorbers and Ceremetallic brakes. Mainly intended for racing use, cars so brake-equipped bear a label "NOT FOR STREET USE".

*** *** *** *** *** *** ***

Alfred Neubauer, racing manager for Mercedes-Benz since 1925, retired at the end of the year. Aged 66 he has led the Mercedes racing team in 150 major events through some of the most notable years of motor racing history. His career in motor racing began as a driver in the 1922 Targa Florio, Sicily, when he came second driving an Austro-Daimler. His last great race as racing manager for Mercedes was also in the Targa Florio. This was in 1955 when Stirling Moss and Peter Collins won the race on a Mercedes 300SLR.

The year 1955 was also the peak of Neubauer's career when Mercedes won the three major championships: the World Grand Prix, the Sports Car and the European Touring Championships.

Commenting on present day motor racing, Neubauer considers the present to be a period of crisis because the big car factories are not interested in motor racing, while top speeds have been reached as far as human control is concerned. He sees the future of the sport in sports car racing.

About his own future Neubauer has hinted that his experience is available for racing drivers' schools. He also hopes to write three books: one on the history of Grand Prix racing, a second containing several hundred behind-the-scenes anecdotes of motor racing, and a third telling the story of the famous 1½-litre Grand Prix Mercedes car which was made from scratch in seven months for the Tripoli Race in Italian North Africa in 1939. The car won the race, it will be recalled, but was never used again.

FOR SALE

THE JACK SHELLEY D-TYPE JAGUAR.

This car in the hands of Bob Gibbons needs no introduction to anyone in N.Z. Twice Bob has won the main Sports car race at Ardmore and acquitted himself more than well in the G.P. itself. The car is for sale with all spares, spare wheels and fitted trailer at a very reasonable sum. Anyone interested should contact Mr. Shelly, Independent Motors, Wellington.

THE R.W.A. FROST FORMULA 2 COOPER CLIMAX.

This extremely potent racing car was completely overhauled at the start of the racing season and many parts were replaced, such as gear box and gears, crown wheel and pinion, big end bolts, etc. With or without the Amal Carbs. Contact Ron Frost, C/- Frost Motors, Levin.



CLUB CALENDAR



COMING EVENTS - -

April 10th ... Club Night. R.S.A. Hall, Mahora Street,
Kilbirnie.
April 12th ... Levin Motor Race Meeting.
April 19th ... Hillclimb. Te Onepu Road, Hawkes Bay.
... Wangenui - 7 hour Trial.
May 3rd ... Sprint - Te Maire Road.
May 8th ... A. G. M.
May 10th ... 60 Mile - Night Trial.

*** **

FOR SALE

ANGLIA - This is the well-known Jack Lust car, which regularly shows a clean pair of heels to a lot of bigger machinery, and is offered for sale with or without the high comm. head and twin S.V.'s, or in part exchange for a good TR 2, with cash difference.

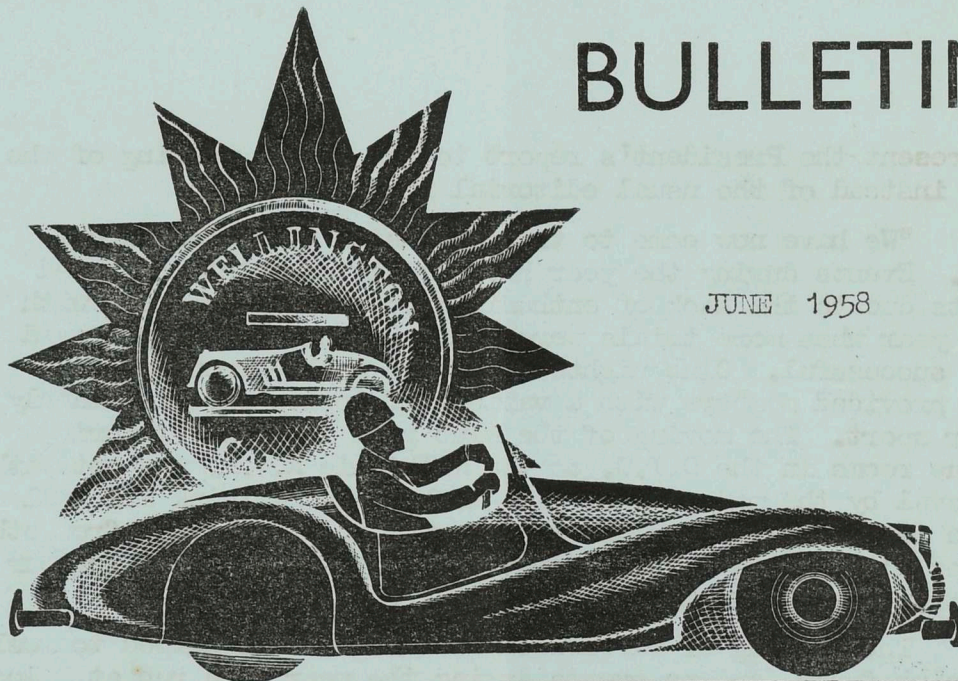
... Phone 47-730 (Day)
85-509 (Evenings)

*** **

WRITE FOR YOUR BULLETIN

BULLETIN

JUNE 1958



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

DIRECTORY

President	C. Vandendugen	.. ..	55-040	(Bus)
Club Captain	R. Smith	.. ..	86-451	
			47-360	(Bus)
Vice-Captain	A. Shelly	.. ..	51-212	(Bus)
Secretary	S. Alexander	.. ..	17-366	
			54-470	(Bus)
Committee	P. Morgan	.. ..	75-388	
	R. Sellens	.. ..	28-565	
	B. Drake	.. ..	16-883	
	R. Chapman	.. ..	88-540	
Social Committee	B. Cook		J. Steele	
	E. Gold		D. Bradford	
Bulletin Editor	Vacant			

CAUTION IS NO SUBSTITUTE FOR SKILL

We present the President's report to the annual meeting of the club instead of the usual editorial item:

"We have now come to the conclusion of a successful year. Events during the year have consisted mainly of speed events due to the lack of enthusiasm for trials compared with last year when more trials were run. Levin especially proved very successful. Club nights have been well patronised, and have provided members with a variety of topics covering mainly motor sport. The moving of the club room from the Victoria League rooms in the D.I.C. to the Kilbirnie R.S.A. was met with approval by the majority of club members and I think all will agree that this was a sound move, both financially and from other angles also. As a matter of interest we paid the rent for our new club room in advance for the year.

The running of raffles on Club nights has helped to swell the club funds, and no events during the year were run at a loss, although some just managed to break even.

The best attended event was the first sprint run by us on the Levin circuit and quite a considerable profit was shown from this event. A new type of miniature trophy was awarded to class winners, the idea for these trophies was originated by Roy Smith, and met with full approval from committee members. Two events which met from considerable complaints from certain quarters were, the Alexander Road Sprint, and the North Island Hillclimb Championship at Houghton Bay.

The Alexander Road Sprint was held up firstly due to the non-arrival of the A.N.Z.C.C. Permit which was finally overcome by permission being granted by the Area Steward. Secondly due to a misunderstanding between departments of the Wellington City Council.

Houghton Bay North Island Hillclimb Championship hold-ups were caused by the timing set wires being disconnected repeatedly by juvenile delinquents and difficulty with crowd control which was finally passed over to a police constable who also had little success in controlling the crowd.

Lack of enthusiasm shown by club members was again evident with the accent of marshalling. The hub of our club consists mainly of approximately 60 active members with the other 90 members showing lack of enthusiasm towards taking part in any club activities.

At this point I would like to make special mention of Anne Fox and also Roy Smith, who between them organised and ran the majority of our events, and had the most headaches looking after the interests of the club; there should be no doubt of their capabilities. Our appreciation must of course include the remainder of the committee members who did their fair share of the work.

Anne Fox assisted by other committee members greatly improved the position regarding club trophies, some of which had not been engraved for three years, and as a result the engraver's bill was approximately $2\frac{1}{2}$ times the amount it would normally have been. We started the year off with only five trophies in hand out of a total of 29 and Anne Fox had the difficult task of tracing the remainder, a number of which were still in the hands of those who were presented with them three years previously. Unfortunately we have been unable to trace one or two, one of which has been replaced by the running of a raffle, as it has to be presented.

The last certificates presented were for the Annual Sprint on the 14th April, 1956. Certificates for all events since this date will be ready for presentation at next month's club night. We have to thank Roy Smith for all the work this involves as some 65 certificates have to be prepared.

I would like to apologise to the incoming committee for the fact that no coming event has been organised, this being due to the cancellation of the Te Marie Road Sprint.

I would like to conclude my report with a few figures concerning the Club Competition:

We had 3 non-speed events in 1957/58 - 5 last year
7 speed events - 4 last year.
62 members (53 last year) competed in events during the season. 40 in speed events, and 22 in non-speed events. The individual figures are as follows:

H. Hollis competed in 8 events	
H. Hunter	8
R. Smith	7
R. George	7
R. Buckthought	6
R. Chapman	6
D. Hennessey	6
5 members	5
5 members	4
10 members	3
13 members	2
22 members	1

The results of the Hansen and Clapperton Trophies will be found elsewhere in this issue.

Subscriptions are now due at the new reduced rate of £1.0.0 per annum. We would like to see each member of the club bring a new member along this year.

The 1953 Mobilgas economy run will be held over a 750 mile route, on November 12th, 13th and 14th. The starting point is Rotorua, and the finish at Auckland, the whole route being confined to the Auckland province. A new rule in force this year makes it necessary for all participants, whether competitors or observers, to have been financial members of a car club for three months prior to the closing date for entries, September 12th.

We suggest you pay your subscription before June 12th, so as to be eligible. You never know, you may want to go.

We are sorry that an old stalwart of the club, P. Porteous, has found it necessary to resign, and hope that he may in the future, be able to take part in the club activities once again.

The next, and subsequent monthly meetings of the club will be held on the 3rd Thursday in the month.

Results of night trial held on Saturday, 3rd May

<u>Name</u>	<u>Car</u>	<u>Points lost</u>	<u>Placing</u>
1. E. Gold	Morris	104 $\frac{1}{2}$	8
J. Harris	Minor		
2. R. George	Morris	-	withdrew
	Oxford		
3. R. Chapman	M.G.TF	99 $\frac{1}{2}$	7
Miss J. Kimber	1250		
4. B. Drake	Austin	-	withdrew
N. Drake	A.95		
5. G. McRae	Ford 8	-	withdrew
6. V. Middleditch	Riley	59	3
B. Sutherland			
7. D. Fraser	Austin 7	181 $\frac{1}{2}$	11
T. Wallace	Sports		
8. R. Duffell	Austin	137 $\frac{1}{2}$	9
I. Watson	A.30		
9. J. Steele	V-W	88 $\frac{1}{2}$	6
H.W. Hunter			
10. R. Bower	Anglia	66	5
J. Stockdale			
11. K. Wilson	Morris 12	57	2
D. Wilson			
12. R. Smith	M.G.TF	61	4
Miss B. Gerken	1250		
13. P. Sloccombe	Velox	41 $\frac{1}{2}$	1
D. White			
14. P. Drucker	M.G.TF	181	10
W. King	1500		

There it is. We hope you have better luck next time.

The normal monthly meeting of the club is now held on the third Thursday of the month, in the Kilbirnie R.S.A. Hall, Mahora Street, Kilbirnie. It is hoped to have some new films for the June meeting.

RESULTS OF HANSEN AND CLAPPERTON TROPHIES

Name	Hansen Trophy		Clapperton Trophy	
	Points	Place	Points	Place
H. Hollis	26	1	20	2
R. George	25	2	24	1
R. Buckthought	17	3	16	3
H. Hunter	16	4	10	10=
A. Freeman	12	5=	12	4=
D. Hennessey	12	5=	12	4=
A. Bradford	11	7=	11	6=
R. Smith	11	7=	11	6=
C. Coleman	11	7=	11	6=
L. Reader	11	7=	11	6=
V.B. Cook	10	11=	10	10=
N. Price	10	11=	9	12
D. White	9	13	-	-
L. Vidgen	8	14=	8	13=
E. Olivecrona	8	14=	8	13=
J. Lust	7	16=	7	15=
S. Crawford	7	16=	7	15=
J. Vandersyp	6	18=	6	17=
H. Barrett	6	18=	6	17=
T. Fox	6	18=	5	19=
R. Chapman	6	18=	4	24=
P. Lawson (V-W)	6	18=	3	28=
A. McBeath	5	23=	5	19=
S. Alexander	5	23=	5	19=
P. Morgan	5	23=	5	19=
R.A. Gibbons	5	23=	5	19=
B. Drake	5	23=	1	39=
D. Miller	5	23=	1	39=
P. Lawson (T.R.2)	4	29=	4	24=
B. Abernethy	4	29=	4	24=
R. McCutcheon	4	29=	4	24=
B. Cronin	4	29=	3	28=
P. Porteous	4	29=	-	-
A. Long	3	34=	3	28=
P. Slocombe	3	34=	3	28=
I. McIntyre	3	34=	1	39=
D. Watson	3	34=	-	-
D. Fraser	3	34=	-	-
F. Greensmith	2	39=	2	32=
J. Harris	2	39=	2	32=
D. McDougall	2	39=	2	32=
W. King	2	39=	2	32=
A. Shally	2	39=	2	32=
D. Jenkins	2	39=	2	32=
D. Matthews	2	39=	2	32=
B. Sutherland	2	39=	1	39=
J. Corder	2	39=	1	39=
G. Gordon	1	48=	1	39=
C. Singleton	1	48=	1	39=
B. Westland	1	48=	1	39=
R. Manthell	1	48=	1	39=
B. Blackman	1	48=	1	39=
A. Hunter	1	48=	1	39=
C. Porter	1	48=	1	39=
J. Curtis	1	48=	1	39=
Mrs. A. Fox	1	48=	1	39=
P. Drucker	1	48=	1	39=
W. Fraser	1	48=	1	39=
I. Wallace	1	48=	-	-
R. Walker	1	48=	-	-
McLeod	1	48=	-	-
Alexander	1	48=	-	-

See if you can increase your points this year. The Hansen trophy is for all events, and the Clapperton trophy for speed events. You can gain points in every event you enter, so enter them all and improve your points. You might even win a trophy

We have pleasure in welcoming the following new members to the club. We hope their stay is a long and happy association.

Graeme Bennett	Singer Roadster
Robert Charlton	Vauxhall Velox
Geoffrey Clarke	Triumph T.R.2
Patrick Titzgerald	Morgan Plus 4
Michael Haughey	Ford V8 Coupe
Michael Kohn	Austin 7
Cecil Leyland	Standard 10

—ooo—

We have received the following which will be of interest to members:

"Dear Mr. Slocumbe,

Would you please thank the members of the Wellington Car Club for their kind message of sympathy to me and my family - it was so very good of you all to think of us, and we are very grateful.

Yours sincerely,
M.K.Hollis."

—ooo—

At the Annual Meeting last month, subscriptions were reduced, and are now as follows:

Ordinary membership	£1.0.0	annually
Under 18	10.0	"
Country	10.0	"
Husband and Wife	1.10.0	"
Competition	3.0.0	"
Life membership remains unchanged.		

—ooo—

Support your club events. They are organised for your benefit.

Report on the recent night trial.

(Contributed)

The sixty mile night trial was run in reasonable weather with a fairly good entry of 15 cars. Although there was a bit of confusion at the start the first car got away at 7 pm and headed along the Hutt Road, up Onslow Road through Khandallah, Ngaio, Northland and the city. The cars got caught up in the 9 pm traffic in the centre of town and also the picture crowd did not make things any easier by playing "Chicken" with a few of the cars. After leaving the City the cars went via Northland, Kaitwarra, Old Ngaio Gorge, over the Johnsonville hill to Newlands. From here the evening's horrow stretch took the entrants over the Horokiwi track to Petone. The trip was pretty well straight forward from here. It went over Hayward's, Pakakariki Hill and then to Hyde's motor camp at Paraparaumu where there was a social, and a very good supper. Mrs Hyde was given the thanks of a lot when she produced some hot toasted sandwiches for the cold crew members. The whole evening was enjoyed by all who finished the trial. Thanks go out to Ross George who with the help of the Drake Boys took care of the only unfortunate happening of the evening. Many thanks, Ross. Results elsewhere.

—ooo—

Did you hear about the Hawke's Bay Car Club's night trial, in which the distances were given in inches, and the time in seconds? (Trials organisers, please ignore)

Tom Fox is now the proud owner of a new M.G.A.

We hear that Jack Iust swapped the Anglia for a Morgan plus 4. Straight swap Jack?

Peter Lawson of Wairarapa fame has exchanged his T.R.2 for the A.C.Acoca.

The N.Z.I.G.P.Inc. advises that at Silverstone on May 3rd, Bruce McLaren finished ninth out of 28 starters. He was placed 3rd in the Formula Two classification. Places were: Peter Collins (Ferrari) 1, Roy Salvadori (Cooper F1) 2, Jean Behra (BRM) 3, Masten Gregory 4, Jack Brabham 5.

From the Annual Meeting

Subscriptions were reduced to £1.0.0 per year. Pay yours now.

The meeting night was changed to the third Thursday in each month. Next meeting is on 19th June. Don't forget, meeting night now third Thursday each month, Kilbirmie R.S.A. Hall, Mahora Street, Kilbirmie.

---OOO---

It is doubtful if any member of this or any other car club is not saddened by the passing of Archie Scott-Brown. He succumbed to injuries and burns, one day after crashing at Verviers, in Belgium. Many members would have seen him racing in New Zealand earlier this year, in his Lister Jaguar.

