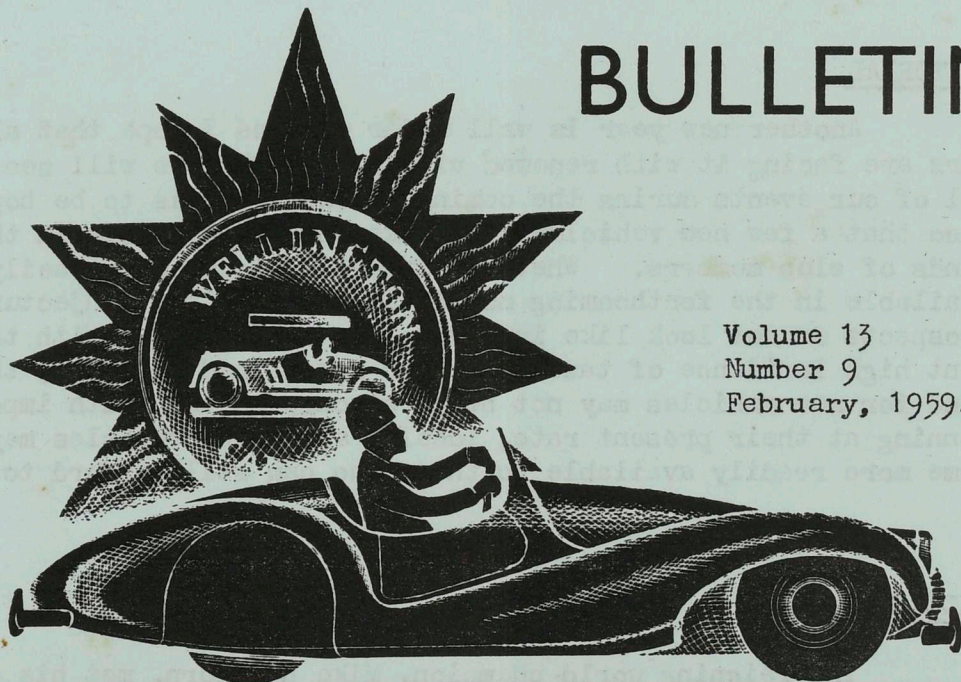


# BULLETIN



Volume 13  
Number 9  
February, 1959.

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

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## 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	75-388
	R. Sellens	28-565
	R. Chapman	88-540
	B. Drake.	
Bulletin Editor	B. Drake	16-883

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CAUTION IS NO SUBSTITUTE FOR SKILL

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## EDITORIAL.

Another new year is well under way and I hope that all members are facing it with renewed vigour, and that we will see you at all of our events during the coming months. It is to be hoped also that a few new vehicles will make their appearance in the hands of club members. Whether cars will become more easily available in the forthcoming months is a matter for conjecture, but prospects do not look like improving for some time. With the present high incidence of taxation, both direct and indirect, the demand for new vehicles may not be so strong, so that with imports running at their present rate, locally assembled vehicles may become more readily available to those who can still afford to buy.

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## MIKE HAWTHORN.

The reigning world champion, Mike Hawthorn, met his death in a tragic accident on the road to London on 22nd January. Mike, who had announced his retirement from motor racing, first attracted the attention of the racing fraternity when in 1951 he raced two Rileys owned and prepared by Leslie Hawthorn, his father. Then Coopers introduced their Bristol-engined cars and Mike's superb handling of these cars greatly impressed the Continental crowds, including Enzo Ferrari, who helped Mike achieve what was possibly his finest hour, when, in his first season with genuine Grand Prix machinery, he fought and won a wheel-to-wheel duel with Juan Fangio in the French Grand Prix to become the first Briton to win the classic race for 30 years. From then on Hawthorn never looked back, and last season combined all his old fire and skill on every type of circuit with praiseworthy mechanical sympathy for his car. That "nursing" won him the world championship. His death has been a great loss to motor sport.

## FOR SALE.

### Lago Talbot G.P. Racing Car.

As owner has decided to retire from motor racing his 1949 model 4485 cc Lago Talbot is offered for immediate sale complete with quantity of spare parts, racing tyres, and trailer.

This car was originally owned by Belgian Champion, the late John Claes and subsequently by J. Duncan Hamilton of England.

Modifications carried out in U.K. included the fitting of Laystall crankshaft, S.U. Carburettors and Stonger Rockers and power output was increased to 270 b.h.p.

Four alternative Crownwheels and pinions available giving maximum speeds at 5,000 rpm of 134, 145, 154, and 163 mph respectively.

Car has recently been extensively overhauled, and new parts fitted include transfer gears, gearbox mainshaft front brakedrums, camfollowers, piston rings, etc.

This is a beautifully built machine and should be capable of being raced for a number of years. Alternatively it could be converted into a magnificent sports car.

Price £1,500 o.n.o.

(Would consider saloon or sports car in part payment.)

For further details please contact:

A.T. Freeman,  
10 Washington Avenue,  
Brooklyn, WELLINGTON. SW1.  
'Phone 17-003 (Work) 88-510 (Home)

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The 1959 works Listers will have the long, low, look, thanks to Frank Costin, who has been engaged by Brian Lister as chief designer of his sports-racing cars. This body design formula, which has proved so successful in small-capacity sports car racing, should make the Lister Jaguars even more formidable in their own sphere, and the cars from Cambridge must be considered for top sports car honours during the coming season. Mechanically, the cars are little changed from last year, except that Dunlop disc brakes are fitted for the first



time. But the lower drag of the body of the new cars is expected to result in a potential road speed of 180 mph from a 250 hp engine. When fitted with the Jaguar 3.8 litre unit (300 bhp) for certain British and American sports car races, its performance should be really startling. Of course, when entered for World Championship events, the 3 litre motor will be fitted. Works drivers signed up for 1959 include Ivor Bueb and Bruce Halford.

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Numerous statements have appeared at various times regarding David Brown entries in the Grand Prix field, and there has been considerable speculation and interest. Mr. David Brown, in making an official statement, states the Grand Prix project has been undergoing development for more than two years and that the first prototype was tested before the end of 1957. Concentration upon sports car events in the first six months of 1958 retarded the Grand Prix project, but this is once again being actively pursued, and in the near future it is intended to carry out circuit tests under actual driving conditions using leading drivers. Only when the results of these tests are known and analysed will a decision be taken regarding participation next year. Aston Martin have no intention of withdrawing from sports car racing but will continue with the DBR1/300 cars in 1959 when the principle effort will be directed at Le Mans. No activity will be directed at the Grand Touring Class with the newly announced DB4 but John Wyer was quoted as saying he hoped a number of DB4's would participate in the Tour de France next year.

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Which well-known committee member, who has always been a keen and eager worker, will probably relinquish his single status before another Grand Prix? We understand he left Ardmore in quite a hurry.

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Ross George is now on his way to England on board the "Southern Cross."

#### OHAKEA RACE MEETING.

The Manawatu Car Club advises that the Ohakea meeting will be held again this year, on February 28th next. A full day's programme of events will include, in addition to the motor cycling programme, the following races:

- Sports Car Scratch Race, in classes, of 14 miles.
  - Saloon Car Scratch Race, in classes, of 14 miles.
  - Sports & Racing, Scratch, in classes, of 14 miles.
  - Saloon Handicap, of 14 miles.
  - Ohakea Trophy Race, of 50 miles.
  - Sports & Saloon Car Handicap, of 14 miles.
  - Racing & F.I.A. Handicap, of 14 miles.
- 

#### SPRINT MEETING, LEVIN CIRCUIT, FEBRUARY 14th.

For the benefit of members who have not yet visited the circuit, the entrance is in Hokio Beach Road, which is the first left after passing the 30" sign. The scrutineering will commence at 9 a.m., and runs should commence at about 10 a.m. The number of runs will depend on the number of competitors, as usual but it is expected that members should have at least five runs. Entry fee will be the usual 10/-. Members are advised to take their lunch, but this can be obtained in Levin. Don't forget, your car in good condition, your driving license, competition license, warrant, and crash hat. The weather should be fine.

Any member who would like to give any assistance in the running of this event are asked to contact the Secretary, Stewart Alexander.



HOUGHTON BAY HILL CLIMB.

To be held on March 21st, the climb is being run as a combined effort by the 500 Club and this Club. A number of volunteers are required to assist with the work particularly in the way of marshals on the day of the event. It is hoped to have the "pool" marshals working for the first time at this event, but more are required than the three who have so far given their names. Any members who are not interested in competing but would like to assist, are asked to see the Secretary next club night, February 19th.

-----  
LETTERS TO THE EDITOR.

Dear Sir,

Since the present committee took office, I have noticed that the greater part of the work of running the club has been done by a very few members of that committee. In addition, I believe that some committee members expect recompense for petrol used on club business, and when organising events. Frankly, I wonder why some are on the committee. As an ex-member of several committees, I do think it should be understood that when one goes on a committee, one does not expect to be paid for every little thing one does, and if one cannot afford to run a car on the Club's business, then I feel that that person should not be on a committee. I, for one will not be renewing my sub-cription to this club if this sort of thing continues.

Anonymous member.

-----  
Seen at the last Levin meeting, Dick Sellens testing the new air brake on his car. Marshals got excited for some reason.

CHRISTMAS GYMKNHANA.

14th December, 1958

The Christmas Gymkhana was held at Bryant's farm, Ohariu Valley, on 14th December, in weather which could only be called shocking. The attendance of club members was of a like condition, the organiser being supported by only four competitors. There was a great variety of events the most spectacular being the water splash which seemed to have a terrific attraction for the front end of an A-40. Then there was a Mistral Ford which, with it's opposition, the Riley, kept boiling. Wasn't there enough water around boys? The organiser wishes to convey to the competitors his thanks for attending the event, but at the same time is annoyed at the poor attendance. It is very disappointing to the people who go to the trouble to organise the events for the Club, when less than six competitors turn up.

P.M.

RESULTS:

	<u>Wiggle</u> <u>Woggle</u>	<u>Water</u> <u>Splash</u>	<u>Spud</u> <u>Race</u>	<u>Diamond</u>	<u>Circle</u>	<u>Lap</u>
P. Slocombe Velox	1-6.5	57.5	2-02	32.3	<u>29.0</u>	41.0
I. Payne A.40	1-30	-	2-10.7	50-0	-	36.0
B. Watson Mistral	1-18	1-6.5	-	29.8	33.0	44.0
P. Morgan A.40	<u>53.2</u>	1-1	<u>1-56</u>	<u>26.8</u>	29.5	44.5
K. Johnson	1-4.5	<u>55.5</u>	1-58	30-5	-	36.0





## CLUB CALENDAR



February	14th	Sprint meeting at Levin Circuit
February	19th	Club night.
March	19th	Club night.
March	21st	Houghton Bay Hill Climb.
April	12th	Combined Clubs' gymkhana.
April	16th	Club night.
May	21st	Club night.
May	23rd	Night Trial.
June	18th	Club night.
June	21st	Gymkhana.

### Other Clubs.

February	14th	Judgeford Hill Climb. (Hutt Valley)
February	22nd	Gymkhana. (Hutt Valley)
February	28th	Ohakea Motor Races. (Manawatu)

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We have seen our Secretary with his car duotoned, and in racing trim. He says this is only a temporary measure brought about by circumstances entirely beyond his control, but with the Ohakea meeting coming up he may be getting in a bit of quiet practise.

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A bad case of speeding,  
The Coroner found,  
'Cause he went on straight  
Where the road went around.

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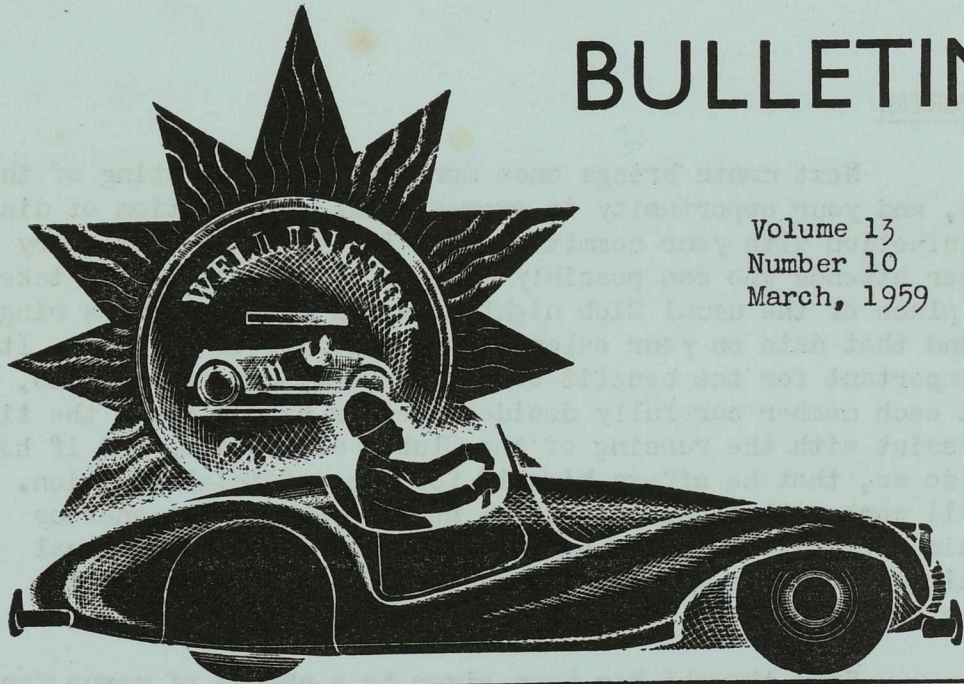
WRITE FOR YOUR BULLETIN

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# BULLETIN

Volume 13  
Number 10  
March, 1959



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

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	R. Sellens .. ..	28-565
	B. Drake .. ..	16-883
Bulletin Editor	B. Drake .. ..	16-883

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CAUTION IS NO SUBSTITUTE FOR SKILL

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## EDITORIAL

Next month brings once more the Annual Meeting of the Club, and your opportunity to express your satisfaction of dissatisfaction with your committee. It is essential that every member attends who can possibly do so. The meeting will take the place of the usual Club night on April 16th, so put a ring around that date on your calendar and remember to be there. It is important for the benefit of the members, and of the Club, that each member carefully decides whether he can spare the time to assist with the running of the Club's activities, and if he can do so, that he offers himself for some official position. If all work with equal enthusiasm no job becomes too onerous within a year. So let us each decide well before the Annual Meeting whether we can be of assistance, and be prepared to offer our services.

Some thought has been given to a change of venue for the monthly Club nights, and this matter was put to the meeting at last month's evening. The majority opinion was in favour of continuing with the present hall, which is the Kilbirnie R.S.A. Hall, in Mahora Street, Kilbirnie.

-o-o-0-o-o-

Ron Chapman, that well-known committee member, has found it necessary to resign from his position on the committee of the Club, as a result of his work taking him to another City. Best of luck, Ron, and we are sorry to see you go.

-o-o-0-o-o-

Welcome to new members, Ian Hull-Brown, Julian Parsons and Bruce Coffee. We hope their stay with us will be long and happy.

-o-o-0-o-o-

## The Levin Sprint.

February 14th.

By the scheduled starting time, the organiser was supported by three competing cars, and debated whether to continue with the event. However, in his wisdom he did so, and was enraptured to eventually have a total of eight cars competing. There were other cars present which failed to pass the scrutineer, so take warning if you are intending to compete at the Houghton Bay Hill climb. Have your car properly prepared.

The event was divided into under and over 1500 cc sports saloons, and racing class. The largest field was in the under 1500 cc saloons, where F. Hamlin driving the Wolseley 1500 gave a magnificent display of fast driving on the Levin circuit. Tony Shelly in the Cooper 1500 made fastest time of the day, with a flying lap of 55.1 seconds, and standing of 58.8. Results were as follows:-

<u>Under 1500 cc saloons.</u>		<u>Standing.</u>	<u>Flying.</u>
F. Hamlin	Wolseley 1500	1-12.0	1-7.0
J. Harrowfield	Morris E	1-24.3	1-17.0
P. Morgan	Austin A-40	1-32.0	1-23.4
<u>Over 1500 cc saloons</u>			
B. Drake	Austin A-95	1-21.0	1-13.3
<u>Under 1500 cc sports.</u>			
D. Bradford	Riley	1-19.4	1-13.0
<u>Over 1500 cc Sports.</u>			
L. Graham	Singer	1-12.4	1-6.3
E. Olivecrona	TR II	1-13.2	1-9.0
<u>Racing.</u>			
A. Shelly	Cooper 1500	58.8	55.1



For the Trial's Enthusiast.

We have heard from the South Canterbury Car Club, regarding their Centennial Reliability trial, which is to be held from 27th to 30th May next. They advise that the entry fee has been reduced to £10.0.0 per car, which includes necessary meals en route. The event consists of a 24 hour trial, starting on Thursday, followed by a 12 hour break, when entrants then participate in an 18 hour trial, finishing on Saturday. Prize money for the first two trials is guaranteed at £100 for first, £50 for second and £20 for third for each event, while an overall prize for the two trials of not less than £150 is promised. Entries close at the end of March, and anyone interested in further details is asked to write to the Trial Secretary, South Canterbury Car Club, Inc. P.O. Box 96, Timaru.

-o-o-0-o-o-

We understand that the race meeting which was to have been held at Ardmore on March 14th, will not now be held as the A.N.Z.C.C. have refused to issue a permit for the event. We believe the reason is to do with affiliation fees.

-o-o-0-o-o-

Houghton Bay Hill Climb.

March 21st.

Planning is now well advanced for this event but some vacancies are still available for any members who are prepared to help both beforehand and on the day. Please contact the Secretary, Stewart Alexander, if you can help.

Scrutineering will commence at 8-30 a.m. and the first practise run will be at 10 a.m. Entry fee will be 10/- and entry forms will be available from the Secretary now. Competitors should get two practise and three serious runs during the day.

Remember to bring your driver's license, competition license, warrant, crash hat, and your car in good repair.

-o-o-0-o-o-

Ohakea Race Meeting.

February 27th.

Conditions for the Manawatu Car Club's Ohakea meeting were near perfect. There were good entries in all races. Bruce McLaren made sure of his Gold Star points by going into an early lead in the main event, The Ohakea Trophy race, and staying there. His average speed for the race was nearly 94 miles per hour, to make it one of the fastest races in this country.

Club members who were competing included Russ Buckthought in his TR II and also in a Simca in the saloon car races; Jim Burkett in his Cooper 500; Tony Shelly in his Cooper Climax; and Alan Freeman in the Lago Talbot. These four all drove into places in their various classes. Others who were seen around the circuit included Don Bradford in the Mistral-Riley, having his first race, Eric Olivecrona, in the TR II, Graham Jackson driving an XK 120 which unfortunately had mechanical trouble. Tom Clark went exceedingly well until spinning out near the hangars cost him a lot of ground which he never regained. Ross Jensen in the Piccolo Maserati stripped a gear and had to withdraw from the Trophy race, when lying second at about 13 laps. Tony Shelly appears to have mastered the knack of being first off the line, but had to make a stop at a later stage. A count of the cars still running in the Trophy race with two or three laps to go revealed that only nine were left. Merv Neill had trouble with his clutch and had to withdraw, Alan Freeman was having difficulty with his throttle and made several stops.

Gavin Quirke drove quite well in the Jaguar 3.4 to stay ahead of J. Forde in the Alfa-Romeo. This car performed very well, and it is believed to be for sale if any club member wants a high performance saloon. The MGA driven by Bill Brittain headed the AC Aceca in the sports car races, but could not draw very far ahead, although he had no difficulty in keeping in front of the two MG TFs including Simon Crawford's, which did not seem to be performing as well as usual. All in all, a good day's outing was enjoyed by, as far as we know, all who attended either as competitors, officials, or spectators.

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Cars at Earls Court.

Aston Martin.

Three different types of Aston Martin will be on display at Earls Court. This year no Lagondas, but they have not altogether been abandoned, and a new model of advanced design and performance is known to be on the way. The three Astons are the new 3.7 litre DB4, a Mark III saloon and a Mark III drophead coupe. Also on the stand is one of the 3.7 litre engines. The DB4 has an imposing two door, four seater sports-type body. The new DB4 close-coupled four seater is expensive, nearly £4,000 to the British buyer, but at a basic price of £2,560 a car of this class and performance should have a bright future. There are one or two changes in the standard (162 bhp) Mark III, including a new hydraulic booster for the braking system, the availability, at extra cost, of a special three SU carburettor head, 3 litre engine (195 bhp) or, for competition purposes, a similar engine with three dual Weber carburettors. The standard car may also be fitted with a twin exhaust system, to give the maximum power at high rpm. The Mark III's have Girling disc brakes in front; the DB4 has Dunlop discs all round.

A. C.

New is the red AC with the detachable hard-top. There are no major mechanical modifications to the Ace and Aceca, which are very fine, high performance sports models. On show are two examples of each model, one is fitted with the AC engine and the other with the Bristol unit. In addition there is an exhibit Ace chassis fitted with a Bristol engine. This is designated the 100D2, producing 125 bhp in Standard form with a compression ratio of 9 to 1. The Ace-Bristol on show is fitted with a glass fibre hardtop which is offered for the first time. Also incorporated is a curved screen.

Morgan.

Changes to the tail end and increased body width are to be seen on the Morgan plus Four two seater and the four seater body is two inches wider at each side to allow for re-designed front seats. Minor changes have also been made to the steering gear on all models, but in other respect, the 1959 Morgans are unchanged.

We journeyed recently over the Rimutaka hill to participate in the Wairarapa Car Club's first (solo) sprint event. As an initial effort it went very well. There were about 25 or so cars competing ranging from the Morris Minors and Austin A-35s to the Aston Martin and Aceca. The course was an excellent one and enabled the majority of cars to reach their top speed before entering the speed trap. An exception to this was perhaps Hugo Hollis in the Aston Martin, which sounded to be still accelerating through the trap. The road is completely straight for about three miles, with an excellent surface, and the run commenced with a sharp downhill drop. The weather was good and the conditions near ideal. Congratulations, Wairarapa, and we hope to see you at Houghton Bay.

