

BULLETIN

Volume 14.
Number 8.
January, 1969

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

SITUATION VACANT

This space is reserved for Photographs of local events taken by members of the Club.

The size of the Print should be approximately 5" x 3" and have plenty of contrast.

Prints or negatives should be forwarded to the Bulletin Editor by the beginning of each month with a suitable explanation and the photographers name.

Only one photo will be published each month.

CAUTION IS NO SUBSTITUTE FOR SKILL

Club Captain's Report.

This would appear to be a good time to review the Club's progress over the last 9 months. On the whole, despite the ups and downs which happen in every Club, we can consider it fairly successful.

The committee have tried to cater for the tastes of all members, but have not received many suggestions, nor the support that the time and effort involved would lead one to expect. My own personal mileage on Club business has exceeded 500 apart from competing in events. I am not complaining about this, but feel that it is only right that every member should realise this. The other committee members have covered similar distances.

It was no fault of any individual member of the committee that there was such chaos over the sprint. I take the responsibility for accepting this event when offered by the A.N.Z.C.C. at the annual conference. My thoughts on the matter at the time were that it was only right that it should be organised by the oldest Car Club in or near to the Capital.

The biggest development likely to occur in the next 12 months is Go-Kart racing. In another part of this bulletin you will find my report on a meeting of representatives of Wellington Area Car Clubs with Mr. Ronald Frost, of Levin, Chairman of A.N.Z.C.C. and the subsequent Club Meeting. Re-action at the moment seems to be lukewarm but we shall see.

Supplementary Regulations will be available later this month for Houghton Bay Hill Climb. It will require every available member to marshall this hill properly, and we hope for a reasonable attendance.

My final comment is that I personally, and the rest of the committee, have worked to our best ability, to make the club a success, and are not entirely happy with the result. It would appear that the Club has a faithful fifty members that turn up to all events. How about trying to double this. Be proud of the Club, tell your friends, wear your badge and bring your girlfriends or wives to more events. Let's make it a true club.

Brook Leyland.

GO-KARTING.

Club members who were present at the Monthly Club meeting on the 17th December will have heard an address by Mr. Ronald Frost, Chairman of A.N.Z.C.C. with regards to Go-Kart racing. This report is for the benefit of the many members who were not present.

The A.N.Z.C.C. are taking an interest in this for the following reasons:

1. Go-Karting is controlled by the R.A.C. in England who have evolved special rules and regulations for the sport. The A.N.Z.C.C. are governed by the R.A.C. and as their agents here, were asked to act by them.
2. It is a four-wheeled sport, and, if it is not properly organised and certain safety factors adhered to, both from the construction of the machines and the design and suitability of the track, it could bring the rest of four-wheel motor sport into disrepute.
3. The main aim of Go-Kart racing is to keep it a cheap means of sport. This was the original idea of 500 cc racing but look at the cost of say a Mk X and double-knocker Norton, which is what you need to get anywhere. If you were in England, you would also need the services of somebody like Francis Beart, an expert tuner, whose fees are high.
4. There is one further point to bear in mind. If you compete with a Go-Kart in events not organised under the auspices of the A.N.Z.C.C. you can loose your competition licence.
5. On the other hand, to compete in Go-Kart races, you only need a basic competition licence, no speed or racing extension.
6. Herewith a copy of the A.N.Z.C.C. specifications for your information.

A.N.Z.C.C. Specifications for Go-Karts.

Chassis.

- A. Wheelbase. Maximum 50 inches. Minimum 40 inches. Maximum Overall length of vehicle 72 inches.

Any appendage to the front or sides of the vehicles which might form a hazard to other vehicles or drivers is forbidden.

- B. Track. Minimum of $\frac{2}{3}$ of the measurement of the wheelbase. Maximum $\frac{2}{3}$ of the measurement of the wheelbase plus 2 inches.
- C. Height. Maximum height 24 inches measured at the centre of the seat back (any anti-roll or safety bar not to be taken into account)
- D. Tyres. Pneumatic tyres compulsory. Maximum overall diameter of tyres 16 inches. Minimum 9 inches.
- E. Wheels. Ball of roller type bearings compulsory.
- F. Frame. All metal devoid of any type of body above the wheel centres.
Approved safety straps or safety bars are compulsory.
Adequate protection must be provided to prevent feet dropping to the ground.
- G. Brakes. Efficient braking on not less than two wheels. (Note: In order to cater for existing Karts and the time required for modification, it has been agreed that braking on one wheel only will be accepted up to 1st April, 1960, provided that the Scrutineer of the Meeting is satisfied that the braking efficiency is adequate for the course in question.)
- H. Steering. Direct or of a suitable design for maximum safety.
- I. Exhaust. So designed that the exhaust gasses are carried away from and to rear of the driver.
- J. Throttle. Foot operated, self closing throttle compulsory.
- K. Ignition. Effective cutout switch compulsory.
- L. Firewall. Effective firewall or bulkhead between the driver and engine is compulsory.

- M. Fuel and Oil. Pump Fuel and standard automotive oil only. Fuel and lubricating containers and feed systems of a design as to prevent leakage and spillage during competitions.

Engines and Transmissions.

- A. All engines stock two cycle only, and excluding Sports and Racing Motors.
- B. Engine capacity classes:
 - Class 1. Industrial engines max. dis. 100 cc.
 - 2. Industrial engines Max. dis. 200 cc.
 - 3. Motor Cycle engines Max. Dis. 100 cc.
 - 4. Motor Cycle engines Max Dis. 200 c.c.
- C. Gearbox or transmission which will vary the ratio between the engine and driving wheels while the car is in motion is forbidden in Classes 1 and 2.
- D. Gearbox or variable transmission optional in other classes.
- E. All chain drives to be adequately guarded.

General. All Go-Karts must be registered and licenced under the N.Z. Transport Act, 1949.

Note: If any Go-Kart is used on a public road, it MUST DISPLAY registration plates and licence sticker, in the regulation manner, and hold a daylight warrant of fitness.

A.N.Z.C.C. Basic rules for Go-Kart meetings.

Course:

- A. The track should be at least 15 feet in width.
- Note: Desirable width of track appears to be: 20 feet. width on straights and 30 feet width on corners. with a length of approximately $\frac{1}{4}$ mile.

- B. The maximum length of any straight not to exceed 100 yards.
- C. The maximum number of starters per 1/4 mile of track may not exceed 12.
- D. In arranging (Grid) starting positions, a width of 5 feet to be allowed per kart, i.e. on a 15 foot track the starting order would be 3/2. 3/2. etc.

Spectator Areas.

Spectator areas must be arranged as follows:

- A. Where not protective barrier is provided - 75 feet from the Track.
- B. Where a protective barrier is provided. (the minimum is a row of strawbales placed end to end at 10 feet from the track) - 25 feet from the Track

In the case of A above.

The spectator barrier (rope or fence) must be placed 75 feet from Track. The first line of spectators' cars must be placed 90 feet from the track.