---OOO---

Bruce McLaren, driving at Brands Hatch, Formula 2, won twice in two starts, on May 19th. He equalled Jack Brabham's lap record. Ronnie Moore was 4th, and Syd Jensen seventh. It is understood that McLaren is now to start as an unofficial works driver for Cooper.

---OOO---

The club event for June will be held on Sunday, 22nd, starting at the cement silos in Aotea Quay, at 1-30 pm. It will take the form of a different type of treasure hunt. Competitors will need a computer and a map of Wellington city and environs.

This event will provide good training for the July event, which will be a day and night trial, organised by Tony Shelly. This will be held on 19th July, and will commence at 2 pm and conclude at 9 pm and promises to be most interesting.

---OOO---

The next committee meeting will be held on 12th June at 7-30 pm 12 Harbour Park Terrace.

The Hutt Valley Motoring Club has proposed to the following clubs that an annual combined event be held, to be organised by each club in turn. The clubs are:

Manawatu Car Club
Northern Wairarapa Car Club
Levin Motor Racing Club
M.G. Car Club
Wellington Car Club
Hutt Valley Motoring Club

The first event, to be organised by the Hutt Valley Motoring Club, is to be held on July 6th, a Sunday, and will take the form of a short trial (50-60 miles) followed by an inter-club gymkhana. This should prove to be an interesting event, giving every driver his chance to compete for his club. Further details will be given when they are received from the Hutt Valley club, but in the mean-time, keep this date free.

---OOO---

Members are invited to submit articles for the bulletin. Anything at all which will be of interest to members will be printed. Members are also invited to volunteer for the position of bulletin editor. This bulletin is produced as the joint effort of your committee, who will be pleased to hand over to the first volunteer.

---OOO---

The new Jensen 541 R is powered by the new Austin D.S.7 4 litre motor, and has a top speed of 127 mph. Other modifications include twin instead of triple carbs, twin exhausts, and new ratios. Standing quarter mile is achieved in 17.5 seconds.

---OOO---

Don't forget that the next meeting will be on the third Thursday, and not the second Thursday as in the past. Kilbirmie R.S.A. hall, Mahora Street, Kilbirmie, on June 19th.



CLUB CALENDAR



- MAY 31st Hutt Valley Motoring Club sprint
JUNE 19th Club Night
JUNE 21st Oxford Motors Trial organised by the Levin Motor Racing Club. Commences 1-30 pm and concludes about 9 pm. First prize £10 and trophy.
JUNE 22nd Treasure Hunt commencing at 1-30 pm at the Cement Silos, Aotea Quay. Organised by our old friend, Paul Morgan.
JULY 6th Combined club outing consisting of a short trial followed by a gymkhana
JULY 19th Trial organised by Tony Shelly
JULY 27th Jolly and Mills Trial organised by the Manawatu Car Club
NOVEMBER 12-13-14th. Mobilgas economy run.

-----OO-----

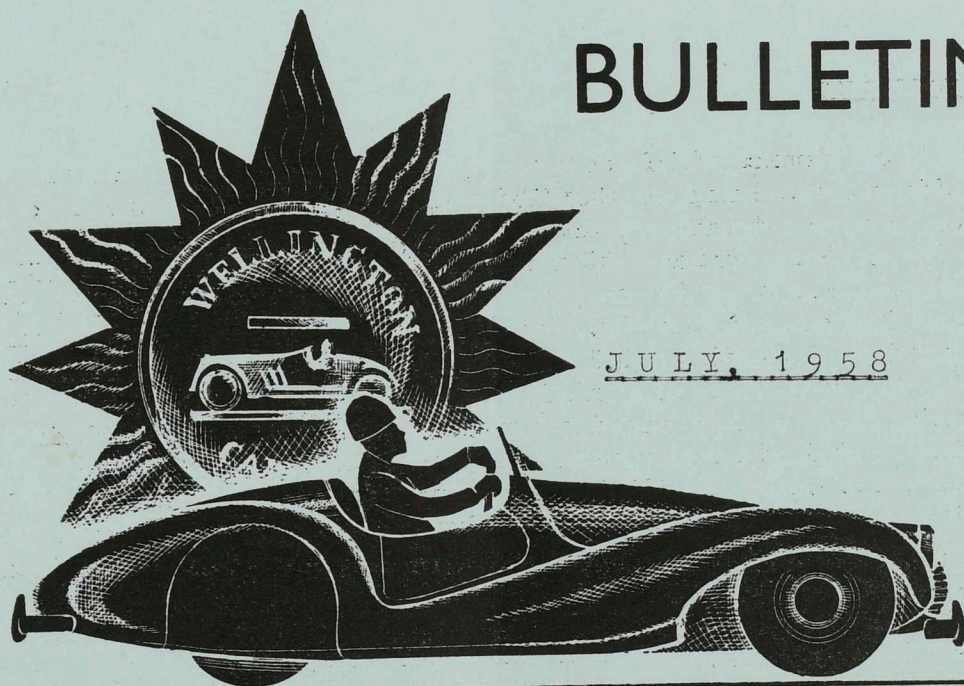
FOR SALE

Jaguar XK 120 fitted with latest C. type cylinder head, camshafts, and pistons. Maintained regardless of cost and in excellent condition throughout. Please write H. Hollis, 43 Rawhiti Terrace, Wellington W1. Telephone 27-393.

1938 Chevrolet coupe. Good order - a well known club car. 9 to 1 com. ratio, alloy pistons, motor done 10,000 since overhaul. Telescopic shocks on rear. Good tyres. £285. Apply P. Morgan, phone 75-388.

WRITE FOR YOUR BULLETIN

BULLETIN



JULY, 1958

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

DIRECTORY.....

President	C. Vandendugen	55-040	(Bus)
Club Captain	R. Smith	86-451	
				47-360	(Bus)
Vice-Captain	T. Shelly	51-212	(Bus)
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	B. Drake	16-883	
	R. Chapman	88-540	
Social Committee	B. Cook			J. Steele	
	E. Gold			D. Bradford	
Bulletin Editor	B. Drake (acting)				

CAUTION IS NO SUBSTITUTE FOR SKILL

EDITORIAL

Two topics which constantly make their appearance in the editorial columns of Car Club bulletins are the attendance of members at events, and the Association of New Zealand Car Clubs. The former matter can only be improved by the bulk of the members, who compete seldom if at all, turning up to events more frequently. How nice for the organisers of an event to know that at least 40 or 50 cars would be entered in any given event. And it is only by increasing the membership and having a greater number of members showing their interest in this way that the Car Clubs can grow. The A.N.Z.C.C., too, will become a greater power, with the backing of strong Car Clubs throughout the country. There is strong support for the appointment of a full time organiser for the A.N.Z.C.C. and this certainly has its merits, but have you considered what the cost would be annually, for a central office, and a full time secretary?

There is also from time to time attempts to form regional groups of car clubs to co-ordinate events and standardise rules within that region. While it is beneficial to have close liason between the clubs in an area, never-the-less this is more properly the job of the Association, and the efforts of the Clubs would be better directed toward strengthening each Club, in numbers of members, and also in those actively competing regularly.

—○○○—

THE ROAD RACE

Members have no doubt heard of the road race which it was hoped to hold at the time of the forthcoming Festival of Wellington. The City Council has, however, seen fit to decline permission for the race to be staged. The opportunity of holding an event at this time has not been dropped, and various other types of events are being considered to take the place of the road race.

—○○○—

POOR DRIVERS

No wonder there are so many poor drivers about these days. Look at the price of cars

THE MG "A"

We recently had the pleasure of riding in a new MG A. With most of our experience confined to saloons, we were expecting something a little better in the way of cornering ability and roadholding and we were not disappointed. The test took place on a damp evening when the surface did not help adhesion, but on the rare occasion the tail broke away, correction was simple and immediate. The car we used was fairly new and is fitted with the new motor developing 72 bhp. The earlier version was rated at 68 bhp. The gear ratios are higher all round than those of the TF which causes earlier use of the gears. The car was quite docile at 30 mph in top. Under acceleration, there is no tendency for the rear end to snake.

The driving position is quite comfortable. Fittings included a telescopic steering column which we found unnecessary as the seat adjustment proved adequate. The left arm lies along a padded arm rest and the hand falls naturally on to the gear shift. The selection is precise and the movement slight. I consider the change to be excellent. The usual fly off handbrake is fitted.

The hood is quite weather tight. There is noticeable wind noise above 50 mph with all curtains up, but removal of either side curtain reduces this so that it is hardly noticeable. The windscreen was inclined to mist up. The car was not fitted with a demister unit. The wipers are single speed and sweep a large area. They are self parking.

We found the dip switch a little awkward to operate comfortably. The lights were very good. The indicator switch is on the fascia to the right of the speedometer and is not self cancelling. Vision of the left front corner of the car is obstructed by the rear view mirror, mounted on a bracket in the centre of the screen. Two grab handles are incorporated in the windscreen mounting. When riding as a passenger we did not find it necessary to use the left hand one, but they aid entry and exit.

There is no glove box or parcel shelf, but there are large lockers in each of the doors. The boot is not exactly large, but there is sufficient space for the luggage of two persons for a few days.

The car tested had the new hood with the larger rear window which gives excellent vision to the rear.

(continued next page)

The highest speed attained in this car was 95 mph but it is expected that 100 mph will come without difficulty when the car is fully run in. Maximum speeds in the gears are approximately 27, 44, and 68 mph. No difficulty should be experienced in doing a standing quarter under 20 seconds. Brakes were good. No tendency to other than straight line stops, and the feeling was that everything was under control at all times.

All in all, a delightful motor car. Has anyone a few hundred pounds sterling to sell, cheap?

MG A

1489 cc BMC "B" type, fitted with twin SU carbs and developing 72 bhp. Suspension, Coil and wishbones in front and semi-elliptic at rear. Telescopic shocks. Weight about 17 cwt. Tank capacity 10 gallons. Fuel consumption, up to 4.5 mpg depending on how driven. The red line is at 6,000 revolutions. Overall length is 13 feet.

---OOO---

RUSSIAN EFFORT.

We have news of a Russian racing car, and will be pleased if any member can supply further details. The car is the Kharkov, a $2\frac{1}{2}$ litre, six cylinder, fitted into a very streamlined body and said to travel at speeds in excess of 170 mph. It is thought that the car may be seen in international competition this year.

---OOO---

TRIALS QUERY.

The question has been raised as to whether sheep are a natural hazard of the drivers in trials. Certain members of this club were seen attempting to make up to seven minutes of time in a very short remaining portion of a section Who suffers from wheel spin?

---OOOO---

THE WORLD'S GREATEST RELIABILITY TRIAL

Otherwise known as the Mobilgas Trial (Round Australia). This event consists of 10,100 miles to be covered in 19 days. It commences in Sydney on Wednesday, 20th August next, and concludes in Melbourne on Sunday, 7th September. There is over £16,000 in prizes to be won. The prize list reads like a list of items subject to import restrictions. Here are some items extracted from the list:

Healing-Thor washing machine (£A167) to outright winner.

£250 plus ten-day trip to N.Z. to outright winner if he uses Vesta Plugs.

£25 worth of Coronet records to outright winner

An eight-piece setting, canteen of cutlery, to outright winner.

£100 worth of "Adelyn" coats and frocks to the most successful woman competitor. (Altogether the most successful woman competitor will collect in excess of £600 in prizes.)

£260 to outright winner providing he uses Champion plugs. (Is this a case of using a V-8 with two manufacturers plugs in either bank?)

Avis Rent-a-car will give £100 to the outright winner providing he carries a small Avis sticker.

A £50 canteen of cutlery to the most successful woman competitor.

A rotary clothes hoist to the most successful woman competitor.

And so on, indefinitely. Who wants to enter??

---OOO---

NEWS FROM THE STATES

Rumour has it that the latest in convertibles is not power operated, but is inflated by blowing into a tube. (For drivers who like blowing their tops).

Couldn't you write an article for the bulletin, and stop the editor putting things like that it??

THIS 'N' THAT FROM HERE 'N' THERE

Angus Hislop of Hastings has bought the Jaguar D type.

Bruce Webster now has an Alfa. He is to assist Angus on the D type.

Tom Clark will be racing all this coming season, and then is to retire.

Bob Gibbons has sold his Cooper 1100. Its gone to Nelson I believe.

The new Austin-Healey with the 950 cc EMC motor, is believed to have a top speed of 100 mph.

A certain well-known enthusiast who is known to drive at times, one of those detroit monsters, is thought to have lost his toy for some days. I believe the law took some time to find it. They say if you put a thing in an obvious place, no one will see it.

Who was the driver of a certain rare sports saloon who was observed tuning his exhaust note in the Mount Victoria tunnel one night not too long ago?

Tony Shelly has fitted an Abarth exhaust conversion to his Volkswaggon.

Ross Jensen is shortly departing for England to try out for Lister to drive in Archie Scott-Brown's place. The grand prix association hope he will bring back to New Zealand with him, the single seat Lister-Jaguar which was built for the Monza 500 race, to compete at Ardmore next year. This is still subject to negotiation.

The very fat man was a driver and he was very rich. He was being examined by his doctor. "I'm going to prescribe some light exercise. Get rid of that modern car of yours and buy one without power steering, power brakes, electric windows, automatic shift....

Which well known enthusiast from further North, continued straight ahead at a certain T junction during a recent trial?

A Chrysler 300C V8 motor fitted in supercharged form and completely worked over, running on as much as 70% nitro methanol, in a light sprint chassis, has done a standing $\frac{1}{4}$ mile in 9.74 sec., and passed through the "trap" at the end of the $\frac{1}{4}$ mile at 159.2 mph. It was estimated that the motor was turning out nearly 650 brake horsepower.

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THE TREASURE HUNT.

Contributed A.F.

To all those people who did not attend the Treasure Hunt, let me assure them that they missed a very enjoyable event, as this was a Treasure Hunt with a difference.

For new members this is an ideal way to get to know the older ones as it is more informal and often there is a large group of people searching for clues together.

At the start we were handed out our first route sheet with three clues. From these we had to work out the street names, all of which had something to do with cars, i.e. Clue: "A well known British racing model, seen at Ardmore in '58. There was more than one present. Nothing to do with rods, con. Ought to be tough".

Answer: Connaught Terrace.

The idea was to drive to each of the 15 streets named in turn, taking any route, but visiting the streets in the order named. At several streets, there were "observers" who had carefully hidden the route sheets for the next few streets. These had to be found before the streets could be worked out for the next "section", and then the shortest route calculated. Actual or calculated mileages and times of arrival at each street were recorded, and handed in at the conclusion.

I'm sure that if there was any new N.Z.ers in the vicinity of Hunter Street on Sunday afternoon, they would have had some very grace misgivings on this being a land of plenty, to see so many people foraging in dustbins and poking around in drains.

There was no set route for arriving at the various streets, and it was amusing to watch a fellow competitor hesitantly drive into a street, and on seeing us already there, (albeit uncertain ourselves), regain their confidence, for after all, if they think this is it, we must be right.

Frequently there were groups of us poring over a map and exchanging ideas on our interpretation of a clue, and on arriving at what we considered the right street name, there would a concentrated dash for respective cars. There must be some very curious and bewildered residents in Wellington.

Continued overleaf.

It was also surprising to see the Olympic possibilities of some people when the clues were found, for where a few seconds earlier, were fourteen or fifteen odd bods milling around, the area would be deserted (the organiser's marshalling at these points don't count).

How lucky can you be? When Tom Fox was trying to recall the names of Chryslers, one conveniently drove past with "Windsor" written on it - Windsor Place.

Ron Chapman was seen talking to some odd person in the afternoon, was that a T.V. screen he had, Ron? And why did Tom Fox and Peter Slocombe take a left turn so hurriedly when following Ron?

The Treasure Hunt was very cleverly planned and full thanks go to the organisers for an excellent event.

RESULTS	TREASURE HUNT	29-6-58
J. Stockdale	Holden	1st
T. Fox	MG A	2nd
P. Slocombe	Velox	3rd
R. Duffall	A-30	4th
D. Fraser	Austin 10	5th
E. Greensmith	Riley	6th
A. Hunter	Anglia	7th
R. Chapman	MG. TF	8th
B. Leyland	Standard 10	9th

---OOO---

John Stockdale is now driving a Holden Standard Special Sedan. Very nice too.

Was that Bruce Cook seen at the wheel of a Jaguar 3.4?

---OOO---

LETTERS TO THE EDITOR

Dear Sir,

I have for a long time been considering how to attack this subject, and have come to the conclusion that most members read the bulletin, and therefore should know a lot of organisers views through this letter. I have now organised 3 events in 9 months, and have had the total entry of 31 cars, of which 7 have either competed or marshalled, 4 have competed, and the rest have enjoyed to the utmost. I consider it time that other members "had a go". Approximately 2,500 miles have been covered to get these events to perfection, and a let down for me as a result of a lot of hard work. A great number of people criticise, but are not ready to compete, and make this club a better club. The Wellington Car Club should be the largest and best motoring club in New Zealand, as we are in the Capital City, but how can we be if members do not take an interest in their own club. I, personally, am not prepared to pay for my fuel and waste my semi-precious time by organising an event that is not well patronised. Therefore, those club members who will not compete or organise may blame themselves for the browned off attitude of the officials around them. Please take this hint and attend the events that are there for your pleasure. I believe that this month we have the "SHELLY SHAMBLES" and would ask that we have a record entry for the organiser's sake, and the club's prestige, which is being seriously challenged.

I am etc.,
Browned off organiser.

Your editor is pleased to print a real live letter, but is sorry he had to eliminate certain words of a descriptive nature. All letters will be printed as received, subject to the above restriction, and providing the writer gives his name and address, though not for publication.

---OOO---

SOME COMMENTS ON THE TREASURE HUNT, By Observer.

Which driver's companion suggested the clue might be hidden under a stone, but failed to look under a very likely appearing brick?