-o-o-0-o-o-

The editor of your humble bulletin is having extreme difficulty in finding articles of interest to include in its pages, and would greatly appreciate contributions from members. Remember that next bulletin will be the last one to be edited by this scribe, and the next editor may not print everything he receives.

-o-o-0-o-o-

Save these for next time:

"I collided with a stationary tram coming the other way."

"The accident was due to the other man narrowly missing me."

"I blew my horn but it would not work as it had been stolen."

"I thought the side window was down but it was up as I found when I put my head through it."

"If the other driver had stopped a few yards behind himself the accident would never have happened."

-o-o-0-o-o-





## CLUB CALENDAR



March 19th	Club Night
March 21st	Houghton Bay Hill Climb
April 12th	Combined Club's gymkhana
April 16th	Club Night
May 21st	Club Night
May 23rd	Night Trial
June 18th	Club Night
June 21st	Gymkhana

-o-o-∅-o-o-

### OTHER CLUBS

April 11th. 150 mile cash trial. (Hutt Valley)

March 28th. Levin circuit racing.

March 14th. Ardmore circuit racing.

-o-o-∅-o-o-

### For Sale:

Four section, side mounting, car aerial. This magnificent accessory, which has never been used, will be snapped up by the first to see. Available well below cost. Only £2. 0. 0. o.n.o. Apply the Editor, 'phone 16-883.

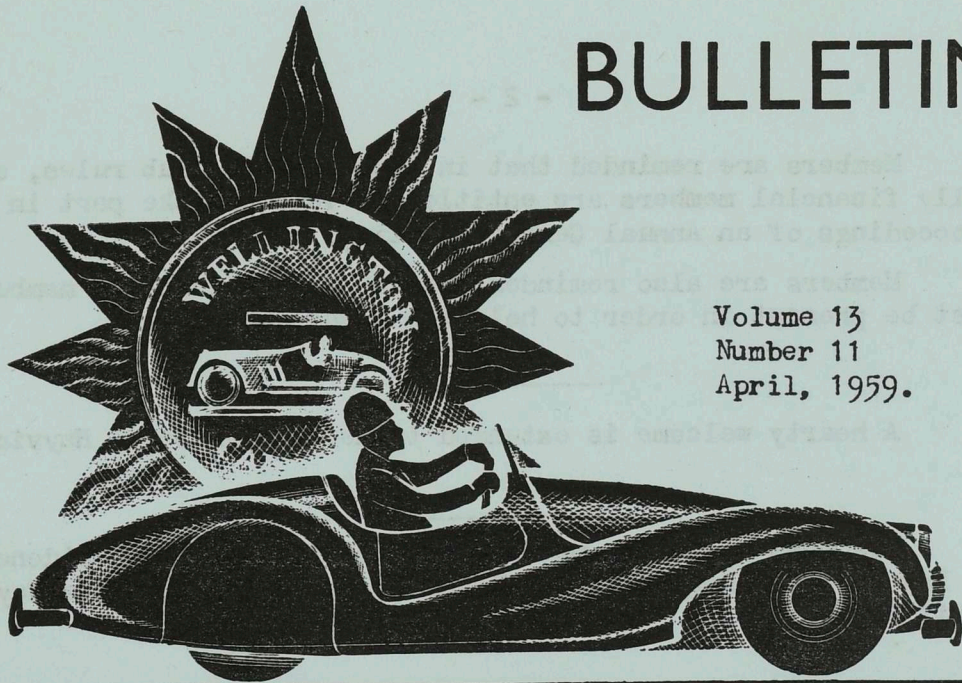
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WRITE FOR YOUR BULLETIN

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# BULLETIN



Volume 13  
Number 11  
April, 1959.

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

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## NOTICE OF MEETING

Notice is hereby given that the seventeenth Annual General Meeting of the Wellington Car Club, Inc., will be held on 16th April, 1959, at the Kilbirnie RSL Hall, Mahora Street, Kilbirnie, commencing at 8 p.m.

- Agenda:
- (1) Apologies.
  - (2) Minutes of 16th Annual General Meeting.
  - (3) Presentation of Annual Report.
  - (4) Presentation of Financial Statement.
  - (5) Election of Officers.
  - (6) General.

S. Alexander.  
Secretary.

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CAUTION IS NO SUBSTITUTE FOR SKILL

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Members are reminded that in terms of the Club rules, only fully financial members are entitled to vote or take part in the proceedings of an Annual General Meeting.

Members are also reminded that 25 fully financial members must be present in order to hold the Annual Meeting.

A hearty welcome is extended to new member Garry Hayvice.

The next committee meeting will be held at the residence of Roy Smith, 9 Morgan Place, Tawa, at 7-30 p.m. on Wednesday, April 8th.

A very successful Club night was held on Monday, 23rd March, when Major Raymond Gough, Secretary of the Monte Carlo Rally British Competitors Club, addressed an audience of over 100. There were also two very interesting films, the first dealing with the Monte Carlo Rally, and the latter with the recent Mobilgas Round Australia Trial. A good supper was served, and all present voted it a good evening.

The following is the attendance record of your committee members at committee meetings throughout the year. There have been ten committee meetings to date:

C. Vandendungen	10	R. Smith	8
A. Shelly	7	S. Alexander	10
P. Morgan	8	R. Sellens	5
B. Drake	9	R. Chapman	6 (resigned)

Guest Editorial.

We have again come to the end of a motoring year in our Club. Events held during the year were more than last year, but the enthusiasm (or lack of it?) shown by club members was less. Attendances at club nights was smaller as was the number of competitors. Our special thanks this year should go to B. Drake, who edited most of our Bulletins, to Stewart Alexander, who made a successful job of the running of the club, and our finances, and to Anne Fox who again looked after our Trophies.

A few figures on our activities during the year in comparison with the previous year will give you a better picture.

	<u>57/58</u>	<u>58/59</u>
Non-speed events	3	7
Speed events	7	3
Competing members	62	36
Competing non-members		42
Speed events	40	18
Non-speed events	22	18

- P. Slocombe competed in 7 events.
- T. Fox competed in 7 events.
- 4 members competed in 4 events.
- 4 members competed in 3 events.
- 4 members competed in 2 events.
- 22 members competed in 1 event.

This year the Hanson and Clapperton Trophies have been won by Peter Slocombe, with T. Fox second in both, and Tony Shelly third in the Hanson, and Ray Duffell third in the Clapperton Trophy. Final points were:

	<u>Clapperton.</u>		<u>Hanson.</u>	
P. Slocombe	14	1st	21	1st
T. Fox	10	2nd	18	2nd
A. Shelly	3	10th	13	3rd
P. Morgan	8	4th	11	4th
R. Duffell	9	3rd	9	5th
D. White	4	7th	8	6th
D. Fraser	7	5th	7	7th



HOUGHTON BAY HILL CLIMB.

21ST MARCH, 1959

Under 1500 cc Sports

S. Crawford	MG TF 1500	1466	54.6	55.4	52.8	52.8	<u>52.4</u>
W. Britton	MG A	1489	55	55	54.8	54.2	<u>53.8</u>
T. Fox	MG A	1489	55.6	<u>55</u>	56	55.8	
J. Blake	Jowett Mistral	1270	61	56.8	56	55.4	55.2
P. Slocombe	Alvis	1497	58.8	61.8	58.2	<u>58</u>	
H. Andresen	Singer Sports	1047	72	72	72.4	<u>70.4</u>	

Over 1500 cc Sports

A. Hyslop	Jaguar D Type	3442	49.2	48.6	<u>47.4</u>	<u>47.4</u>	47.8
D. Lawrence	TR III Mistral	1991		50.4	<u>49.4</u>	<u>48.6</u>	49.8
R. Buckthought	TR II	2126	51.2	51	50.8	<u>50.2</u>	50.6
P. Fitzgerald	Morgan Plus 4	2088	<u>52</u>	53.6	<u>52</u>	<u>52.6</u>	52.6
E. Olivecrona	TR II	1991	<u>53.2</u>	54.2	<u>53.6</u>	53.2	<u>52.6</u>
D. White	TR II	1991	56.6	55.4	<u>54.6</u>	54.8	

Under 1500 cc Saloons.

B. Desgranges	Simca	1290	<u>58.4</u>	<u>57.4</u>	57.6		
M. Hackett	Humber 80	1390	61.6	60	60	60	<u>59.4</u>
L. Cunningham	Simca	1290	61.6	61.4	60.8	60.6	<u>60.4</u>
P. Morgan	A-40	1200			<u>64.2</u>		
D. Walker	Standard 10	948	65	65	<u>64.6</u>	64.8	64.8
K. Wilson	Jowett Javelin	1486	66.4	67	<u>66.8</u>	67	67.8
P. Present	Austin A-35	948	72.2	75	74.2	<u>71.6</u>	72.6

Over 1500 cc Saloons

R. Gibbons	Jaguar XK 150	3442	51	51.4	51.2	50.4	50.2
H. Hollis	Aston Martin	2922	56.2	55.6	55.4	55.8	<u>54.8</u>
H. McIntyre	Alvis	2997	66	60.4	58.8	<u>58</u>	
I. Maxwell	Citroen DS19	1911	62.4	61.4	<u>60.2</u>	<u>60.6</u>	
C. Post	Standard Vanguard	2088	64.6			<u>64.2</u>	
B. Drake	Austin Westminster	2639	67	67.4	66.4	<u>65.6</u>	

Racing Class

A. Shelly	Cooper Climax	1500	46	<u>44.8</u>	<u>44.8</u>	45	46.2
J. Berkett	Cooper Mk IX	497		<u>47.4</u>	<u>47.2</u>	46.8	<u>45.4</u>
A. Freeman	Lago Talbot	4485	49	47.6	<u>46.6</u>	46.8	<u>46.6</u>
L. Vidgen	Liteweight	497	55.2	54.6	<u>49.4</u>	47.2	<u>46.6</u>

FASTEST TIMES

1.	A. Shelly	44.8
2.	J. Berkett	45.4
3.	A. Freeman	46.6
	L. Vidgen	46.6
5.	A. Hyslop	47.4

Sports

1.	A. Hyslop	47.4
2.	D. Lawrence	48.6
3.	R. Buckthought	50.2

Saloons

1.	R. Gibbons	50.2
2.	H. Hollis	54.8
3.	B. Desgranges	57.4

Comparative Times

D. Lawrence last year	47.7
this year	48.6
T. Fox TF 1500 1958	54.45
MGA 1959	55
S. Crawford last year	52.85
this year	52.4
E. Olivecrona 1958	51.8
1959	52.6
P. Fitzgerald 1958	52.95
1959	52
H. Hollis XK 120 1958	50.1
Aston Martin	54.8
H. Buckthought Morgan	53.2
TR II	50.2



	Clapperton.		Hanson.	
H. Hollis	4	7th	7	7th
R. Buckthought	-		7	7th
J. Lust	1	14th	6	10th
R. Smith	5	6th	5	11th
E. Gold	1	14th	5	11th
R. Chapman	4	7th	4	13th
B. Drake	1	14th	4	13th
R. Gibbons	-		4	13th
R. Brandeis	3	10th	3	16th
Mrs. A. Fox	-		3	16th
D. McDougall	-		3	16th
D. Bradford	-		3	16th
J. Berkett	-		3	16th
P. Fitzgerald	-		3	16th
J. Steele	2	12th	2	22nd
G. Bennett	-		2	22nd
B. Watson	2	12th	2	22nd
A. Freeman	-		2	22nd
L. Vidgen	-		2	22nd
R. George	1	14th	1	27th
G. McRae	1	14th	1	27th
E. Greensmith	1	14th	1	27th
A. Hunter	1	14th	1	27th
G. Leyland	1	14th	1	27th
I. Watson	1	14th	1	27th
H. Watson	1	14th	1	27th
G. Gold	1	14th	1	27th
M. Kohn	1	14th	1	27th
V. Evans	1	14th	1	27th

The following new class records were established at Houghton Bay on 21st March:

Under 1500 cc Saloons. B. Desgranges, Simca 57.4.  
 Old record 58.8 W. Redmayne, Standard 10  
 Over 1500 cc Saloons. R. Gibbons, Jaguar 50.2.  
 Old record N. Dickson, Zephyr, 57.15.  
 Over 1500 cc Sports A. Hyslop, Jaguar 47.4.  
 Old record D. Lawrence, TRIII Mistral, 47.7.

Levin Motor Races.

March 28th, 1959.

With a beautiful fine day, Saturday March 28th, saw the conclusion of the motor racing season with the final Levin meeting. A good entry of cars made for a good day's racing, although many of the cars failed to appear later in the day. The meeting was notable for the number of incidents which occurred during the racing. A notable entry in the last race was Bruce Webster driving Tom Clark's Ferrari. M. Hackett in the Humber 80 went exceedingly well until loss of his exhaust system caused his car to be flagged off.

The main event of the day was won by Tom Clark, who created a new lap record for the circuit. His time of 52.2 was later equalled by George Lawton, driving the ex-McLaren Cooper Climax, who placed second in the main event. Doug Lawrence damaged his car when he failed to take the bend out of the straight and collected the fence, including a concrete post. Frank Hamlin lost a wheel from the Wolseley, and Welch in the Riley had a similar misfortune. Another good day's sport was wound up with the usual social in the evening.

This is your Bulletin - this is your Club. If the reason you do not attend is that our choice of events does not cater to your taste, or if you can offer any suggestions to make the bulletin of more interest, your big chance is coming up. The Annual Meeting to be held on April 16th gives you your opportunity to say those things in public, which you have been saying for so long in private. You will also get the chance to offer your services to the Club for the following twelve months.

As this is the last bulletin which I will edit, I would like to take this opportunity of thanking members for "putting up" with my efforts during the last year. I hope that your next editor, whoever he may be, will receive more assistance from you in the way of articles etc., than I have.





# CLUB CALENDAR



- 8 -

April	12th	Night Trial.
April	16th	Annual Meeting.
May	3rd	Inter-club gymkhana.
May	21st	Club night.
May	23rd	Night Trial.
June	18th	Club night.
June	21st	Gymkhana.

Other Clubs.

April	11th	150 mile cash trial. (Hutt Valley)
June	20th	Oxford Motors Trial. (Levin.)
April	5th	Admiral Road Hill Climb. (Wairarapa.)

FOR SALE:

The well-known Tony Shelly Cooper Climax. Offers to Tony Shelly, 'phone 53-039 daytime, 37-768 at night.

Night Trial. April 12th.

Starting at Herd Street Post Office at 7 p.m., this event will finish approximately 60 miles and three hours later. When supper will be obtainable at a coffee shop. Entry fee will be the usual 5/- per car. A good opportunity to brush up on your trial's technique. Don't forget your licences.

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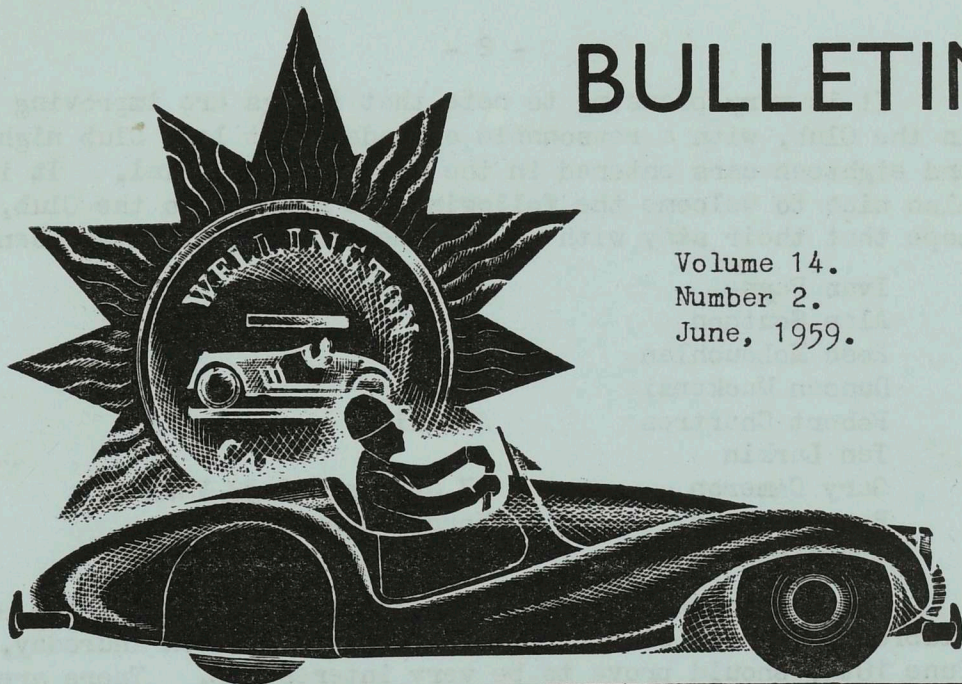
WRITE FOR YOUR BULLETIN

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# BULLETIN

Volume 14.  
Number 2.  
June, 1959.



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

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## Directory:

President	A.L. Shelly .. . . .	37-768 53-039 (B)
Club Captain	C.B. Leyland . . . . .	56-217 (B)
Vice-Captain	P.N. Morgan .. . . .	75-388 51-098 (B)
Secretary	S. Alexander . . . . .	17-366 65-069 (B)
Committee	I.D. Watson .. . . .	79-505
	R. Duffell .. . . .	28-479
	W.J. Sutherland . . . . .	19-193
	B. Watson .. . . .	
Bulletin Editor	B. Drake	16-883

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CAUTION IS NO SUBSTITUTE FOR SKILL

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It is very pleasing to note that things are improving within the Club, with a reasonable attendance at last Club night, and eighteen cars entered in the recent night trial. It is also nice to welcome the following new members to the Club, and hope that their stay with us will be long and of mutual benefit.

Ivan Payne.	Morris Minor.
Alan Southon	
Ross McLauchlan	
Duncan Mackenzie	TR II
Robert Chartres	Javelin
Ian Larkin	
Gary Cameron	47 Series E & 38 Vaux J.
Bryan Harvie	Morris Sports
Errol McLeod	Vanguard Phase III.

The programme for next Club night, to be held in the R.S.A. clubrooms, Mahora Street, Kilbirnie, at 8 p.m. on Thursday, June 18th, should prove to be very interesting. There are some very interesting films - "History of Oil" by courtesy of Caltex; the 57 Monaco Grand Prix, and the '56 1,000 Kilometres at Nurburbring, by courtesy of C.C. Wakefield, and a couple of others from the German Embassy. In addition, Ron Chapman - who has recently returned from an extensive tour of the East, will tell us some of the interesting things he saw on the trip. So be with us on Club night, there will probably also be time for a natter session.

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Additional items from the A.N.Z.C.C. Newsletter of March.

1. Doubtless club members will have learned through the Press that A.N.Z.C.C. took steps to recover Capitation Levies owing by the N.Z.I.G.P. Inc., by withholding organising permits.

We are pleased to report that amicable agreement has been reached on this matter, and the Levies will be paid.

We are also pleased to report that Competitors were not deprived of a Race Meeting on account of the above action, as the Auckland Car Club, at very short notice, organised a Race Meeting at Ardmore on the originally proposed date.

As the Executive Committee are insistent that Motor

Sport in New Zealand shall be conducted on an equitable basis for all the same action (the withholding of Organising Permits) is being applied to the few other Clubs who have not yet met accounts for overdue payments.

2. Very shortly, Clubs who have not already paid, will receive an account for Capitation Levy for the current season. You will recall that the Annual General Council Meeting fixed the Levy for the current season at 3/6d. per member. After full and careful consideration, the Executive, by vested authority, have Resolved that:

Club members paying full Club Annual Membership Fee will be assessed at full Capitation Fee, and Club Members paying half Annual Club Membership fee will be assessed at half Capitation Fee.

In addition, the ceiling limit for assessment of Capitation Levies is fixed at 500 members.

3. For your information, we advise that we have received applications for Affiliation from the following:

The Forces Motoring Club (Blenheim)  
Jaguar Drivers Club Christchurch Inc.  
Tokoroa Car Club  
Mt. Maunganui Car Club Inc.  
Wellington Motor Sports Club Inc.

As yet, none of the above applicants have been accepted by the Executive Committee, as Members of the Association, and in all cases, the views of neighbouring Clubs are sought, prior to acceptance of a new club.

4. As mentioned in our last Newsletter, consideration has been given by the Executive Committee, as to the desirability and/or advisability to change the name of the Association. The main reason for this proposed change is that the present name is long, ungainly, and grossly mis-understood, and does not clearly indicate our purpose.

The most suitable name so far suggested is:

"Motor Sports Association (N.Z.) Inc."

It follows of course that this would be abbreviated, in discussions to "Motor Sports Association."

No immediate action is contemplated, but we would ask Member Clubs to consider this matter, and advise us of your views and suggestions.



5. In order to make the position quite clear, and to avoid embarrassment, we again advise that Organising Clubs are responsible for the payment of Steward's travelling expenses and accommodation while in attendance in the official capacity of Steward.

This is not clearly stated in the Rule book, but is brought into effect by a Resolution of the Annual General Council Meeting which, like all Resolutions of a Council Meeting, are binding upon all clubs.

We wish to point out that at small meetings, Organising Clubs will not be expected to meet the expenses of two stewards (one being a trainee) and also, as far as can be done, Stewards will be drawn from local or adjacent areas.

6. It has been brought to the notice of the Executive Committee that the previously agreed date for the 1959 Council Meeting coincides with a Test Match (Britain v N.Z.) at Christchurch.

Gold Star Awards.