In the case of B. above.

The row of strawbales is placed 10 feet from the track. The spectator barrier (rope or fence) is placed 25 feet from the Track. The first line of spectators' cars must be placed 40 feet from the Track.

General

- A. Flag signals as specified in A.N.Z.C.C. General competition rules 1956, appendix H, are compulsory at all Go-Kart meetings.
- B. A minimum of six fire extinguishers shall be available, and will be disposed of to the best advantage.

S U L T S

Held Wairarapa 14-11-59

		<u>3</u>	<u>4</u>	<u>5</u> Flying	<u>6</u>	<u>7</u>	<u>8</u>	<u>2</u>
		14.25	17.0	-				
1		22.9	22.75	12.75	13.45	12.5	13.35	12.5
75		18.2	17.85	8.85	9.5	8.75	9.4	8.65
1		18.7	18.0	9.5	10.25	9.6	10.35	10.3
35		21.75	20.85	11.95	12.45	12.15	12.55	12.05
1		19.8	19.3	10.15	10.25	9.5	10.3	9.5
2		17.6	17.25	9.1	9.55	8.95	9.6	8.8
1		16.65		7.35	8.45	8.0	8.4	7.35
35		18.6	17.6	8.85	9.65	8.55	8.55	8.6
25		21.75	21.25	12.55	12.95	12.25	12.8	12.2
35		19.8	19.45	10.6	11.0	10.25	10.95	10.45
35		22.7	21.85	12.0	12.8	13.95		
15		20.8	20.3	11.1	11.55	10.9	11.55	11.0
						11.05	11.85	11.1
						11.3	11.85	
5		18.7	17.95	8.95	9.55	8.85	9.6	8.9
25		20.55	20.25	10.1	10.7	9.9	10.7	9.9

ditions, except for a variable wind which is quarter times. It was disappointing to the club to contestants thoroughly enjoyed themselves.

ALEXANDER ROAD HILLCLIMBR E S U L T S

Held 5-12-59

<u>Class</u>	<u>Name</u>	<u>Car</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>Place</u>
Racing Cars	J. Paton	Lightweight								
	D. Evans	R.A.L.	35.6	36.0		35.6	35.2	35.0	35.0	1
	J. Shirer	Mistal	43.2	42.8	42.6	42.6	42.3	42.8	41.6	3
	R. Reardon	Shadbolt			40.8	42.4				2
	D. Sinton	Go-Kart					56.6			
Over 1500 cc Sports	P. Slocombe	Jaguar	37.4	37.4	38.6	37.4	36.6	36.2	36.6	1
	P. Fitzgerald	Morgan	39.2	38.8	39.2	37.6	38.2	37.6	37.6	2
Over 1500 cc Saloons	B. Drake	A-95	45.0	43.0	43.4	43.2	42.8	42.4	43.0	3
	G. Eastbrook-Smith	Jaguar	44.6	41.2	43.0	40.6				1
	A. McBeath	Ford	42.8	42.2	42.0	41.6				2
	J. Bernard	Humber					48.0	47.0	46.6	
Under 1500 cc sports	R. Butters	A40	46.0	46.8	46.4	46.6	45.8	46.2	46.6	
	D. Smith	Austin	42.0	41.8	42.4	41.4	41.4	41.6	41.0	3
	T. Fox	M.G.A.	39.8	38.8	40.0	39.2	39.0		39.4	1
	A. Fox	M.G.A.	40.8	40.8	41.6	40.4	41.2	39.8		2
Under 1500 cc saloons	I. Watson	A-50	45.8	46.0	45.4	45.2	45.2	45.2		
	D. Walker	Standard	45.0	45.2	45.8	45.2	44.4	44.6	44.0	3
	L. Cunningham	Simca	44.6	69.0	44.6	45.0	45.0	43.6	43.8	2
	D. White	Humber	42.2	42.2	42.2	42.4	42.0	45.6	42.6	1

NORTH ISLAND CHAMPIONSHIP SPRINT

Class	Type	Name	Car	R E	
				1	2
A	Racing Cars	A. Freeman	Lago Talbot	-	-
B	Sports Cars up to 1200 cc	R. Butters	A40 Sports	22.3	22.1
C	Sports Car 1201cc to 2300 cc	N. Whittaker	TR II	17.85	17.1
		M. Price	TR II	18.25	18.1
		B. Watson	Mis-Sator	21.7	20.0
		T. Fox	H.C.A.	19.0	19.0
		J. Lust	TR II	16.95	17.2
D	Sports Cars over 2300 cc	P. Slocombe	Jaguar	16.9	17.0
		G. Cowie	Austin Healey	17.3	17.8
E	Saloon Cars up to 1200 cc	D. Walker	Standard 10	21.15	21.2
F	Saloon Cars 1201 cc to 2300 cc	P. Lawson	Minx	19.65	19.8
		I. Watson	A50	22.35	22.5
		J. Harrie	Zephyr	20.5	20.1
		H. Buchanan	Sinca		
		J. McDougall	Holden		
G	Saloon Cars over 2300 cc	W. Potts	Zephyr	18.0	18.1
		B. Drake	A95	20.05	19.7

This event was held under almost ideal conditions reflected in the variations in the flying have so few entries for this event. All c

- C. At every Go-Kart meeting, recognised First Aid facilities and Personnel shall be in attendance, and adequate arrangements must be provided for dealing with casualties, and for removing injured persons to hospital.
- D. An A.N.Z.C.C. Steward must be in attendance at all Go-Kart meetings, and he shall satisfy himself that adequate arrangements are provided for the scrutineering of participating vehicles, and for timing and lap scoring.
- E. Organising permits will be issued on the same basis and fees (i.e. Closed, Invitation, and Open) as with other branches of the sport.
- F. The general principles of Automobile Racing will apply to Go-Kart meetings.

Drivers

- A. All drivers must wear an approved Crash Helmet, and must be adequately clothed.
 - B. All drivers must hold a current A.N.Z.C.C. competition licence (basic)
 - C. All drivers must hold a current civil Driving Licence.
- Provisions for G-Kart Clubs (Not being members of the A.N.Z.C.C.)
- A. Go-Kart Clubs can be registered as promoters (without the necessity of becoming affiliated with the A.N.Z.C.C. provided that:
 1. They are an Incorporated Society
 2. They agree to conduct Kart competitions under A.N.Z.C.C. conditions and A.N.Z.C.C. organising permit.
 3. They pay an Annual Registration Fee of £5.5.0.
 - B. Organising Permits will then be issued to registered promoters, on the same terms as member clubs of the A.N.Z.C.C. on payment of a permit fee of £5.5.0 per meeting.

CHRISTMAS PARTY

The Sheridan ballroom, Herbert Street, Thursday December 10th, was the scene of our Christmas party. If you don't know the Sheridan go and see it as it is worth seeing. There was a good supper and a good band, abundant supply of liquid refreshments and a good crowd. Trophies were presented to those who had earned them and it was a pity more winners couldn't attend to receive theirs.