Who was the competitor who said to the "Observer" "Should there be some route sheets under those bricks?" when investigation revealed that there WAS some

Which driver found the disadvantages of a racing clutch when starting on a steep hill?

Who was going to Petone?

Just as well there was no penalty for damage to vehicles...

Who found anew way to stop a car?

Who was pending 4/2d per gallon on the ground?

What happened in Hunter Street?

Which car left the street after finding it, but then appeared again ten minutes later? Lost?

---OOO---

THE JAGUAR XK 150S

The latest product from the Jaguar Works, this model is obviously Sir Williams Lyons' conception of the combination of all that Jaguars have learned from their competition work and all the luxury of their current models.

Powered by an improved motor with three carbs, developing 250 bhp it is the fastest of all Jaguars excepting the "D" type and the XKSS. Fitted with wind up windows and a mohair hood, disc brakes, wrap around windscreen, etc., etc., etc. Obviously intended for which market?

---OOO---

The next committee meeting will be held at Paul Morgan's 13 Retter Street, Johnsonville, at 7-30 pm on Thursday, 14th July.

---OOO---

DUTCH GRAND PRIX.

Contributed

The Dutch Grand Prix, held on the Zandvart Circuit, was won by Stirling Moss, driving a Vanwall, with Harry Schell on a B.R.M. second, and Jean Behra third, also driving B.R.M.

The front row on the grid consisted of the Vanwall team, with the B.R.M.'s, Coopers, Lotuses, and Ferraris mixed in behind them. From the start, Moss led from Lewis-Evans and Schell, who had pushed his way into 3rd place, after starting from the second row.

On the third lap, Brooks stopped at the pits with back axle trouble, and although he restarted, he was soon back to finally retire.

After a quarter of the distance had been covered, Moss held a lead of 20 seconds from Schell, Lewis-Evans, Behra, Salvadori (2.2 Cooper), Hawthorn in the first of the Ferraris, and then Allison in the new 2.2 Lotus ahead of the rest of the Ferrari team.

Just before the half way mark, Collins retired with a seized gear-box, and at the mark, Moss had extended his lead to approximately 30 seconds from Schell who was 20 seconds ahead of Lewis-Evans who was soon to retire with valve trouble. The positions then remained unchanged until the finish with British cars taking the first four places.

Final placings:

1st.	Moss	Vanwall	Fastest lap 40.9	94.78 mph
2nd.	Schell	B.R.M.	47.9 behind	
3rd.	Behra	B.R.M.	54.	"
4th.	Salvadori	Cooper	1 lap	"
5th.	Hawthorn	Ferrari	"	"
6th.	Allison	Lotus	2 laps	"
7th.	Musso	8th. Brabham	9th. Trintignant.	

It was noticeable just how difficult Behra found it to pass and then to draw away from Salvadori, that Moss was the complete master, that Hawthorn was the only Ferrari driver who could keep a respectable distance ahead of Allison in the new Lotus, that Moss like lapping the Ferraris on the corner just after the pits, that Brooks seems to be having the same sort of luck that Moss used to have, and that the Vanwalls, although the fastest cars are fragile in the valve department, as it

(continued
overleaf)

was a similar complaint that forced Moss to retire at Monaco, and Lewis-Evans at Zandvort.

World championship points and places:

1st Moss 17.	2nd Musso 12.	3rd Trintignant
and Schell, 8	5th Hawthorn 5	6th Fangio 4

—OOO—

THE TONY SHELLY TRIAL

To be held on Sunday, July 20th/ Starting at Knigge Avenue (off Vivian Street at Independent Motors) at 2 pm/ Penalty points for late arrival at the start. The trial will consist of two major sections, before and after tea. Meals will be available at the tea break, priced from 3/6 up. It is hoped to finish off with a little supper. Tony has not told me any of the details because I may be competing, but I think it should be a good show. Don't forget your competition licence and membership card. Sunday, July 20th, at 2 pm.

—OOO—

OWNERS' CLUBS

We believe that there is now a Jaguar Owners' club in Wellington, in addition to the recently formed VW club. Should be quite a scope for inter-club events in the future.

—OOO—

NEW MEMBERS.

It is hoped that each member of the club will bring along a new member this year. With the reduced subscriptions applying this year, we must keep the membership up in order to finance the club's activities.

—OOO—

BULLETIN EDITOR

POSITION STILL AVAILABLE TO ENTHUSIASTIC VOLUNTEER.

THE STANDARD ENSIGN.

A new car at Earls Court last year which we have not yet seen in New Zealand, is the Standard Ensign. Based on the Vanguard and cheaper, it has many mechanical changes. The basic difference in the body styling is in the grill, which consists of a simple web pattern similar to the Ford Consul.

The power unit is the Standard Vanguard block with reduced bore (2.992 inches) to give 1670 cc. Output is 60 bhp at 4,000 rpm. The Ensign is fitted with a four speed gear box with central control developed from the TR3 box. Apart from these items it follows the Vanguard, with an improved suspension to give better roadholding. Top speed is in the vicinity of 80 mph and in the other gears 69, 47, and 28 mph.

Standing quarter mile takes 22.9 seconds and acceleration to 50 mph from a standing start 16.4 seconds. Definitely not a utility model of the Vanguard, this should prove a very interesting car, particularly with the possibilities of improving the power output considerably.

The car is also capable of considerable economy, and if reasonably driven should achieve close to 40 miles per gallon without difficulty. Internally, the furnishings are plainer than the Vanguard, but the finish is two tone and the floor is carpeted. A full width parcel shelf and a fascia similar to Mk I Consuls and Zephyrs is fitted. The Ensign should sell in New Zealand for about £900.

—OOO—

SUBSCRIPTIONS AND THE BULLETIN.

Members who have not yet paid their subscriptions, are reminded that this is the last bulletin they will receive. If you cannot be along at the next meeting to pay your Sub. we suggest you post it to the Secretary, at P.O.Box 5142.

—OOO—

NEWS FROM BORNEO.

We have a report from Helen Davidson on the state of the roads in North Borneo. She should be now the proud owner of a new MG "A" which she was expecting at the time of writing. It is also believed that the Brunei Car Club is almost organised.....

"At the moment there is only one road out of Brunei, which leads to Kuala Belait about 60 miles south of here. The road is sealed to Mile 13, then there's loose metal, with intermittent sealing from Mile 13 to Tutong Ferry at Mile 27. You ferry the car over the river, and then take to the beach (only suitable for Rovers over 2 years old) until you reach Seria (the Oil town) about 50 miles from Brunei. From Seria to Belait is a long straight blind of 10 miles, not a bit interesting to drive over. In the other directions, you can go by sealed road 3 miles to the airport (with a lovely bar, so a well frequented spot!), or to Berakas Beach (about 8 miles, and now nearly all sealed), or to Muara (13 miles, of which 4 or 5 are sealed)".

---OOO---

SOME EXCUSES DRIVERS MADE.

From "Road Safety."

"A lorry backed through my windscreen into my wife's face".

"I ran into a shop window and sustained injuries to my wife".

"The other car collided with mine without giving any warning of his intention."

"She suddenly saw me, lost her head, and we met".

"I collided with a stationary tramcar coming in the opposite direction."

What's yours?

---OOO---

THE COMBINED CLUB EVENT

This event, to be held on July 6th, (Sunday) and this year organised and originated by the Hutt Valley Motoring Club, will commence for Wellington entrants at Melling Hall, Lower Hutt, at 8-30 am for the first car. The trial portion of the event will be on rally lines, and the route is Haywards, Plimmerton, Otaki. 8 miles at 25.2 mph and 35 miles at 32 mph. There are no time checks but you must arrive at Otaki Railway on time. Marshalls will have yellow flags. The gymkhana is not being held near to the shops, in fact, it is some distance away.

You will need to bring your lunch with you. The tests will start apparently as soon as the first cars arrive at the site. Entry forms are available from the Secretary, and will state starting time, car number etc.

Gymkhana events will be divided into four classes, Sports and Saloons under and over 1500 cc. The trial section will be fairly easy and should suit wives, girl friends, navigators, etc. The three top cars in each club will count for the inter-club score, and these must come from different classes.

As a matter of interest, the various starting points are as follows:

Melling	Pahatanui-Plimmerton-Otaki Railway
Palmerston North	Shannon-Levin-Otaki Railway
Pahiatua	Okautere-Old west Road-Shannon-Otaki Railway
Levin	Foxton-Shannon-Otaki Railway

It is hoped that many of our members will be competing in this event. Entries will be accepted at the start, in case you suddenly get let off the lease. The Hutt Valley Motoring Club advise that they hope to have a challenge cup for the gymkhana event.

Remember, starting time, 8-30 am., Melling Hall, bring your lunch, Sunday, July 6th. Don't forget also, your competition licence and membership card.

---OOO---



CLUB CALENDAR



JULY 6th Combined Club Event. Details elsewhere.
JULY 17th Club night, Kilbirnie RSA Hall.
JULY 20th The Tony Shelly trial. Full details elsewhere.
JULY 27th The Jolly and Mills Trial. (Manawatu Car Club).
NOVEMBER 12-13-14th. Mobilgas economy run.

—OOC—

WANTED:

150 articles of interest to members for the bulletin. Articles will be paid for at our usual rates. Do you want your bulletin to be composed of articles copied from other car clubs' bulletins?

—OOC—

CLAPPERTON TROPHY.

The editor apologizes for his error in last month's bulletin in relation to this trophy. It is awarded to the member who obtains the greatest number of points in events other than speed events during the year, and is definitely not awarded for speed events.

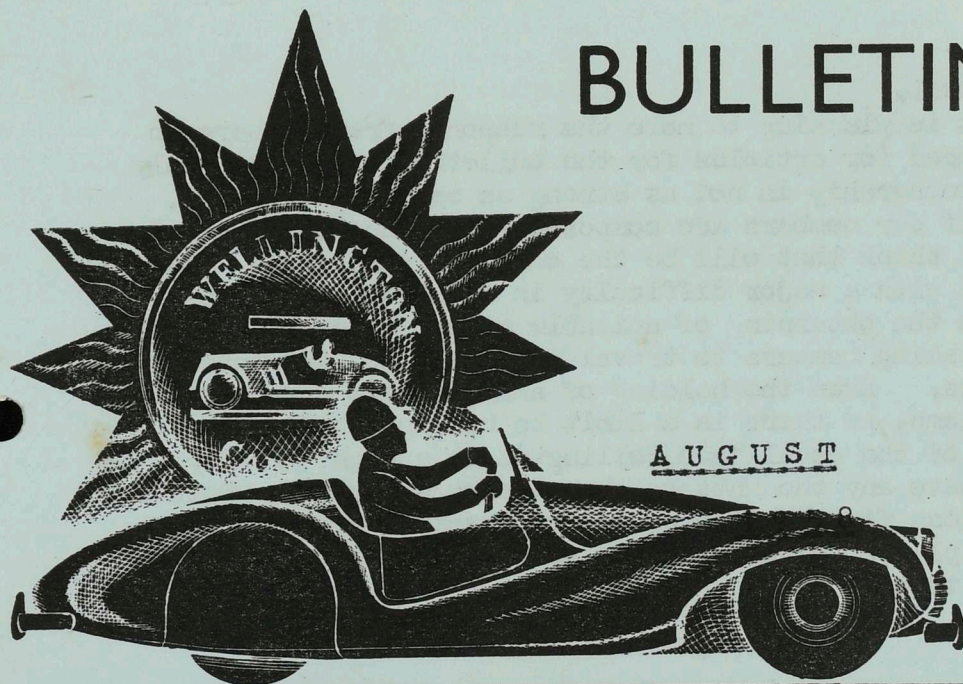
—OOC—

SUBSCRIPTIONS:

Members who paid their subscriptions prior to the annual meeting and are therefore entitled to a refund, will receive the cash at the July meeting. Some members have indicated their willingness to donate the amount due to the club, and any offers in this direction will be greatly appreciated.

WRITE FOR YOUR BULLETIN

BULLETIN



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

DIRECTORY.....

President	C. Vandendungen	..	...	19-900/7119M
				55-040 (Bus)
Club Captain	R. Smith	..	...	86-451
				47-360 (Bus)
Vice-Captain	A. Shelly	..	...	51-212 (Bus)
Secretary	S. Alexander	...	...	17-366
				54-470 (Bus)
Committee	P. Morgan	...	...	75-388
	R. Sellens	...	...	28-565
	R. Chapman	...	...	88-540
	B. Drake	...	...	16-883
Social Committee	B. Cook			J. Steele
	E. Gold			D. Bradford
Bulletin Editor	IS EN DRACKS (BUSINESS)			16-883

FOR SKILL

EDITORIAL.

It is pleasing to note the response from members to the need for articles for the bulletin. Unfortunately our membership is not as strong as could be expected, but if our members are composed of the keener types, I don't think that will be the case for very long. We are faced with a major difficulty in the club, and that is in the obtaining of suitable sites for events, without asking members to travel considerable distances to events. Even the holding of small trials etc., presents problems, as there is a limit to how much use can be made of the usual "see Wellington in a night" roads. If you have any thoughts on the running of events, whether as ideas for new events, or constructive criticism of old, please do not hesitate to inform a member of the committee.

The Mobilgas economy run is to be held in November this year, and members are reminded that entries close at noon on September 5th. Entrants and drivers must have been financial members of an affiliated car club for 3 months prior to that date, to be eligible for entry. Put your entry in now.

The entries for the Hastings blossom rally close on 18th August, and entry forms are available from the Secretary. The rally is to be held on September 13th and 14th, and will finish in time for the winners to participate in the procession, after partaking of breakfast.

Which well-known club member who drives a VW, only manages 27-28 mpg? Could it be that he's shovelling too much coal on the boiler?

CARS I HAVE OWNED.

By H.W.Mitchell.

The "Renault" 750, 4 door saloon, 1950 model, makers the Regie Nationale des Usines Renault, Billancourt, France. Power unit capacity 748 cc (7.5 hp r.a.c.) BHP, 18 at 4000 rpm, 4 cylinders, 54.5 x 80 mm, compression ratio 8.7. pushrod overhead valves, with rocker arms, water cooling, with air intake through two side scoops in body near rear. Aluminium cylinder head with valve inserts, detachable wet liners, carburettor Solex, down draught with automatic hot spot, Battery 6 volts 75 ampere hours. Gearbox 3 speeds & reverse. Clutch single dry plate. The power unit is cushioned on 4 rubber mountings. Suspension independent on all four wheels, with coil spring and shock absorber on each wheel. Tyre size 500x15 or 135 x 400. Brakes lockheed hydraulic on all four wheels. Speed in gears 1st 15 m.p.h. 2nd 40 mph, top 60 mph. Reverse 15 m.p.h. Petrol consumption is 48 to 50 m.p.g. in normal use when in new condition. The Aerodynamic shape of the body combines elegance of line with the best streamlining and drag coefficient of any 4 seater saloon in the world. The turning circle is only 23 ft, track 3' 11", wheelbase 6' 10 1/2", length 11' 10", width 4' 8 1/2" height 4' 9" weight 11 cwt. These are a rear engined job, with the radiator and fan mounted in front of the unit. The engine, transmission, and gearbox & diff being made in one unit. The spare wheel and tools, also a battery are carried under the front bonnet, & there is also a little room for parcels etc. The front seats were of the adjustable bucket type. A very useful electric lamp was placed above the engine for inspection or repairs in the darkness. The ground clearance was 10" and proved ample for any roads or conditions. On roads covered in heavy mud or deep gravel, the car was remarkably steady no skids or holdups. The steering was good under normal conditions but was inclined to wander across the road with a strong gale blowing sideways. Due to the light weight at the front end, they are prone to lift with a strong head wind or gale. Two unusual features are lever controls for the choke and starter motor placed on

the floor beside the driver's seat, and adjacent to the handbrake and gear change lever. The springing is good when fully loaded, but owing to the short wheelbase, pitching is evident when driving light. Tire wear was heavy owing to the small diameter wheels and tyres. The cost of repairs was heavy, owing to the high price of spare parts. The body and fittings were too light for longevity, and many rattles developed. The willing little motor is noisy at the rear but this is more apparent to pedestrians than to the occupants of the car. Resale value was very poor on the 1950 model. The later models have however, improved in many respects, along with a better performance.

What is a trial.

P.M.

A trial is an event organised for your pleasure by an enthusiastic member of your club. Last month we had a 100 mile trial which was really enjoyed by all who were associated with it in any way at all. We had exactly 16 competitors, quite a lot of whom were members of the Hutt Valley Club. Please use your club for the purposes it was intended for. We have an average of 40 at club night, why not more? If we can get enough interested in this club, we have an offer of a farm within easy reach of the City, where we will be permitted to run a different type of event. BUT we must have more support from our members.

We understand from Hugo Hollis, that he now has a Jaguar 2.4, in exchange for his XK120 and Minor, and that he does not intend to compete in the future. We are very sorry to hear this, and hope we will still see him at events.

THE INTER-CLUB GYMKHANA.

The first of the combined car club gymkhanas was successfully run by the Hutt Valley Motoring Club on Sunday, July 28th.

At a site near the Otaki forks, the gymkhana was heralded by a trial which had four starting points, at Levin, Panmure, Palmerston North, and Melling. As all the Wellington area entries started from the Hutt Valley Motoring Club's rooms at Melling, we were travelling in the company of the eventual winners, of both events although of course we did not know this at the time. The first part of the trial was very straight forward, and served the purpose admirably of getting everyone to the Otaki railway station.