Trials. (2 trials held, 6 yet to be held)

M.C. Patterson	(Dunedin)	10 points
D.W. McKinlay	(Havelock Nth)	10
D. Shields	(Gore)	7
T.J. Doyle	(Hawera)	7
E.A. Pedlar	(Gore)	5
A.L. Watson	(Papakura)	5
J.S. Johnstone	(Invercargill)	3
R.W. Izard	(Wanganui)	3
S. King	(Invercargill)	1
K.J. Wright	(Auckland)	1

Hillclimbs. (4 hillclimbs held, 2 yet to be held.)

M. Stanton	(Christchurch)	30 points
J. Mansell	(Glen Murray)	10
R. Rutherford	(Christchurch)	10
D. Campbell	(Christchurch)	7
D. Young	(Timaru)	7
G.W. Lawton	(Whangarei)	7
P.M. Hoare	(Christchurch)	7
K. Sager	(Auckland)	7
W.J. Henwood	(Auckland)	5

D. Ashton	(Dunedin)	3 points
F. Shuter	(Christchurch)	3
D. Lawrence	(Wanganui)	3
D. Rutherford	(Christchurch)	3
L. Witte	(Christchurch)	1
C.J. Callender	(New Plymouth)	1

Racing - final result for the season.

B.L. McLaren	(Auckland)	50 points
S.H. Jensen	(Palm. Nth.)	39
W.P.R. Jensen	(Auckland)	28
MongNeil	(Auckland)	18
A.L. Shelly	(Wellington)	17
J. Mansell	(Glen Murray)	14
T. Clark	(Auckland)	13
F. Shuter	(Christchurch)	7
R. Gibbons	(Wellington)	6
I.N. Herrick	(Invercargill)	5
R.J. Roycroft	(Glen Murray)	3
R. Thackwell	(Palm. Nth.)	3
L. Gilbert	(Hamilton)	2
P.M. Hoare	(Christchurch)	2
A.F. Holroyd	(Invercargill)	1

British cars took the first three places, and won four of the nine classes, in this year's Tulip Rally, which finished on 2nd May. The extremely tough 2,000 mile route led South from Paris, eastwards then north through the mountains into Switzerland, through Luxembourg, and so to the final tests on the Zandvoort circuit. Eight timed mountain climbs were featured on the way. The incredible Misses Moss/Wisdom run of successes was broken when they wrecked their car without personal injury. In the first place was Morley/Hercock 3.4 Jaguar, second Ballisat/Marvin TR3, third Riley/Bensted-Smith Zephyr, followed by Porsche SAAB and Giulietta. Austin Healey obtained the fourth British class win.

Rumour has it that THE John Cooper uses for personal transportation a 1220 cc Climax engined Dauphine, with ZF diff/gearbox, and disc brakes.



MOTORISED MOON MANIA.

By R.J.D.

The other Saturday night along with 16 other competitors with similar symptoms I headed toward Ngauranga, complete with navigator, back-seat driver and a load of optimism - final destination unknown.

After a glance and a few well chosen words at the opposition, we soon found ourselves duly signed and sealed and heading north at a steady 40 MPH along the Hutt Road. A little low flying along Petone foreshore and Seaview Road, followed by a sharp turn left, put us on Gracefield Road, and there we found a letter "C" glowing in the darkness (very effective.)

From here the usual left-right business took us through Lower Hutt, over the Melling bridge and on towards Haywards, at a speed just a little bit faster than the queue we found ourselves in. Haywards presented the first trap of the evening, but a little past experience proved useful here. It seems one carload went for a trip up the Rimutuka Hill, nice night for it!

On through Silverstream and we soon found ourselves on that organiser's favourite - Moonshine Road, at the moment a trifle soggy, as one bod with an automatic clutch found out to his sorrow.

Back on the tar-seal again at a nice sedate 27 m.p.h. and over the Paekak. Hill, closely followed by an M.G. whose crew, being without speedo, seemed to think we might be on time (we've tried that too!) After sorting out where the waterfront lay and doing the necessary round the houses act (still followed closely by one M.G.) we found our way South down the Main Road, blocked by one of those interminable goods trains. There was more than the M.G. behind when the road was clear.

On our way again, running late and losing more time at Pukerua Bay, new territory that, had to be sorted out. A right turn past the railway, (a long way past the railway) took us to Plimmerton and from there round the inner harbour then on to Porirua and to Johnsonville via the old road.

Another round the houses act, with a check that could have been

placed a little more strategically, how many would have found it in the middle of that maze? A fairly straight run through Khandallah and Ngaio brought us back into town and straight past the final check, at that moment camouflaged by a contestant (move over Vic.)

To sum it up. A little fast in spots (for a wee car,) a little vague in others, but on the whole a very good show. The sealed time-piece system worked well, the marshals were well marked and we had a fine night, rounded off by a good chin-wag over a cup of coffee.

Congratulations to Paul and Brook on a fine effort.

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The Levin Motor Racing Club is holding their annual Oxford Motors Trophy Trial on June 20th next. This event commences at 1-30 p.m. at the Memorial Hall, Grey Street, Shannon, and is of approximately 130 miles. Entry fee is 10/- per car and prize money £5. for first, 2.10 for second and £1.10 for third place. Entries close with the Secretary, P.O. Box 57, Levin, at 6 p.m. on 15th June. Late entries may be accepted. Our Secretary has entry forms.

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The Auckland Car Club advise that the Hepolite Gold Star Trial will be held on the 18th and 19th July, and as the Indianapolis Trial will not be held this year this event will be the only 24 hour trial in the North Island. We have not yet had any details but will advise when these come to hand.

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Bunkers Ltd., of Hastings, have forwarded a number of order forms for their various calculators etc., full details can be obtained from me on Club night, if you are interested in Blackwell's calculators, speed tables, etc.





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Subscriptions are due now. Have you paid yours?



MOONLIGHT MADNESS RALLYE

RESULTS

Driver/Navigator.	Car.	Grace field	Lr Hutt	Hay wards	Tren tham	Judge ford	Paek hill	Puk Bay	Plimm 'ton	Pare mata	J'son ville	Khand allah	Ngaio	Finish	Total	Place
1. A.G. Knowles P. Davies	Oxford	1 L	6½L	8½L	9½L	6 L	4 L	7 L	25 M	25 M	14½L	25 M	25 M	25 M	182	15
2. R.J. Butters J. Swan	Austin	Retired during first section														
3. D.L. Smith C.B. Harvey	Velox	1 L	2 L	2½L	1½L	-	-	2½L	25 M	25 M	25 M	-	2 L	4½L	91	8
4. R.J. Duffell I. Watson	A-30	½ L	½ L	1 L	1½L		-		6 L	4 L	7½ L	8 L	7½ L	6½L	48	4
5. K. Foulkes L. Watson	Riley	½ L	3½L	25 M	2½L	14 L	10½L	25 M	8 L	7 L	7½ L	8½L	20 L	20L	152	13
6. I Hull-Brown B. Julian	MG PB	½ L	1 L	1½L	1 L	2 E	1 E	1½L	4½L	3½L	5 L	25 M	25 M	24½L	96	10
7. M. Goodman D. McAlpine	Minor D/H	½ L	2 L	25 M	9 L	7 L	25 M	25 M	25 M	25 M	13 E	3½ L	4 L	3½ L	167½	14
8. D. Fraser D. Wallace	Austin 10	½ L	2 L	½ L	-	1 E	-	½ L	15½ L	13 L	12½L	12½L	12½L	12½L	83	6
9. G. Bennett G. Cameron	Austin 10	Retired during first section														
10. J. Harris P. Slocombe	Hillman	-	-	-	1½L	-	2 E	6 L	25 M	1½ L	2½ L	1½ L	25 L	5 E	70	5
11. F. Lawson P. Presant	V-W	½ L	1 L	1 L	2 L	1 L	-	2 L	4½ L	3½ L	3½ L	4½ L	5½ L	6 L	35	2
12. R. Devenish -	Renault Fregate	-	2 L	2½L	2½L	1 L	-	2 L	4½ L	2½ L	6 L	6½ L	6½ L	17½ L	43½	3
13. E. Mitchell D. Richards	Velox	1 L	-	-	2 E		-		25 M	25 M	6 E	7 L	9½ L	10½L	87½	7
14. A. Shelly C. Boulton	A-50	Retired - no record														
15. D. Lawson B. Foote	A-35	½ L	½ L	-	½ E	½ E	1 E	1 L	3 L	½ L	-	1 L	4 L	3½ L	16	1
16. A. Hunter M. Bell	Anglia	1½L	3 L	25 M	10 L	8½L	4 L	25 M	2½L	11L	1 L	2 L	2 L	3 L	98½	11e
17. J. Stockdale H. Hunter	Holden	½ L	-	1 E	-	4 E	4 E	25 M	25 M	25 M	4 E	4 E	4 E	1 E	98½	11e
18. V. Middleditch	Cresta	½ L	1½L	1 L	12 L	-	-	½ E	25 M	25 M	7 E	7 E	7 E	6 E	92½	9

Eighteen competitors, nine marshall. L means late, E early, and M. missed check



Navigation on a Trial.

By Ton.

This is a short resume on how to do correct navigation using a Blackwell's Mark One Calculator, according to me. A lot of others will have different opinions probably, but it will serve as a basis for the newcomer to trials.

At the starting point you will be given a driver's card which you must fill in fully, or else you will lose your first few points. One minute before your starting time you will receive your section one route sheet. Now, inform your driver of the first few manoeuvres so he will be able to carry on, and also the average speed he has to drive at as it is use him careering off at 50 m.p.h. if the average is only 20 m.p.h. Now get to work and if the instructions say 20 m.p.h. for 10 miles work out each mile and what time you should turn up each mile.

Thus:		
1 mile	3	minutes
2 mile	6	minutes
3 miles	9	minutes etc.

Work this out for the 10 miles and then continue with the next of the averages, also instructing your driver of the directions to follow. On the subject of Blackwell's calculator, set the pointer at the required average speed, for example 20 m.p.h., now for one mile take the figures 10/100 in the miles, which also counts for one mile, and follow the line up and you will see the figure 30. Put a point between the two figures as a decimal which for 1 mile will be 3 minutes. For each mile you do the same thing until you get to 10 miles when you forget the decimal. Thus for ten miles at 20 m.p.h. it will take 30 minutes. You will, in our own trials get small distances for each average, but on the bigger trials, you may get 50 plus miles at the same average.

When you come to a check remember you must normally go to the check as they will not come to you. If your watch shows a different time to that shown by the check, mark it disputed time and the organiser will check this time to make absolutely sure that it is not yours or the check's fault

A Blackwell's calculator can be purchased at Whitcombe and Tombs for approx. 30/-. In most trials it pays to take

a map of the areas concerned. If you find a bad piece of road you can, with the risk of missing a check, find a road around it and save some worrying times. If you have no idea of what a route sheet is the committee can probably let you have an old one which they have used at some time or other. I myself have several. Well, there it is. I hope someone has gained something out of it, because I can't understand it now that I have written it.

Notes on the Lago-Talbot.

Brian Watson.

As one of the members has a Lago-Talbot Grand Prix car, and seeing that these cars hay-day was back in 1949-50, I thought that an article written about these cars was in order. These cars won races because mainly of their good fuel consumption and reliability. Where the Alfas and Ferraris had to stop for fuel, tyres, etc., The Lagos just kept on going. And a pit stop is quite a lot of time to make up. The first 4½ litre 6 cylinder Grand Prix Lago-Talbot appeared in 1948, it had 210 bhp, and Bendix mechanical brakes. 1950-51 Lagos had hydraulic brakes, two leading shoe, and two master cylinders, also 250 bhp. The last model turned out 270 bhp, not much against the 350 plus figure of the Italian cars.

The best race I think with a Lago-Talbot as the star was the Grand Prix in 1950, when "The wild boar of the Ardennes" beat Fangio, and the crack Italian teams, in a dilapidated 210 bhp Lago-Talbot. Not only that but he is the only man to win a major grand prix backwards. The wild boar of the Ardennes, as he was called, was Raymond Sommer. Sommer played with Fangio as a cat plays with a mouse. Catching Fangio on the corners what he lost on the straights. Fangio knowing that Sommer could pass him any time he liked. Tried everything he knew but to no avail. Sure enough, at the last corner, just a few feet from the finish line, Ray slung his car into a slide, passed the dumbfounded Fangio broadside. He hit the straw bales lining the road, bounced off them, and became the first man to win a Grand Prix backwards.

Fangio was driving a 350 bhp Maserati, that race had the crowd on their feet, and most of the time the crowd was inches off the ground. Raymond Sommer, was the pupil of Tazio Nuvolari, and his greatest admirer.



These are a few figures on the Lago-Talbot. 6 cylinders 4,485 cc, bore 93 mm, Stroke 110. 250 Bhp at 5,000. Weight unladen 18 cwt, laden 22 cwt. 155 mph. Twin camshafts high on the block working the valves through short pushrods, like a Riley. Three Zenith carburettors are used.

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Coming events .....

Hutt Valley Motoring Club are holding a Night Trial on June 20th. No details to hand yet. Same Club are holding an event of a different sort in the Cabaret by Candlelight - Claridges - on June 26th. Both these events are worthy of your support.

Standard Vacuum Oil Co. are holding their annual economy run commencing Tuesday, November 17th next. The entire run - which will be the longest yet held in New Zealand - will be held in the South Island. The 1,100 mile route lies somewhere between Blenheim and Christchurch. Entries will open on July 1st and close September 4th. Buy that new car now, and run it in in time to join in the "motoring event of the year."

Nest month, July, will see the Winter "100" trial held by this Club. Organised this year by Tony Shelly, and Brooke Leyland, we have not any details yet, but imagine it will be up to their usual high standard. So remember to set Sunday, July 19th aside, for a good day's outing.

The Heoplite-Micropein Reliability Trial, being the South Island Championship, and a Gold Star event, will be held by the Otago Sports Car Club, Inc., on Saturday and Sunday, June 27-28th next. This trial entails approximately 16 hours of driving (and navigating) so any of you over-eager trials types should find it worth while. Entry forms with the Secretary.

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If a large "X" appears here:

this means you.

Dr. to WELLINGTON CAR CLUB (Inc.)

Annual subscription to 31st March, 1960. £1. 0. 0.

O V E R D U E

No.:

Your prompt attention to this matter would be appreciated. If no communication is received from you, it will be presumed that you no longer wish to continue your membership and your name will accordingly be deleted from the roll, and your bulletins will cease as from this copy.

Tear off this page and send to the Secretary, P.O. Box 5142, with your pound, now.

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The Inter-club Gymkhana.

June 21st, 1959.

This important event, which unfortunately had to be postponed owing to the quarantine imposed in the Wairarapa district, will now be held on Sunday, June 21st. The rally section of the event will commence for Wellington area starters at the Cement Silos, Aotea Quay, at 8 a.m. This rally will take competitors to Park Road, Carterton, where the final section will end at the gymkhana site. You will need to bring your lunch, and a magnificent cup can be won by the Club amassing the most points in the Gymkhana, so come along and win the cup for this Club. The rally is of approximately 70 miles, with one average speed. Both driver and navigator will require to be the holders of competition licenses. See you there, at the cement silos, 8 o'clock, Sunday, June 21st next. You should be home before it's very dark.



Members interested in a weekend trial to be held during July, please write to Paul Morgan, 14 Retter Street, Johnsonville, as soon as he knows there are enough members definitely interested, he will go ahead and organise the event. This event will definitely be a social event.

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Which well known special, is offered for sale in the South Island? A well-known club-member, too.

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It was nice to see 3 Wairarapa cars, together with one from Levin, down for our recent night trial. Hope you enjoyed yourselves.

-----  
The new MG Magnette. --- by Farina.

The second of the Farina-styled Nuffield cars, the MG Magnette, was announced recently. As with the Wolseley 15/60, Farina has achieved a brilliant combination of artistry and mechanical efficiency. The much-loved MG radiator grille has been retained and artfully moulded into the front end styling in a manner pleasing both to Octagon loyalists and modernists.

All-round vision is a feature of this completely new Magnette. The wide wraparound rear window greatly aids reversing and parking in small spaces - manouvres which are further helped at night by the provision of a powerful reversing light. To the front, the curved windscreen is all that could be desired.

All windows are of safety glass, all door windows wind fully down and there are opening quarter-lights at front and rear. Suspension is by fully independent coil springs and wishbones at the front, and by rubber-mounted semi-elliptic leaf springs at the rear.

Damping is effected all round by piston-type hydraulic shock absorbers.

Cam and peg steering gear gives notably precise and sensitive control.

The capacious boot (19 c.ft.) is cleverly "Camouflaged" by elegant tail fins and lifting the lid is eased by the provision of a torsion bar. Below the boot floor lies the spare wheel in a separate compartment which can be raised or lowered from within the boot. Within, the Magnette's furnishings place it in the luxury class. Well-shaped individual front seats of the M.G. pattern have been designed to reduce journey fatigue to a minimum. Rear-seat passengers have generous room with the extra comfort of a pull-down centre arm-rest.

Finely finished with best English leather, deep-pile carpet, and grained, highly polished walnut veneer fascia and door cappings this saloon spells elegance and comfort. The fascia has a large glovebox and a full range of instruments contained in a nacelle immediately before the driver. The new Magnette, a breakaway from tradition in many respects, is nevertheless true to the time-honoured slogan "Safety-Fast".

The BMC "B" series engine of 1489 cc has twin S.U. HD4 carburettors and gives the performance expected of an M.G. Tuned unit. Braking power is proportionately increased. Girling hydraulic fully compensated brakes are fitted. The drums are of 9 in. diameter  $2\frac{1}{2}$  in. wide with two leading shoes at the front and  $1\frac{3}{4}$  in. wide with leading and trailing shoes at the rear. Total braking area is 147 sq. in. Many other safety features have been incorporated, among them:

A non-reflecting black leather fascia top.

Fascia and parcel shelf edges padded with sponge rubber.

Instrument nacelle concaved to eliminate reflection of the dashboard lighting in the windscreen.

All doors are fitted with zero torque locks, and additional catches can be operated to ensure that doors are not accidentally opened from the inside.

A wide range of body colours is available both in monochromes and duotones, with a variety of upholstery and carpet colours to match or contrast. This Magnette in the New Mode is available at the same price as its predecessor, while the duotone model is nearly £20 cheaper than the varitone Magnette.





## CLUB CALENDAR.



June 18th	Club Night, Kilbirnie RSA, 8 p.m.
21st	Gymkhana (Inter-Club)
July 19th	Winter "100" Trial.
Aug. 23rd	Treasure Hunt and Map Reading Trial.
Aug. 2nd	Economy Run.
Sept. 20th	Autocross.
Oct. 18th	Honeypot Trial.
Nov. 21st	Sprint.
Dec. 5th	Alexander Road.
Dec. 19th	Club night.
<u>1960.</u>	
Feb. 20th	Sprint - Levin.
Mar. 19th	Houghton Bay.
April 23rd	Night Trial.

-----

Vaipapa Car Club are holding a 7 hour day trial on Saturday, July 11th, starting at 10 a.m. from Sharples Garage on the corner of Dixon and Bannister Streets, Masterton. All cars to be there by 9 30 a.m. and we would like to see as many of our members there as possible.

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For Sale: One only, Austin A-40 Devon saloon. In good condition, fitted with radio, heater, and twin carbs. Contact Paul Morgan, who is prepared to part with this treasure for £470 only.

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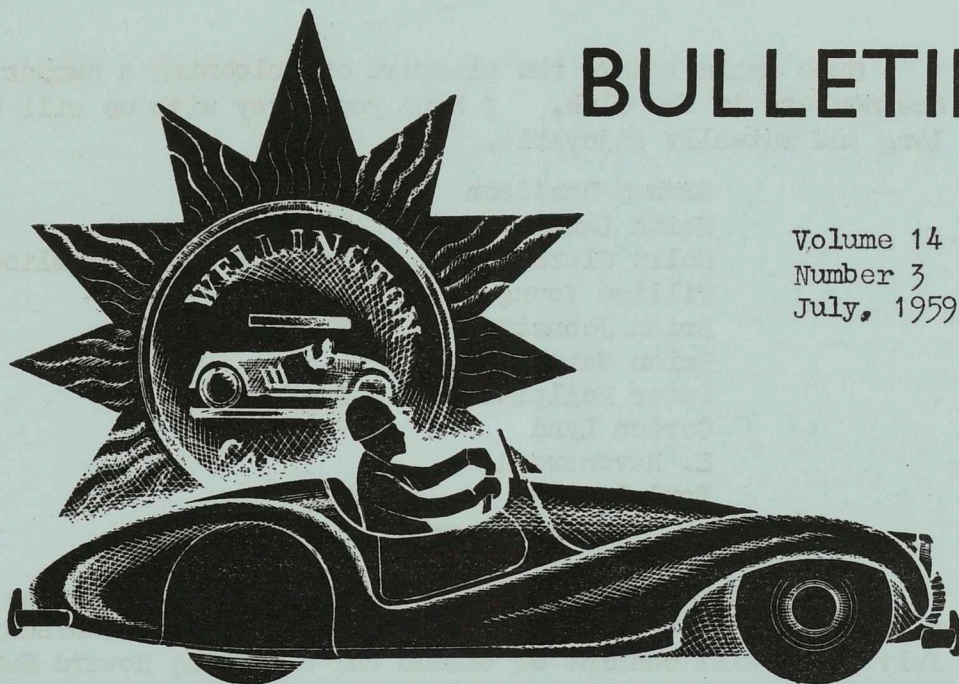
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WRITE FOR YOUR BULLETIN

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# BULLETIN



Volume 14  
Number 3  
July, 1959.

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

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Directory:

President	A.L. Shelly.. ..	37-768
		53-039 (B)
Club Captain	C.B. Leyland. ..	56-217 (B)
Vice-Captain	P.N. Morgan.. ..	75-388
		51-098 (B)
Secretary	S. Alexander. ..	17-366
		65-069 (B)
Committee	I.D. Watson.. ..	79-505
	R. Duffell .. ..	28-479
	W.J. Sutherland..	19-193
	B. Watson .. ..	
Bulletin Editor	B. Drake	16-883

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CAUTION IS NO SUBSTITUTE FOR SKILL

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Once again I have the pleasure of welcoming a number of new members to the Club. I hope your stay with us will be long and mutually enjoyable.