There was room for more, but next year will no doubt see a larger gathering as this will be an annual event.

Unfortunately Thursday is the only day the owner can give us, but a good time was had by all, so come along next year bring your friends, and see for yourselves.

GO-KARTS AND THE TQ MIDGETS.

L. Watson.

The December club night of the Wellington Car Club was mainly taken up with the discussion of a type of motor sport which is growing very quickly throughout New Zealand - The Go-Kart.

I spent my Christmas holidays basking in the rain and wind, and occasional sunshine of Gisborne, in which Go-Karts are a rapidly growing sport. On Boxing Day, midget car races were held on a special quarter mile circuit just outside Gisborne, and a couple of races were run especially for Go-Karts. There were five Go-Karts competing, one of which was professionally built, came from Rotorua. The other four Go-Karts were all locally built, and incorporated many different ideas. One of the Go-Karts had been built for \$6.10.0, which was the price for a pair of back wheels, the chassis having been made from a bedstead, and the rest including the motor having been picked up at odd times.

Here is a description of a Go-Kart as built by one enthusiast, David Foster, who is six foot tall and is definitely not built for driving go-karts.

The chassis is built of angle iron with both a rigid

front and rear axle, steering being by a drag-link from the steering column to the left hand side of the front axle. Braking is foot operated on the left hand side and is a single motor bike brake on the rear axle. The accelerator is operated by the right foot, no gear lever needed as a centrifugal clutch is used. The Go-Kart is powered by a 98 cc chain saw motor producing 6 hp and on the higher of two ratios will do about 45 miles per hour.

To start the Go-Kart the starting rope is pulled and as soon as the motor starts, the handle which is still attached to the motor is grabbed and the rear axle of the vehicle is lifted up off the ground, as the wheels start to go as soon as the motor is revved.

TQ midget racing is also very popular in Gisborne and these cars which are three quarter the size of American dirt track midgets average fifty miles an hour around the quarter mile circuit. Austin 7 parts are in great demand as these back axles, gear boxes and front suspension are used on the midgets, their power plants being mostly 500 cc overhead valve motor cycle motors. The TQ's have bodies of varying designs and look exactly like the American dirt track midgets with their little wheels and very high tails which incorporate anti-roll bars. All cars must have safety belts, but need a brake on one wheel only. The midget races are run as handicap events and are usually run over four laps - the cars are mostly in a series of slides very much like stock car racing.

Members who wish to offer their services as marshalls at the Houghton Bay Hillclimb in March, are asked to contact Stewart Alexander, telephone 19-900/72023 at the earliest opportunity. Supplementary regulations and entry forms for this event which carries gold star status will be available from Stewart from the beginning of February.

Levin Sprint To be held on February 13th, 1960

This event, which will be the club's first event for the year, should enable all those members who wish to compete at Houghton Bay in March to obtain their speed extensions. No observations for speed extensions will be made at Houghton Bay, which is a Gold Star event. So, if you want your speed extension Levin is the place to get it.

Scrutineering will commence at 9 a.m. and first runs will commence at 10.30 a.m. Entry fee will be 10/- per car and the number of runs will depend entirely on the number of entries. Standing and flying laps will be the order of the day. You will need a car, a crash hat, a civil driving licence, a competition licence, and a warrant of fitness. Let us make this event a bumper event, to start the new year right. See you at Levin circuit, first left after passing "30" sign on entering Levin, on Saturday February 13th. Note the Date: February 13th.

Taranaki Car Club are holding a LADIES' TRIAL on Saturday 5th March 1960 commencing at 12 noon. Good Prizes. Entry forms and further information will be available soon. So, Ladies, keep the date free for this event.

News of the new Ford Anglia is as follows:

"Here was a car seemingly made for rallies, with an engine that, with treatment, should prove to be just what the Formula Junior Doctor ordered.

But although the Anglia undoubtedly will be seen in Rallies, driving tests, sprints, and even production car races, and is almost certain to notch up some formidable successes, and although the 105E engine is destined for Formula Junior racing the car has been designed principally to expand the already large market created by its predecessors over the past five years.

Consequently, a road test report should incorporate certain comparisons between the two models in terms of performance, fuel consumption and price. The new cars score handsomely on the first two counts. The top speed has risen by over 5 mph but more important a four-speed gearbox completely transforms the car's accelerative properties, with the third gear giving up to 70 mph without fuss or undue noise. In terms of economy the 105E Anglia will travel up to 10 miles further than the 100E (Now the Popular) on one gallon of fuel, depending upon how the car is driven. However, this large gain is offset to some extent by the fact that premium grade is required on the new car whereas commercial-grade, or at the most, a 50-50 mixture sufficed on the old.

The most controversial feature of the new body style is the reverse-slope rear window.

Fact and Figures at a glance:

Performance:

Maximum speed in gears

First	(6,300 rpm)	24 mph
Second	" "	42 mph
Third	" "	71 mph
Top	.. ..	78 mph

Acceleration through gears

0-30 mph	6.8 seconds
0-45	14.4
0-60	30.0

Overall fuel consumption

Hard Driving	37.2 mpg
Range	32-42 mpg

Price: £589. 0.10 Unladen weight 14½ cwt.



CLUB CALENDAR



February 13th Sprint at Levin. Details elsewhere.

18th Club Night. Very interesting up to date motor racing films.

March 17th Club Night

19th Houghton Bay Hillclimb. Gold Star.

April 14th Club Night.

23rd Night Trial.

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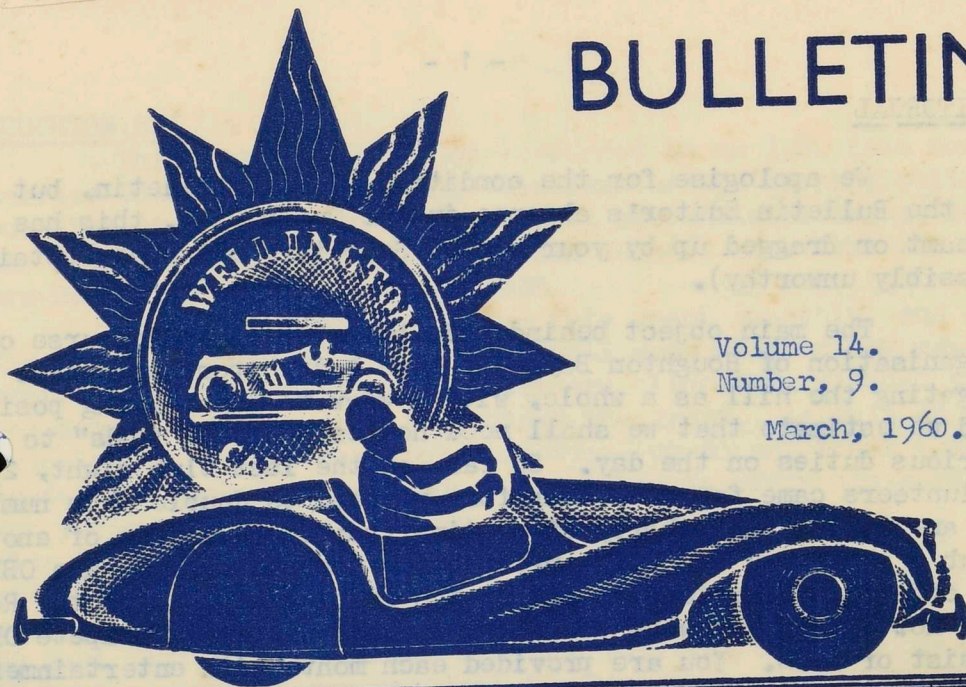
Who was the club member who said "He was going so fast he was growing through his hair." (drives a BMC product - drop-head.) (Must read the Saturday Evening Post....)