This Sunday morning drive was enlivened by such things as an MG which appeared to be filling up with petrol at every service station (looking for cheap petrol - Ed) and another driver who also had to do his own navigating, who signalled us to a stop nine miles short of Otaki and with a grin all over his face announced that he did not like our chances of getting to Otaki on time as according to his calculations we only had about eight minutes to do it in, and after much rapid head scratching and rapid checking of time and distance reckoning it was decided that you cannot navigate and drive with 100% success.

From the Otaki railway station there was the second section of the trial which took all competitors to the gymkhana site, and this section was quite tough and all credit must go to those competitors who got through this section without the loss of too many points.

It was at the site that the only hold up of the day's sport was, but as the weather was fine and there were plenty of bonnets lifting, nobody had time to get bored before the gymkhana started.

The first test was an accelerate forward, brake, reverse, accelerate forward, and stop, and had quite a lot of people missing gears and stalling. The second test was also straight forward, and one had to go forward from the start to a mark and then reverse to another mark, and then forward again to the start, all against the clock. The third test was a forward and a sharp right into a garage, then reverse to another

garage, and then forward to the start. This test was also set against the clock, and it was harder than it sounds as it was sited so that if one went too wide into the first garage, he went into the bog. (Evan Volkswagens can get bogged - Ed)

The fourth test was the most difficult of the morning. The driver had to hold onto a rope which was attached to a stake holding onto the rope and not letting it droop so that it touched the ground. If this happened you were penalised one point for every second it was on the ground, and if you dropped the rope you were given only one more chance. It was also against the clock. The fifth and last test of the morning was a driver only one, in which the competitor had to drive to a mark, stop, pick up a flag, reverse to the start, drop the flag and then forward again to another mark for another flag; there were four such flags to pick up and the actual track was curved and bumpy, and it was quite frightening to watch the cars bouncing around.

At the lunch break there was much speculation on the positions up to this point. Noticeable performers had been B. Barton-Ginger, Austin Healey; J. Curtis, Ford Anglia; G. Wall, MG; L. Dalley, VW; and Tony Shelly, also VW; who had been unfortunate enough to lose the rope in both attempts at test number four, but as he had been very consistent in tests two, three and five he was still in the running.

The first test after lunch was a forward, stop, back, between the flags, forward and around the flags, stop, and reverse back again between the flags, then forward to the finish, and remarkable time was put up by A. Shelly in the VW gaining him quite a few more points.

The second test was a straight forward test at trying to judge the front track of the car.

The third test was another garaging one, and was sited on a sloping grassy patch. In this one competitors had to go forward and turn left into the first garage then reverse out, then uphill to the driver's right into the second, then forward to the left for the third, then reverse out and up to the left, so as to be well placed for the short sprint back to the start. This test was against the clock and once more Shelly

(contd.....)

put up a remarkable time but lost five valuable points when he hit a garage marker, other good times were put up by Barry Barton-Ginger, Garry Wall, Dalley and L. Graham in his Bradford.

The last test was a quite straight forward one, with drivers having to back into a park alongside a kerb, without touching it. B. Drake, in the Austin A-95 was well placed in this event (? - Ed.)

So ended a most enjoyable day's motoring with the eventual winners being:

Club Placings:

1st	B. Barton-Ginger	Austin Healey
2nd	G. Wall	MG, TF 1500
3rd	T. Shelly	VW
4th	L. Dalley	VW
5th	J. Curtis	Anglia
6th	L. Graham	Bradford

Individual Placings:

1st	P. Morgan, R. Reynolds	Chev	lost	6
2nd	A. Shelly, S. Shelly	VW	"	15 $\frac{1}{2}$
3rd	V. Middleditch, M. Corrin	Riley	"	19 $\frac{1}{2}$
4th	R. Walker, R. Walker	Victor	"	23 $\frac{1}{2}$
5th	L. Graham, Miss Phillon	Bradford	"	23 $\frac{1}{2}$
6th	V. Evans, A. Byron	Renault	"	24

Club Placings:

1st	G. Car Club
2nd	Hutt Valley Motoring Club
3rd	Wellington Car Club
4th	Levin Motor Racing Club
5th	Manawatu Car Club
6th	North Wairarapa Car Club

Other placings will be available to members on club night. Space is at a premium this month, which precludes publication in full of the results.

The article on the event was contributed by our sporting reporter. Please let us know if you prefer articles of this nature - about the club and its members, or are you interested more on overseas race reports, and new cars etc.

LETTERS TO THE EDITOR.

Sir,

I received a "Bulletin" from your club recently marked June. In this piece of paper you quote some subscription fees. Now, here is the problem. I am under 18 years of age, married, live in the country, and I wish to be an ordinary member who competes and wishes to stay in the club for life. How much will it cost me for my wife and self.

Awaiting your reply,
I Remain, etc etc.,
Money saver,

(According to the June "Bulletin" you can still be a life member for the same as before as it is unchanged. Does this mean that the life expectancy has not been reduced owing to having to get from point A to point B faster to save petrol at the extra "bob" per gallon?)

Dear "Money saver",

No doubt you will soon be using coloured petrol in your car - you do have a car? - so your life expectancy will therefore increase owing to your not needing to hasten from point A to point B. As you are engaged in a primary industry, I think we could safely enrol you for life, and your wife, including competition fees, for 10% of your gross earnings.

Editor.

Who is the committee member and two friends who have found a new way of spending the week-end? Cheaper on petrol, I believe too. A 98 cc motor scooter, and a paddock for some real bruising riding. If any one else wants a go at this, the advice given is to wear shin pads.

Who is Genevieve? (Answer next bulletin)

IMPRESSIONS OF THE 1958 VOLKSWAGEN.

By "ton."

On a recent Saturday I climbed out of my old Chevy and mounted a new VW for the day. Yes, I was a bit pessimistic about this much talked of car or mode of transportation. I was sure in my own mind that this was just a "lollied" up version of the old model, but boy oh boy, was I in for a few shocks. And what's more, the further I went the bigger the shocks. The car tested had been fitted with an Abarthe & Co., exhaust conversion which, for the uninitiated, is a unit which takes care of all those little kinks, etc., in the system and gives off a note similar to the Porsche. The most obvious changes are bodily, which include the larger rear window, bigger windscreen which obviates much of the blind spot which was most annoying on the older models, and, ladies please take note, a glove box which will adequately hold all those bits of junk which clutter most cars. Although the engine room seems a lot neater than before, I am not quite sure what makes this so except that the air cleaner for the carburettor seems different. But as I did not have an old one to compare with I could not tell exactly what the difference was.

The test route was to Palmerston North via Shannon, a little town running, and then return via Himitan i. At Palmerston the car was weighed and clocked exactly 15 cwt., less bods. My first shock came quite soon after starting out. I looked across at the speedo, and instead of doing what seemed like 55-60 mph., we were clocking 75 plus. This sensation is due to the fact that noise seems to have been reduced to the minimum for a VW motor so positioned is expected to make a ~~h~~ of a noise. It was not the last time I was to see this figure. Taking note of what I had been told about VW's not breaking away on corners until it was too late, I just about had kittens when the owner starts taking corners around the 65-70 mark. I was surprised to find that I was still enjoying some comfortable motoring in this fabulous car. When we left Shannon we set the clock and recorded 19.7 minutes for 18 miles, which, as most will know is not easy in an under 1500 cc car on this road. 3rd gear was just nicely placed for quick

(contd.....)

get-up-and-go, especially when passing. 55 was reached with ease in this cog and would go higher if pushed. The genuine fan whistle at high revs is still noticeable but I supposed if this went away we would not know when the motor was being pushed.

The steering is very positive and the anchors were really built for stopping, with the exception that after braking for McKay's crossing, where an excursion onto the wrong side of the road was made, a little fade was noticed. This corner was approached at 65 instead of the marked up 35. The power is astounding for such a vehicle and comfort leaves nothing to be desired. Boy, this foreign baby is all car, from the ground upwards. It may be of interest to some to know that without Sales Tax the car would cost approximately £650, and less customs duty around £550. A few facts about the test car:

A standard production car with the exception of Abarthe exhaust. The run was conducted with two men in the car, both of average build. Weight at Palmerston North was 15 cwt (official). Company weight 14.6 cwt. Top speed attained 77 mph. Average speed of all VW's 68 mph (official). Cruising speed recommended by factory is 68 mph.

It is tragic to read of yet another death in Europe of one of the leading drivers. Peter Collins was well known for his sportsmanship, and his accident in the German Grand Prix rather takes the shine off the Varwall win for Britain. It was pleasing to read of Bruce McLaren's success in this event, placing first in the Formula 2 classification.

According to BMC, there is a new version of the Austin Healey 100-6, which does not have the occasional rear seat and presumably has the new head, which enables the motor to produce a bit more power. We had intended to include a description of the new "Sprite" in this bulletin but have been forced to hold it over.

Elva Conversions.

by B.W.

The new Ford Anglia and Prefect are a very popular make of car, and very lively. But for any one who wants to race his car, or beat the other fellow in a similar car, he can buy an "Elva conversion". This is an F head, designed and produced by Frank Nichols. Why they have an F head design (like Rolls-Royce) is that it is cheaper to put one valve up aloft instead of two.

The Elva conversion consists of a light alloy head which contains the inlet valves. It is sold complete with gaskets, inlet manifold, throttle linkage, in fact the lot, except another Solex carburettor. The compression ratio is 8.9 to one. With twin Solex carburettors, and standard exhaust system the brake horsepower is 57. But with twin $1\frac{1}{2}$ " SUs, four branch exhaust system and sports camshaft, 65 bhp at 5,700 rpm is on tap.

An Anglia roadtested with the 57 bhp conversion produced these figures, standard times in brackets:

Maximum speed 83.3 (72 mph) with 65 bhp up to 90 mph

Standing quarter mile 20.2 secs (23.2)

Acceleration figures on recalibrated speeds:

0-30	4.6 secs	(5.8)
0-50	10.8 "	(15.4)
0-60	16.6 "	(26)
0-70	27.2 "	

The cylinder head porting and combustion chambers were designed by Harry Weslake of Jaguar, and MG CX131 fame. MG CX131, the latest record breaking MG, develops maximum torque at 4,500 rpm, but the curve is flat enough to maintain most of it through the greater part of the speed range. 10mm plugs are fitted. There are also drop in inserts for the valve inlet seats in the cylinder block.

The latest works Elva is fitted with one of these power units, but is even hotter than the standard engine, producing 83 bhp at 5,800 rpm, with four Amal motor-cycle carburettors.

Elle Va is French and means "she goes". The conversions out here cost £36. Bucklers (NZ) Limited are the agents for them. Frank Nichols used to race a very highly tuned side valve Ford 10 special, with swing axle front suspension.

The pride of Newtown.

We reproduce here an article which appeared in a well known metropolitan newspaper:

"DRIVING IS HIS PASSION."

Plenty of Newtown people know Roy Smith. He used to live here. Roy is one of those people referred to as "born drivers." The handsome Greenwell Trophy is evidence of that.

To win the Greenwell Trophy you not only have to be an exceedingly good car driver but you also have to belong to the select membership of the MG Car Club, the club for owners of those snappy little sports cars that you never seem to see going slowly.

The Greenwell Trophy is awarded annually to the member with highest aggregate of points in the club's national events.

However Roy doesn't take too light-hearted a view of driving altogether. "Being a member of the car club," he says, "is not just a matter of screaming around a track in the shortest possible time.

Members enjoy weekend and evening gymkhanas, which are real tests of driving skill, and day and night trials, which require concentration, accuracy in map reading, speed, and general reliability." Hill climbs and sprints add to the experience of members.

As a sharp contrast to nipping about in a little 12 horsepower sports car Roy has turned for a living to handling benzine wagons and City Council buses. But driving is always his passion. You will see him in working hours these days driving a handsome American saloon car for a big-business executive."

Roadway Maladies of our times:

Clogging of the Arteries.

The "Winter 100."

A.S.

The winter 100 rally was held on Sunday, July, 20th, during the afternoon and evening. 16 cars assembled at Knigge Avenue, and began to depart at minute intervals from 2 pm. It was a pretty tough trial from almost every respect and complaints came from most competitors about the averages being set too high.

The route took the cars through Wadestown, Johnsonville, Newlands, Glenside, Forirua, Poonahatanui, Moonshine, Whiteman's valley, to the Brown Owl. Thence back through Whiteman's valley, Pinehaven, Western Hutt Road, Melling, Normansdale, Petone, Horokini, Newlands, Mairanga, the City, and back to Knigge Avenue.

The last section from Newlands into town turned out to be a fiasco because the route sheets were lost (they were found later in the marshall's pocket), so the trial was scored to that check-point only.

It was a great pity that some people got so far behind that they missed the marshall at the check at the end of the Moonshine run. Some competitors were up to 45 minutes behind schedule at this stage. Thank goodness they weren't asked to make up lost time in successive sections.

Congratulations go most heartily to Dave Jenkins and Don Lawson for their choice of navigator and very clever driving as these two were so close as to almost tie for first place. Bouquets also must go to D. Fraser in his 1938 Austin 10, who certainly drove an outclassed vehicle magnificently into 3rd place with 4 people aboard and Vic Middleitch, who drove his Morris Commercial truck with such masterly verve over tough roads and in timed tests. (Incidentally, these two were among the few not to incur a penalty for being unable to average the 24.8 mph over the Moonshine Road.)

The rally was liberally endowed with various tests and most competitors acquitted themselves well in these. However, poor Anne and Tom Fox who do not like questions, came prepared with a copy of the Road Code, only to find to their chagrin that the questions pertained to "sport" and not "rules."

The organisers would like to thank most sincerely all those who made the effort and came out both to compete and to marshall. Especially to the competitors

who took in good spirit the unfortunate occurrences which caused considerable inconvenience on the last sections.

The day was well rounded off with everyone attending the "Cuppa Coffee" for a light Sunday tea of hot soup, toast, scones and coffee.

RESULTS.

1st	D.Jenkins.	VW	82 points lost
2nd	D.Lawson.	A-30	84 " "
3rd	D.Fraser	Austin 10	102
4th	D.White.	Vortex	115
5th	T.Fox	MCA	117
6th	J.Stockdale	Holder	126
7th	V.Middleditch	Morris	128
8th	I.Watson	A 70	166
9th	R.Smith.	MCA	217
10th	K.Wilson	Morris	385
11th	H.Watson	Burgward	460
12th	P.Stevens.	Austin 10	490
13th	P.Lawson	Consul	503
14th	J.Gold.	Minor.	506
15th	J.Leary	Minor	532.

We wish to extend a hearty welcome to the following new members:

K.Skews.	Standard 10
T.Gold	Consul
G.P.McRae.	
W.S.Oliver	Ford V.8.
K.Chevis	Minor
K.M.Collett	Magnette
P.K.Heginbottom	Austin Healy 100/6.

We hope we will see you all at forthcoming events. The next event is a right trial, details of which will be found in the back page of this bulletin.

CAR

the

400 AN INTERESTING SPECIAL.

Your editor recently had the experience of riding in the Panhard sports special owned by Evan Gold. This car is based on the Panhard 745 cc four seater saloon, but now has a fibre glass sports body, complete with hard top, which looks very nice. The terrific cornering ability, and considerable acceleration of this car has to be experienced to be appreciated, but I can assure you that to me, used to saloons, it was astounding.

The car incorporates front wheel drive, and seems to tow itself around the corners, with no sign of that horrible hopping so common when cornering fast in an orthodox machine. There is also a complete lack of rear end slide.

The engine is a two cylinder, horizontally opposed with a bore of 79.5 mm and stroke of 75 mm. The 7.5 compression ratio gives 33 bhp at 5,000 rpm. The valves are closed by a torsion bar instead of the usual coil spring. The valves are mounted at 60 degrees in the head. They are operated by push rods through floating ball-jointed rocker arms, the whole overhead mechanism being enclosed in thimbles and supplied with oil from the main pump.

An A C fuel pump is fitted, and Solex carburettor. The motor and gear box, together with the differential form one unit.

The noise from the short exhaust pipe is considerable and limits the conversation when under acceleration. No side curtains are as yet fitted, but owing to the design of the body and hardtop, little discomfort was experienced from the wind. No attempt was made to take times, as the newly fitted remote control gear change was still to be perfected. The lights on the special leave much to be desired at present, but improved mountings should prove adequate. The car is fitted with French type lighting switch, which makes it possible to do anything with the lights, except cook. This has certain disadvantages when you are not used to the device.



CLUB CALENDAR



- AUGUST 21st : Club Night
- AUGUST 23rd : Annual Night Trial - details below.
- SEPTEMBER 13th : Sprint at Levin
- OCTOBER 19th : Honey Pot Trial (all day)
- NOVEMBER 23rd : Economy Run
- DECEMBER 7th : Christmas Event

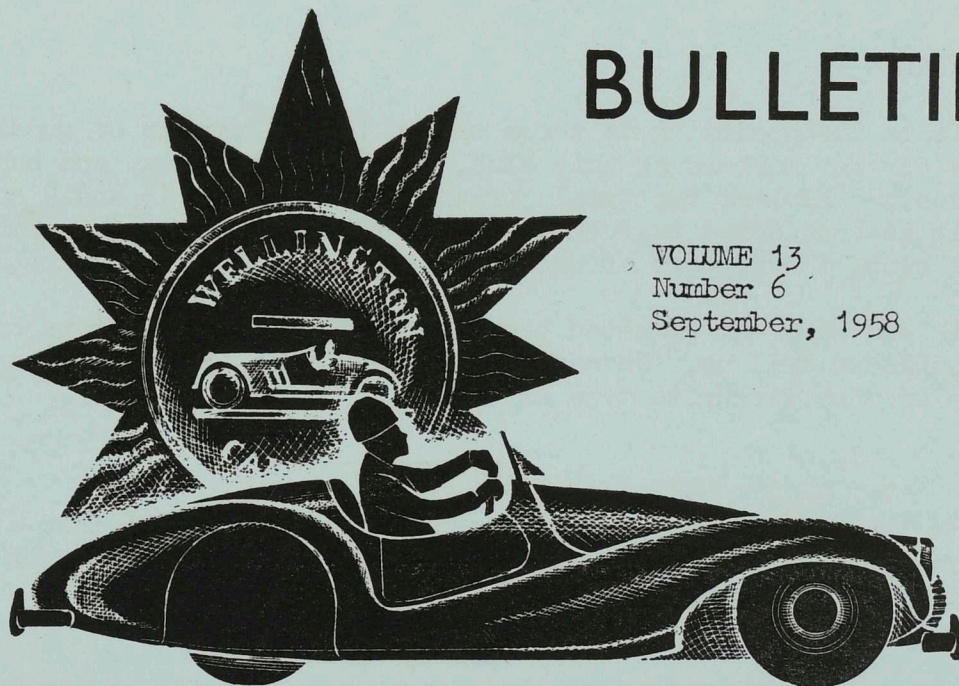
For the information of members, the syllabus for proposed club events has been compiled up until June of next year, in conjunction with other clubs in the Southern part of the North Island, so that events, particularly major events, will not clash. Certain dates, particularly in January, are however, subject to confirmation, so we have not yet firmly decided the event, if any, for January.