Graham Davidson	V8
Keith Lang	MG A
Colin Clark	DS 19 & V-8 Customline.
William Young	VW
Brian Johnston	Velox
Brian Watt	
Peter McAlpine	Prefect
Gordon Lynd	Velox
E. Ravenswood	
Paul Lawson	V W

-----

The programme for next Club night, to be held in the RSA clubrooms, Mahora Street, Kilbirmie, at 8 p.m. on Thursday, July 16th, will consist of slides and a talk by Howard Hunter, one of our members who recently returned from a sojourn in Europe. This should prove very interesting.

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#### Announcement of dates for

1959 New Zealand Mobilgas Economy Run.

The 1959 Mobilgas Economy Run will start in Blenheim on Tuesday, 17th November and finish in Christchurch on Friday 20th November.

Entries will open on Saturday, 1st August, 1959 and close at noon on Friday, September 11th, 1959. All entrants will be advised as to whether they have been successful or not by Friday September 13th.

Two major alterations have been made to the Rules for the 1959 Run with the elimination of the Sweepstakes Trophy and cash award, and the changing from the ton miles per gallon formula to straight miles per gallon in the computing of results. Trophies and cash awards will be awarded to the place-getters on a miles per gallon basis in each class of which there will be four.

The initial scrutineering and impounding of cars will commence on Saturday, November 14th at the Official Impound which will be Riverpack Motors Ltd., Austin Dealers, Bradford Quay, Blenheim. North Island entrants will have a sea journey on the Friday, November 13th as they will cross from Wellington on the ferry steamer "Tamahine".

Entries will be accepted from a manufacturer, a franchise dealer or sub-dealer, a dealer association or private owner, and the vehicle must be a 1958 or 1959 gasoline driven standard model. A standard model is defined in the supplementary regulations as a "model of car in regular production as sold and available in New Zealand" and must have "proper and reasonable seating for not less than four adult persons." "Station wagons estate cars, soft top and sports cars shall not be accepted for entry" and "not more than one car of any one model of a particular make shall be accepted for entry."

This year only one observer will be carried by each car, and he or she will ride in the front passenger seat during the Run. All cars will be ballasted so that they carry a pay load of 540 lbs. although this could be greater if the combined weight of the drivers exceeds 360 lbs.

The supplementary Regulations and Entry Forms will be available on August 1st and can be obtained from the Co-ordinator, Mobilgas Economy Run, P.O. Box 2497, Wellington.

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Which well known owners of Nuffield and Austin products were seen dicing in Detroit monsters? In a restricted area too.....

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Seen. A silver blue Aston Martin, believed to belong to a Club Member. That right, Bruce?



TRIALS AND TABULATIONS.

R. Duffell.

Many of you reading this will have in your possession a set of the T.S.D. charts that I distributed among the more financial club members a few weeks back, if you have, fish them out, as in response to many queries I am going to explain what makes them tick.

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
25.0	2.4	4.8	7.2	9.6	12	14.4	16.8	19.2	21.6
.1	2.39	4.78	7.17	9.56	12	14.3	16.7	19.1	21.5
.2	2.38	4.76							
.3									

Reproduced above is just a small bit of the 3,600 calculations, the MPH on the left in tenths from 5 to 45 and the miles along the top from 1 to 9. Giving time in minutes in the middle. Taking the most common type of calculation in trials, say 25.1 mph for 3.8 miles, we find 3 miles will take 7.17 minutes and by shifting the decimal place in the column headed 8 we obtain 1.91 minutes for .8 miles. Adding 7.17 and 1.91 gives us the required time of 9.08 minutes.

The second type of calculation is a little more awkward and occurs when we are given say 25 mph for 8.4 minutes. From the chart we see that it will take 3 miles to use up 7.2 minutes at this speed, leaving us with 1.2 minutes, by shifting the decimal in the 5 mile column we have 1.2 minutes for .5 miles, a little addition and we have 3.5 miles. It doesn't always work out so easily, but a little practice will give you an accurate answer fairly quickly.

The last type occurs when given miles and minutes, we have to tell the bod behind the wheel how fast he should be going. You can by much trial and error tell him to the last tenth of a MPH (some speedo) On the other hand it is much easier to take the miles to the nearest whole figure, then a glance at the charts gives it to you within 1 or 2 mph.

I hope these few words have sorted things out, as there is another trial in the offing. If anyone would like a set of charts ( or a few extra sets) see me next club night.

M I S - S A T - TOR.

Mark I.

Back in 1957 I became the (proud) owner of a 1935 Ford 10. It had the top removed, and the rest of the body was in bad shape. I thought of racing this car, at one time, but then decided against it. So I bought a Mistral fibre glass body and fitted my modified chassis.

This car was not finished, that is why it looked like a wreck of the Hesperis. This car was not what I was looking for so I am rebuilding it as the Mark 2. With car I hope to find what I am looking for.

There are a few things about it. For one, the cornering was very good. Body-roll was almost non-existent, except when cornering very fast. The steering was light and quick but with a poor lock for parking. The motor was stock except for a planed head, cleaned up ports, and bigger jets, as well as a rebore. The compression ratio I reckon was about 7.2 to 1. It had Buckler close ratio gears, and the power was about 32-33 bhp with about 5,200 on hand.

Speeds were according to the speedo, Low gear 35 mph, 2nd 62 mph, and 72-74 in top. The acceleration was excellent considering what was under the bonnet. The acceleration was there right up till top speed, when you found out that you weren't going any faster. It was the best top gear car I have ever driven. I very seldom used the gear-box when in motion.

These times were clocked with a wrist watch so they are not too accurate. 0-30 4 secs., 0-50 12-13 secs. These were the only times we took. The mechanical brakes were not bad, but I am converting my next car to hydraulic. This car taught me a lot, and I find you only learn by experience. I also fitted on my car a Victor stabilizer bar for the front suspension. I got quite a surprise when I fitted, this, as I only expected.



INTER - CLUB GYM KHANA.

RESULTS.

Car No	Name	Car	Test 1.		Test 2.		Test 3.		Test 4.		Test 5.		Test 6.		Test 7.		Test 8.		Test 9.		Test 10.	
			Time	Place	Time	Place	Time	Place	Points	Place	Time	Place	Time	Place	Points	Place	Time	Place	Points	Place	Time	Place
1WN	D. Meckenzie	TR II	29.5	48	44	25e	24	18	4	2e	35	23e	40	1	18	27e	21.9	13e	24	22e	13.6	47e
2WN	T. Fox	MG A	23.2	16e	37	6e	28	28	10	8	36	29e	41.5	4	16	26	20.8	7	2	4e	12	15e
3WN	B. Drake	Minor	38.2	52	52	41e	30	33e	30	32	43.25	52	51.75	43	36	43e	36.7	46	58	50e	16.4	55
4WN	T. Shelly	VW	18.8	1	35	1	20	6e	4	2e	29	1	50	34	2	4e	20.9	8	24	22e	10.4	1
5WN	R. Butters	A40 S	23.1	14e	47	33e	35.5	46	18	16	38	38e	47.25	26	15.25		26.4	34	42	47e	13.4	43e
6WN	J. Harris	Prefect	25	30e	45	30	30.5	36e	32	33	39.5	47	49	30e	26	37e	21	9e	58	50e	13.6	47e
7WN	R. McLauchlan	TR II	25.7	33	57	48e	20.25	7	22	20e	40	48e	43	7e	28	40	25.1	32e	32	36e	11.6	8e
8WN	P. Lawson	VW	22	7e	36	2e	29	30e	14	13	29.5	2	43.5	9e	54	50	D	-	4	8e	11	3e
2HV	J. Stockdale	Holden	22.7	11e	40	15e	30	33e	22	20e	34.5	16e	48.5	29	9	17	22.7	20	0	1e	12	15e
3HV	L. Cunninghame	Simca	28	42e	44	25e	31	38e	52	36	37.5	36e	56	51	13	22	23.3	24e	36	40e	13	36e
4 HV	D. Jenkins	VW	24	24e	39	11e	29	30e	D	-	32.5	8	48	28	5	11e	20.3	5	-	-	10.5	2
5HV	W.J. Jenkins	VW	22.8	13	39	11e	30	33e	D	-	33.25	13	53	44e	0	1e	21.5	10	22	21	11.8	10e
6HV	I. Watson	A-50	25	30e	38	10	25.5	22e	90	41	39	45e	50.5	37e	14	23e	22.4	17	20	19	14	50e
7 HV	L. Dalley	VW	22.7	11e	37	6e	23	13e	28	30e	33	9e	46	18e	6	14	18.6	1e	0	1e	11	3e
8HV	D. Lawson	A-35	27.1	40	43	22e	34.5	44	12	10e	35.5	26e	43.5	9e	7	15e	23.3	24e	54	49	12.8	28e
9HV	R. Walker	Victor	33	50	50	37e	22.5	12	28	30e	38.5	42e	50	34e	0	1e	27.9	40	40	43e	14	50e
10HV	J. Hendry	Morris	28.3	46	44	25e	25	19e	27	29	38	38e	51	41e	25	36	25.1	32e	30	33e	13	36e
11HV	A. E. Clay	A-35	23.8	21e	46	31e	33.5	42e	33	34	37	35	45	15e	35	42	21.9	13e	24	22e	12.8	28e
12HV			28.2	45	44	25e	37.5	47	26	27e	34.5	16e	50.5	37e	4	8e	23.1	22	24	22e	12	15e
1MG	B. Smith	TF	30	49	41	18	26	24e	6	5e	34.5	16e	43	7e	58	51	25	31	6	10e	11.2	6
2MG	L. Hull-Brown	PB	28.4	47	37	2e	33	41	26	27e	34	15	49	30e	20	31e	26.8	35	2	4e	11.8	10e
3MG	G. Kilduff	VW	23.2	16e	36	2e	23	13e	D	-	30	3	50	34e	27	39e	20.2	4	12	16	11	3e
4MG	G. Wall	TF	27.8	41	49	36	31	38e	12	10e	33	9e	40.75	2	20	31e	21.7	12	8	13e	12	15e
5MG	R. Beban	TD	23.6	18e	43	22e	23.75	16e	11	9	36	29e	-	-	12	20e	27.6	39	20	19e	12.2	20e
6MG	R. Chapman	TF	23.9	23	44	25e	21	8	D	-	36	29e	54	48e	26	37e	22.9	21	26	28e	12.8	28e
7MG	P. Drucker	VW	22	7e	42	19e	38	48e	D	-	32	6	47	22e	2	4e	D	-	2	4e	11.8	10e
8MG	J. Holmes	Minor	22.1	9e	53	44e	29.5	32	24	26	33.5	14	44.5	13e	4	8e	22.5	18	10	15	13.4	43e
9MG	O. Kempkers	Minor	22.1	9e	37	2e	25	19e	13	12	36	29e	42	5e	0	1e	27.4	38	36	40e	12.8	28e
10MG	D. Grenside	TF	20	2	40	15e	18.5	3	20	17e	31.75	5	45	15e	5	11e	19.2	3	42	47e	11.6	8e
11MG	R. Smith	TF	35	51	43	22e	19.75	4e	6	5e	40	48e	47	22e	36	43e	22.1	15	2	4e	12.2	20e
12MG	T. Reader	VW	21.9	6	40	15e	27	26	15	14e	33	9e	43.75	11	48	48e	21.6	11	4	8e	12.2	20e
12MG	S. Crawford	TF											45	15e	36	43e	32.4	44	24	22e	11.8	10e
14MG	S. Brown	TF											53	44e	18	27e	22.6	19	40	43e	12.8	28e
1MA	F. Parker	St 8	26.5	38	39	11e	25.5	22e	22	20e	34.5	16e	47.5	27	19	29e	26.9	36	22	21	12	15e
2MA	A. Farland	Anglia	28.1	44	-	-	26	24e	D	-	39	45e	50.5	37e	4	8e	39.2	47	34	38e	14	50e



3MA	W.B. Watt	Minor	28	42e	53	44e	30.5	36e	D	-	35	23e	47	22e	20	31e	D	-	38	42	13	36e
4MA	K.S. Grant	Anglia	26.3	36e	46	31e	21.75	9	20	17e	35.5	26e	46	18e	37	47	D	-	8	13e	14	50e
5MA	J.S. Tyler	Prefect	24	24e	-	-	23	13e	D	-	40.5	50	-	-	24	35	20.7	6	6	10e	12.2	20e
6MA	C.T. Uncles	St 8	23.6	18e	53	44e	43	51	74	40	38.5	42e	53.5	46e			28.6	41	64	52e	13	36e
7MA	M. Hogg	Minor	21.7	4e	36	2e	17.25	2	5	4	35.5	26e	41	3	27	39e	23.5	28	28	31e	11.8	10e
8MA	Harrowfield	Morris	25	30e	39	11e	33.5	42e	22	20e	36.5	33e	46	18e	34	41	D	-	34	38e	12.6	26e
9MA	R. Terry	F 10 S	21.7	4e	36	2e	19.75	4e	23	24e	34.5	16e	44	12			23.2	23	6	10e	11.4	7
11MA	L. Nouwens	Minor									37.5	36e	55.5	50e	7	15e	42.2	49	28	31e	13.5	46
12MA	R. Bond	Anglia	26.1	35	52	41e	22	10	15	14e	36.5	33e	50.5	37e	3	6e	23.3	24e	26	28e	12.5	24e
13MA											31.5	4	42	5e	69	53	18.7	2	64	52e	13.4	43e
1WA	J. Davenport	Anglia	26	34	42	19e	38	48e	60	38					84	54						
2WA	H.C. Borthwick	Minor	26.7	39	57	48e	25	10	1	1	31.5	22	46	18e	19	29e	27	37	0	1e	12.8	28e
3WA	W. Russell	Anglia	24.2	26	47	33e	22.25	11	9	7			47	22e					18	18		
4WA	P. McRae	Riley	23.6	18e	51	40	31	38e	58	37	32.25	7	53.5	46e	48	48e	36.3	45	24	22e	13	36e
5WA	D.L. Smith	Vaux	23.1	14e	54	46	35	45	20	17e	38	38e	54	48e	5	11e	D	-	30	33e	13.2	41e
6WA	B. Desgranges	Simca	24.3	28e	56	47	28.5	29	D	-	34.5	16e	67	53	10	18	29.8	43	40	43e	13.2	41e
7WA	I. Siemonek	Morris	26.3	36e	50	37e	23.75	16e	23	24e	35	23e	49.5	32e	3	6e	22.2	16	40	43e	12.6	26e
8WA	Willoughby	Riley	24.7	27	52	41e	27.5	27	72	39	38.5	42e	57	52	11	19	23.4	27	26	28e	13.6	47e
9WA	J. Howell	TR II	20.9	3	42	19e	17	1	40	35	33	9e	44.5	13e	36	43e	39.8	48	30	33e	12.8	28e
10WA	Millington	Vaux	24.8	28e	47	33e	42	50			38	38e	49.5	32e	20	31e	24.4	30	14	17	12.8	28e
11WA	H. Buchanan	Rover	23.8	21e	50	37e	20	6e	D	-	45	53	51	41e	14	23e	24.1	29	32	36e	12.5	24e
12WA	Hodder	A-40									40.75	51			12	20e	29.5	42			14	50e

### TESTS

Test 1.	Braking and Accelerating
Test 2.	Garaging
Test 3.	Potatoe Race
Test 4.	Reversing to Kerb
Test 5.	Wiggle Woggle
Test 6.	Reverse Wiggle Woggle
Test 7.	Judging length.
Test 8.	Rope
Test 9.	Backing to log.
Test 10.	Forward and Reverse.

### CLUB PLACINGS.

1st	Wellington	48 $\frac{3}{4}$ points
2nd	M. G.	34 $\frac{3}{4}$
3rd	Hutt Valley	27
4th	Manawatu	22 $\frac{1}{2}$
5th	Wairarapa	17

The "Vesta Battery Trophy" which was won this year by the Wellington Car Club, will be on view next club night. Congratulations to the point earners. Placings - amongst entrants from this club only - were as follows:

1. Tony Shelly, 2 Tom Fox. 3. D. Mackenzie. 4 P. Lawson. 5 R. McLauchlan. 6 R. Butters.
7. J. Harris 8 B. Drake.



A Brief glimpse of motoring around the East.

Ron V.

Landing at Kingsford Smith Airport, you are transported into the 2,000,000 strong metropolis of Sydney by bus., similar to New Zealand. On this journey you get the first view of a multiple road transporter carrying about 4-5 cars; on its back. Having recovered from this sight, the next to greet your eyes are the scores of Holdens, left, right, and proverbially. Taxis are ghastly coloured red yellow and black - Holdens. One amusing aspect of traffic control are four little markers 5'0" high, heavy base, and a disc affixed on top, marked "Pederstrian Refuge." These form a square 20" x 20" slap bang in the middle of a busy street. Every street in Sydney seems to resemble a miniature "Drag Strip." Left side of the street is more or less where the driver makes it. While in Sydney, the writer deemed himself fortunate enough to have sat in a brand spanking new Mercedes Benz 190 SL which he could have driven away for £A3,150.

Next daylight stop was the high-humidity city of Manila, Capital of the Philipines. Right outside the air terminal was a big line-up of American cars with the odd 220, 300, as well. This was the writer's first taste of Saturday Evening Post Advertisements in the flesh.

Tokyo,,fabulous collection of neon signs, each flashing for suprenancy, capital city of Japan, sports 9,000,000 population and quite a few cars. The writer was collected from Haneeda airport at 9-30pm by a white-gloved chauffeur driven Plymouth ('57) This was the first experience of eastern courtesy of driver dowsing headlights while behind another car at street lights, which conform to New Zealand's tricolour standard.

Roads generally in Japan are equivalent to 2nd or 3rd class roads in New Zealand, except in the reconstructed cities, where tarseal is fairly predominant. Train travel is the chief means of transporting the 90,000,000 inhabitants around this four island country which is only 40,000 square miles larger than New Zealand, hence there is not a great deal of money available for developing a still considered luxury. The price of a locally built motor car is only about one or two hundred pounds lower than a price paid in this country for a comparable type car.

Taxis all over Japan are available in a variety of

better cornering ability, but I got that as well as two other things, one a smoother ride, and two lighter steering.

If anyone has a pre 1953 Ford 10 or ' this modification is well worth fitting. I will write another article about my Mark 2 model, when I get it going, and have tested it throughly.  
Brian Watson.

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Coming events.....The Winter "100" Trial.

The first car will leave the cement silos in Aotea Quay at 2 p.m. and travel about 125 miles in 5 or 6 hours to arrive at the Carousel coffee bar for supper. There will be a tea break, and food will be available during this stop. The entry fee is 7/6d per car, and don't forget that you require a competition license, warrant of fitness, and driver's license in order to compete. We hope that the entries for this event will equal the number received for the inter-club gymkhana. Oh! the date Sunday July 19th - be there.

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On August 2nd, the Hutt Valley Motoring Club are holding a 120 mile day trial, to commence at the club rooms, Belmont, at 10.30 am. Competitors will need to bring their own lunch. We understand that the route is over the hill to the Wairarapa.

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Members are reminded that NOW is the time to renew competition licenses, which expire at the end of this month. Forms will be available from the Secretary on club night, so do it then, and do not wait until you want the license before renewing.



sizes, from the Renault 750 and Datsun, 1/2d a take-over, to a Ford Zephyr type at 2/7d a take over. Prices are very favourable. A foreigner walks along a street, any old street, and within minutes he is haunted by at least one taxi-driver offering his car for hire. As soon as this taxi-driver gets tired of whipping a dead horse, he takes off, only to be replaced by another, and so on. Taxis are not radio-equipped but have a very reliable meter. There are no one-man taxi companies operating in Japan by law. A proprietor must have at least 50 taxis which he can put on the road before a license is granted by the revolver-packing police.

Buses are very up to date in design and performance "Hino" being one of the bigger suppliers. Each bus has a conductress and one entrance/exit only. Tickets are handed back to the conductor on alighting, presumably on a "keep the city clean" motto. The bus drivers did not appear to be over-confident in driving, because whenever a bus was being backed into a parking space at a terminal, the conductress guided him in with short or long blasts on her whistle.

Left hand rule is the law in Japan. Taxi drivers generally in Japan are a harem-scarem crew, ducking, diving, cog-swapping, going very close often, but during the writer's 30 day stay he never saw an actual collision -but a lot of near misses. Apparently, according to statistics, Japan has a higher accident rate, pro-rata- than America. Being a passenger in a left-hand drive Ford Taunus on left hand rule roads is quite a novelty.

American cars are seen with monotonous regularity with quite a predominance of Cadillacs, Plymouths, Chevrolets, Chrysler, the odd Thunderduck. English cars are represented by a small minority although the Hillman Minx and Austin appear to have a healthy hold. MG, TC, TD, left hand drive TD, TF and MG A must also be mentioned. A lone Kharran Ghia VW was also spotted one day, and also a few Mercedes. Before departing from Japan an economy run was organised for Hillman Minx from Tokyo to Osaka about 350 miles.

While in Japan I visited the "Toyota Motor Co" car plant at Nagoya. This company exports its cars all over the world with the exception of New Zealand. A measure of success could be gauged from the fact that this car company as a single entity pays the second

highest company tax in all Japan. Its assembly lines and techniques are in keeping with the rest of the world. They also run a driving school where the client is shown, in sectional moving part form, each aspect of a motor car's construction, from the front wheel suspension, brakes, gear box, steering, engine, etc. Also in a darkened room is a four gear truck prime-mover with its back wheels connected to a movie projector, and its steering box to a movable pointer on a screen, and when the two of them get moving with street scenes, the result is quite fun. Outside is a miniature suburban area with all its learner driver hazards.