Directory:

President	A.L. Shelly	37-768 53-059 (B)
Club Captain	C.B. Leyland	8342 Plimerton
Vice-Captain	P.N. Morgan	75-388
Secretary	S. Alexander	19-900/7202S 65-069 (B)
Committee	I.D. Watson	79-505
	R. Duffell	20-479
	B. Watson	
Bulletin Editor	B. Drake	16-833

WRITE FOR YOUR BULLETIN

BULLETIN



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	R. Duffell	
	B. Watson	
Bulletin Editor	B. Drake	

CAUTION IS NO SUBSTITUTE FOR SKILL

EDITORIAL

We apologise for the condition of this bulletin, but due to the Bulletin Editor's absence in the Queen City, this has been dreamt or dragged up by your worthy Secretary and Club Captain (or possibly unworthy).

The main object behind this bulletin is a discourse on the organisation of Houghton Bay. We have today spent some time investigating the hill as a whole, with a view to marshalling positions, and we estimate that we shall need no less than 50 "Bods" to perform various duties on the day. So far, on the last Club night, 29 volunteers came forward, therefore we need to double this number. We are taking the liberty of quoting from the Bulletin of another Club: - "If you are not a prospective Competitor, you are OBLIGED to offer your services to assist the running of the event. Remember how it was put when you first joined? Actively compete OR assist or ELSE. You are provided each month with entertainment of a standard not other Club can equal - all that is asked is that you show your appreciation by not having to be bludgeoned into doing a little in return."

This we quote without comment, but say we are heartily in agreement.

Club Chatter (or Who's done Who?)

The Cooper Climax (formula II single cam Climax 1250 cc.) has been purchased from our worthy Chairman by Dave Evans.

The R.A.L. that very potent special, has been sold by D.E. to Duncan McKenzie.

Bruce Paton has the Cadillac-engined Allard (5.400 c.c. of it), which seemed to extra well, at our Club Sprint. Did anybody else have a look at the "works", there's a mighty lot of motor.

Did you know that our worthy Chairman has broken a record by recording one (the spinning type max. r.p.m. 33 1/3.) Refer advert. at the end of this bulletin.

HOUGHTON BAY

This year Houghton Bay (referred to as H.B. from now on), carries GOLD STAR status, and therefore we are morally obliged to run that at a very high standard. We are anticipating at least one entry from the South Island, and we must show the Pig Islanders how Motor Sport is run up here.

However our aim is to run this event smoothly, and so therefore, it is essential that we get full support from our members, and that they do the job to which they are allocated, without a grumble and remain at their post throughout the event. As this is the only major event, we have had for some time, we do not think that we are asking too much for each and every member to offer his services for the various jobs which are as follows:-

Flag Marshalls: - who will be responsible for controlling the cars and their particular section of road, in the event of obstruction or mishaps. At four points on the hill, there will be telephones and he must familiarise himself with the position of the nearest one so that he can report any incident immediately to Hill Control, which will be situated in a caravan at the bottom below the pits. (Stewart Alexander in charge).

Crowd and Spectator Marshalls: - These people are responsible for the control of the Public, to ensure that they are in a safe position and do not stray on to the Hill under any circumstances. These will be positioned at strategic points, where tracks or other roads join the Hill.

Pit Marshalls: - This is one of the most important jobs, and will require a very close-knit crew, of six in all. We should like to see six friends volunteer for this who are prepared to really move, as the success of rapid runs depends on them, feeding the cars to the start in the right order and being very firm but courteous.

Last year, trouble was caused by stray animals on the hill, it is therefore desirable that all animals are left at home. Any animals seen by marshalls to be straying will be caught and held by them or chased very firmly away for a considerable distance. Flag Marshalls will stop the running of the event until the Hill is clear.

Officials for the day are as follows:

<u>Secretary of the Meeting :</u>	-	Stewart Alexander
<u>Clerk of the Course :</u>	-	Brook Leyland

Chief Marshall : - Uncle Joe Harriss (To whom all Marshalls will report.)
Chief Pit Marshall:- Ian Watson
Chief Time-keeper: - Ray Duffell
Steward for the Club: - Tony Shelly
ANZCC Steward: - Tom Grant.

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ENTRIES FOR HOUGHTON BAY CLOSE AT NORMAL RATE ON THURSDAY, 10th MARCH.

Late Entries will be accepted upon midnight on Monday 14th March.
 Forms available from Steward Alexander (Tel. 19-900/7202S) or (65-269)

SOCIAL EVENT:

In the evening, after Houghton Bay, it is proposed to hold a prize-giving and Dance at the Newtown R.S.A. Your Committee will be providing the food, and would appreciate offers from wives or girl-friends to assist in the making of sandwiches, "brewing-up", etc. A Charge of 5/- for each lady and 7/6 for each gentleman (and others) will be made at the door to cover the overhead. It is our intention to raffle a Pipkin. None of that frothy stuff will be provided. Time 8 p.m. to Midnight.

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Up and Down the Island. (which might be the Club Captain's theme)

Saturday, 5th March, 1960	Fordell Hill Climb, Wanganui (9 am)
Sunday, 6th March, 1960	Economy Run (HV CC)
Saturday, 12th March, 1960	Palmer Head Climb, Wellington (10 am)
Saturday, 19th March, 1960	Houghton Bay Climb, Wellington (10 am)
Saturday, 19th March, 1960	Night Trial (HV CC)
Sunday, 27th March, 1960	Inter-Club Gymkhana, Featherston (MG CC)
Saturday, 26th March, 1960	Admiral Rd. Hill Climb, Wair. CC.

Entry Forms or further particulars for any of the above events from Stewart Alexander.

Speed Extensions

The next event at which these can be obtained will be the Admiral Rd. Hill Climb, run by the Wairarapa Car Club. If you intend to apply for one, and compete here, contact Stewart before you go for a "bluey", not a ticket but the necessary form required by the organising club.