The annual night trial to be held on Saturday, August 23rd, has been organised by our President, and those of you who competed in the trial he organised last year will be prepared for a similar good outing. The trial starts at the cement silos in Aotea Quay, at 7 pm. A map of Wellington is essential, and the organiser recommends the current "Mentnor" map. It is of just on three hours duration, all within the city limits. A very low average has been set, and a good navigator will go a long way. Some wonderful scenery is included in the route, if you have an eye for that sort of thing.

I have been over the route, and can promise that if you compete you will enjoy the drive. So, be at the start at 7pm sharp for a good evening's run.

WRITE FOR YOUR BULLETIN

BULLETIN



VOLUME 13
Number 6
September, 1958

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

DIRECTORY.....

President	C. Vandendungen	19-900/7119M 55-040 (Bus)
Club Captain	R. Smith	86-451 47-360 (Bus)
Deputy-Captain	A. Shelly	51-212 (Bus)
Secretary	S. Alexander	17-366 63-375 (Bus)
Committee	P. Morgan	75-388
	R. Sellens	28-565
	R. Chapman	88-540
	B. Drake	16-883
Social Committee	B. Cook	J. Steele
	E. Gold	D. Bradford.

CAUTION IS NO SUBSTITUTE FOR SKILL

EDITORIAL.

It is disappointing to those who go to the trouble of organising events for the members of this club, when so few turn up and support the event. The last two trials organised have drawn 15 and 9 cars. When it is considered that there are in the vicinity of 100 members in the club, the support afforded the events seems to be a little weak.

If you have not competed because you don't like the type of event, please tell us. We cannot read your mind, so we would appreciate advice of your favourite type of event.

We heard the other day of a dumb blonde who thought that a meteorite was an office boy who ran out every 15 minutes to put a coin in the parking meter where the boss's car was parked.

We recently made a note of some of the selling devices used by American manufacturers in their magazine advertisements. Here are some examples:

- Gorgecus DYNASTAR grille
- Cruise-O-Matic drive
- Turboglide (triple-turbine smoothness)
- Safety-Girder frame
- Rotoflow Torque-Tube drive
- Magic-Circle steering
- Miracle chassis
- Turbo-Thrust V-8
- "Airborn" B-58 Buick
- Flight pitch DYNAPLOW
- Interceptor V-8 with Precision Fuel Injection
- B-12000 engine
- Jumbo-Drum brakes

There are many more, but this is a fair sample.

Maintenance of Vehicle Body Finish.

Most readers are doubtless aware of the improvements which have been made during the last few years in the field of automobile finishes and finishing methods. Apart from the fact that the prospective purchaser is often faced with what appears to be an infinite variety of shades and colour combinations from which to choose, there is evidence of this advancement in the ability of the paintwork of the modern car to respond to treatment after neglect and even abuse. Obviously in such cases, however, processes must eventually occur. Regular maintenance is the way to avoid this - and the work is not nearly as tedious as might at first be supposed.

Stoved finishes (since in addition to speeding up the production of finished bodies, they are harder and thus perhaps have some advantage over nitro-cellulose materials) are becoming more and more widely used in quantity vehicle manufacture. Broadly speaking, however, maintenance attention follows the same pattern whatever the type of finish and the first essential is to well wash down, using plenty of clean water. The intention should be to remove all dirt and dust adhering to the paint surface, since any remaining may well become imbedded in the wash leather, sponge, or cloth. Inevitably this would lead to scratching of the film and eventual general loss of gloss due to the inability of the paint structure to function efficiently as a reflector. At worst, it could penetrate the finish sufficiently to necessitate retouching by brush or spray gun.

carried out from the start, the washing and leathering processes, followed by a light rubbing with a soft dry cloth will normally suffice to maintain the original lustre. In certain circumstances, such as where the car is used largely in an industrial atmosphere, or in heavy traffic condition, or again, where garaging facilities are inadequate or non-existent, the paint film will tend to dull or discolour. To combat this there is no objection to the addition of a small amount of soluble detergent or even a trace of kerosine to the washing water.

Continued overleaf....

Certain deposits, or their effects, cannot be removed by this method, if they have been left for any appreciable length of time. Because of what can be involved in rectification it is essential that they should receive attention at the very earliest moment after being seen. Lime-tree and bird droppings are likely to be particularly troublesome and should be soaked off thoroughly, this attention being followed by the use of an emulsion polish to get rid of the last traces. If left, they can easily bleach the paint structure through to the undercoating. Similarly, if permanent unsightly staining is to be avoided early attention to tar spots is necessary, particularly if the finish is cellulose. Here water is of little avail, and the correct procedure is to rub lightly with a petrol-soaked rag, turning the material as it becomes discoloured. Alternatively, oil of eucalyptus is an excellent tar solvent and will not adversely affect the paintwork.

Another all-too-common spotting effect is that produced by drops of water which have been allowed to remain and dry out on the paint surface. Some colours show signs of rain spotting more rapidly than do others and this may lead an owner to conclude that there is some inherent fault in the finish. This is not so. The spotting, or bleaching, is simply the result of the action of contaminants deposited in the water on the paint film. The intensity of the staining will be governed to some extent by the types and relative quantities of the responsible impurities in the local atmosphere and will also be particularly pronounced on those occasions when a light shower of rain precedes warm, strong sunlight. One school of thought suggests that certain types of polish could be an influencing factor, but be this so, the important thing, as always, is to give early attention. If there is a tendency for water spotting to occur dry off the paintwork without delay following the use of the car, for it is important to remember that, if left, the paintwork will become affected to a progressively greater depth.

Whatever the cause of the marking, if there is no appreciable response to the recommended treatment it is an indication that the paint structure, as distinct from the film is affected, and more drastic methods may be required.

Firstly, a mildly abrasive liquid polish should be tried and will probably be entirely successful. Otherwise it is sound policy to entrust further attempts to a paint specialist, who will know how to use a paint-cutting compound to best effect by removing the minimum amount of paint; if all other forms of attention fail he may decide to refinish the marked panels.

As indicated above, loss of lustre can result from failure to wash off with sufficient care, but in any event it is bound to occur to some degree with the passage of time, due to temperature changes and other weather conditions which tend to produce microscopic breakdown in the surface of the finishing material. It is then that a liquid polish should be used in order to remove the dead film. Naturally, care should be taken to choose a brand which is obviously gentle in its action and it should always be used sparingly.

If after the emulsion polish has been used, a more brilliant gloss is required, or if the circumstances under which the car is used or stored are such as to make it advisable to provide some protection to the paint surface, a wax polish will do the job quite successfully. But, as any housewife knows, the secret of its use lies in ensuring that the surface to be treated is perfectly clean and dry and that the application is as light as possible consistent with complete coverage.

From time to time the accumulated wax should be removed in order to prevent an unsightly build-up of hardened polish. Where an owner has neglected to do this and a liquid polish fails to clean down to the paint surface, an abrasive cleaner must be used. This may be of proprietary manufacture or could be made up from a mixture of painter's cutting compound and white spirit, but it is important that it should only be used as a last resort. Even then the greatest care is necessary to avoid cutting away the paintwork to such an extent that it cannot carry out its primary function - protection of the body.

Silicon-type polishes have come very much to the fore lately, and justifiably so, for they have distinct advantages over other types in that they permit the maximum amount of gloss to be obtained with a minimum of labour. In addition they provide a protective

(contd overleaf)

coating to the paintwork which is both lasting and completely impervious to water. On the debit side, however, they tend to prevent satisfactory adhesion between the original paint so treated and finishing material newly applied for the rectification of service damage unless treatment is first given with a suitable neutralizing agent.

(to be concluded)

Car Clubs on the Map?

We believe testimony was given in a recent court case in an attempt to prove that a certain area was a "public place" to the effect that "100 cars had passed through the place one night in the course of a reliability trial."

The A.N.Z.C.C. advises that as a result of a ruling of the Transport Department, it is essential that registration plates (and current sticker) be permanently affixed to the front and rear of the vehicle to which they are assigned. If not so attached the Third Party Insurance is invalid.

In addition, the use of "D" plates in competition is illegal, and should not be permitted.

The practice of carrying registration plates within a competing car, and painting the registration numbers on the car will not now be permitted.

When members of clubs are contemplating building specials and propose to use 3 stud wheels, it is recommended that the proposals be submitted to vehicle scrutineers and area stewards for approval, prior to the commencement of building. Further, much embarrassment and disappointment could be avoided if special builders would discuss all proposals with vehicle scrutineers and area stewards, prior to commencement in order that the finished product is within the Rules.

The Austin Healey "Sprite"

Latest in the field from Britain, this new BMC product is powered by the 948 cc "A" type engine with an 8.3 to 1 compression ratio. Fitted with twin carburettors, and special valve springs, the power output is up from 37 bhp at 4,750 rpm to 42.5 bhp at 5,000 rpm. Copper-lead main and big-end bearings are employed and exhaust valves have stellited hard-face seats.

The gear box is the same as that on the A-35 with ratios of 3.628, 2.374, 1.412 and 1. Rear axle ratio is 4.22:1. Extra strong springs are fitted to the clutch. The front suspension consists of wishbones and coil springs while the rear features quarter elliptic leaf springs with radius arms. Armstrong hydraulic dampers are fitted front and rear. Steering is by rack and pinion with two and one third turns from lock to lock; the turning circle being 31½ feet. Lockheed hydraulic brakes are fitted with 7 inch drums, lining area being 67.2 square feet. Tubeless tyres are fitted (5.00 x 14). The overall weight, less fuel, is 11¼ cwt.

The body styling is on modern fully enclosed lines. A luggage boot has no outside lid but is reached from behind the seats. The most objectionable feature of the design are the headlamps, which "poke" out similar to the TR2/3 but seem more noticeable on the Sprite. The entire bonnet and front wings unit is hinged and does not seem to lift high enough. A one piece wind-screen is fitted. Twin bucket seats which should be comfortable, are separated by the drive shaft tunnel. The remote gear control seems to be well placed, as is the hand-brake. A two spoke steering wheel is fitted, and a petrol gauge, speedometer and combined oil pressure and water temperature gauge are standard. Rev. counter is an optional extra. The placing of the instruments is to either side of the steering column.

All switches are grouped in the centre of the fascia. Fittings include winking indicators, and twin windscreen wipers. No rear bumper is fitted, only over-riders. Over-riders are fitted to the full width bumper at the front.

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The following performance figures are those supplied by the manufacturers:

0-60 22 seconds 0-50 14 seconds 0-40 8.8 sec.

Maximum speed over 80 mph. Petrol consumption 30-40 mpg.

Roadholding is excellent and the price is -

Basic in United Kingdom £455

Tax paid in U.K. £678. 17. 0.

For comparison the MGA sells in the U.K. for basic £663, tax paid £995. 17. 0.

An extract from Mike Hawthorn's book "Challenge me the Race"

Speaking of the organisation at the 1955 Sebring 12 hour race, Hawthorn has the following to say: "This was my first race in the U.S.A. and there were a number of things that rocked me after racing in Europe on well established courses run by officials of long experience. During the first few laps, Redele, the French driver, hit an oil patch in his 1063 Renault Saloon, which rolled over several times and threw him out on the track. I managed to dodge it but Bob Said, who was running second in a Ferrari, came around the curve to find the track blocked by the upturned Renault, an ambulance with the doors open, a stretcher party and the prostrate Redele. At one moment it looked as if he was going straight up into the ambulance among the stretchers. He managed to swerve clear but swiped the corner of the ambulance and wrecked the Ferrari.

Soon afterwards some fuel spilled out of the tank of McAfee's Ferrari, it caught fire and he drove for some time quite unaware that the car was burning away merrily at the back. Finally he stopped about a mile past the pits and it began to burn really well, but when I went past no one seemed to be doing anything about it. Next time around I heard a frightful clanging noise and looked around to see a fire engine racing me. It was a great monster festooned with ladders and things; with characters in long-tailed helmets clinging on all over it, just like a scene from an old time film comedy.

I managed to keep clear of this lot and got on with the motor racing.

Sebring is an aerodrome circuit 5.2 miles to the lap and there are a lot of sharp corners which are absolutely murder for the brakes. The course is lined with little conical markers studded with reflectors so they could be seen at night, but during the day these were simply flattened and when darkness came it became extremely difficult to see where the corners were. Drivers gradually evolved their own circuit, converting the sharp corners into gently sweeps. To stop this some officials piled a load of new markers into a car and set off to remark the course, but they drove around in the opposite direction to the racing cars, so we would find a car facing us with blazing headlamps, and somewhere in the blackness beyond these officials putting down markers to bring us back to the old line. They must have been very brave men.

Incidents like this made one realize just how much the organization of the sport in Europe - and the safety of both drivers and spectators - depends on the great army of unpaid officials who give up their time to marshalling, scrutineering, and all the other necessary jobs which make motor racing run smoothly."

As a test, a branch of the United States Post Office painted 3,500 of its vehicles a dull olive colour, and a similar number were painted in bright colours - red, white and blue.

After ten million miles of running it was found that the dull coloured vehicles had been involved in 36% more accidents than the brightly painted ones."

Contributed D.F.

THE ANNUAL NIGHT TRIAL.

23-8-58

Results:

Car No.	Points	Place	Name	Car
1.	14.38	9th	Kohn, Kohn	Velox
2.	4.60	1st	Duffell, Watson	A-30
3.	12.29	5th	Fraser, Wallace	Aust
4.	14.11	7th	Fox, Fox	M.G.A.
5.	14.23	8th	Smith, Gerken	MG TF
6.	6.41	2nd	Slocombe, White	Velox
7.	11.15	4th	Iust, Robb	Morgan
8.	13.89	6th	Evans, Byron	Renault
9.	10.75	3rd	Chapman, Greensmith	MG TF

Just for a change, we put the results first. I heard a few whispers that all competitors were not very happy, but am sure these were things simply said in the heat of the moment. The route to be followed was simplicity itself - however three checks were not visited by any competitors at all, so were excluded from the results. The averages were nice and easy, and only one car managed to check in at a checkpoint at the correct time. This was Ray Duffell and Ian Watson in the Austin A-30.

There were two timed circuits during the trial, and the best performances in these were put up by the Austing 10 and the Renault 750 at Seatoun, with a time of two minutes 50 seconds for the just under a mile. The best time at Northland was returned by Peter Slocombe in the Velox, 4 minutes, 44 seconds.

The first two sections were based on finding the nearest route possible to the North and South

Contd.....

of a defined main route from the Aotea Quay overbridge to Seatoun wharf. A certain well-known club member is believed to have travelled to the North in the first section, whereas the route sheet mentioned SOUTH. Where he went in the second section has not been revealed.

The third section was one of Cor's specialties - a blind map. The first check in this section saw only five of the nine competing cars. But that was an almost invisible road wasn't it? It is believed that a certain marshall who in position at Kaiharraharra Railway station was rather embarrassed when a competitor arrived to collect his navigator from the train. The same marshall found it necessary to overcome his gentlemanly scruples when moving into position at Chaffers Street/

Congratulations to the winners, and to those who also started. We hope you had an enjoyable evening, and will compete in the next event.

B.T.D.

The next committee meeting will be held at the residence of Richard Sellens, 35 Kaihuia Street, Northland, at 7-30 pm on Thursday, September 11th.

We believe that certain car club members have tired of "low flying" and have now taken up the real thing.

The North Island Motor Rally is again being held this year by the Manawatu Car Club. The event will commence on Friday night, October 24th, and finish with tests in the Square, Palmerston North. Starting points are Wellington, Auckland, Gisborne, Wangarui, Hawera, Hamilton, Napier and Palmerston North. The cars will travel from these places to a converging point at Taupo. From there, stiff timed sections

Contd.....

over back country roads to Taihape, where an hour's break for Breakfast will take place. On to Palmerston North, still on a strict time schedule, where the competitor is expected to be on time every mile of the journey, and over winding roads, tiredness and sickness sometimes take their toll.

This year's event needs driving skill, good navigation and a reliable car. In contrast to the previous rally, this year's event cannot be won on navigational skill only. Driving tests will be held en route and at least three tests will be held in the Square at the conclusion of the Rally, all of which will be compiled in the final results.

The Wolseley 1500 and Riley 1.5

Two new cars recently announced by BMC both of which are powered with the 1499 cc "B" type engine, these models are relatively high performance small saloons. (Rumour has it that the car was originally to have been a new Morris Minor). The suspension is modelled on that of the Minor, with wishbones and torsion bars at the front, and semi-elliptics at the rear.