Four days in pro-British Hongkong was a delightful sight for sore eyes, being able to view a collection of English and continental cars. Here were MGs, TRs, AH Mercedes, Renaults, etc.

Taxis on Hongkong island are basically Mercedes diesels which command a higher rate of hire than on the mainland, Kowloon, because of the different type of terrain. Private driving in Hongkong can be likened to Willis Street at 5 pm on Fridays, for if you can drive there you can drive anywhere, even Auckland. Rickshaws seen in Hongkong are all licensed with the local authority. These rickshaw boys dressed in very light clothing, sweat rag and big hat, live and sleep with their rickshaws and appear to revell in the life. But to have a fellow human being virtually carrying a twelve stone man around in the 70 degree heat at 90 per cent humidity, was just a bit much for the writer.

The greatest cacophony of sound ever heard on the streets of the east, was in evidence here in Bangkok, Capital of Thailand, which was a city of horn-blowing, bell-tingling traffic. Taxis in Bangkok were in the main A-30 pickup vans of fourseater capacity without a meter in order to provide opportunity to bargain. Sappers are the cheaper form of transport which are a tricycle type canopy-covered conveyance.

Singapore, being the last eastern stop-over was four days of taxi-dodging fun. Similar to the other countries visited, a taxi-driver not only follows in close proximity but also emits a shrill whistle preceding the words "Taxi, Mister?"

All around the East, whenever a query is put forward with regard to getting from one point to another within



the city, no matter how short a distance, the stock answer is always given in terms of time by taxi. Apparently walking is not to be encouraged.

Thirty seven minutes to wait for a taxi from or to an hotel is never even heard of overseas.

Lastly, while in Perth, with the thought that you are on the last lap of the return journey, and thinking that the taxi system of taxi driver soliciting custom is over, you are mistaken, especially if you happen to carry a camera.

Melbourne can well be proud of two very commendable traffic control systems which are (1) the use of an amber blinking light showing against the flow of traffic approaching a fairly busy type crossroads, so doing away with the conventional tri-colour lights, and (2) a circular disc was mounted at the usual height and had various sized coloured sectors of red, amber and green. This disc revolved against a time-cycle and provided a more accurate determination of waiting time as was evidenced by the aroma of rubber.

In conclusion I would like to take this opportunity of suggesting that car clubs are made more prominent to overseas visitors as our reciprocals certainly made me very welcome overseas.

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Racing in England.

Bruce McLaren

Well, the British engine trophy race turned out to be a triumph for one of the old men of British motor racing, Jim Russell. In fact not only did he win the trophy race but he also romped home to an easy win in the sports car race in his immaculate Cooper Monaco.

The race was due to start at 2-15 p.m. and at 1-30 p.m. the weather had not made up its mind, the track was still dry and there was a fifty-fifty chance of its staying that way, judging by cloud conditions. Then on the warming up lap down came the rain and soaked the three miles of that delightful little circuit, Oulton Park, a circuit that is often called the little Nurburgring, small wonder considering the banked hairpin, steep climbs and descents and the banks

and trees on either side.

In our camp the rain spelt gloom. We had banked on a dry track and were equipped with a set of half worn speed tyres, where in actual fact new tyres, or even better the special rain tyres, would have been the answer. Still if it had been fine we would have been really set, since in unofficial practice we had made second fastest lap and were more than happy.

The entire race ran its course in pouring rain, which filled the lakes bordering the circuit to overflowing, which was perhaps a good thing, considering the number of cars that took to the water. In one particular spot at the end of the main straight conditions were particularly bad, a pool developed and spread right across the middle of the fast corner. Consequently on arriving at this spot, very often all steering would be lost and one would just sit and wait for the front wheels to grip again before one dropped into the lake. Unfortunately in three cases the front wheels did not grip again. The cars were fished out of the pool after the race, except for one which had enough momentum to submarine through 30 feet of water to emerge on the other side and only demolish a small tree. Fortunately no one was seriously hurt. One could of course prevent understeering through the pool by flicking the car sideways before reaching it; but this could be overdone as I found, on which occasion I passed the roadside lake whilst going backwards at about 70 mph.

As for the race itself, Brabham was particularly unlucky: a fuel pump drive sheared when he was leading and he had to apply pressure to the fuel system by blowing down the breather pipe into the tanks. Jim Russell drove a wonderful race, helped in the wet perhaps by his Continental tyres; but Tony Marsh was the real surprise. He drove a race that must have been one of his best. Ivor Bueb did what was expected of him, being an excellent wet weather driver. The other 25 of us just struggled on as best we could.

I had a fine dice with Salvadori in the opening stages, passing into and around the corners, only to be taken again on the way out of them as my car sat there by virtue of its nice fair-weather tyres. As Roy said afterwards, I should have been shot for not using rain tyres, but if it had been fine my car would have romped away at first while the others were trying to scrub in rain tyres. Why does it always decide to rain only minutes before a race?





## CLUB CALENDAR



- July 16th Club Night, Kilbirnie RSA 8 p.m.  
19th Winter "100" Trial. Details elsewhere.  
August 23rd Treasure Hunt and Map Reading Trial.  
30th Economy Run.  
Sept 20th Autocross.  
Nov. 1st Honeypot Trial.  
21st Sprint.  
Dec. 5th Alexander Road.  
19th Club night.  
1960  
Feb. 20th Sprint - Levin.  
Mar. 19th Houghton Bay.  
April 23rd Night Trial.

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A reminder that the Wairarapa Car Club are holding a seven hour day trial on Saturday, July 11th, starting at 10 am from Sharples Garage on the corner of Dixon and Bannister Streets, Masterton. All cars to be there by 9-30 am and they would like to see as many as possible of our members there.

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Found - Members will be pleased to hear that the missing Derrington head, high com pistons etc., which strayed in Wellington, have now been recovered.

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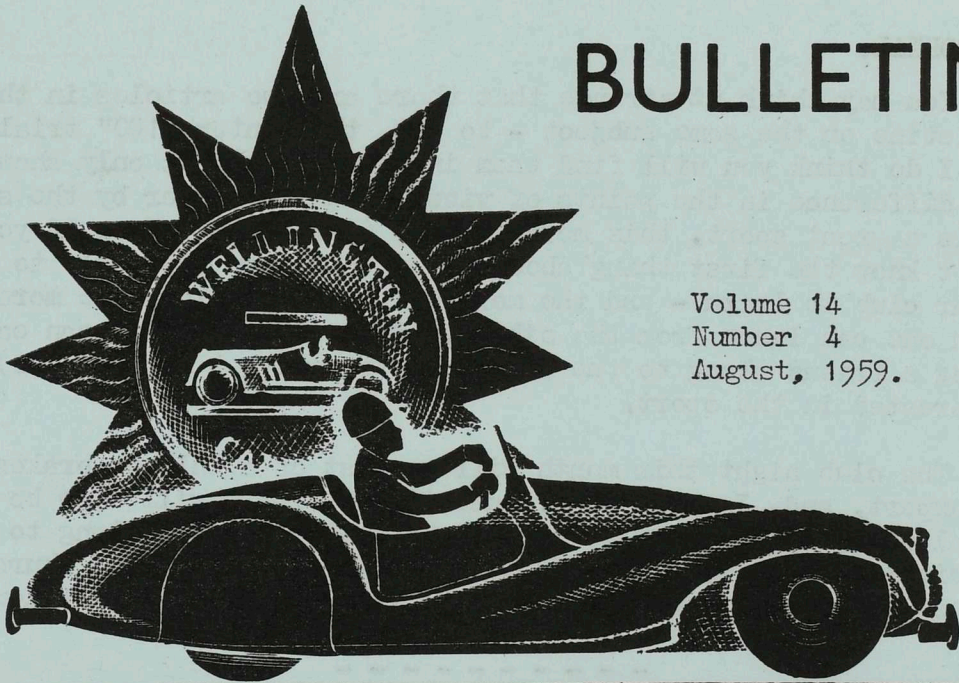
WRITE FOR YOUR BULLETIN

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# BULLETIN

Volume 14  
Number 4  
August, 1959.



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

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## Directory:

President	A.L. Shelly .. .. .	37-768
		53-039 (B)
Club Captain	C.B. Leyland .. .. .	56-217 (B)
Vice-Captain	P.N. Morgan .. .. .	75-388
		51-098 (B)
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		65-069 (B)
Committee	I.D. Watson .. .. .	79-505
	R. Duffell .. .. .	28-479
	W.J. Sutherland .. .. .	19-193
	B. Watson	
Bulletin Editor	B. Drake	16-883

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CAUTION IS NO SUBSTITUTE FOR SKILL

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EDITORIAL.

You may think it strange that there are two articles in this bulletine on the same subject - to wit, the Winter "100" trial - but I do think you will find them interesting, if it only shows the difference in the points of view brought together by the sport. It is a great sport, this motor sport, is it not? Even if you don't know the first thing about motor cars, you have only to join a car club to learn - and the more members in a club, the more each one can learn from the others. So let's see if we can each bring a friend along to the club, and try and get him (or her) interested in the sport.

The club night this month will consist of a talk on brakes an expert, and, I understand, some films. There will also be the usual delightful supper, tastefully served. So come along to the Kilbirnie RSA hall, Mahora Street, Kilbirnie, at 8 pm on Thursday, August 20th, for an evening's entertainment, and bring a friend.

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Space precludes the inclusion in this bulletin of the whole of the very interesting article on Ferraris, but it is hoped to conclude this item in next month's bulletin.

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This month's events, details of which will be found elsewhere in this bulletin, are worthy of your support. Ray Duffell and Ian Watson, who are the organisers of the two events, have spent a lot of time and effort in trying to make the events interesting for you, so roll along and offer your support to them.

News from the A.N.Z.C.C.

Fixture List.

- September 11/12 Hawke's Bay Car Club, Blossom Rally.
- October 24/5/6 Manawatu Car Club, North Island Rally.
- December 13th Northern Sports Car Club, Hillclimb.
- January 4/9 or 11/16 Southland Sports Car Club, South Island Rally
- January 9th N.Z.I.G.P.
- 16 Levin Motor Races
- 23 Lady Wigram.
- 30 Dunedin Road Race (new circuit)
- February 6 Teretonga Park
- 13 Waimate Road Race
- 27 Ohakea
- March Centennial Trial (6 days) Marlborough Car Club.

Gold Star Points.

Trials - 3 held, 3 yet to be held

T.J. Doyle	17 pts
M.C. Patterson	10
D.W. McKinlay	10
D. Shields	7
I.J. Jones	7
E.A. Pedlar	5
A.L. Watson	5
F.A. Buckenham	5
J.S. Johnston	3
R.W. Izard	3
J. Harwood	3
S. Kiff	1
K.J. Wright	1
S.A. Moody	1

Hillclimb - 5 held, 1 yet to be held

M. Stanton	30
J. Mansell	10
R. Gibbons	10
R. Rutherford	10
D. Campbell	7
D. Young	7



G. Lawton	7
P. Hoare	7
K. Sager	7
A. Hyslop	7
W. J. Henwood	5
R. McCutcheon	5
D. Ashton	3
F. Shuter	3
D. Lawrence	3
D. H. Rutherford	3
B. Webster	3
C. J. Callender	2
L. Witte	1

It has been brought to our notice that many occasions occur where Competitors fail to produce Competition licence, Warrant of Fitness, Driver's licence etc., at Meetings. The General Competition rules provide that these documents MUST BE PRODUCED at meetings, on demand.

Please note that in future it will not be possible to obtain by telegram or telephone from the A.N.Z.C.C. office, the number of a competition licence being issued or renewed.

Competition licence "Temporary Cover Notes" are readily available to drivers who have their licences in transit for issue of extensions. All applications for renewal or issue of new licence should be made well in advance of the date when these will be required.

As there appears to be some misunderstanding regarding some events which may or may not be held at gymkhanas, we advise as follows:

- (1) No test or event at a gymkhana may exceed 200 yards in length.
- (2) A gymkhana permit does not allow the holding of any miniature TT races, or any racing events whatsoever.
- (3) In the interests of safety, it is most desirable that all tests conclude with a complete wheel stop (Not a flying finish.)
- (4) Any test in which the Driver is blindfolded, and is directed by verbal instructions from a passenger,

is not approved.

At the May Executive committee meeting (prior to recent Press publicity concerning Stirling Moss, in the same matter) consideration was given to the desirability of arranging a new and separate Clause of Indemnity between Driver/Entrant and Driver/Entrant in Events.

It is proposed that this Indemnity should be an addition to the Entry Form for all events, and should protect one Driver/Entrant against claims by another Driver/Entrant.

Will member clubs please consider this proposal, and advise us of your wishes in this matter.

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We are in receipt of professional advice that the use of Butyl tubes (Synthetic) in Flexible wall tyres (2-ply) is not safe. If so used, the tubes crack, with subsequent failure.

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The Manawatu Car Club advises that the North Island Motor Rally will be held this year October 23rd to 25th next (Labour day weekend). This year, the rally will consist of:

1. Road Section, of approximately 600 miles, half of which is strictly time-controlled.
2. Standing quarter mile, venue to be arranged.
3. Flying quarter mile on entirely new  $2\frac{3}{4}$  mile road.
4. Flying lap, Levin circuit.
5. Hill climb at Saddle Road.
6. Wiggle Woggle etc., in square, Palmerston North.
7. Coachwork competition and informal gymkhana.
8. Monster social.



One of the two drivers in each car will require to be the holder of a speed extension, and the usual rules regarding scrutineering etc., for speed events will apply. Full information on the rally may be obtained from the Secretary. The starting time on the Friday is 6 pm, and the Road section will conclude at about 5 pm on the Saturday.

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Have you re-newed your competition licence yet?  
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The Levin Motor Racing Club are holding their annual trial for the McMinn Trophy on September 6th. The distance will be approximately 120 miles and starting time is 10 am at the Botanical Gardens, Cambridge Street, Levin. Lunch will be available. Further details and entry forms can be obtained by writing to the Secretary, Levin Motor Racing Club, P.O. Box 57, Levin.

#### TREASURE HUNT MAP READING TRIAL

This event will start from the cement silos on Sunday August 23rd at 2 pm. (The cement silos are in Aotea Quay.)

The Lands and Survey map N.Z.M.S. 17 Wellington that most of you probably have, or can obtain from most stationers, will be absolutely essential, as the trial is set from reference points on this map. The actual route being the shortest distance between these points.

As there is no set route, competitors will be penalised on a mileage basis, (the shortest distance won't be in a straight line) and to bring all the speedo's into line an official distance has been set as follows, starting at a point directly below the Aotea Quay overbridge on the Hutt Road, head north,

to a point directly below the Petone overbridge, if you are lucky it will be 4.9 miles, but make a note of your reading and notify the organisers at the start.

There will also be set times between points (with the odd check thrown in) so you will need a mathematician.

Don't forget, Sunday 23rd August at 2.00 pm. a map, a navigator, a load of helpers, and of course a car.

Distance approximately 45 miles, and the time about 2½ hours if you don't get lost.

#### THE WINTER "100" TRIAL.

After cooling our heels for ¾ hour with sixteen other hopefuls, we left the cement silos heading in a northerly direction when our sealed time-piece (good idea by the way) showed 2-30 pm we then left the Hutt Road and proceeded up Onslow Road and did a roundabout tour of all the back streets and hilly roads in the Ngaio and Khandallah district. Which gave us a slight advantage as the navigator is familiar with this terrain. Which brings up a point; after nearly sailing past our first check because of competitors parking behind the marshalls car therefore blocking the "C" sign, in future trials it would be an advantage to all competitors to park ahead of the marshall (or be penalised). We also committed this offence at Pomare, having a hairy fist shaken at us as a red sports car backed up to the check.

Leaving Ngaio by Churchill drive and Wadestown to the City. After dicing through City traffic we travelled back through Wadestown, onto the Hutt road to the old Porirua road and so to Johnsonville. Climbing the hill into Newlands and on to the trial organiser's delight (THE HOROKIWI HORROR) we found what the organisers meant by shutting all gates, after the occupants of one A-30 hurriedly shut one in our face (he grinned too.) We then proceeded at a sedate pace to Petone where we took to the Koro-Koro's for a slight excursion before carrying on along the Western Hutt Road, over Haywards and down the old Paekakariki hill. Being ahead of time we stopped for gas and checked for structural damage. Heading then for Paraparaumu via a back road where we had an enjoyable tea. (pies if early)



W I N T E R " 1 0 0 " - R E S U L T S .

No.	Driver and Navigator.	Car	Sinla Cresc.	J'lee Road	Chelm sford	Dixon St	Cres Tce	Anne St	Ngaio Gorge	Newla nds	Hutt Rd	Melli ng	Hay wards	Paekak hill	Rly Cross
1.	I. Payne K. Foulkes	Minor	25MC	2L	2L	25MC	12L	6L	2L	-	-	1L	2E	5L	12L
2.	I. Hull-Brown P. Julian	MG PB	25MC	5L	5L	4L	5L	1L	25MC	25Max	2L	5L	10E	9L	25MC
3.	G. Lynd L. Watson	Velox	-	-	2L	25MC	9L	5L	1L	-	-	2E	25MC	25MC	25MC
4.	L. Critchley A. Dixon	Jaguar	Retired during daylight.												
5.	R. Duffell I. Watson	A-30	-	-	6L	4L	6L	-	-	2L	9L	6L	6L	4L	4L
6.		Minor	Retired during daylight.												
7.	M. Goodman P. McAlpine	Minor	1L	25MC	-	25MC	25MC	25MC	25MC	25MC	25MC	25MC	25MC	25MC	25MC
8.	D. Walker	Std 10	Retired during daylight.												
9.	G. Cameron G. Bennett	A-40	-	-	1L	5L	10L	6L	1L	-	7L	-	-	-	1L
10.	D. Fraser T. Wallace	A-10	-	2L	2L	-	3L	3L	-	-	7L	-	-	-	-
11.	R. Butters J. Swan	A-40S	-	-	-	4L	6L	2L	-	4E	5L	4E	13L	9L	12L
12.	J. Harris R. Scampton	Hillman	-	-	2L	4L	6L	4L	-	8L	8L	-	-	-	2L
13.	T. Fox B. Drake	A-95	25MC	1L	11L	4L	6L	5L	1L	3L	6L	-	-	-	1L
14.	L. Dearsley J. Vautier	V-W	25MC	-	25Max	25MC	25Max	25Max	20L	16L	13L	4L	10L	25MC	25MC
15.	D. Lawson B. Foote	A-30	2L	6L	7L	10L	13L	10L	7L	6L	7L	2E	-	2E	-
16.	G. Davidson D. Head	V-8	Retired during daylight.												
17.	V. Middleditch M. Corrin	Cresta	-	-	-	2E	1L	-	8E	2E	-	10E	10E	10E	8E

results continued overleaf.



Winter "100" Results continued.

No.	Tea Check	Tea Total	Tea Place	Akata rawa	Brown Owl	Pomare Stn	Wingate Stn.	Petone	Finish	Total	Placing
1.	9L	103	9	2L	3L	-	2L	-	2E	112	9th
2.	17L	163	11	1L	2L	2E	-	-	-	168	10th
3.	25MC	144	10	Retired							
4.											
5.	4L	56	5	3L	1L	1L	1L	2L	1L	65	3rd
6.											
7.	2L	311	13	1L	-	10E	8E	8E	-	338	12th
8.											
9.	2L	33	2	-	1L	2E	2E	2E	6E	46	1st
10.	1L	18	1	2L	-	6E	6E	25MC	10E	67	4th
11.	12L	71	7	4E	-	-	4E	4E	-	83	5th
12.	2L	36	3	7L	8L	-	-	1L	-	52	2nd
13.	3L	66	6	3L	4L	6E	4E	4E	6E	93	7th
14.	5L	243	12	-	2E	12E	10E	8E	2E	277	11th
15.	-	73	8	2L	8L	-	-	-	4E	87	6th
16.											
17.	4E	55	4	6L	7L	2E	-	25MC	3L	98	8th



Leaving in a round-about way to Waikanae. From there over the Akatarawas where an unsanforized fire-engine (sports model) went past as if he was late for the fire.

After being hotly pursued down the other side we emerged at Brown Owl. From there through Upper Hutt to Cottle street with every second on-coming car flipping their lights up, as we were driving on full beam because one bulb had blown on dip and the remaining light was next to useless. After following one A-30 again around a maze of streets we found ourselves heading south again towards Silverstream, over the Eastern Hutt to Pomare on to Wingate, Waterloo over to Moera and on to Petone. Passing through the main street of Petone and back on to the Hutt Road where a good dice was had b to Wellington. Turning from Cable Street into Taranaki Street taking fourth left (I counted six) and on to the final check at the Carousel where a good supper was had by all. All in all it was a most enjoyable and well organised trail, hoping everybody enjoyed it as much as we did.

A- 40

B.R.M. are experimenting with a new desmodromic valve engine which will give considerably higher rmp. Rob Walker's Cooper B.R.M. has a 1958 B.R.M. engine but it has been slightly improved to give a much smoother power curve. Unfortunately, the work of the eminent Ing. Collotti (formerly with Maserati) in building a new five speed gearbox for the Cooper B.R.M. seems lacking as the car breaks down time and time again with gear box trouble. The car is fast, very fast indeed, but one of the most stressed components of a modern F1 machine is the gearbox and due to this Moss seems to be letting the World Championship slip away from him for yet another year.

By the way, Moss has brought a Cooper Monaco for sports car racing (when commitments allow) this season.

At Sebring, Moss was timed at 203 mph in the new Lister Jaguar. L/J are experimenting with water-cooled disc brakes, and in fact ran one car so equipped in the Sebring 12 hour race.

## A NAVIGATOR'S TRIBULATIONS.

by I.D.W.

Notice in the bulletin: "A 130 mile trail will be held on Sunday, starting at 2 pm.