Club Night - Change of Night

For the benefit of our absent members still living, March Club Night and every successive one will be changed to the third Wednesday. Therefore, your next Club Night is Wednesday, 16th March.

Annual General Meeting - prior warning.

The ANNUAL GENERAL MEETING will be held on Wednesday, 20th April, 1960. The present Committee are now open to receive nominations for the coming year. These must be made in writing formally before the 31st March, 1960. NO NOMINATIONS CAN BE ACCEPTED ON THE NIGHT OF THE A.G.M. YOU HAVE BEEN WARNED.

Resolutions

The Rule 17 of the Wellington Car Club Rules, be amended to read as follows:-

- (1) ".....and the Annual General Meeting shall be held during April.....".

Proposed by.....Stewart Alexander. Seconded by..Brook Leyland.

FINANCES:

A dull warning. 1960/61 Subscriptions are due on or after 1st. April, and that unfinancial members will not be able to vote at the A.G.M.

RESULTS - LEVIN SPRINT - 13th FEBRUARY, 1960

Class	Name	Car	1	2	3	4	5	6	7	8	9
Racing Cars	A. Shelly	Cooper 1250 c.c.			1.00.	58.	58.4	54.6	54.1		
Under 1500 c.c. Saloons	A. Gibbs	Volkswagen	1.28.3	1.22.2	1.28.1	1.12.7				1.21.6	
	B. Somerville	Morris Minor	1.32.5	1.22.							
	I. Watson	A.50	1.26.1	1.18.0	1.23.3	1.18.5					
	E. McLeod	A.35	1.37.2	1.29.2	1.29.9	1.22.6	1.31.8	1.23.0	1.22.9	1.23.2	1.22.8
	D. Walker	Standard 10	1.23.5	1.18.6	1.18.4	1.12.7	1.11.8	1.13.3			
	R. Thomas	Herald Coupe	1.24.9	1.18.5	1.20.9	1.13.7					
	A.V. West	Hillman Minx	1.23.1	1.16.6	1.19.6	1.12.6					
	D. McKenzie	A.40 Farina	1.25.1	1.16.5	1.23.5	1.14.6					
	D. White	Humber 80	1.18.1	1.10.8	1.14.0	1. 7.1	1. 7.0	1. 7.3			
	J. Rabone	Minor 1000	1.29.7	1.22.4	1.27.0	1.17.5	1.21.4				
	S. Alexander	Herald Coupe	1.30.7	1.21.0	1.27.2	1.19.0					
	B. Leyland	A.35	1.30.9	1.24.2							
	R. McClaughlin	A.40 Farina	1.24.6	1.16.1							
Over 1500 c.c. Saloons	G. Easterbrook-Smith	3.4 Jag.	1.17.0	1.16.0	1.11.1						
	A. McK. Douglas	2½ Riley	1.19.0	1.13.0	1.13.8	1.12.0	1.12.0				
	H. McIntyre	Alvis	1.19.1	1.13.3	1.16.8	1.10.5					
	B. Drake	A. 95	1.19.8	1.12.5	1.18.1	1.13.3	1.12.5				
	R. Gibbons	XK. 150	1.14.5	1. 8.8	1.11.6	1. 5.1	1. 5.0	1. 4.4			
Under 1500 c.c. Sports	R. Butters	A. 40 Sports	1.23.0	1.17.0	1.21.9	1.15.5	1.14.0	1.15.0			
	B. Watson	Missattor	1.22.0	1.19.0	1.12.5	1.11.0					
	T. Fox	M.G.A.	1.18.0	1.11.5	1.13.5	1. 8.0	1. 8.1				
Over 1500 c.c. Sports	P. Slocombe	X.K.120	1.14.8	1.10.8	1.11.6	1. 6.0	1. 5.8	1. 6.4			
	G. Cowie	Austin-Healy	1.15.2	1.10.5	1.12.9	1. 6.0	1. 6.0				
	J. Paton	J2 Allard	1.22.9	1.12.3	1.12.4	1. 6.0	1.4. 8	1. 6.2			
	E. Olivecrona	T.R. II	1.16.3	1.12.0	1.13.5	1. 8.3	1. 6.5				
	W. Donnelly	Zephyr Spec.	1.17.0	1.11.2	1.14.1	1. 8.8	1. 8.4				
	E. Davies	XK.120	1.18.6	1.11.5	1. 9.4	1.11.0					
1st. Racing Cars.	A. Shelly.	54.1.	Fastest time of the Day.								
Under 1500 c.c. Saloons	D. White	1. 7.0	1st.								
	D. Walker	1.11.8	2nd.								
	A.V. West	1.12.6	3rd.								
Under 1500 c.c. Sports	T. Fox	1. 8.0	1st.								
	B. Watson	1.11.0	2nd.								
	R. Butters	1.14.0	3rd.								
Over 1500 c.c. Saloons.	R. Gibbons	1. 4.4	1st.								
	H. McIntyre	1.10.5	2nd.								
	G. Easterbrook-Smith	1.11.1.	3rd.								
Over 1500 c.c. Sports	R. Paton	1. 4.8	1st.								
	P. Slocombe	1. 5.8	2nd.								
	G. Cowie	1. 6.0	3rd.								

LEVIN SPRINT, 13th FEBRUARY, 1960

E. Watson.

A sprint was held by the Club at the Levin Circuit on Saturday the 13th February, the day being very successful, as far as the Club was concerned, there being 28 competitors.

Fastest time of the day was set up by our Club President, Tony Shelly, in his 1250 c.c. Cooper Climax. Apparently, the Committee were out to show that they were not just there for organising only, as during the day, the Club Captain, Brook Leyland, was seen "having a go" in a borrowed A.35. Even our very overworked Secretary, Stewart Alexander, lay down his pen, borrowed a Triumph Herald Coupe and proceeded to show that even though he is now a married man, he is still willing to perform. The lowly Committee itself was not to be outdone, and Ian Watson in his A.50 and Brian Watson in the Missator (kept trying to lay an oil screen all day), were out dicing. Ray Duffell, the only Committee member who did not compete, did a good job again looking after the time equipment.

Fastest time for Sports Cars was set up by Bob Gibbons in his XK 150, he was also seen having a run in the Cooper to see if he had lost the touch. A really good performance was put up by Dave White in his Humber 80, who beat some of the Sports Cars in the flying lap with a time of 1. 7. 0, also Don Walker in his hot Standard Ten was exceptionally fast, beating some of the bigger cars, and second in his class to Dave White.

Also seen at the sprint, was an interesting Zephyr-engined Special, tripe carburettors, Wilson gear-box, Alexander-laystall head etc., and the J2. Allard, which is powered by a massive 5.4 litre Cadillac engine, this car was to second fastest sports car in the flying lap.

The Jaguars were out in strength, there being two XK 120's, a 150, and a 3.4. litre competing. Peter Slocombe, XK 120, being one, and though his standing lap was as fast as Bob Gibbons, he only managed fourth fastest time in the flying lap.