In the Wolseley, the engine has a compression ratio of 7.2 to 1 and a single SU carburettor to give 50 bhp at 4,200 rpm whereas in the Riley with the compression ratio up to 8.3 to 1 and twin SUs, the power output is 68 bhp at 5,400 rpm. In addition the Riley has special valves, valve springs, and exhaust system. The Riley (18½ cwt) is slightly heavier than the Wolseley (18 cwt) but the extra power available more than takes care of this. Gearing and final drive is the same in both cars, with a top gear speed of 18.5 mph for each 1,000 rpm. Comparative performance figures are:

	<u>Riley</u>	<u>Wolseley</u>
0-30 mph	5.0 sec	6.7 sec
0-50	11.7	16.1
0-60	17.4	24.4

0-70	25.9	43.9
standing quarter	20.5	22.1
maximum speed	85 mph	79 mph

Fuel consumption for the Wolseley is in the range 32-38 mpg, but the Riley drops to 26-32 mpg. Both cars are fitted with a central gear change lever which falls nicely to the hand. The finish and interior decor on both cars is well above the average mass-produced car. The instrumentation on the Riley consists of trip and total mileage recorder, speedometer, rev. counter; petrol, oil pressure, and water temperature gauges. The Wolseley has similar dials, except that no rev. counter is fitted. An unusual feature of the 1500 is that the horn is operated by pressing the turn indicator lever toward the steering column. Flashing indicators are fitted on both models.

The gear ratios are 3.73, 8.25, and 13.56, and third gear maximum is very close to the top speeds of the cars, being 78 mph on the 1.5 and 71 mph on the Wolseley. Maximum in the other ratios are approximately 47 and 30 mph. The tank capacity is 7 gallons, sufficient for at least 200 miles of normal driving. The headlights do not enable full use of the performance available, after darkness.

The price of these models in the United Kingdom is as follows:

Riley 1.5	Basic £575 tax paid £863. 17. 0.
Wolseley 1500	£530 £796. 7. 0.

Oh! For some sterling funds!

The rear vision mirror for cars was invented by a St. Joseph (USA) man named Burnett. However, he never made anything out of it as everybody told him it was crazy to look into a mirror when you could see out of the back of the car merely by looking around.

Now if someone would only invent a gadget to remove the nut behind the steering wheel of some cars, we would have the accident statistics licked.

THIS PAGE IS DEDICATED TO THOSE

MEMBERS WHO HAVE NOT YET SENT

THEIR BULLETIN ARTICLES IN.

A certain committee member suggests that the Wellington Railway Station building would be a suitable venue for a night trial in three dimensions. We believe that he has already involuntarily participated in two of these events, and still continues to lose the correct route. Have you considered taking a navigator with you Roy?

Thanks to our old friend, H.W. Mitchell, we have further details of the Kharkov, the Russian racing car mentioned in the July bulletin. It seems that the car is developed from the basic mass-produced Pobeda passenger car and it now has an engine of 2,000 cc capacity. Over six miles, this model averaged nearly 160 mph.

There is another model, known as the Kharkov 250, which has a four-stroke engine of 250 cc developing 40 hp. It has a torsion-bar suspension with frictional shock absorber replacement springs, making for smoother motion and more wheel stability.

Another car, known as the ZIS 112, has a two seat sports type body. The 6,000 cc engine with overhead inlet valves, develops 180 bhp at 3,600 rpm. The car has two MKZ-LZ carburettors connected with all the cylinders by a general intake pipe. To warm the mixture, the intake pipe has a water jacket - water comes from the cooling system after passing through the cylinder jackets. Battery ignition is used, with hand regulation of spark advance.

Then there is the Zvezda (Star) - from the drawing boards of the design team in the Moscow Motor Car Research Institute. It has produced this model in 250, 350, and 500 cc types, from parts used in mass-producing Soviet cars and motorcycles.

The Zvezda 3M has a maximum speed of up to 135 mph. Its U-shaped, two-stroke, supercharged engine is set in a streamlined body. The front track is eight inches wider than the rear track and the height of the body has been reduced to the limit, thus providing greater stability. Engine and power transmission are in the narrowest part of the body, which completely covers the wheels. The engine develops 64 bhp at 7,000 rpm. The cylinder capacity is 346 cc. In a cut-out in the front of the car is a radiator holding 1½ gallons. The cooling system has a centrifugal pump and a thermostat which keeps the temperature at 175-185 degrees. The tyres are 5.00 x 16.00 and the all-metal, aluminium body weight 187 lbs.



CLUB CALENDAR



September 13th	Sprint at Levin. Details below.
September 18th	Club Night.
September 20th	Gravel hill climb. (Hutt Valley)
September 27th	McMinn Motors Trial. (Levin Motor Racing Club)
October 19th	Honey Pot Trial (All day)
November 23rd	Economy Run
December 7th	Christmas Event.

The sprint meeting to be held at Levin Circuit on September 13th is an open event and is due to start at 10 am. **Scrutineering** will commence at 9-30 am and competitors are advised to be early to enable the event to start with a minimum of delay. Both standing and flying laps will be the order of the day. Entry fee will be 10/- per car. Bring your lunch, as it is not intended to have a luncheon break. The event is being organised by Ron Chapman, to whom any inquiries should be directed. If any members would like to assist in the marshalling etc., please ring Ron at 88-540.

The Levin Motor Racing Club is holding the McMinn Motors trial on September 27th over a distance of approximately 130 miles. The entry fee is £1 and the prize money £10, £5, £3 and £1, with £1 for the best navigator. Entries close with the secretary P.O.Box 57, Levin, at 6 pm on September 22nd. The start is at the Botanical Gardens, Levin at 10 am. Further information from your editor, Basil Drake.

WRITE FOR YOUR BULLETIN

O C T O B E R 1958.N E W S L E T T E REconomy Run.

The economy run will now be held on November 2nd, commencing at 1.30 p.m. at Gunnion Motors, Wakefield Street. The distance will be approximately 60 miles. We hope that members will support this event, as it is an excellent opportunity to find out just how much the old bus does to the gallon.

HONEY POT TRIAL.

The Honey Pot Trial will also be held next month, and the route will consist of easily negotiable roads, and will be in the nature of a strict time trial. Full details will be advised in next month's bulletin.

CLUBROOMS:

Members who were present at the monthly meeting will have heard of the movement for the combined Wellington Car Clubs to obtain club rooms of their own. A meeting of representatives of the 5 clubs concerned has been held and another is scheduled later this month. Negotiations with the City Council for a suitable site have commenced, and any members able to assist in any way with this project are asked to contact Stewart Alexander. Any members prepared to offer finance in the way of a loan, donation, or guarantee, are asked to inform the Secretary, to enable an assessment of the finance available to be made.

BULLETIN:

Your committee has, since taking office, produced the monthly bulletin as a team effort. Unfortunately, the system has broken down this month, and your editor apologises for the fact that there is no bulletin. Next month should bring a considerable improvement.

RESULTS OF LEVIN SPRINT

				<u>Standing.</u>	<u>Anti-</u> <u>Clock-wise</u>	<u>Flying.</u> <u>Clock-wise</u>
<u>Under 1500 cc Sports.</u>						
S. Crawford	MG	TF	1500	1-12.7	1-6.4	1-10.4
T. Fox	MG	A		1-14.9	1-9.9	1-11.5
J. Wilson	MG	TF	1250	1-23.7	1-14.4	1-15.0
A. Fox	MG	A		1-21.1	1-14.6	1-16.4
G. Bennet	Singer Sports			1-25.0	1-20.5	1-20.1

Over 1500 cc Sports

J. Lust	Morgan plus 4		1-10.4	1-5.0	1-5.0
R. Buckthought	TR II		1-10.9	1-5.8	1-5.5
E. Olivecrona	TR II		1-11.1	1-6.6	1-6.1
D. White	TR II		1-12.2	1-6.6	1-7.6
P. Lawson	Aceca		1-13.5	1-7.6	1-8.0
G. Cowie	Austin-Healy		1-14.4	1-8.5	1-8.6

Under 1500 cc Saloons

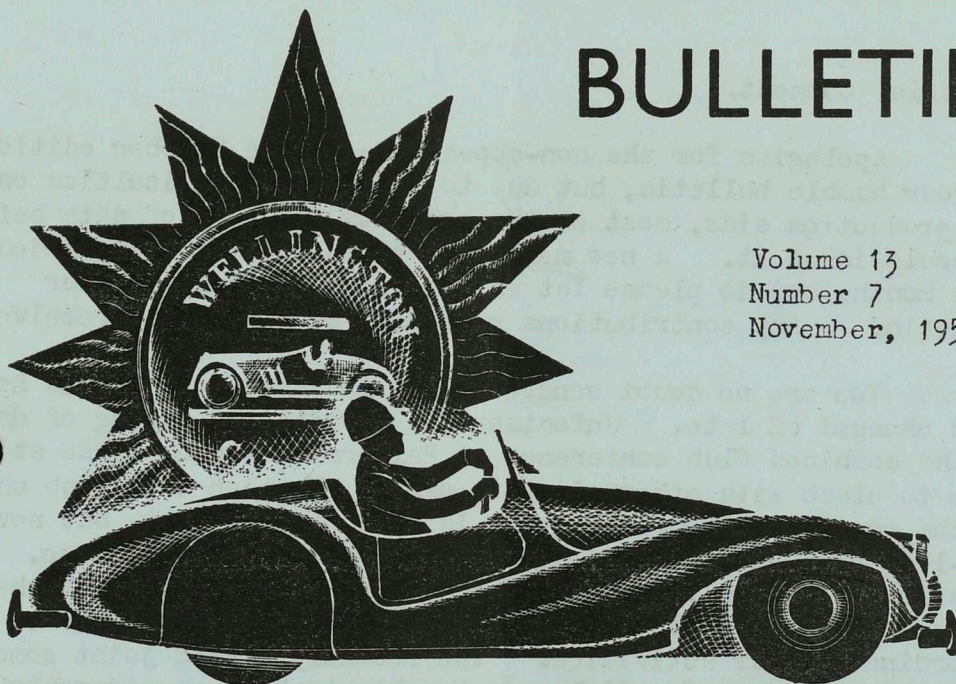
R. Pearson	Anglia		1-21.8	1-15.1	1-14.5
E. Gold	Morris Minor		1-27.2	1-21.2	

Over 1500 cc Saloons.

B. Harris	Holden		1-19.7	1-13.8	1-15.5
P. Slocombe	Velox		1-22.4	1-14.6	-
D. McDougall	Consul		1-22.3	1-15.7	-
P. Morgan	Ch ev		1-24.5	1-17.5	-

BULLETIN

Volume 13
Number 7
November, 1958.



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

DIRECTORY:

President	C. Vandendungen	19-900/711 M
		55-040 (Bus)
Club Captain	R. Smith	86-451
		47-360 (Bus)
Vice-Captain	A. Shelly	51-212 (Bus)
Secretary	S. Alexander	17-366
		63-375 (Bus)
Committee	P. Morgan	75-388
	R. Sellens	28-565
	R. Chapman	88-540
	B. Drake	16-883
Social Committee	B. Cook	J. Steele
	E. Gold	D. Bradford.
Bulletin Editor	B. Drake	16-883

CAUTION IS NO SUBSTITUTE FOR SKILL

Editorial Comment.

Apologies for the non-appearance of the October edition of your humble bulletin, but due to unforeseen difficulties on the production side, most of the contents were out of date before we could issue it. A new method of production is being tried this month, and do please let us have your comments on your bulletin. Any contributions will also be gratefully received.

You are no doubt wondering why the dates for events have been changed of late. Unfortunately despite the fixing of dates at the combined Club conference at Palmerston North, these still seem to clash with others in this area. Whether this Club should be the one to postpone its event is a debatable point, but nevertheless your committee in its wisdom has seen fit to do so. The question which now faces all of the Clubs in this area, is whether there are too many clubs, unless some real attempt is made to co-ordinate their activities. The recently formed joint committee of Wellington area Car Clubs may be able to help considerably in this way.

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Way back in the dim reaches of antiquity an unsung genius of his time invented the wheel. It has served us long and faithfully, but now we see by the papers that it is on the way out. An auto engineer sees the car of the future riding on jets of air instead of wheels.

What's more, the air jets will lift the family buggy up in the air as high as 100 ft. Thus the Road Safety movement, still struggling to control millions of assorted wheels rolling two dimensions, will be confronted with a third dimension - up and down!

Terrifying thoughts crowd the mind's eye - Sunday drivers leap-frogging over one another in the weekend traffic jams, Transport Department cars chasing miscreants over fence and hedgerow, even high powered jobs trying to beat altitude records.

At last those tail fins begin to make sense!

Cars I have driven.

H. W. Mitchell.

The $2\frac{1}{2}$ litre "Lagonda" 6 cylinder, 4 door saloon, 1951 model. Price in New Zealand just under £4,000. Makers, "Aston Martin - Lagonda" Ltd, Feltham, Middlesex, England. This is a David Brown Corporation subsidiary, and I understand that they have now moved into more extensive and modern plant for the production of the later 3 litre models. The name "Lagonda" was derived from an Indian name, and means smooth running stream. Recently the Company were honoured with a Royal Warrant as car makers to his Royal Highness, the Duke of Edinburgh, and they may also use the Royal coat of arms. This car belongs to an old friend of mine, and I was privileged to take over the wheel whilst we were journeying to "Ardmore" last January. I was also fortunate enough to swot up his manual of specifications and instructions, which is leather bound, the English price being $2\frac{1}{2}$ guineas.

These cars were designed mainly for the enthusiast requiring a large family saloon of personality and performance. The body and wings were of aluminium alloy construction. Engine data: Cubic capacity 2580 cc., Twin OHC, 6 cylinders, 78 x 90 mm., RAC rating 22.6 hp., BHP 105 at 5,000 revs. Compression ratio 6.5 to 1. Gear ratios, Top 4.56, 3rd 6.05, 2nd 9.05, 1st 13.30. Fuel tank capacity 19 gallons, engine oil 15 pints, Radiator 3 gals., petrol consumption 25 mpg, driven hard. Dimensions: Length 15' 8", width 5' 8", height 5' 4". Wheelbase 9' $5\frac{1}{2}$ ", track 4' 8", ground clearance $7\frac{1}{4}$ ", turning circle 38 feet, dry weight 29 cwt. Tyre size 600-16, tyre pressures 25 lbs.

Performance data: top gear 17.7 mph per 1,000 rpm. Brake lining area 111 sq inches per ton, rear axle hypoid bevel, brakes Lockheed hydraulic. Clutch, single dry plate, Suspension is independent on all four wheels. The front is sprung on the wishbone system, with coil springs, and the rear springing is by torsion bars which lie parallel to the cruciform frame members. Two SU carbs are employed in the power unit. The lighting and starting system is by Lucas. The instruments are of Smiths manufacture and cover a wide range, the only exception being the absence of a revolution counter.

A steering column gear change lever is fitted, and the hand brake is of the pistol grip type, horizontally mounted alongside the right side of the steering column.

The bodywork is of a high standard and all fittings of the best quality. Real leather upholstery is furnished and the seats are exceptionally well sprung. I found this car to have excellent roadholding and cornering ability, and it would be second to none in these respects, for the large saloon class.

The springing was comfortable, but not too soft, and the road wheels stay down to earth. Steering was light and accurate. The performance was of a high standard both for speed and acceleration, maximum speed in top gear was 101 mph by the clock, and the standing $\frac{1}{4}$ mile could be done in 19.5 seconds. The car can cruise in comfort at 90 mph and no vibration periods are in evidence at any speed.

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Maintenance of Vehicle body finish.

(conclusion).

At this stage a word of warning of the likely effect of silicone-type polishes upon glass might not come amiss. It is all too easy, after giving a final light rub to the paint-work, to transfer one's attention, and a film of polish, to the wind-screen. This results in the formation of water droplets to impair vision and the use of the screen wipers only results in serious smearing. In the event of this happening the glass should be well cleaned with one of the slightly abrasive powders marketed for cleaning kitchen utensils, sinks, etc. Alternatively, a strong solution of a detergent washing powder will prove efficacious, the glass subsequently being well rinsed in clear water. In the event of the wiper blades having become contaminated, they should be renewed.

A further very important point to bear in mind when considering the life of the body finish is that of rectifying minor damage as soon as possible after it happens. It will be known to many that for some years manufacturers have included in their various production processes, one which, by total immersion of the body shell, ensures that provision of a special chemical protective coat which completely seals off the metal and does

much to prevent the start of corrosion. Inevitably, however stone chips and marks appear, to mar the finish. The first need, if this is not already known, is to establish the type of finish in order that correctly matching material may be obtained. If cellulose, it will scratch on being lightly flicked with a fingernail, whereas a stoved finish, being harder, is unlikely to do so. Alternatively, a piece of rag moistened with cellulose thinner will become stained on being lightly applied to cellulose work, but not when it is rubbed over stoved enamel.

The first step in rectification is to thoroughly clean any exposed metal to remove all traces of rust. (A proprietary neutralizing agent used in accordance with its makers' instructions will be helpful.) The primer should then be applied as a base for the colour. After a suitable drying period the area around the damage should be well cleaned to ensure a close match between the original and new paints when the finishing material may be applied. It will be appreciated that where localised attention is required to paintwork which has aged considerably there is almost bound to be some noticeable variation unless the new material is tinted and applied to a test panel before general use. But the risk of this will be minimized by purchasing repair materials produced by the manufacturers of the original finish through the local distributor or dealer. The full name of the colour, if known, should be given, together with the type of finish for which it is required. Failing this, the chassis and engine numbers of the car will be helpful to the dealer in obtaining the correct material from the factory.