Sunday, at midday: All gear, calculator, charts, maps, paper and pencils are collected. As the trail extends into the night, lights are needed as well. We arrive down at the start about 15 minutes before the advertised starting time. Clocks are synchronized with the official time, speedo set to zero, forms filled in and number obtained. Just as we are relaxing before the start we are told that there will be a slight delay of  $\frac{1}{4}$  hour. "the route sheets have not arrived" (the organizer is to be penalised 10 points per min for a late start.

5 seconds before we are due to start we are given the route sheet. It means head down and tail up. In between adding 18.7 minutes to 2 hours 47 minutes we have all this left-right business. The way the car is bouncing around, the decimal point very often gets in the wrong place or even lost. (What a hunt about the car to find it.) We find too, that 7 and 9 do not make 15.

At last we hope everything is going all right - next direction change "left at T" becomes a dead end. An argument develops, while the map is produced, about a turn some distance back. The map shows that a road that looked like a drive was really a road and so we had taken a 3rd right instead of a 2nd right. Time has not stood still while we are back tracking through the map. Back on course and now we have another hazard to watch out for - the traffic officer.

On a post we see a notice "Speedo check 10 miles" and after deducting the extra 1.4 miles for the wrong way we find our speedo only shows 9.5 miles. Now all the calculations have a reduction of .95 or distance while time still goes on the organiser's distance. This adds to the confusion.

Everything would not be so bad now as we are just getting into the hang of everything, but we have to



hang on by tooth and nail to the car, chart board, watch calculator, and the decimal point, while we broadside round corners. I am sure that Stirling Moss would be pleased with the power slides around these corners. By this time I now have something else to contend with, my tummy is starting to show its dislike of the driving.

With all this going on I still must keep on counting the left and rights, tell how far behind we are, and tell the average speed to travel at to arrive on time. (For the last mile we should have averaged 120 mph - some going.)

Rounding the next corner on two wheels we are right on a check - a blessing in disguise and a curse - on course but late.

Welcome tea break, set off at 6-45 pm. It is now dark and we have a small light over the board. This tends to make everything more interesting. From adding up times to reading roads on the left is quite a diversion. Then we get a direction "the last road before aerodrome" As we had not been up here before where is the aerodrome? The organiser must have had a good laugh when he put that down. It is usual that the organiser use their home territory and quite often whether accident or purpose, the directions are delightfully vague.

Last year one trail had "first left, first right" six times. This would have been all right except in the instruction was a comment saying "we are not all squares" In the midst of these lefts and rights was a notice - Square. Of course at night this sign was not illuminated and so didn't see it and got lost. We went round these 6 left-rights three times and ended up lost each time. How were we to do this cross word puzzle as well as all other things.

If we didn't have enough to do in following left right business working out times and asked not to be a square - well I ask you.

-----  
Seventy-two FERRARIS.

When Enzo Ferrari opened his own factory after World War II, he commissioned engineer Colombo to design a car for him. Unhampered by a backlog of existing plans and displaying considerable forward thinking,

Colombo designed the first Ferrari V-12, a 1500 cc sports car of which very few examples were ever built. This engine, with its single overhead camshaft per cylinder bank operating inclined valves through rocker arms, and with removable slip-fit cylinder liners, was the basis for what we can call the first-generation Ferrari V-12.

It is very important to realize clearly the difference between the first - and second - generation Ferraris of the V-12 variety. The first generation continued with the famous 2-litre 166 sports car, which really put Ferrari on the map when it was raced with considerable success in Europe in 1948.

This 2-litre, 60 x 58.8 mm engine was later used in the Type 166 Formula II racing car, which held almost undisputed sway over Formula II racing during 1949 and 1950. In its original 1500 cc form, but supercharged, the engine grew to develop 300 brake horsepower (detuned to 280 in the interest of reliability,) as raced in the 1949 Italian Grand Prix. In 1949 Ferrari started using his 2 litre sports chassis for closed cars as well as stark open two-seaters, and then began to enlarge the piston displacement by fitting progressively larger cylinder liners without altering the stroke, which even today is 58.8 mm in the 3 litre V-12's.

The first step was the 2.3, which was very soon superseded by the 2.6 type 212. The 212 was one of the very successful Ferraris, and was followed by another more or less interim model, the 225 sports, with a displacement of 2715 cc. Bores had gone from the original 60 to 65, 68 and 70 mm. Finally this process of enlargement reached its conclusion in 1952 with the type 250 3 litre car. This had, and still has, cylinders of 73 x 58.8 mm, and the fact that the displacement at 2953 cc, falls 47 cc short of the statutory 3 litres suggests that this was the practical limit to which Colombo's engine could be stretched.

Significantly enough, when the FIA restricted sports cars to a displacement of 3 litres, the Colombo design was called into service for the team's sports/racing cars, the 250 Testa Rossas. This design in its 250 version following Ferrari's traditional (though definitely not invariable) practice of defining models by their individual cylinder capacity, has continued ever since 1952. Thus, this is the most successful Ferrari ever and will no doubt go down in history as one of the worlds greatest Sports Cars.





## CLUB CALENDAR



August 20th Club Night. Kilbirnie RSA, 8 pm.  
23rd Treasure Hunt and Map-reading trial.  
30th Economy Run.  
September 17th Club Night.  
20th Autocross.  
November 1st Honeypot Trial.  
21st Sprint.  
December 5th Alexander Road.  
19th Club Night.  
1960  
February 20th Sprint - Levin  
March 19th Houghton Bay.  
April 23rd Night Trial.

-----  
ECONOMY RUN Sunday 30th August.

The economy run will start at Burke Bros. garage, Kilbirnie, at 2 p.m. on Sunday 30th August. Competitors will require either a weight certificate or the handbook showing the car's weight. Weight certificates may be obtained at the weighbridge at Taranaki Street wharf for 1/6d. Entry fee is 7/6d. per car and the full distance is 70 miles, all on bitumen surfaces.

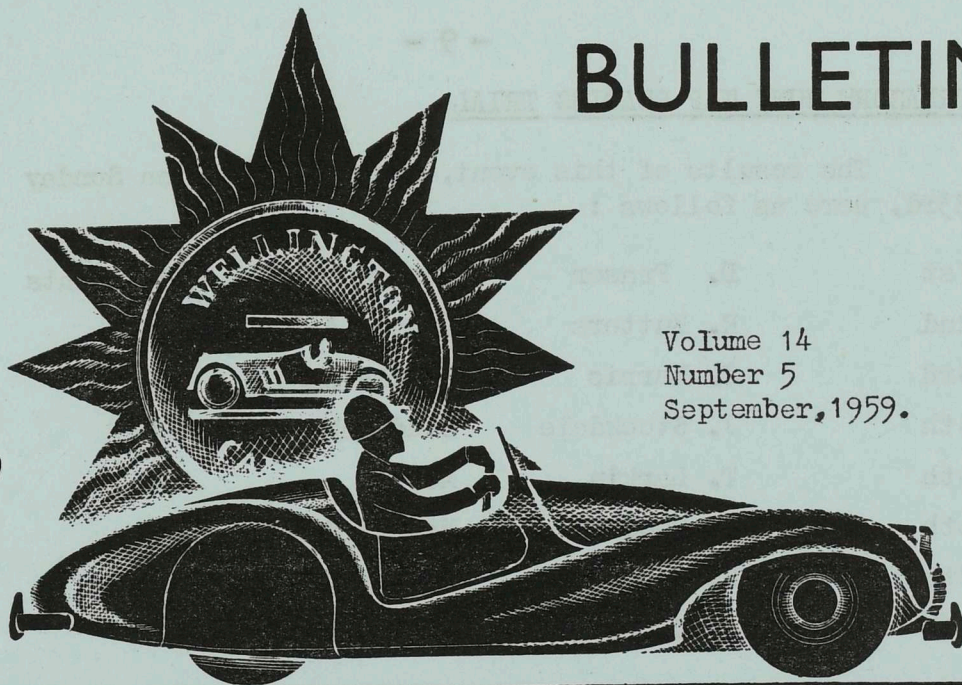
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WRITE FOR YOUR BULLETIN

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# BULLETIN



Volume 14  
Number 5  
September, 1959.

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

---

## Directory:

President	A.L. Shelly .. .. .	37-768 53-039 (B)
Club Captain	C.B. Leyland .. .. .	56-217 (B)
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Bulletin Editor	B. Drake	16-883

---

CAUTION IS NO SUBSTITUTE FOR SKILL

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TREASURE HUNT MAP READING TRIAL

The results of this event, which was held on Sunday August 23rd, were as follows :

1st	D. Fraser	Austin 10	35 points
2nd	R. Butters	Austin A-40	100
3rd	J. Harris	Austin A-35	120
4th	J. Stockdale	Studebaker	180
5th	T. Larkin	Morris	230
6th	M. Goodman	Morris Minor	240
7th	B. Johnson	Vauxhall	310
8th	G. Cameron	Austin A-40	lost

-----

BRIAN LISTER QUILTS RACING.

Brian Lister has decided to withdraw from racing, for a short period. His works cars will race for the last time at Goodwood in the Tourist Trophy on September 5th. The reasons? The incessant changes to sports cars regulations by the C.S.I. leading to unnecessary expense practically every year; motor racing in 1960 is going through an uncertain stage with the new sports car regulations being applied, with other manufacturers retiring, and with Formula I racing entering its final year in its present form; and the influx of work into other departments of the Lister business - they want to build up their existing equipment and capacity, which will enable them to compete more effectively when they do return to motor racing.

Spares for private owners will be available quickly both at home and abroad. So for a year at least, the

Seventy-two Ferraris.

Continued from last month.

At this time the second-generation Ferrari V-12 engine appeared. This was the engine which had the famous design characteristics of an integral cylinder head with screwed-in liners, together with a 4-speed gearbox instead of the 5-speed unit which characterized all the earlier first-generation models.

In 1949 Ferrari had had a very successful year, but the then all-conquering Alfas were absent. When the four-leaf clover cars came back, they proved faster than the more modern V-12 Ferraris. This was during the old 1500 cc supercharged or 4500 cc unsupercharged formula, and Ferrari thought it would be a good idea to try the unblown end of the scale in preference to supercharging, which was producing a combination of extraordinarily high fuel consumption and low mechanical reliability.

He set his new Chief Engineer, Aurelio Lampredi, to work on this, and Lampredi came up with the second-generation, or integral head, V-12 Ferrari. The first example with the 3.3 litre 275, which had a bore and stroke of 72 x 68 mm. Later on, this bore measurement was increased to 80mm, and the resulting cylinder capacity went up to 4101 cc. Finally, with the same 80 mm bore and a 74.5 mm stroke, the full 4500 cc car came into being.

After that the history of the V-12s becomes somewhat involved. The interim 3.3 litre displacement was not used in sports cars, but the 4101 cc engine was used in the America and Mexico models. Meanwhile the Colombo engine had remained only in the 3 litre 250 Europa. The Lampredi V-12s went into production in 4.1, 4.5 and later 4.9 litre engine sizes. Much later (1957) a new offshoot was born, with double overhead camshafts per bank, in displacements of 3.5, 3.7 and 4.1 litres.

Meanwhile, Ferrari was going through a 4 and 6 cylinder phase. The point is that the Colombo-designed 250 Europa and the Lampredi engines of larger displacement continued side by side until 1958; then the 3 litre limit spelled the end of the competition Lampredi V-12s and a further lease on life for the well tried 73 x 58.8 mm Europa, which with revisions (including 6-port cylinder heads,) is now called the Testa Rossa 250. The Lampredi design is still used for the very limited production 4.9 litre Super America.





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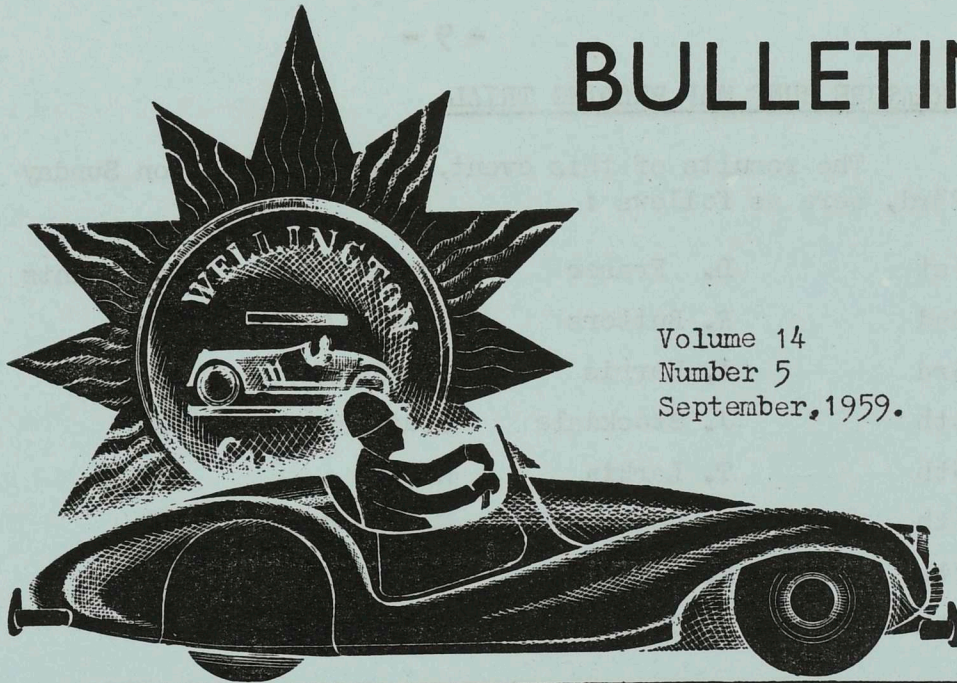
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WRITE FOR YOUR BULLETIN

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# BULLETIN



Volume 14  
Number 5  
September, 1959.

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

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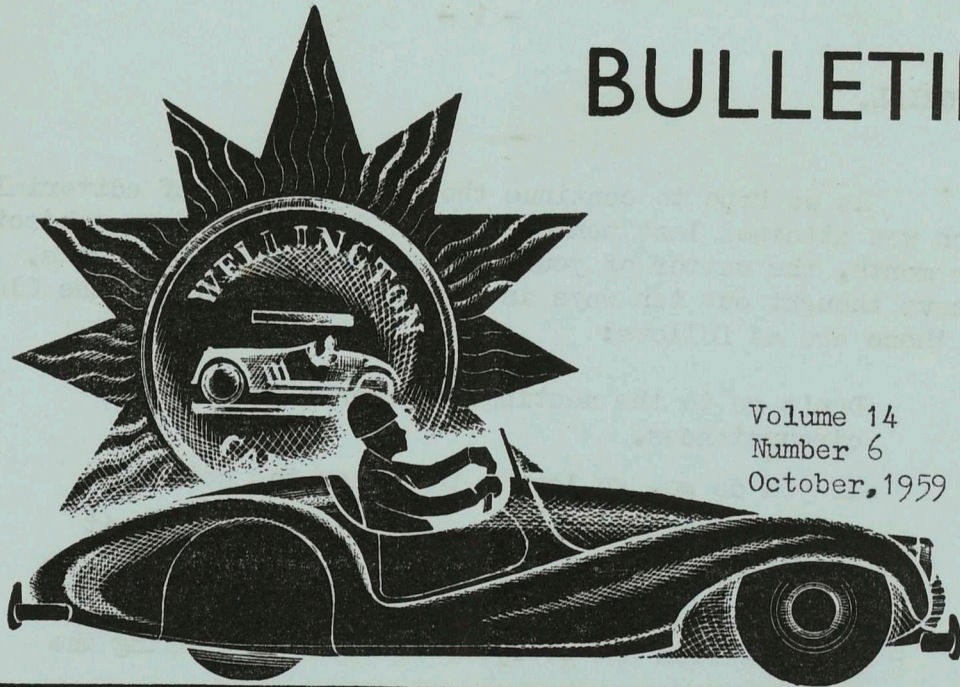
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WRITE FOR YOUR BULLETIN

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# BULLETIN



Volume 14  
Number 6  
October, 1959

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

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CAUTION IS NO SUBSTITUTE FOR SKILL

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EDITORIAL.

As we hope to continue the high standard of editorial which was attained last month, we have selected as our subject this month, the matter of your participation in Club events. We have thought out ten ways in which you can help (?) the Club, and these are as follows:

1. Don't go to the meetings or events under any circumstances.
2. If you do go, go late - the later the better.
3. If the weather is cold or wet, or looks like it might be, don't go.
4. Whenever you attend an event, find fault with the organisation and everyone involved in running the event.
5. Never accept any office in the Club, its so much easier to sit back and criticise.
6. If appointed - by some mischance - to a committee, don't attend the meetings. If not appointed get peeved about it.
7. When you opinion is asked at a meeting, reply that you have nothing to say, but after the meeting tell everyone just how things should be done.
8. Do nothing more than is absolutely necessary. When others do the lion's share, tell everyone that the Club is run by a clique.
9. Don't hurry about paying your subscription, wait until the end of the year - or better still, don't pay at all.
10. Don't bother about getting new members. Let the old ones who do all the work, worry about that too.

-----

Thought for the month:

"I had no car and murmured, till I met a man who had no feet."

The following new members are welcomed to the Club, and we hope their stay will be long and mutually pleasant.

- |              |             |
|--------------|-------------|
| G. Devenport | T. Sewell   |
| M. Goodman   | J. Robinson |
| Y. Langbein  | P. Bryant   |
| J. Bernard   |             |

-----

We believe that our esteemed Club President, Tony Shelly together with Eddie Lyon, a well-known member of the Levin Motor Racing Club, have been sponsored in the South Island Motor Rally, driving a V-W.

-----

Four marshalls and two cars are required for the Honeypot Trial on November 1st. Please give your names to the Secretary if you are available to help on this date.

-----

Club night this month will consist of some tests conducted by Brook Leyland. They tell me you should be equipped as for a trail. There will also be a chat with four Mobigas economy run entrants and the co-ordinator of the run, Irwin Henry. In addition, the representative from Technical Books will be on hand and displaying some of that firm's wares, for sale on the spot, or by mutual arrangement with him.

-----

We believe that a number of cars from this club are this year competing in the Manawatu Car Club's North Island Motor Rally at Labour Day weekend. If the information is to hand before publication, we will give you a list of them in this bulletin. We understand that nine cars are competing from the Wairarapa Club



Club News .

The Northern Sports Car Club is holding a sprint meeting at Ardmore on November 21st. The event will consist of a standing quarter, followed immediately by a flying quarter, to give in effect a standing half mile. Each quarter mile will be separately timed, however. There is no entrance fee and the event is the North Island Championship Sprint. Further details are available from me if any member is interested.

The Wairarapa Car Club are holding a gymkhana on Saturday 17th October, commencing at 2 pm. This event will be held on bitumen, and is promoted by the Public Relations Officer in Masterton, the venue being in Dixon Street. Any North Island Rally entrants are sure of a welcome, and a chance to brush up on their gymkhana technique.

Marlborough Car Club hope to obtain the use of a circuit for a road race. It is unlikely however, that the event will be held this year, owing to the fullness of their club calendar.

The prospectus for the seventh N.Z. International Grand Prix, to be held on 9th January, 1960, includes the following events:

- Saloon Car handicap (up to 1500 cc.)
- Ardmore Sports Car Trophy race
- Ultimate Ekco Feature Race
- Saloon Car handicap (over 1500 cc)
- Grand Prix
- Sports Car handicap race.

There will be the usual two preliminary heats for the grand prix. Cars which do not qualify for the first sports car race will be eligible to start in the last race. Members who are desirous of joining the grand prix organisation are advised that membership is a present open, the annual subscription being £3.12. 6.

HONEYPOT TRIAL

November 1st.

This year the Honeypot will take a slightly different approach to the normal way of trials. As most of you will know, the North Island Motor Rally to be held during Labour weekend, has, shall we say, a different nature from those in the past. The accent is now towards the way Rallies are run in Europe, with timed sections, speed events, and hillclimbs thrown in. These give a more interesting time to all competitors, do away with the monotony of a continuous roadsheet, and in general keep competitors on their toes all the time.

The organisers in this year's Honeypot Trial have taken the hint from overseas, or from Palmerston North, if you want, and have included a timed section in the trial. This will take place after lunch and will be over a distance of eight miles, divided into three sections, which will be timed separately. In these sections, like in all trials it will be a matter of being on time all the time, with the difference, that points will be given on a bonus basis instead of on a penalty basis. The times for each section will be taken separately into account for each competitor and bonus points given at the following rate: The best competitor will get points equalling in number the number of competitors in the trial. For example, if we have 20 competitors in the trial, the best competitor will get 20 bonus points, the next best 19, and so on, down to 1 point. The competitor with the best average, or if the penalty point score runs very high, the total amount, will get the most bonus points deducted from his penalty points.

The whole trial this year will be a strict time trial, with a reasonable easy route sheet. There will be an equal, or near equal amount of sealed and unsealed roads in this trial, and, we think, that we have struck a happy medium between the amount of work the navigator and the driver has to do in this trial. Both should get a fair share of the work.

The organisers have done their part, it is now up to our members to do theirs, and show their interest by competing in this year's HONEYPOT TRIAL. We wish you all the best of luck, although we do not think you need very much of that.



It should be a walk-over for the competitor with a good time-keeper. See you all in the Honeypot trial.

The trial is a little over two hundred miles, and starts at the Cement Silos, Aotea Quay, at 9 am on Sunday, 1st November next. It will be possible to buy food at the luncheon break, and competitors should be back in Wellington by about 5 o'clock. No doubt, our members who are competing in the North Island Rally will be there in force to show the rest the way to win.

-----

Members who are competing in the North Island Rally are as follows:

- Paul Morgan, Brook Leyland, Brian Watson and Vrin Evans, in Paul's Zephyr.
  - Ian Watson, Ray Duffell, and W. Kemp and D. Frazer in the Austin A-50
  - Tony Shelly with an anonymous crew in of course a Volkswagen.
  - Gary Cameron, Graham Bennet and Paul Bryant in another Austin - an A-40.
  - R. Bullens and T. Swan in the A-40 Sports.
  - K. Foulkes and T. Payne in a Riley.
- Quite a good muster, and the best of luck to you all.