The weather was overcast with some showers in the morning, but the afternoon turned out fine, and with the track drying out, some fast times were recorded.

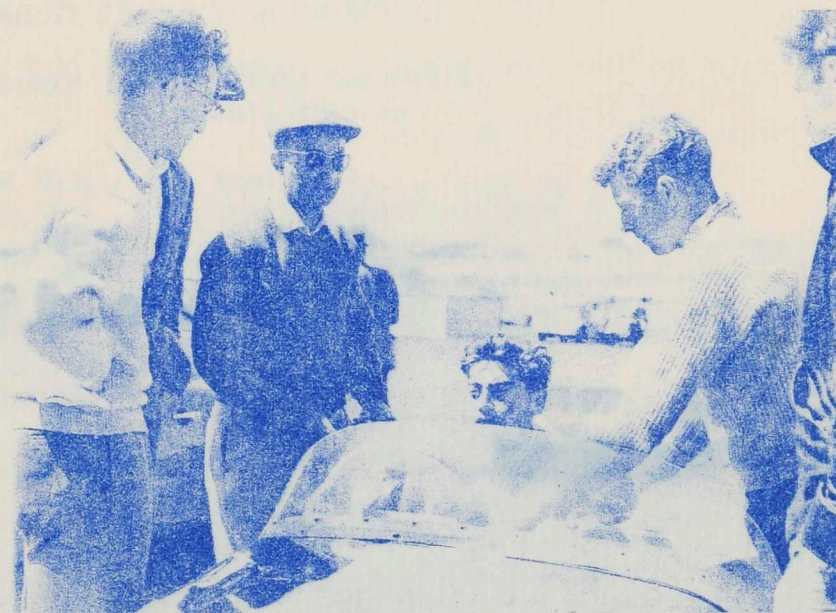
NEW MEMBERS:

We are pleased to welcome to the Club the following new members.

Keith Ward (the Go-Kart Man, and a special based on a 39 Chev.)
Allan West (with the ex Peter Lawson Hillman)
John Rabone (Wellington Victoria University - Minor 1000).
William Falconer (Wellington Victoria University -

Austin Seven Special.

David Davies (B.P. Rep. - Jaguar XK 120 - white)
John McLeod (Standard 10. - from over the Hill)
Bruce Duder (ex Northern Sports Car Club - 52 Minor)
Robin Pike (Ford 10) well known driver to certain clubmembers of a "borrowed" 3.4.
Paul Murphy (ex Hawkes Bay C.C. - Minor 1000)
The Standard/Triumph (N.Z.). Ltd., (per Keith Clegg - Herald Coupe)



Duncan MacKenzie with the newly aquired R.A.L.



Tony Shelly at the Levin Sprint where he recorded F.T.D.



Stewart Alexander at the Levin Sprint in the Herald Coupe.

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Racing Car Tachometer
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Special valve springs.

100E.

Twin Manifolds
4 Br ex.

Consul II

Twin Manifolds

Zephyr

Triple Manifolds
Full flow ex

MM 1000

A.35

Manifolds
Special valve springs
light wgt. Flywheel

ALEXANDER CONVERSION

Std. 8, 10.
100 E.
BMC B. Type
WOL 4/44
A.30, MMII
MG 1250 Laystall Lucas Head

Twin Manifolds Only.

Humber 80
Ford V 8.



CLUB CALENDAR



- 16th March Club Night (surprise night)
19th March Houghton Bay Hill Climb (Gold Star)
19th March Prize Giving and Dance (Newton R.S.A.) 8 p.m.
26th March Inter Club Gynkhana (Wantwood, Featherston)
13th April ANNUAL GENERAL MEETING.
23rd April Night Trial (details later)

o-o-o-o-o

ADVERTISEMENT

Combined Enterprises, 7 Shore Road, Remuera, Auckland, have a Documentary Record of Ardmore on a 12" L.P. at 35./- post free, anywhere in N.Z.

The commentaries are by "Well-known Wellington Racing Driver - Tony Shelly" and his team, plus on the spot recorders at College Corner, Cloverleaf and the Hairpin.

Have you seen the Screen Slide for Houghton Bay at your local Theatre.

Who's Jaguar is it ? This car is For Sale.

SATURDAY 5th MARCH

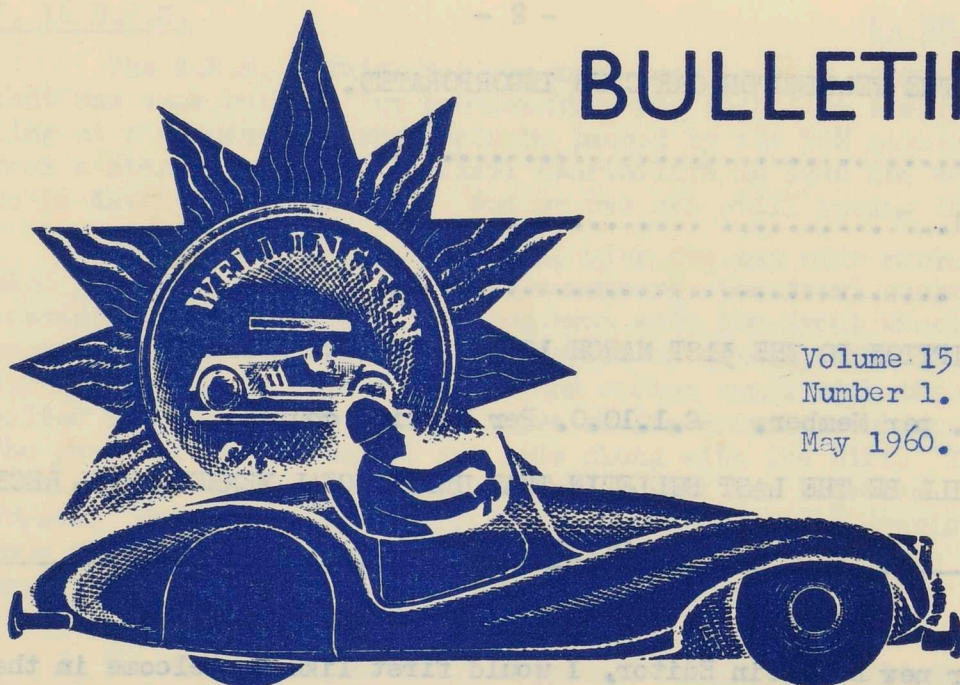
Working Bee at Houghton Bay Hill. Start 9.30 a.m.

Bring own Slashers etc.

Refreshments provided.

WRITE FOR YOUR BULLETIN

BULLETIN



Volume 15

Number 1.

May 1960.