As a final point, should you have no garaging facilities whatsoever, it should be remembered that a waterproof cover so designed or used that it allows no ventilation at all is little better than leaving the car exposed to the weather. It is bound to encourage condensation with its attendant problems. Always make sure that, so far as is possible, a current of air is permitted to pass between the car body and its cover.

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The Economy Run.

November 2nd, 1958.

Although the October event was not run at the first advertised date there were still nine cars lined up for the start when it was held on Sunday, 2nd November. Although nine was not a bad entry it would have been more satisfying had there been at least 20. The event was the Economy Run which started at Gunnion Motors Ltd., and whom we must thank for the use of their fuel pump; and took competitors through Ngaio, Khandallah, Tawa Flat, Paremata, Paekakariki Hill, Karehana Bay, etc., back to Wellington. The total mileage was 58 and the results were most encouraging. There was a big variety of cars, including Hugo Hollis' new Aston Martin.

Results were:

Place	Driver and Car	Weight lbs	Consumption gallons	MPG.	TMPG.	Penalties
1	Hugo Hollis Aston Martin	3246	1.45	40	58	-
2	Don Lawson Austin A-35	2102	1.0	58	54.52	-
3	I. McLeod Morris Minor	2068	1.05	55	50.8	8
4	Ray Brandeis Renault 750	1743	1.0	58	44.66	8
5	Tom Fox MG A	2190	1.5	38.6	37.8	-
6	Brian Foote Velox	2475	1.75	33.1	36.4	3
7	David White TR II	2225	1.85	31.35	31.04	-
8	Peter Slocombe Alvis	2087	2.2	21.2	21	2
	B. Watson Mistral Ford.	Withdrew.				

Well, as you can see by the results, it was a very close go, but our congratulations go to Don and Hugo for doing so well.

Driving the Standard Ensign.

Recently, through the courtesy of Mr Skews of Amuri Motors, we had the pleasure of driving the Standard Ensign. The performance, while not up to that of a high powered saloon, is adequate. A very nice gear box with good ratios (derived from the TR II) with a central floor change and four speeds, gives quite good acceleration, and while it is necessary to use the gear box frequently for hill work, it is a pleasure to do so. The car is comfortably fitted out, and the driving position is excellent, both from the visibility angle, and from the driver's comfort. The suspension gives a comfortable ride and at the same time the car has good roadholding properties. The steering is light and requires 3 turns from lock to lock. The turning circle is 35 feet.

This particular car is competing in the Mobilgas Economy run this year and with a weight of at least 23 cwt, and the smaller motor, should do well. Petrol consumption should approach 40 mpg with careful driving. With 2 on board and 2-3 cwt of concrete in the boot, the car went up all hills in second gear.

For anyone who wants a roomy saloon, without too much urge, this car is certainly the answer.

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Rallying to Palmerston North.

We competed in the recent North Island Motor Rally, successfully organised by the Manawatu Car Club. We departed from Wellington soon after 6 o'clock on the Friday evening, after a hectic rush, on the first leg to Bulls at an average of 37½ mph. This section proved uneventful except for a worried navigator who hadn't dined. However, we managed to remedy this and duly arrived at Bulls with a few minutes in hand. We left there slightly after our departure time as a result of partaking of coffee and were all set for a fairly quick run to Taupo but struck fog which made it extremely difficult to maintain average speed, let alone improve on it. (Conversation at this stage: Navigator wakes up and says "Is it foggy?" Driver replies "Yes." Silence once more).

However after waking the navigator to enquire whether we had

the time, we refueled before checking in at Taupo. Here we struck the first test of the Rally, consisting of back and forward through three sets of flags, in which we managed to lose maximum points. After another coffee break, we left Taupo and returned down the main road to the Chateau turn off which we followed to National Park, thence to Ohakune and on to Tangiwai where we entered on a narrow road which took us to Rangiwaea and from there to Colliers Junction and then to Taihape for breakfast. Here we had the second test and found our judgement seriously impaired.

After breakfast, we found a large queue at the refuelling station but managed, thanks to a certain hard-working gentleman, to get through barely in time. Off we set again with a strange feeling that it was about 4 o'clock in the afternoon despite the fact that it was about 6-30 am.

We departed from Taihape on the main road which we left at Utiku where we went into the back country and by devious route arrived at Peep-o-day for the third test of the run, a timed ascent of three tenths of a mile. Before reaching the check, however, we caught up with a belligerent farmer and some of his sheep, which caused considerable delay to most competitors, and resulted in the section from the previous check being cancelled. From here we went to Ohakea via Halcombe for our next test which consisted of acceleration and braking on the taxiway. We managed to earn a 0 here. From Ohakea we took the main road to check in at the square in Palmerston North at about 11 am.

After lunching we returned to the cars for the elimination tests which started at 1-30 pm and continued until 4 pm. There were two tests, a back and fill effort, and a wiggle woggle. We managed to run out of urge in the first and lost maximum points, but did quite well in the second. Now at last we could relax until Sunday morning when it was all hands on deck to clean and polish the car for the coachwork competition on Sunday afternoon. In this we managed to place second.

Thanks to the Manawatu Club for an excellent Rally.

B. T. D.

How a bulletin is edited.

(An article of interest to all members, particularly those intending to volunteer for the job next year.)

The first step is to take all the articles received from members - and sort them out, to decide which will be published this month, next month, and so on. I have not yet had to do this, as there are seldom any articles.

The next step is to look through all the other car club bulletins received and decide if there are any suitable articles which we could reproduce. This is seldom the case as usually they are last month's bulletins, and the news value has been lost.

The third stage, is when the editor sits down and writes odd odes, etc., in order to fill the pages. I have not a great deal of literary talent, so this can also become difficult.

At this stage, your editor becomes overcome with frustration - you have probably noticed the receding hair line - and copies some dull and uninteresting article out of the Women's Weekly. Apparently nobody reads this, as no comments are heard.

You must agree with me that any of our members could do this quite easily - so why don't you offer your services?

The Editor.

- - - - -

Appointment of A.N.Z.C.C. Secretary.

The direction of the annual conference has now been acted upon, and Mr P. Lupp has been appointed to the position of full time secretary to the Association. Mr Lupp has resigned from the position of President, and Mr Ron Frost of Levin has been appointed in his stead. As far as is known, headquarters are still in Dunedin. It is to be hoped that this appointment will solve the many difficulties which have been met with recently, and it is over to all clubs to try and co-operate fully with the A.N.Z.C.C.

The Honeypot Trial.

The Annual Day trial, the Honeypot, will now be held on Sunday, December 7th, next, starting at 10-30 am at the Herd Street Post Office. Cars to be at the start at least 5 minutes before this otherwise they are liable to incur a penalty. The route, of approximately 140 miles, consists of easy roads for the most part, and the main effort required will be toward keeping accurate averages. Some tests will be held en route. It will be preferable for members to bring their own lunch with them but it will be possible for lunch to be obtained. It may be advisable for cars to carry a Wellington street map and the AA map of Wellington Wairarapa area, but I don't think they will be necessary. The first car should be finished by soon after 4-30 pm.

So, don't forget to be at the start at 10-34 am, complete with lunch, navigator, and the necessary tools. Remember, you might win the Honeypot trophy.

- - - - -

The Christmas event.

This will take the form of a gymkana this year, and will commence probably at about 10 am. It will be held on December 14th, and the venue will be at Upper Hutt. Make a note of the date, and bring the family, for a picnic lunch, and there will probably be other attractions, such as Father Christmas, to cheer those who are not interested in motorcars.

Don't forget, December 14th, Sunday, you are busy all day.

- - - - -

Club night, November 20th.

There is to be a novel event next club night, so come along and join in the fun. In December we hope to have some brand new films, which have not yet been started on the rounds. So make that a date, too.

COMING EVENTS.

The following dates were allocated at the A.N.Z.C.C. conference, for future gold star and Championship events.

Nov	15th	Racing, Teretonga Park.	Gold Star
	29th	Racing, Levin circuit.	Gold Star
Dec	13th	Racing, Ardmore.	
Jan	10th	Grand Prix, Ardmore	Gold Star
	17th	Racing, Levin Circuit.	Gold Star
	24th	Racing, Wigram.	Gold Star
	31st	Festival Road Race, Dunedin. (It is doubtful if this event will now be held.)	
Feb	7th	Racing, Teretonga Park.	Gold Star
	14th	Hill Climb, Otago	Gold Star and S.I. Champ.
	21st	Hill Climb, South Canterbury	Gold Star and N.Z. Champ.
	28th	Racing, Ohakea.	Gold Star.
Mar	7th	Hill climb, South Taranaki	Gold Star and N.I. Champ.
	21st	Hill climb, Canterbury	Gold Star
	28th	Racing, Levin Circuit	
Apr	25th	Hill climb, Hawkes Bay	Gold Star
May	9th	Trial, Taranaki.	Gold Star
	23rd	Trial, Canterbury	Gold Star
June	20th	Trial, Hamilton.	Gold Star



CLUB CALENDAR



- November 15th Teretonga Park, Racing.
Hutt Valley Motoring Club, Sprint.
- November 20th Club Night.
- November 22nd Hswke's Bay Car Club, Road Racing.
- November 23rd MG Car Club, day trial
- November 29th Levin Motor Racing Club, Circuit Racing.
Hutt Valley Motoring Club, Night trial.
- December 7th All day trial for the Honey Pot Trophy.
- December 14th Christmas event.
- December 25th Christmas day.
- - - - -

For Sale:

4 C.L.T. Maserati 1951, in perfect condition, motor at present stripped, having new Mondial Pistons fitted and general check for coming season.

Complete spare crankcase assembly, new and used spares too numerous to mention, three ratios, complete set of factory tools, seven wheels, brand new tyres to be supplied with car.

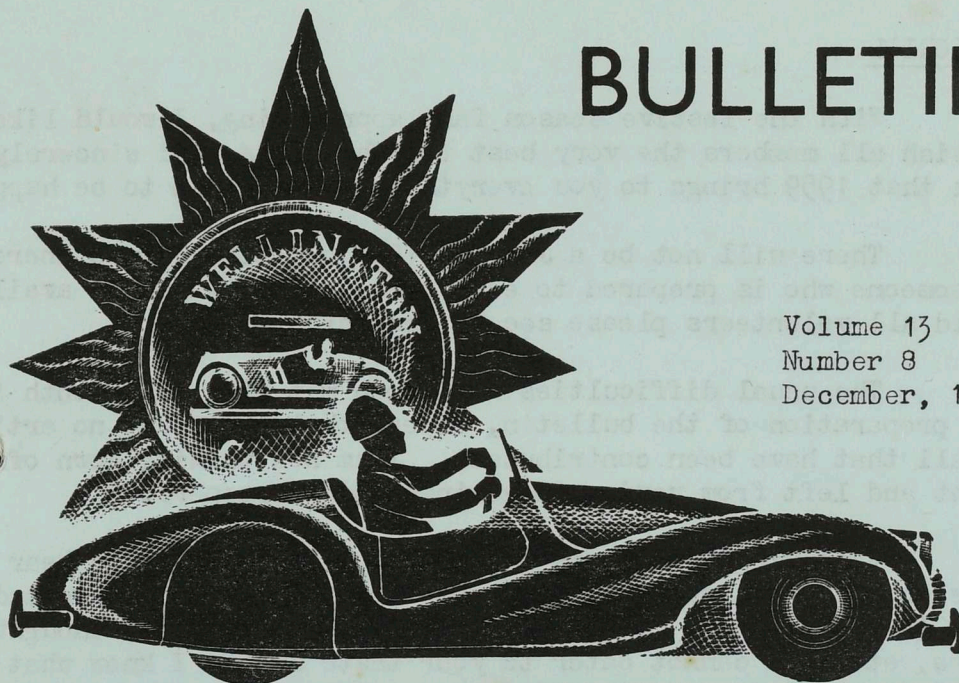
Standing $\frac{1}{4}$ mile 14.4 sec., flying $\frac{1}{4}$ 142 mph in middle ratio at 7,200 revs. Official certificates on hand.

Very reasonable for cash, also would be prepared to trade with cash difference either way.

Write: Ernie Sprague,
Box 381,
Tinaru.

WRITE FOR YOUR BULLETIN

BULLETIN



Volume 13
Number 8
December, 1958.

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

Directory.....

President	C. Vandendungen	19-900/7119M 55-040 (Bus)
Club Captain	R. Smith	2571M TF 47-267 (Bus)
Vice-Captain	A. Shelly	70-932 (Bus)
Secretary	S. Alexander	17-366 65-069 (Bus)
Committee	P. Morgan R. Sellens R. Chapman B. Drake B. Drake	75-388 28-565 88-540 16-883 16-883
Bulletin Editor		

CAUTION IS NO SUBSTITUTE FOR SKILL

EDITORIAL.

With the festive season fast approaching, I would like to wish all members the very best for Christmas, and sincerely hope that 1959 brings to you everything you require to be happy.

There will not be a January 1959 bulletin unless there is someone who is prepared to edit same. I will not be available. Would all volunteers please see me next club night.

The usual difficulties have been met with this month in the preparation of the bulletin, except that there are no articles at all that have been contributed. I am now turning down offers right and left from various magazines and newspapers.

Following last month's bulletin, I did expect to hear some comment, but apparently no one is sufficiently interested to read the bulletin. Please let me have your comments, thoughts, ideas, etc. I cannot cater to your taste unless I know what that taste is.

Auckland Grand Prix.

Overseas drivers who have been contracted to appear at Ardmore next year are Stirling Moss, Jack Brabham, Carroll Shelby, Jean Behra and Joakim Bonnier, states a recent letter from the N.Z. International Grand Prix Association.

Moss will be driving the Rob Walker Cooper. Brabham is constructing the Formula 1 Cooper he will drive in the Cooper works and is confident that with it he can beat Moss. In a straight fought battle in identical cars Brabham did beat Moss at Brands Hatch recently. Champion United States driver, Carroll Shelby will be driving one of the new 1959 Piccolo Maseratis. He has come to the forefront this year and has driven extremely well to be placed fourth both in the Portugal Grand Prix and also in the Grand Prix of Italy.

Behra, France's champion driver, will be a particularly colourful and popular figure at Ardmore in the other work's Piccolo Maserati. A forceful driver, he has a peculiar knack of hurling

a car around a corner in a completely different style to anyone else. He has been the No 1 driver for B.R.M.'s throughout this season and has been spectacular as long as that unfortunate car has stayed in one piece. He is another driver who is most anxious to meet Moss in a Cooper, as he himself feels quite confident that he can head Moss off in one of these new Maseratis. Another colourful figure will be Joakim Bonnier. "Jo" has shot into the limelight this season as No 2 B.R.M. driver, and in the Maserati that was built for Fangio which he competed in last season, he can be relied upon to be right up with the others. He is at present champion of Sweden which, like New Zealand, has become a veritable stronghold of motor racing.

The DB4 Aston Martin.

The name of Aston Martin is of particular interest in motor sporting circles. Lionel Martin did well at the Aston Clinton hillclimb before the 1914 war - hence the name. After 1918 came the Bamford and Martin Astons, and then under new management, the Bertelli cars. After various ups and downs, David Brown collected the almost moribund firm, allied the Aston Martin chassis with the twin cam Lagonda engine. Thus was born the DB2, thus beginning the saga of the DB Aston Martins.

The new DB4 Aston Martin is a sports car in the modern idiom, which means that it excels ordinary vehicles not only in performance, but in that sheer luxury which makes high-speed, long distance travel a pleasure rather than feat of endurance. The engine is new, though we have seen its prototype on the racing circuits. It is a seven bearing six-cylinder of 3.7 litres capacity. The cylinder block and head are both cast in light alloy. A "square" dimension of 92 mm has been chosen. The die-cast aluminium pistons operate in centrifugally cast chrome vanadium iron wet liners. The crankshaft is forged in chrome molybdenum steel and nitrided. A two-stage duplex roller chain drive is used for the twin overhead camshafts. The distributor is driven from the rear of the inlet camshaft, and there are twin SU carburettors. This power unit develops 263 bhp at 5,700 rpm on a compression ratio of 8.2 to 1. The clutch is a 10" Borg and Beck, and the four-speed David Brown gear box is a new one, with synchromesh on bottom gear. As 50 mph may be exceeded on the latter ratio it is a useful gear.

The gear ratios for third, second and first speeds are 1.25, 1.74, and 2.49 to 1, which should be read in conjunction with a standard final drive ratio of 3.54 to 1, with optional alternatives of 3.31 and 2.93 to 1.

The chassis is steel platform, with a welded tubular steel super structure. The body is panelled in aluminium and is a "Supeleggera" design, built in David Brown's Tickford factory. It is an extremely luxurious two-door four-seater with a wrap around screen and bucket front seats of Reutter reclining type. The large luggage boot has the spare wheel hidden beneath its floor. The wheels are of the wire-spoke knock-on pattern.

The front suspension is by transverse wishbones, with ball-jointed king pins, and the helical springs embrace large-diameter Armstrong telescopic dampers. The steering is by rack and pinion with a wood-rimmed 16" wheel. The angle of the column may be adjusted. The Salisbury hypoid rear axle is on parallel trailing arms, with transverse location by a Watts linkage. The rear springs are helical, and the dampers are piston-type Armstrongs. As this car is capable of extremely high speeds, the wheels are man-size 16" rims, 5" wide with 600 tyres. Disc brakes of Dunlop manufacture, are used for all four wheels. The operation is hydraulic with a vacuum servo. The horizontal hand-brake lever operates on the rear discs. In the past, a select few of the fastest cars have been able to reach 100 mph from a standing start in less than half a minute. The DB4 will attain this speed and brake down to a standstill again all within 30 seconds, it is claimed. With the Standard axle ration, about 140 mph is available, but considerably higher velocities could be encompassed with the alternative gears. However, for road use, the livelier performance of the standard set-up would be of more value than a theoretical 170 mph that one could never use.