-----

#### HANSON AND CLAPERTON TROPHIES.

The Committee have decided, after consulting the donors of these trophies, to widen the scope for earning points to count towards these annual trophies. For the benefit of members who are not aware of the conditions for which these trophies are awarded, the Claperton trophy is awarded to the club member who, in each financial year, earns the most points in non-speed events. The Hanson trophy is awarded to the member who earns the most points in all events., including non-speed events. The new scale of points for these trophies is to be as follows:-

Claperton trophy. For non-speed events.

Four points to winner, and if applicable, winner's Navigator.

Four points to Organiser of event.

Three points to second man, and his navigator, and to marshalls.

Two points for third man, navigator.

One point for each competitor (including navigators.)

Hanson trophy. For all events.

Points as above, and for speed events:

Two points for 1st in class.

One point for competing in event, and one point for fastest time of day.

-----

Who'd volunteer?

Tests were recently conducted in Britain to find the effect of alcohol on drivers. One of these tests was to conduct a pilot study of the effects of alcohol. For this, a car was installed with three experimental signal lights; one on the bonnet, simulating the stop light of a car ahead, and two very small lights on the windscreen towards the periphery of the drivers' field of vision.

The tests were conducted on any army vehicle testing track. The subjects were police drivers and each was given alcohol calculated to produce a blood alcohol level of 0.20 per cent.

Breath tests and fluid specimens were taken half-way through the tests and at the end. Drivers were accompanied by the experimenters during the trials, the object being to test the response of the driver to the signal lights which were operated by the experimenter.



The test should have lasted for an hour, but neither of the two drivers tested finished the course. Two were enough for the experimenter and the reason is given in this description of the tests.

The first subject by the halfway mark was in no position to carry on. He was making tremendous efforts to compensate for the effects of the dose and actually improved his response times, over an earlier run with a smaller dose. He reduced his speed to a crawl, but in the effort of concentrating on the lights, he still wandered all over the road. It was a classical demonstration of the breakup and narrowing of the field of attention. The experiment was stopped when he slumped over the wheel.

The second subject was hardier. He simply drove faster and faster until on the straights he had the car at maximum speed. His tapered braking stops became progressively more violent and erratic, with sideways skids entering in.

At the same time he lost insight into his own impaired performance, announced that the car handled beautifully, and that he would not dare drive his own patrol car like this.

He wished we had a wet road on which to try out some stops.

Finally, on suddenly perceiving a signal light, he braked savagely at 75 miles an hour, got into an uncontrolled skid, and we came to rest buried up to the axles in stones and dirt on the side of the track.

It was another classical example of the behaviour expected with alcohol. For the future we have decided to be less ambitious in our researches.

-----

"Oscars such a good driver - he's never had an accident yet he can't blame on the other driver".

MAP READING - TREASURE HUNT

Full results of this event, which was held on 23rd August, are as follows:

<u>Car</u>	<u>Check 1</u>	<u>Check 2</u>	<u>Finish</u>	<u>Mileage</u>	<u>Total</u>	<u>Place</u>
J. Stockdale Studebaker	45 L	65 L	50 L	20-	180	4th
J. Harris Austin A-35	15 L	100MC	5 L	10-	130	3rd
I. Larkin Morris	40 L	100MC	10 L	80-	230	5th
G. Cameron Austin	withdrew					
D. Fraser Austin 10	-	10 L	15 L	10-	35	1st
R. Butters Austin	20 L	20 L	10 L	50-	100	2nd
M. Goodman Morris	30 L	100	80 L	30-	240	6th
B. Johnston Vauxhall	50 L	100MC	70 E	90-	310	7th

-----

The Pike's Peak hillcom is an annual event held in Colorado, USA, and is a very rugged test of cars and driving skill; probably the most rigid of its kind held anywhere in the world.

The course length is 12.42 miles; the start is 9402 feet up the mountain, and the finish is at the summit - 14,102 feet. The maximum grade is 10.5% and there are 152 switch-backs and hair-pin bends to negotiate on this gravel surface road. Snow and hail are not unusual at the higher altitudes. The race is known throughout the USA as "The Fantastic Climb to the Clouds"

Bob Unser, the 1959 Open Champion, completed the course in 13.36 minutes. It is hard to imagine anyone being able to get up to speeds of 100 mph within a few hundred feet without committing suicide at the next turn.

Unser's drive was a nightmare of shifting gears - accelerating braking - and trying to remember every one



of the 152 turns, realising there are no guard rails to keep you from going over.

Nick Sanborn, Winner of the 1959 Stock Car Class, used a hotted up Chevrolet, and knocked 4.5 seconds off his 1958 time to win again in the record time for stock cars of 15.45 minutes - a particularly good performance.

-----

Cars which have been accepted for the 1959 Mobilgas Economy Run are as follows:

Class A

Volkswagen, Standard 10, Ford Prefect, Morris Minor 1000, Austin A-40, and Fiat 600.

Class B

Ford Consul, Humber 80, series 111, Singer Gzelle, Vaushall Victor, Austin A-55, and Morris Oxford.

Class C

Zephyr, Rover 90, Vauxhall Velox, Holden Special, Jaguar 2.4, and Standard Vanguard.

Class D

Chevrolet Be-Air V8, Chevrolet Bel-Air 6, Ford Custom 300, Jaguar Mk8, Jaguar 3.4, and Plymouth Savoy.

Cars on the reserve list are:

Volkswagen, Standard 10, Dauphine, A-40, Wolseley 1500, Humber 80, Gazelle, Victor, Austin A-55, Oxford, Citroen ID 19, Rover 90, Velox, Holden, Jaguar 2.4, Vanguard, Bel-Air V8, Hundson Rambler, Ford Custom 300.

This year of course, the run is being held on a straight miles per gallon basis, and there is no sweepstake trophy. Come along next club night and hear the co-ordinator talk of the run, which is being held entirely in the South Island.

The British racing driver, Roy Salvadori, escaped unhurt after his Aston Martin caught fire during a stop at the pits at the world championship sports car race at Goodwood. The fire spread rapidly and the Aston Martin pit was soon giving out black smoke. Salvadori's clothes caught fire but were soon put out by fire men.

The burnt-out car was the one which Stirling Moss had driven into the lead. Moss was sitting on the edge of the pit waiting to take over when the fire broke out. He was not hurt. The car blew up as it was being refuelled after 94 laps of this six hour race. Firemen pumped foam on to the blazing car as spectators in the enclosure crouched to avoid a number of minor explosions.

Within minutes Moss took over the number two Aston Martin, and went on to win the race with an average speed of 89.47 miles per hour, covering 224 laps.

Taffy Von Trips (Porsche) and Tony Brooks (Ferrari) were second and third respectively, covering 223 laps. Only two seconds separated them. Moss's win gave Aston Martin the world sports car championship of 1959.

-----

The Autocross which was to have been held on September 20th had to be cancelled owing to flood waters. The committee hopes to hold this event as soon as a suitable alternative date can be arranged.





# CLUB CALENDAR



October 15th Club Night, Kilbirnie RSA Hall, 8 p.m.  
November 1st Honeypot Trial  
14th Sprint, Wairarapa, gold star event  
December 5th Alexander Road.  
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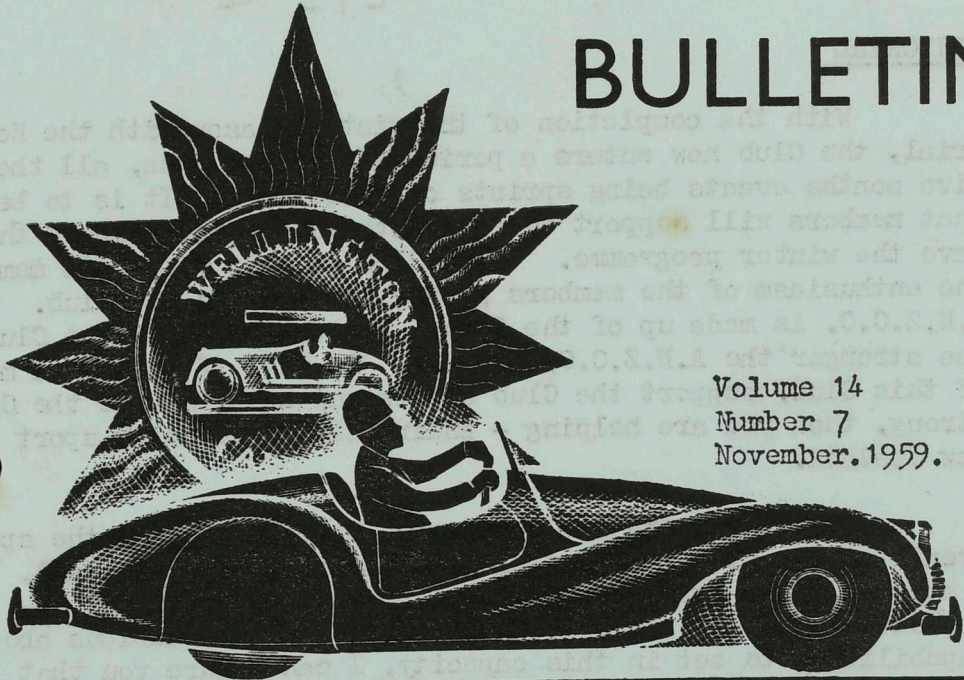
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WRITE FOR YOUR BULLETIN

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# BULLETIN



Volume 14  
Number 7  
November, 1959.

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

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R. Duffell

B. Watson

B. Drake

79-505

28-479

Bulletin Editor

16-883

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CAUTION IS NO SUBSTITUTE FOR SKILL

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EDITORIAL

With the completion of the winter season with the Honeypot trial, the Club now enters a period of speed events, all the next five months events being sprints or hillclimbs. It is to be hoped that members will support these events in greater numbers than they have the winter programme. Each Club is made up of its members. The enthusiasm of the members giving strength to the Club. The A.N.Z.C.C. is made up of the Clubs, and the stronger the Clubs, the stronger the A.N.Z.C.C. becomes. So that if you, as a member of this Club, support the Club events and help to make the Club strong, then you are helping - indirectly - all motor sport in New Zealand.

So, if you are not interested in competing in the speed events of the Club, then offer your services as a marshall. A marshall is a very important official at any speed event, as without him, there would be no event. If you are dubious about your capabilities to act in this capacity, I can assure you that little or no effort is required, provided you are prepared to be there on the day of the event, and can listen and assimilate the instructions of the chief marshall. All necessary equipment is supplied. Personally, I have found that all the best vantage spots for watching events are those where the marshalls are situated, so that you can see more of an event than if you travel to an event as a spectator only. In addition, you can feel satisfied after the day is over because you have played your part in making the event a success.

Any member of the committee will be glad to accept your offer of marshalling for the several events, so do not be backward in offering your services for the Wairarapa sprint on 14th, and I am sure transport to the event will be arranged by any committee member or competitor, if you make your needs known to them.

The Levin Motor Racing Club's Sprint contributed L. W.

On the tenth of October the Levin Motor Racing Club held a closed sprint on the Levin circuit, in which eight members of the Wellington Car Club competed. As it was a closed event competitors had to be either full or country members of the Levin Club.

I went up with my brother, and on the way we had the misfortune to lose the muffler off the car, it sounding like a Grand Prix car for the rest of the day. On arriving at Levin, I went for a walk around the circuit, but did not complete a lap before I landed the job of shovelling manure off the track. My brother set the slowest lap of the day on the circuit, approximately half an hour by following in a light truck onto which the manure was loaded. I finally ended up with the job of timing the cars on the standing lap and as there were 29 competitors and most of them had two runs it was quite a tiring job. Everybody enjoyed themselves including the eight Wellington members, some of whom went for their speed extensions and all getting it, except for two late members who turned up at 3-30 pm without their competition licences. Heard at the sprint a Viscount Wolseley which even in two laps failed to become airborne. One well-known Wellington club member in an XK 120 took to the bush and another in a TRII spun on the hairpin - said he wanted another look at the scenery. Who was the committee member who decided to obtain his speed extension in the firm's car? Following are the times and placings of the Wellington members; also in brackets are the fastest times recorded in the class:

		Standing		Flying	
Under 1500 cc sports					
B. Watson	Missattos	1.22-2	1.24-1	1.17-3	1.17-0
D. Butters	A-40 Sports	1.26-0	1.27-0	1.20-0	1.18-4
		(1.11-2)		(1.5-8)	
Over 1500 cc sports.					
P. Fitzgerald	Morgan	F.T.D.	1.10-6	1.8-0	1.5-0
D. White	TRII		1.14-0	1.10-0	1.8-4
P. Slocombe	XK120		1.15-3	1.15-0	-
					1.8-8
Under 1500 cc saloons.					
I Watson	A-50		1.27-9	1.25-4	1.20-8
					1.21-2



B. Leyland	Hillman	1.29-5	1.27-9	1.23-4	1.21-0
G. Cameron	A-40	1.34-0	1.35-0	1.27-6	1.25-0
		(1.19-1)		(1.13-6)	

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Points for the Clapperton trophy and marshalls trophy up to the end of October have been worked out and the following is the position. There have not yet been any events to count towards the Hanson trophy.

Points are as follows. Marshalling points appear in brackets:

J. Harris	7	J. Larkin	1
P. Slocombe	2 (1)	R. Chartres	1
R. Butters	7	M. Goodman	1
R. Duffell	3 (5)	P. McAlpine	1
I. Watson	3 (4)	G. Lynd	1
G. Bennett	7	G. Davidson	1
G. Cameron	6	S. Alexander	(2)
I. Hull-Brown	2	C. Vandendungen	(2)
K. Foulkes	2	R. Chapman	(1)
D. Fraser	6	R. Smith	(2)
A. Hunter	1		
A. Shelly	5		
P. Morgan	1 (5)		
B. Leyland	2 (5)		
I. Payne	1 (1)		
B. Watson	(2)		
J. Corder	(1)		
P. Lawson	4		
J. Swan	5		
D. MacKenzie	3		
B. Drake	2 (2)		
T. Fox	4		
R. McLaughlin	1		
R. Scampton	5		
B. Watt	1		
T. Wallace	6		
R. Gibbons	4		
B. Johnston	1		
G. Lang.	3		

THE HONEYPOT TRIAL (As seen through the eyes of the organisers.)

It is all over but for the shouting. And the first thing we like to shout about is the wonderful job done by the Marshals. Why do we shout about the Marshals? Well, we started the week before the trial with two marshals, who had given us their names and requiring six marshals. Things sort of looked very hopeful for a successful running of the trial. However, things always manage to look worse than they are and by Friday morning we had three marshals. An appeal to our friend Paul Morgan gave us hope in due course we got his promise of two more marshals. Some quick work by Paul. The Sunday morning arrived and so did the competitors and the marshals. Eleven competitors started on the run, but very unfortunately one got lost somewhere around Martinborough and was not seen again for the rest of the day. We are sorry about that. Wonder what went wrong?

As far as we can see everything went right during the day. The marshals were where they were supposed to be and on time, which made us wonder sometimes, as they had a very heavy schedule and a long way to go. We did not get any serious complaints from the competitors. Of course there are always remarks from some who think that the average speeds are too low, but on the other hand someone remarked to us that they found the schedule in certain sections rather high. A lot depends of course on the type of car used.

All in all, we think, that a good time was had by all and that they all enjoyed themselves. Some of our Marshals and not to forget some of the competitors definitely needed a good shower afterwards thanks to the dust that was around. As a matter of fact a good shower before the trial on some of these roads would have not been misplaced. But you cannot have it both ways and we are grateful of being blessed with a really good day. The weather just could not have been better and some competitors can vouch for it. They were truly sunburned, as were a couple of marshals.

And talking again about marshals, we like to express our thanks to all marshals for the enthusiasm they showed for spending their whole day and lot of petrol in helping us and the competitors in having a good day. A special



HONEYPOT TRIAL

1-11.59

Results

Driver and Navigator.	Car	Check Number												Speedo	Bonus	Total
		1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.			
D. Fraser	Austin	7½	14	-	15	5	10	5	3½	9	5½	4	2	-	7	73½
T. Downes	10															
J.K. Harris	Austin	15	9	10	22½	12½	½	-	2	29	-	5	-	-	5	100½
R. Sampton	A-35															
R.J. Butters	Austin	12½	2½	2½	2½	2½	2½	5	1½	34	17½	10	10	5	5	102¾
J.V. Swan	A-40															
B. Watson	Missatter	10	24	15	2½	12½	1	1½	5	14	½	5	10	8	3	106
T. Watson.																
I. Hull-Brown	M.G.	12½	4	7½	22½	12½	1½	1	3	14	7½	3	25	-	1	113
G. Abernethy																
R. Duffell	Austin	17½	19	10	20	7½	2½	5	2	29	1½	-	10	1	9	115
I. Watson	A-30															
P. Morgan	Ford	10	21	22½	35	7½	9	2	5½	19	2½	1	10	-	6	139
C. Leyland	Zephyr															
G. Cameron	Austin	20	4	15	22½	7½	-	5	½	36	7½	20	20	-	9	149
P. Bryant	A-40															
D. Walker	Standard	15¼	14	10	20	½	1¼	2½	1½	49	27½	25	25	5	10	173
J. Stockdale	10															
G. Foulkes	Riley	12½	29	20	22½	12½	20	22½	-	49	27½	35	20	-	2	268½

Car No. 11 did not finish, and has not yet handed in his driver's card.



word of thanks goes to our two lady marshals Joy Freeman and Jean Gordon, who did a very good job and showed a great enthusiasm in making this event a good one. We are equally grateful to Bryan Carver, who is not a club member, but never hesitated when we asked him to do a job for us. Not forgetting John Corder and Graham Davidson. Graham did not have a car at his disposal and did some of the checkpoints just sitting by the side of the road with his flag and waiting till someone could pick him up again.

We would like to finish this with special thanks to all the competitors. They were not scared by the notice in the paper and in the bulletin of the 200 odd miles that lay before them when they started off.

Don't forget members, that a trial, however well organised is not a trial without the competitors' support.

We are happy with the number of competitors we had on Sunday, considering the length of the trial, but on shorter trials it is sometimes very discouraging to see the small number of competitors that turn up. Don't ever forget that the organiser has spent a lot of work on it and the club has spent the money in duplicating the route sheets. This money is part of your annual subscription and you might as well get something out of it. So do compete and show the organisers that you are behind them all the way with your support in their events and your support to the club in general. See you at the next event and don't forget, members who cannot compete, we do need marshalls sometimes. Even that is good fun.

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Austin and Morris cars are shortly to be produced in Italy. This news comes in the form of a joint announcement by the B.M.C. and Innocenti of Milan, a heavy steel plant, that these two manufacturers have signed an agreement under which Innocenti can assemble and partially manufacture B.M.C. cars for the Italian market. The first models to be produced by Innocenti will be the recently introduced Austin A-40, A-55 and the Morris Oxford, all of British design with Farina styling.

North Island Motor Rally.

Contributed P.M.

The first car left in dirty weather at 7-45 pm. The first check was at Bulls. It was quite a fast trip through to Taupo, with fog on the desert road. At Taupo the weather had improved and we had supper together with a bit of a natter session with various other competitors.

At 2 am the first Wellington car left Taupo and proceeded South. We struck some small difficulty with our Navigator's equipment which decided to catch fire at this stage, but this matter was soon remedied. We then journeyed to Tangiwai and on to the Turakina river road to finish at Marton for breakfast, after some very slow averages. At Marton the cars were scrutineered and refueled, and we then proceeded to Glen Oroua via the main road for a standing and flying quarter mile. There was a mile between the two timing sets, and three eighths of a mile to stop in after completing the run. The passengers were left at a distance and saw none of this event. At this stage it was fine with an easterly (head) wind.

From Glen Oroua we proceed to Levin for circuits and after one warm up lap, continued to do a flying lap. Here it was very wet, the average time being 1-20. The fastest car was the AUSTIN A-90 of J. MacIntosh which recorded 1-17. We then drove to Palmerston North for a Wiggle-wobble in the square, and then on to the Club rooms for lunch. Then we journeyed to Saddle road for the hillclimb, but this unfortunately had to be wiped owing to the inclement weather, and the state of the road. At this stage all organised sport was over for Saturday, so we adjourned to our various hotels and commenced socialising.

On Sunday, there was no concours de elegance, but a Treasure Hunt was held instead. The weather was still doubtful, and so ended another rally. Who was the cardealer, and was he in Palmerston on business or pleasure? Who tried to book into the wrong pub at 2 am.



Coming Events:

- November 14th. Wairarapa sprint - gold star.  
Continue straight on after passing Tauherinikaū hotel.  
Take first right. The route will be signposted.  
Scrutineering starts early, first runs at 9-30 am.  
Bring your own lunch. Also don't forget your  
competition licence, warrant of fitness, driver's  
licence, crash hat, etc.
- November 21st. Hawkes Bay Car Club - road racing.  
Ahuriri circuit.
- November 28th. Levin Motor Racing Club, circuit racing  
Levin circuit.
- December 19th. Christmas party at the Sheridan Ballroom.  
Everything you require on "tap". A good band,  
good floor, and an excellent supper.  
12/6d single, 25/- double. Tickets will be  
available next club night. Admission will  
be by ticket only. Please don't leave buying  
yours until the last minute.

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Colonel Conrod reckons spring shackle is marriage licence.

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40,076 people in the United States died last year from gas.  
29 inhaled it.  
47 looked for the leak with a lighted match.  
40,000 stepped on it.