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

Directory

President	C.B. Leyland..	..	..	..	8842 Plimmerton
Club Captain	J. Harris .....	..	..	..	17.346
Vice Captain	D.J. Walker ..	..	..	..	87.866 (B)
Vice Captain	D.J. Walker ..	..	..	..	43.478 (B)
Secretary	S.J. Alexander ..	..	..	..	19.900/7202S
					65.069 (B)
Committee	I.D. Watson ..	..	..	..	79.505
	R. Duffell ..	..	..	..	28.479
	R. Butters ..	..	..	..	36.838
	K. Clegg ..	..	..	..	45.796
Bulletin Editor	L Watson ..	..	..	..	..

CAUTION IS NO SUBSTITUTE FOR SKILL

DR. TO THE WELLINGTON CAR CLUB INCORPORATED.

NAME.....

ADDRESS.....

SUBSCRIPTION TO THE 31ST MARCH 1961 ACCOUNT RENDERED

£1.0.0. per Member. £1.10.0. Per Married couple.

THIS WILL BE THE LAST BULLETIN THAT UNFINANCIAL MEMBERS WILL RECEIVE

DETATCH HERE

EDITORIAL

As your new Bulletin Editor, I would first like to welcome in the new Committee and hope that they will be as successful as the old one and even better. I can only hope that I will make as good a job of the bulletin as your last Editor did, and perhaps even improve on the bulletin. I have a few ideas which I intend to try out to make this bulletin as interesting as possible for you, but to do so I am going to need your help and co-operation.

I think that one of the first things that the new Bulletin Editor does is complain about the lack of articles for the Bulletin. I am not going to do that as I will cover most Club Events and any other events throughout New Zealand to which I am present myself. Any events that I am unable to attend personally I will ask a Club member that is going to cover the event for me, so Be Prepared.

One of my ideas is running road tests on member cars, which I think has been tried before, so you can expect me to be enquiring whether your car is modified or interesting in some way, at various times during the year.

This is your Club, and your Bulletin Lets make it the Best Club and Best Club Bulletin in New Zealand, to do this you must give it your full support, not just by paying your subscription once a year, but by competing in its events, and be prepared to write articles for your Bulletin if called upon. Please forward all articles to me at my address which is 58 Bannister Avenue, JOHNSONVILLE.

Laurie Watson.

V. 16 B.R.M.

B. WATSON.

The B.R.M. I think was the most accelerative racing car that was ever built. Its acceleration was such that a car travelling at a genuine 120 mph would be passed by the BRM within a mile from a standing start. It first started life in 1946 and continued to be developed until 1952. One or two are still racing today.

The chassis is tubular steel, with two big side members each side joined together by four cross members, the front suspensions consists of porsche type trailing arms with the front wheels connected by ball joints. The rear layout is exactly like the Mercedes Benz. It is a De Dion rear axle and radius arms, with the diff bolted to the jeake and short drive shafts driving each rear wheel. The gear box is five speed and ride along with the Diff. The suspension has not got any shock absorbers, but has lockheed air struts. The clutch is a multi-plate ferodo type and consists of four plates. The girling brakes were of a three shoe type of drum brake, servo assisted. They used Girling disc brakes from 1952 onwards.

Now the motor was a 135 degree V16 with four cylinder heads, eight cam shafts, four distributors, sixteen plugs, and the drive shaft was taken from the centre of the motor at half engine speed. The bore and stroke was less than two inches. It had a Rolls Royce two stage supercharger and a counter balanced two piece crank shaft with ten main bearings, two roller and eight of the vander-vell three layer thin wall type. Power was 412 bhp at 9000 rpm, to 525 bhp at 10500 rpm., with 585 bhp at 1200 rpm, as the absolute maximum. Weight was 16cwt unladen to 20cwt laden. It carried 40 gallons of fuel, 25 gallons in a tank above the drivers knees and 15 gallons behind him. Speed in gears was these, 95 mph in low or first, 115 mph in second, 130 in third, 165 in fourth and 195 plus in fifth or top. This gearing was the most commonly used and a wide choice of gearing was available. BRM stands for British Racing Motors. The motor was only 31 inches long, 13½ inches wide and 7 inches deep.

It was a great car and a pity, it was so complicated.

THIS IS THE LAST BULLETIN THAT YOU
UN-FINANCIAL MEMBERS WILL RECEIVE
SO PLEASE SEND YOUR SUBSCRIPTIONS IN
WITHOUT DELAY TO THE SECRETARY BOX
5142 WELLINGTON

GROWTH OF AN AMATEUR

L. WATSON

A long time ago, way back in 1948, there was a young man named Joe Smith. Like many of his contemporaries, he liked mechanical things, and like them he eventually saw a M.G.T.C. in his city streets. Unlike most of them however, Joe knew the minute he saw the little car he had to have one. In those far off days T.C.'s were not socially accepted as smart, and the very few people who today lament the passing of that spindly-wheeled wonder eulogize its many virtues real and imaginary, were most free with derision for Joe and his car. This being so Joe inevitably and naturally banded together with the other owners of similar cars whom he met at his dealers. They gathered informally whenever it was possible aiding and encouraging each other.

As more and more people joined in it became apparent that a Club with organisation, officers and rules would be an advantage, in that planned activities could be carried out. There were Rallies, Gym - Khanas, Time trials, and Group outings, but most popular events were the Races held occasionally on abandoned airports and roads. These gave Joe a chance to find out whether or not his car really was faster than that of his friend George.

The races were fun they required no particular preparation or special effort. Joe just packed his girl, some sandwiches, and a vacuum-flask in his car and drove to the track. Unpacked said girl and lunch, raced, beat George, ate lunch, put girl back in car and drove home.

Next year Joe took along an extra set of spark plugs as insurance and wore a new shiny white crash helmet, but the day wasn't quite so much fun because good old George had installed a blower on his engine and won every thing. This was very disturbing for Joe because this time there was a fair sized crowd present to witness his defeat. That wouldn't do of course, so Joe countered by removing from his car everything that would come loose. It was more fun than ever and George was vanquished once again. And the 100 dollar tune-up it had taken to do this seemed well worth while.

It seemed less so at the first event at the next season however. George wasn't driving a T.C. anymore (- he had a Jowett Jupiter -) and most of the other fellows were driving that new Americanized M.G. with the baby buggy wheels the T.D. Model.

There was only one thing to do and so despite the expense involved Joe bought a Jaguar XK120. THAT WOULD SHOW GEORGE, AND THE OTHER BOYS, the short way round the circuit - and show the spectators

a real car, and driver at the same time.

And it did too - but not for long. George met the challenge in typical fashion he bought a XK120 M.

You can imagine the effect of this on poor old Joe. It was no longer a matter of merely winning or not winning a trophy. There was the crowd outside those fences - a gay crowd caught up in the social whirl of road racing.

To that crowd, in Joe's mind his honour, his very manhood was at stake. Yet what could he do? His car was not fast enough, he couldn't afford a faster one and to quit would mean dishonour.