With a wheelbase of 8'2" and a front track of 4'6" the DB4 is a compact car. The overall length is 14'8 $\frac{1}{8}$ " the width 5'6" and the turning circle only 34 ft. The kerb weight is 2,384 lbs.

The joint Committee of Wellington Area Car Clubs.

Those members who were present at the last Club night will have heard something of the activities of the joint Committee, but for the benefit of those who were not, the major item of importance at the present time arises out of the deliberations of the Building sub-committee of the joint committee. We would like you to give careful thought to this, and if possible let us have your views on or before next club night.

The proposals are as follows:

- | | |
|--|----------------------------|
| 1. Purchase of old building and use all possible materials from this, together with any new materials necessary. Use all own (voluntary) labour. | Cost £1200
Time 9 mths. |
| 2. Purchase of old building and use materials from this for joinery, lining, etc., with a concrete slab floor and a prefabricated frame. Use all own labour. | Cost £1500
Time 6 mths. |
| 3. All new material, use own labour | Cost £2100
Time 5 mths. |
| 4. Have it built. | Cost £4000. |

The major question to be decided at this stage by you is whether you would be prepared to give of your time for a fairly extensive period, or whether you can assist financially. The other alternative is that the Clubs in the area do not need Clubrooms. Think it over.

Volunteers are needed for the Marshal's pool which it is hoped will be formed by the joint area committee. The main idea of the pool is that all members of one club will be able to compete in that club's events, as all marshalling will be done by members of other clubs, and similarly, when the marshals' clubs hold events, the first club's members will be marshals. Give your name to the Secretary, next club night. It is not necessary that you be available for every event.

A Poem for Christmas.

'Twas the night before Christmas, and all through the house
 Not a creature was stirring, not even a mouse.
 The stockings were hung by the chimney with care,
 In hopes that St. Nicholas soon would be there.
 The children were nestled all snug in their beds,
 While visions of sugar-plums danced in their heads.
 And Mamma in her "kerchief and I in my cap,
 Had just settled our brains for a long winter's nap.
 When out on the lawn there arose such a clatter,
 I sprang from my bed to what was the matter.
 Away to the window, I flew like a flash
 Tore open the shutters and threw up the sash.
 The moon on the breast of the new-fallen snow,
 Gave a lustre of mid-day to objects below,
 When, what to my wondering eyes should appear,
 But a miniature sleigh, and eight tiny reindeer.
 With a little old driver, so lively and quick,
 I knew in a moment it must be Saint Nick.
 More rapid than eagles his coursers they came,
 And he whistled and shouted, and called them by name:
 "Now Dasher! now Dancer! now, Prancer! and Vixen!
 On Comet! on Cupid! on Donner and Blitzen!
 To the top of the porch, to the top of the wall!
 Now dash away, dash away, dash away all!"
 As dry leaves that before the wild hurricane fly,
 When they meet with an obstacle, mount to the sky,
 So up to the house-top the coursers they flew
 With the sleigh full of toys, and St Nicholas, too.
 And then in a twinkling, I heard on the roof
 The prancing and pawing of each little hoof.
 As I drew in my head, and was turning around,
 Down the chimney St Nicholas came with a bound.
 He was dressed all in fur, from his head to his foot
 And his clothes were all tarnished with ashes and soot;
 A bundle of toys he had flung on his back,
 And he looked like a peddler just opening his pack,
 His eyes how they twinkled! His dimples how merry!
 His cheeks were like roses, his nose like a cherry.

The Honeypot Day Trial.

7th December, 1958.

The weather was reasonable for this, the last trials event for 1958. The number of competitors was very discouraging, however, although this year they did outnumber the marshals, but only just. Thanks are due to the marshals particularly to Miss Lois Price.

The route was straight forward, and took in the area ranging from Herd Street Post Office, to Ngaio, Khandallah, Wadestown, Karori, around the Makara road to Johnsonville, to Paremata, over Haywards to the lunch break at Silverstream. Then through Whiteman's Valley, Upper Hutt, and over the Akatarawa road to Waikanae, Paraparaumu, Paekakariki hill to Plimmerton, Karehana Bay, to Johnsonville and back to the start.

Five cars started, and all finished with reasonable point losses. I think most competitors enjoyed the run except perhaps a certain navigator who must have been to a wonderful party on Saturday.

Results:

Car No.	Check points.										HS
	1	2	3	4	5	6	7	8	9	10	
1	10E	15E	15E	3L	0	15L	0	25E	5E	3L	0
2	15L	0	3L	3L	0	3L	10E	10E	18L	18L	0
3	15E	10E	15E	3L	3L	0	40E	5E	12L	15L	0
4	10E	0	0	3L	5E	0	0	5E	0	0	0
5	15E	10E	5E	0	5E	20E	3L	0	3L	6L	15

Points were deducted as follows:

- Early arrival at check - 5 points per minute
- Late arrival at check - 3 points per minute
- No hand signals - 5 points per error
- Late arrival at start - 10 points
- "E" or "L" indicates whether car was early or late at check.

The final placings were as follows:

Car No.	Driver and Navigator	Total Points Lost	Placing	Vehicle
4	J. Stockdale D. Walker	23	1st	Standard 10
2	P. Morgan J. Corder	80	2nd	Austin A40
5	A.L. Shelly T.C. Kent	82	3rd	Volkswagen
1	R.I. Duffell I.D. Watson	91	4th	Austin A30
3	T. Fox D. White	118	5th	MG A

We reprint the following description of a Formula 2 race written by Bruce McLaren for the Auckland Car Club bulletin, in the hope that members may be interested.

"Today at the Avus Rennen we had one of the diciest F.2 races this season, in fact, in the opinion of many, one of the most frightening of all recent races. 500cc Brands Hatch style racing, three cars abreast, positions changing 3 or 4 times a lap and all at a steady 150 to 160 miles per hour. Each and every one was endeavouring to get a tow off whoever went past last, irrespective of who might be following. No subtle slipstreaming this, the slipstream of these Coopers and the Lotus was a mile wide and high, and nobody was going to be left out. From the fall of the flag, Burgess leapt into the lead with Wicken, Russell, Brabham, Allison and myself all packed in a bunch you could spread a blanket over. Halfway down the straight after having accelerated for well over a mile, the streamlining of the Porsche began to tell, and Maston Gregory was doing his utmost to force his way through this madly weaving, struggling bunch. How there was no shunt on that first corner, I do not know. Up the back

straight and it was everyone fighting for the slipstream of the Porsche as it accelerated through the melee, wheels touching right and left, cars bumping and jostling for all the world like a bunch of schoolboys playing dodgers at a fair, only much more deadly at 150 miles per hour.

Then it happened! Flat through the right-hander and the pushing and shoving reached a limit; a car literally bounced sideways across the track, slewed around, then slid wildly, broadside on right in front of the pack. Then right around it went and mercifully off the track, into the ditch at the side, then a terrific leap 30' into the air flinging the driver out, then we were all past before it reached the ground. There were now six cars in the bunch, but still the tearing pace didn't slacken a bit, flat out, nose to tail, side by side we went, squashed down in our seats by the tremendous centrifugal force round the nearly vertical banking at 120 mph. On down the narrow Autobahn, still chopping and changing, the Porsche leading the bunch, another mad scramble, braking for the hairpin, round it three deep, this just couldn't go on. The Porsche had pulled away, leaving 5, and it was the Lotus that towed us along now, two more frightening laps then braking on the limit for the hairpin, and bang! two more cars went flying in the air, the leading cars of the group passing underneath. The red Cooper went up over the hay-bales into the inside, the green Lotus landed backwards up the bank on the outside, and then there were three - Brabham, Russell and myself.

At last we could relax a bit, gauges were looked at, rev. counters heeded probably for the first time, after all it was a 200 mile race. Then we all settled down to some serious racing and slipstreaming, each one hatching his plan for crossing the line first on to the final lap. First Russell would lead, then Brabham, then myself, then we would be in a line abreast about a foot or so apart, passing and repassing for another ten laps we went, then at maximum on the back straight, my race ended with a clatter, a rod straight through the side, Russell narrowly avoided running right over me, having been only a few feet behind, and then there were only two. They stopped for each other at the hairpin, whoever left it first would surely be second over the line, but after a few seconds delay Brabham leapt away hoping to surprise Russell but he was not quick enough and passed him easily at the end of the Straight

and beat Brabham with only inches to spare.

The fact that Maston Gregory was half a lap ahead was irrelevant compared with the duel there had been for that second place. In that first 5 or 6 mad laps the leading bunch of cars opened up a gap of half a minute on the lap due entirely to slipstreaming the Lotus and the Porsche. Ian Burgess who had had virtually the World's biggest shunt fortunately got away with only a few broken bones, Wicken and Allison were quite unhurt apart from their pride, and me! I've just got a big hole in the side where the big end cap came through.

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Mike Hawthorn, the world champion racing driver this past season, has announced that he has retired from motor racing.

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Letters to the Editor.

Sir,

It was most disappointing to me as a member of this Club to see only five cars entered for the Honeypot Trial. Knowing that the organiser must have covered at least 500 miles and spent many hours on this event it is appalling to see the poor response from Club members and I would like to suggest that in future events entries should close in advance and a minimum number be required before the event is run. I personally try to take an interest in all types of events but I do think that the Club's name should be changed to the Wellington Social Club.

Yours faithfully,
Disgusted member.

(Editor's Note: Disgusted member is reminded that even if the event had not been held, the organiser would still have spent the time, as the event must be arranged at least a month beforehand.)

His droll little mouth was drawn up like a bow,
And the beard on his chin was as white as the snow.
The stump of a pipe he held tight in his teeth,
And the smoke, it encircled his head like a wreath.
He had a broad face and a round little belly
That shook when he laughed like a bowl full of jelly.
He was chubby and plump, a right jolly old elf
And I laughed when I saw him, in spite of myself.
A wink of his eye, and a twist of his head
Soon gave me to know, I had nothing to dread.
He spoke not a word, but went straight to his work
And filled all the stockings, then turned with a jerk
And laying his finger aside of his nose,
And giving a nod, up the chimney he rose.
He sprang to his sleigh, to his team gave a whistle
And away they all flew, like the down of a thistle.
But I heard him exclaim 'ere he drove out of sight
"Happy Christmas to all, and to all a goodnight!"

Club night on December 18th will consist of an informal social evening, with no organised program. Bring your wife or girl friend, or somebody else's girl friend, and make an evening of it.

The next event will be the Christmas gymkhana, for which the venue has been changed. The organiser tells me he would like everyone at the foot of Ngauranga Gorge at 10-15 am, but for the benefit of those who will arrive later, it is hoped to have the route signposted from the roundabout at the North End of Johnsonville, and for those who know the area, the site is at Bryant's farm, Ohariu valley. There are, I believe, seven very good events, which should prove very interesting, both from the competitors' and spectators' points of view. It will be necessary to bring a complete picnic lunch, as no water or other amenities will be available. That is Sunday, December 14th, for a day out, for you, your family, and your friends.

Progress of Clapperton and Hansen Trophies.

The following are the points at the end of November:

	Clapperton	Hansen
P. Solcombe	10	13
R. Duffell	6	6
T. Fox	6	9
D. Lawson	6	6
D. Fraser	5	5
J. Stockdale	5	5
R. Wilson	4	4
H. Hollis	4	4
D. Jenkins	4	4
R. Chapman	4	4
V. Middleditch	3	3
R. Smith	3	3
I. McLeod	2	2
D. White	2	3
I. Gold	1	4
J. Lust	1	6
S. Crawford	-	4
Y. Wilson	-	2
K. Buckthought	-	3
E. Olivecrona	-	2
R. Pearson	-	4
B. Harris	-	4
D. McDougall	-	2

Many other members have earned one point in either one of other of the trophies, or both, but space precludes us from listing their names. Compete in the next event and you will make the list next time. We hope to publish another progress report before the final at the end of the financial year, which will be a complete list.

Remember the Christmas Gymkhana on Sunday December 14th.
See elsewhere for full details.

News from Association of New Zealand Car Clubs.

The following items are extracted from the ANZCC newsletter, and may be of interest to members:

The Gold Star Trial Award will now be accompanied by a suitably worded Certificate to each member of the crew, provided that the crew has competed together throughout the series.

The N.Z. Championship Road Race which was to have been held in Dunedin is definitely cancelled. Last minute conditions imposed by the local body have made it impossible for the Otago Club to hold the race.

The office of the Association remains at Dunedin in the meantime.

The next Committee meeting will be held at the residence of Roy Smith, 9 Morgan Place, Tawa Flat. The time 7-30 pm and the date December 11th.

For Sale: One International Driving Licence, also unused passport with Visa for Japan. Note: Ron V. Chapman's car is now not for sale.

The Smiths on the last night of their Honeymoon stayed at Mitomo in appropriately enough, an octagonal room. (Is the honeymoon over? Ed.)

It is pleasing to learn that the bulletin is read in Auckland, so we know we have at least one reader. If there are any other fans, the box number is 5142.

The Napier festival road races.

In excellent day's racing was seen on the Ahuriri circuit on November 24th when the Hawkes Bay Car Club held their festival road races. There were eleven races throughout the day, with competing cars ranging from standard saloons to the Cooper Climaxes of Merv Neil and Tony Shelly. Most notable thing about the day from the spectator's viewpoint was that all drivers, from the drop of the flag for the first practice lap, seemed to have only one position for the right foot, and that was flat. Practice was marred by two incidents which put Eric Olivecrona out of the running for the day, and Russ Buckthought for the morning. However, he was seen later in the day, and managed to drive into several placings in his starts. Except for those drivers who had mechanical difficulties, most drivers had four races during the day.

The circuit was a very interesting one. From the start there was a fairly long straight, with a slight right-hander toward the end, and then a quite sharp right-hander into another shorter straight, from which another right-hander took the cars into the esses, from thereon to the narrow part of the course, and the corner which caused the most excitement. Another right-hander took the cars back into the main straight. Of about 1.28 miles, the circuit was quite fast, the best time being returned by Merv Neil, 1m 7.4s.

The first race of the day was for saloons and resulted in a win for G.Gleeson, driving a Holden, with the Simcas of R.B. Langley and R.Tolley in second and third places. Langley also achieved fastest time. It was fairly obvious at this stage that there were going to be some fairly interesting races as the handicapping was very good.

The next race saw Simon Crawford (MG TF) and Tom Fox (MG A) leave the line together, followed by R.A.Levis (R A L). There was a very close contest between the two MGs until Simon had the misfortune to spin and damage his tailpipe, being unable to continue. The race resulted in a win for Levis, with Tom Fox close behind.

Now the second batch of saloons took to the circuit, and John McDougall in the Armstrong Siddeley showed the way to win from T.C. Doherty (Ford V8) and the Zephyr of Alistair McBeath. Fastest

time in this race went to J.N.Forde driving an Alfa-Romeo of 1975 cc capacity.

We saw the D type for its first race of the day in the hands of Angus Hyslop when it placed third behind the Austin Healey of G.H.Pierce and C.M.Keehan in a Triumph TR II, in the second Sports Car handicap event.

Somewhere about this time we managed to assuage our hunger (and thirst) and prepare for the next race which was the Formula Libre Handicap. The first home in this event was Merv Neil in the Cooper Climax with Tony Shelly second and R.A.Levis third. The largest field of the day started in this race.

The next event was the invitation Sports Car Handicap in which Pierce in the Austin Healey again came to the front followed by Angus Hyslop and Russ Buckthought in his Triumph TR II. This was Russ's first start of the day.

Heats of the formula libre event now commenced and the first was won by B.Tracy driving the Alfa-Romeo P3, with Jim Berkett in second place and Angus Hyslop third. The next event was the invitation saloon handicap which saw the limit car, a Volkswagen driven by M.Bevington stay in front of Tolley and John McDougall.

The second heat of the formula libre event saw Merv Neil stay in front of Tony Shelly again with L. Gilbert (Cooper Bristol) in third place. In these races with the faster cars, a great sensation of speed was obtained because of the fact that we were able to stand quite close to the circuit. In fact, some of the more ignorant of the spectators were seen to cross the circuit during races.

The next event was the 12 lap Formula Libre final, and here we saw the fastest cars from the two heats take the grid. Again it was Merv Neil followed by Tony Shelly with L. Gilbert third and Bruce Webster fourth. There was still one race to go, and the starters in this event were all those drivers who had not yet had enough racing. It was the Invitation all-comers handicap. Merv Neil again, followed by Levis and Russ Buckthought, and the day's racing was over, until it was all re-run at the social that evening.



CLUB CALENDAR



December 14th Christmas gymkhana.
December 18th Club night.
January 10th Ardmore Grand Prix.
January 17th Levin Motor Races.
January 24th Wigram.
February 7th Teretonga Park.

For Sale: A host of speed equipment to suit MG (TD) or any XPAG Motor, including Shorrock Supercharger and High Compression head fitted with oversize inlet and sodium cooled exhaust valves. All enquiries to P.L.Lupp, 28 Nottingham Crescent, Dunedin.

Wanted to buy: MG TD or TF 1250. Contact Rob Tedcastle, c/- J.Gadsen and Co. Ltd., Phone 66-099 or at 18 Kauri St., Eastbourne, Phone 8890 EE.

Members are reminded of the need to place a coin in the box when entering the hall on club nights. This is a donation to cover the cost of hall rent and supper, and without the aid of every member, the club cannot finance its evenings. So don't walk past the table, please. We'd hate to have put someone on the door.

Seen at Levin - a certain TR II parked neatly alongside a wire fence! This seemed to be a popular parking spot, as several others made for it at various times.

WRITE FOR YOUR BULLETIN