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Although Britain has been a little slow in production of Formula Junior racing cars, it seems almost certain that she will be able to field a strong contingent in International events by the beginning of next season. The first of the production Elvas are already on the circuits, the Coopers should be undergoing tests during the next few weeks, and now a third make is going into series production - the Gemini - produced by Graham Walker's Chequered Flag (Engineering) Ltd. The Gemini is expected to cost under £1000 equipped with a tuned B.M.C. A series 948 cc engine, a unit that is capable of producing over 70 bhp in racing trim. The sleek "Vanwall-like lines gives an impression of extreme lowness and if there is anything in the old saying "What looks right, is right," then the Gemini should be in for an exciting time.

Since the damage done the British Racing Partnership's B.R.M. at Avus made the car irreparable, the B.R.P./B.R.M. tie-up has been abandoned by mutual consent with so little of the racing season left. The light green B.R.M. competed in three Grand Epreuves: at Rheims, when Stirling Moss set a new lap record, then spun off into the straw bales at Thrillois hairpin; at Rintree when Moss finished second to Brabham and sharing with McLaren a new lap record; at Avus when Herrmann crashed. So it looks like a Cooper from now on for Moss. Would he have done better if he had driven a Cooper throughout?

An unusual sight at Maserati's Milan factory, was the appearance of a 300 SL Mercedes on the production line being fitted with Girling disc brakes. Apparently this was for one of the Maserati dealers and did not mean that Maserati had contracted to build Mercedes in Italy. It is not difficult to see how hours start.

Although things are moving slowly there is a great deal of renewed enthusiasm in the reorganised Maserati factory. The Orsis still have control of Officine Alferi Maserati (the interesting half of the factory!) and Moss and Bertocchi have been giving the new 2 and 2.8 litre cars a thorough test. The 1500 cc 4 Cylinder Grand Turismo has been pulled out from under the dust sheets and given two days of testing on the autodrome and in the mountains. The Orsis hope that eventually they will have this car in mass production.





# CLUB CALENDAR



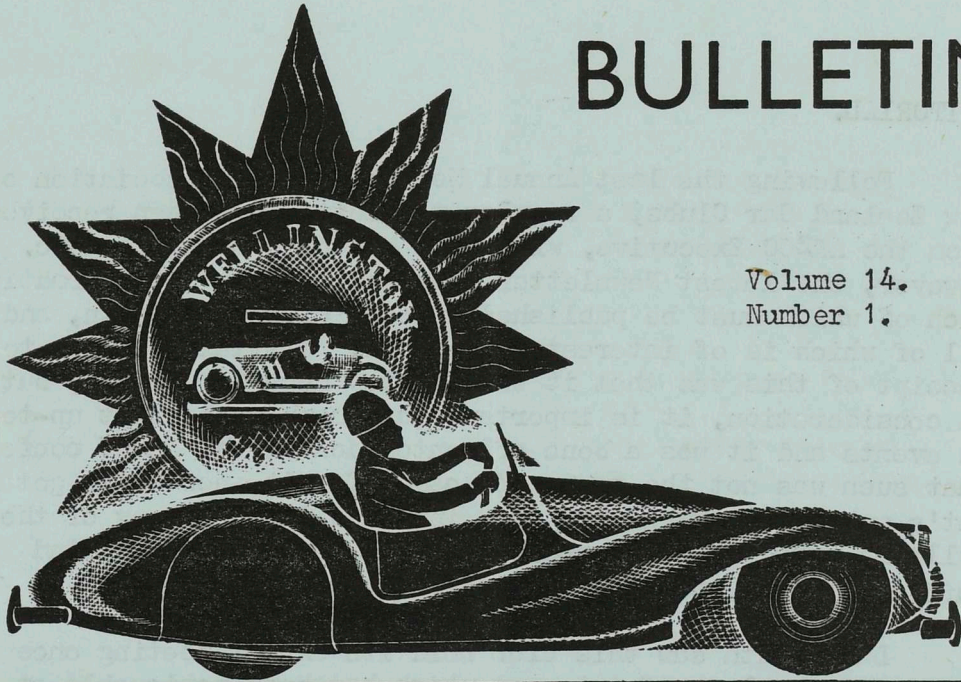
- November 14th Gold Star Sprint, Wairarapa, Full details elsewhere.
- 19th Club Night, Kilbirnie RSA Hall, 8 pm.
- December 5th Alexander Road.
- 19th Club Christmas "do" Sheridan Ballroom. Details elsewhere.
- 1960
- February 20th Sprint - Levin circuit.
- March 19th Houghton Bay, Gold star event.
- April 23rd Night Trial.

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WRITE FOR YOUR BULLETIN



# BULLETIN



Volume 14.  
Number 1.

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

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## Directory:

President	A. L. Shelly .. .. .	37-768 53-039(Bus)
Club Captain	C. B. Leyland .. .. .	56-217(Bus)
Vice-Captain	P. N. Morgan . . . . .	75-388 51-098(Bus)
Secretary	S. Alexander . . . . .	17-366 65-069(Bus)
Committee	I. D. Watson . . . . .	79-505
	R. Duffell .. .. .	28-479
	W. A. Sutherland.. . . .	19-193
	B. Watson .. .. .	
Bulletin Editor	B. Drake	16-883

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CAUTION IS NO SUBSTITUTE FOR SKILL

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## EDITORIAL.

Following the last Annual Meeting of the Association of New Zealand Car Clubs, a regular newsletter has been received from the ANZCC Executive, with news of their meetings, etc. However, the latest Newsletter contains 6 pages of information, much of which must be published in each club's bulletin, and all of which is of interest to members. Initial reaction to the receipt of this was that it was far too much to publish, but on consideration, it is important that members be kept up-to-date on events and it was a bone of contention at the NAZCC conference that such was not the case. We asked for it, now we've got it let's make the most of it. So, included in this copy of the bulletin, are all the compulsory items, and I hope to find sufficient space next month to include the other items.

Last month saw this club hold its annual meeting once more, and the lack of interest which has been noticeable at events recently was equally apparent at this meeting. This is your Club, run for your benefit, and it is only sound reasoning to suppose that you would be present at the annual meeting to voice your views. Next month's regular meeting will be held on May 21st, and the programme will include the presentation of the Houghton Bay trophies, Certificates up to date, and some interesting films by courtesy of BP., or the Standard Motor Co., or Dominion Motors, or perhaps a little of each. So show your new committee you are behind them, by being there and offering your support. The usual tasty supper will be served.

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Members are reminded that Annual Subscriptions are now due, and those who do not renew their subscriptions will not receive any bulletins after the next issue. The Secretary will be pleased to see you along at next club night, and will be glad to issue a receipt for your subscription.

## NEWS FROM THE ASSOCIATION OF NEW ZEALAND CAR CLUBS, Inc.

1. It has come to our notice that some Clubs have organised Hill Climbs with all Practice Runs timed. Please note that this is not permissible, as with the Timing and publication of times recorded in practice, the practice is no longer such, but is competitive.

The minimum requirements are: -

Hillclimbs: At least one untimed practice run.

Sprints (straight course) No compulsory untimed practice

Provided that the Start and Finish of Timed section is clearly marked, and all Competitors are fully conversant with the position of Start and Finish of the Timed section.

Sprints (other than straight course): At least one untimed practice run.

Note: Timing apparatus may be tested on initial practice runs, but the times returned by Competitors may not be recorded or published. Stewards are directed to see that this is carried out.

2. Please note that the Gold Star Hillclimb organised by the Hawke's Bay Car Club Inc., will now be held on the 18th April, (not as previously notified 25th April. which is Anzac Day).

3. Any member wishing to compete in any Overseas Competition is requested to contact A. N. Z.C.C. prior to leaving N.Z., in order that the validity of Competition Licence can be checked, and if necessary, renewed.

4. Members are reminded that the provisions of the International Sporting Code of the F.I.A. and the General Competition Rules, preclude participation in Events which are not under A.N.Z.C.C. Permit. (Please refer to Rule 61)

5. We have recently received through the Transport Department from the Crown Law Office, a new ruling on the Registration of vehicles used in competition.

NOTE: (a) The purpose of having competing vehicles registered is to qualify for Third Party Insurance.

(b) It is compulsory, under the General Competition rules, that all vehicles used in any form of competition be registered under the Transport Act 1949. (See Rule 85a).

The ruling received from the Crown Law Office provides that:--



It is now not necessary to have the Registration Plates and/or current Licence Sticker attached to the vehicle, in order to qualify for Third Party Insurance.

The Transport Department also point out that when competing vehicles are driven on roads under normal conditions (to and from an event) they would necessarily have to have Registration plates affixed and current Licence Sticker displayed as provided for by Sect. 15 of the Transport Act 1949, and the Motor Vehicle Registration and Licencing Regulations, 1949.

It should be clearly understood that ALL vehicles used in any competition must be Registered and currently licenced, and evidence of this must be submitted to Vehicle Scrutineers. The production of Registration Plates and current Licence Sticker is acceptable, but it is suggested that in order to avoid embarrassment and difficulties, that Plates and Sticker be attached to the car in any place on or within the car (at the option of the owner)

6. The N.Z. Standards Institute are preparing a Specification "Protective Helmets (and Peaks) for Motor Racing Competitions". It is expected that this Specification will closely follow the British Standards Institute Specification, covering the same subject.

Pending adoption of the N.Z. Standards Institute specification, we strongly recommend, for the safety of Competitors, that purchases of Crash Helmets should bear the British Standards Institute Stamp of approval

7. We are pleased to announce that the Mobilgas Economy Run will be held this year in the South Island. Tentative dates are 17th to 20th November (inclusive.) Further details of the Event will be announced, as organisation proceeds.

Observers, resident in the South Island, will be required - keep these dates in mind.

8. Organising Clubs are reminded of their responsibility to provide adequate equipment for the complete scrutineering of vehicles, particularly at Sprints, Hillclimbs and Racing Events.

Scrutineering at all Hillclimbs and Sprints in future must include the jacking up of vehicles' Front End, for the thorough and complete examination of Suspension and Steering.

Stewards are directed to see that this is carried out.

9. It has come to the notice of the Executive that instances

have occurred, where during "Teams" racing, unorthodox practices have been permitted by Organising Clubs.

Please note that in future, Teams Races will be permitted only when all normal standards and Racing Rules are observed. (as an example, no deliberate baulking is permitted.)

Stewards are directed to ensure that this direction is carried out.

10. In view of the fact that very few Clubs in the North Island organise "Closed" Race Meetings (at which Observations for Extensions have in the past been made,) the Executive have now rules that:

(a) Observations for "Speed" and "Racing" Extensions may now be made (at the option of the Organising Club,) at Closed, Invitation, or Open Meetings, but not at International Meetings (or the practice thereat.)

(b) If the Application for a SPEED Extension is made at an Invitation or Open Meeting, the Applicant must submit to the Observation Panel and Application form signed by his Parent Club Secretary (certifying current financial Membership).

If the Application for a RACING Extension is made at an Invitation or Open Meeting, the Applicant must submit to the Observation Panel, a current MEDICAL CERTIFICATE, and an application form signed by his Parent Club Secretary (certifying current financial Membership.)

(c) Speed, and/or Racing Extensions, and FIA Licence may be Restricted, as considered desirable by Observation Panels, as under :

(a) "Restricted to Saloon (or Sports Car) only."

(b) "Open - no Restrictions."

Restrictions recommended by an Observation Panel, will be endorsed on the Licence, and transferred from Licence to Licence, until the Applicant qualifies for an "Open Licence".

(d) Prior to approval on an Applicant for "Racing Extension" and preferably before the Applicant undergoes Driving Observation, he must correctly answer an oral test on Racing Rules. (Conducted by the Steward.)

A specimen of appropriate questions for this purpose is separately appended.

11. Mr. J. O. Trevor has been appointed Chief Steward once more.



THE BIGGEST SHOW ON WHEELS .

12. As a result of representations made by the N. Z. Racing Drivers Club Inc., to the Minister of Customs, the Government have decided to allocate overseas funds to the extent of £5,000, for the issue of licenses for racing cars in 1959.

Applications for licenses are considered by the "Racing Imports Advisory Committee" (comprising representatives of N.S.R.D.C., N.Z.I.G.P., and A.N.Z.C.C.) who make recommendations for the issue of licenses.

Applications are considered by the above committee during two periods, ending 30th April, and 30th September respectively.

Members interested in availing themselves of this allocation of overseas funds, are advised to contact the Secretary of the N.Z.R.D.C., or this Association for further particulars.

We congratulate the N.Z.R.D.C., on their successful representations in this matter, and acknowledge with thanks the invitation to appoint Representatives to the Advisory Committee.

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COMING EVENTS.

May 23rd, 1959.

The Annual night Trail for the night trial trophy will be held on Saturday 23rd May, commencing at 7 p.m. at the Ngauranga Service Station, at the foot of the Gorge. The distance will be approximately 86 miles, and arrangements have been made to secure a private room at the Carousel Coffee Lounge in order that the trail may be re-run afterwards. Your organisers, Brook Leyland and Paul Morgan. Don't forget your licenses and your navigator. Remember 7 p.m. on Saturday May 23rd for an interesting evening.

The "Biggest Show on Wheels" in America took to the road on April 5, when the 1959 American Mobilgas Economy Run set out from Los Angeles on a five day run of nearly 2,000 miles to Kansas City, Missouri.

Forty-seven cars carrying a total of 188 people were competing for the gasoline mileage championship of America. This year saw two major changes with the elimination of the Sweepstake award and the scrapping of the ton-miles-per gallon formula in favour of the "straight" miles-per gallon figure.

Altogether more than 1,000 people were directly involved. 75 to 100 cars, 2 trucks, half a dozen aircraft and a special railroad train.

The chief steward, Art Pillsbury, the equivalent of the N.Z. chairman of the Board of Stewards, commanded a crew of approximately 300 United States Auto Club officials and assistants, all directly concerned with the Run's operational problems.

Fifty men posted direction signs along the route, another forty acted as route marshalls, others did refueling and so on, till more than 1,000 people-including engineers and executives of automobile manufacturing concerns - directed the competitors to the finishing line and to hear the results of this, the largest of all automotive competitions.

The exact route mileage was 1,898 miles, the longest in the 23 year history of the Run. The route took contestants from sea level to a height of 11,988 feet as they crossed Loveland Pass, Colorado, in the Rocky Mountains. Contestants passed through 147 cities and 19 states.

And the results - here are the class winners. (computed result in Imperial gallons in brackets.)

Class A	Rambler American	25.28 mpg	(30.4)
B	Chevrolet Biscayne	22.37	(26.9)
C	Plymouth Belvedere	21.15	(25.35)
D	Dodge Coronet	21.74	(26.1.)
E	Ford Thunderbird	23.0	(19.13.)
F	Cadillac 62	19.03	(22.8)

Contestants had the choice of Mobilgas Special which is 98 Octane by the research method and 88 Octane by the motor method, or Mobilgas R (Regular) which is 91 Octane and 84 Octane respectively.



The average speed for the entire run was 41.12 miles per hour.

The distance was made up of 1,124 miles of mountain and desert running, 480 miles of flat open country, and 293 miles of city traffic respectively.

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#### INTER-CLUB GYMKHANA POSTPONED

At the request of the Department of Agriculture, the above event, which was to have been held in the Wairarapa, has unfortunately had to be postponed. Attempts were made to find an alternative site, which would have meant abandoning the rally portion of the day, and holding only the gymkhana events. However, after numerous attempts, the only site available was subject to such conditions as to make the holding of the event impracticable. (No accelerating or braking allowed). By the time these conditions were made known, it was too late for your committee to make any further alternate arrangements. So the event has been postponed until such time as the quarantine in the Wairarapa is raised, or a suitable site elsewhere may be found.

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Night Trail.

12.4.59

There was a numerous entry in this event, the grand total of four cars. The results were as follows:--

R. Duffell			
I. Watson	A-30	1st	11½ points lost.
D. Fraser			
T. Wallace	Austin	2nd	16½ points lost
K. Foulkes			
R. Griffin	Riley	3rd	85 points lost.
I. Hull-Brown			
M. Smith	MG	4th	118½ points lost.

AC Ace-Bristol.

contributed by H. W. Mitchell

Road-testing can be a most frustrating occupation. Just imagine having the use on an Ace-Bristol for a few days - and then having to take it back! Usually, after trying the sort of vehicle which might be described as a good, ordinary car, it is no hardship to return to one's own everyday means of transport. The Ace-Bristol is different.

Perhaps the best way to sum up the current AC would be to describe it as a sports/racing car with road manners. It has most of the attributes of the former and none of the disadvantages usually associated with out-and-out competition machinery. It is, in fact, a car which one might use for racing (especially in Appendix J events) shopping or courting with a fair chance of success in each.

The general layout of both the Ace and the Bristol six-cylinder engine are too well known to require detailed reiteration here. The twin-tube frame, with independent suspension of all four wheels by means of transverse leaf springs and lower wishbones, is basically the work of John Tojeiro. The bodywork, beautifully finished and trimmed, is an excellent example of functional simplicity. In addition there is obviously a considerable amount of aerodynamic merit in the design, for remarkably few flies collected on the windscreen during a long evening journey.

The subject of this report was a 1958 car, with Bristol 100D engine and Girling disc brakes to the front wheels (with 11 in Alfin drums at the rear) provided by that great AC Enthusiast, Ken Rudd. Even though the car was taken over in London, it was refreshing, after a week of automatic transmission, to be able to use a real gear lever again, and any doubts about the suitability of the Bristol 100D engine for town use were immediately dispelled.

Its smoothness and flexibility - together with the progressive action of the clutch - make the Act just as easy to drive in rush hour traffic as any "bread-and-butter" saloon. In this connection, however, it was found that with the hood up - the result of climate rather than inclination - the three-quarter rear view was somewhat restricted, the wheels of taxis and buses appearing alongside one's right ear with startling suddenness. This was the only time that the limited size of the mirror together with the not-so-clear rear window, was noticed;



on the open road there was hardly anything to be seen in the mirror other than the rapidly dwindling image of overtaken traffic.

It isn't even necessary to go anywhere to enjoy the Ace-Bristol! Just to sit in those beautifully upholstered seats, which provide support in all the right places (the backs may seem rather upright at first, but this impression is forgotten after a long run) and contemplate the properly calibrated instruments on the leather-covered fascia can provide a remarkably good impression of the cars's character.

But showroom appraisal can never do justice to its performance, and in a car like the Ace this doesn't mean just top speed and acceleration, both of which are more than enough for most people, but rather the whole business of going and stopping, cornering and running straight (an item which, from experience, would not seem to be as easily arranged as one might expect) - its road (and circuit) behaviour, in fact.

It is probably for its roadholding, the product of rigid frame, all independent suspension and Michelin X tyres, that the Act is most generally renowned. Tyre adhesion on the dry is so good, even at three figure speeds, as to require almost a different driving technique from that called for by a number of other cars generally considered to have good roadholding; the limit is much further away than would initially be expected. Even so, the limit is there, and at such speeds things can happen remarkably quickly. In brief, the road-holding of the Ace will flatter a good driver, but will not make an indifferent driver good.

In the wet it is probably sufficient to say that the Ace is more stable than most cars in the dry. With even steel-cord tyres lubricated by the action of water, the tail will slide and the whole car can be made to drift through still with an unexpectedly high degree of stability. Even in a torrential downpour, however, the limit of adhesion is perhaps 20 or 30 mph beyond what one might expect and while this imparts great confidence it is as well to remember that the higher the speed the less time there is for any correction which might prove necessary. Having said all this I must emphasise that on our disused airfield circuit the Act handled impeccably, both in the wet and in the dry, any necessary correction - in

the lower gears, on tight corners - coming almost instinctively, the car steering having most of the advantageous of rack and pinion gear without transmitting an undue amount of feel from the road. After some 500 miles the steering began to feel just a little stiff, but apart from this remained precise on corners while requiring no effort at all on the straight.

All this, and the "iron hand in velvet glove" feeling imparted by the brakes is reflected in the observations of passengers unused to high speed motoring. One, having sat quite unperceived while a sweeping corner was taken at 95, suddenly located the speedometer and suggested we should slow down when the speed was less than 80 (due to traffic conditions) on the straight. "I've just been for a ride in an aeroplane," said another, attached more importance to the "BRISTOL" on the bonnet than the AC.

The only real criticism that any passenger could make was that, with the hood up, it required a certain amount of dexterity to get in and out of the car, this particularly for a lady who may be on the prim side. The reason is the positioning of the scuttle cross member, which plays an important part in maintaining frame rigidity. The general consensus was that, although perhaps it was a little difficult to get in, it was certainly worth the effort; The long legged driver had no doubts whatever on this point.

From roadholding to the accepted basis of performance. Straight line speed; with 120 hp to propel some 16 cwt (brought up to nearer a ton as tested) acceleration of a high standard would be anticipated. What might not be expected however, is the way in which a headlong rush is maintained up to - and even beyond - 100 mph. Well over 80 can be reached, from rest, in a quarter of a mile and the figure of 16 seconds over this distance represents a rate of departure surpassed by very few road-equipped cars. For racing purposes a maximum speed of under 120 mph may appear unimpressive, but the occasions when over 110 mph can be maintained on the road are rare, while the times when this speed can be regarded as reasonably safe (even with Ace roadholding and brakes) are even more restricted.





## CLUB CALENDAR



- May 21st Club Night, Kilbirnie RSA, 8 p.m.  
23rd Moonlight Madness. Details elsewhere.
- June 18th Club Night.  
21st Gymkhana
- July 19th Winter "100" Trail
- Aug 23rd Treasure Hunt and Map Reading Trail.
- Sept. 2nd Economy Run.  
20th Autocross.
- Oct. 18th Honey-pot Trail
- Nov. 21st Sprint
- Dec. 19th Club Night - Christmas "DO"  
5th Alexander Road.
- 1960  
Feb 20th Sprint - Levin
- Mar 19th Houghton Bay.
- April 23rd Night Trial .

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LCST at Houghton Bay, one fire extinguisher and some painting material. Anyone who finds same please advise the Secretary Stewart Alexander. 'Phone 17-366 or at work, 65-069.

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WRITE FOR YOUR BULLETIN

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