Joe's plight was not unknown, and actually was welcomed by some - notably a Mr. White who was well-known in some circles as a wealthy sportsman. Mr. White approached Joe with an offer to let him drive a new Allard. Joe was overjoyed at this opportunity and began driving the Allard with new enthusiasm. George was a menace no longer - at least not until he appeared driving a Mr. Black's 2.0. Ferrari.

Mr. White's Solution ? A 2.3. Ferrari.

Br. Black bought a 2.6.

Mr. White a 2.7.

Mr. Black a 2.9.

Mr. White a 3.0.

Mr. Black a 3.5.

Mr. White a 4.1.

Mr. Black a 4.4.

Mr. White a 4.5.

Mr. Black a 4.9.

Ferrari didn't make a bigger car so Mr. White changed his tactics - He bought a 1500 Oscar.

Joe is happy. He doesn't work anymore but he doesn't miss it, he hasn't spent a dime in years. He's an amateur sportsman now fulltime. Its just like in the old T.C. days. Racing doesn't require any particular preparation or special effort. Joe just packs Mr. White, 12 girls, 10 Italian mechanics, 16 scorers and timers, 4 caterers, 3 psychiatrists, 2 pilots, and a public relation officer, together with a tent, three tables, 40 spare tyres, a machine shop, two ice tubs, a bar, 24 cases of coke, 2 portable outhouses, 14 folding chairs, 2 scooters, a Ferrari, a Porsche, an Oscar and a 10 pound bag of spare cash into a van trailer, a V.W. bus, a Cadillac, Eldorado, a Bentley Continental, and a Twin engined Aeroplane, and goes to the track. There he put up his settlement and wins the race.(Unless George does.....)

NIGHT TRIAL 23RD APRIL 1960

RESULTS

		CAR	CHECKS										PLACE
DRIVER	G. Dickson	Oxford	20	3	5	4	4	3	6	5	50	Fifth	
NAVIGATOR	S. Alexander												
DRIVER	J. Syme	Fiat	11	20	20	20	20	20	20	20	151	Twelfth	
NAVIGATOR	R. Green												
DRIVER	R. Wilson	ST.10	20	-	1	2	1½	2	3	1	30½	Third	
NAVIGATOR	D. Frazer												
DRIVER	I. Watson	A50	-	-	1	5	-	1	-	7	14	First	
NAVIGATOR	T. Downes												
DRIVER	P. Murphy	Min1000	7	20	20	20	20	20	20	20	147	Tenth	
NAVIGATOR	P. Murphy												
DRIVER	T. Sewell	Minor	20	2	20	3	4	3	20	7	79	Eighth	
NAVIGATOR	B. Watt												
DRIVER	J. Bernard	S.Snipe	20	20	20	20	20	20	20	20	160	Fourteenth	
NAVIGATOR	J. Bernard												
DRIVER	D. Rouse	Zephyr	20	10	20	20	20	20	20	20	150	Eleventh	
NAVIGATOR	K. Foulkes												
DRIVER	C.B. Leyland	Plymouth	-	-	2	4	-	2	6	10	24	Second	
NAVIGATOR	C.B. Leyland												
DRIVER	B. Foote	Velox	20	4	2	10	10	18	4	7	75	Seventh	
NAVIGATOR	R. Spender												
DRIVER	I. Payne	A40 Spts	20	-	1	-	-	3	20	20	64	Sixth	
NAVIGATOR	M. Whithers												
DRIVER	D. Lawson	A40	20	3	4	3	4	1	2	5	42	Fourth	
NAVIGATOR	D. Lawson												
DRIVER	J. Harris	A35	Retired										
NAVIGATOR	R. Scampton.												
DRIVER	I. HullBrown	M.G.	14	20	20	20	20	20	20	20	154	Thirteenth	
NAVIGATOR	I. HullBrown												
DRIVER	D. McKenzie	A40	20	2	11	11	20	4	20	5	93	Ninth	
NAVIGATOR	R. McLaughlan.												

SOCIAL NIGHT TRIAL 23/4/60

P. Murphy.

As seen from a Morris Minor 1000

A good crowd turned up to the Trial. There being seventeen starters. We left the Cement Silos heading north, turned left at the "Capstan" sign and then the fun began. After scrambling onto Cockayne Rd. for a minute panic reigned supreme. Pedestrian was asked where Jubilee Rd was (who else asked her?) and then missing the T. Road it is a wonder that we found the first check point at all. Unfortunately we immediately took the wrong turning at the main Road and ended up, some thirty miles and three quarters of an hour later once again on the right track, having been up and down the Motorway like a Viscount pilot looking for a closed Rongotai.

However, into Lower Hutt we went, like lambs to slaughter, over the bridge at "Motor Camp 3m" sign, twisted and turned and eventually to our mutual amazement found the second check point. During this period Uncle Joe was seen on a reverse course. (What happened Joe?) Finally onto the Eastern Hutt Road, another check point, which someone motored past, over the Western Hutt Bridge, past Haywards turn-off, almost to town, looking for the "Dry Creek Quarries" Sign and not finding it. We past an M.G. obviously looking for some thing he could not find. Help from another pedestrian put us right, the Quarry sign was back at Haywards.

Up the hill looking for a check point we went down the other side like Mochans Rocket, en route to Auckland, alas no check. The horrible truth struck us he had gone to the party, which we, with Uncle Hoes help, whom we picked up at the Pauatahanui Bridge, sedately proceeded to be greeted with much amusement. Then the real work of the evening began.

It was an excellent trial, enjoyed by all. Our congratulations to the winners and also the organisers who are to be commended for their fine efforts. I also feel that given another twenty-four hours, even we would have completed the course.

COMING EVENT

HALF DAY TRIAL

SUNDAY 29TH MAY 1960

This is just the normal style of trial, covering about 70 miles in approximately 2½ hours. The route sheets should enable even the most inexperienced to find where we finish, finding the route might be a different matter.

The trial starts from the Bus garage, Aotea Quay at 2 p.m. so if you want a Sunday afternoon with a difference, roll-up and collect a rout sheet. A back seat full of passengers with surplus half-crowns will be useful, for the usual 7/6 will be extracted.

This is an open event so competition licence and all the facts and figures will be required. Organiser Ray Duffell.

CONROD CORNER

Jack Brabham collected the third B.A.R.C. Gold Medal for the 1959 Racing season, the other two being awarded to David Brown of Aston-Martin, and John Cooper of Cooper Cars.....

Lotus have turned out a Formula Junior racing car powered by the Ford 105E. Engine which is developing 75 b.h.p. but it is hoped to have it turning out 80 b.h.p. in the near future

Hear there is now a New Herald convertible out, performance should not be as good as the Coupe as it is $\frac{1}{4}$ cwt heavier.....

Australia has now a 2 $\frac{1}{2}$ litre Climax-engined Lotus the only one in existence. Apparently only ten 2 $\frac{1}{2}$ litre engines have been built by the factory, the other nine have gone into G.P. racers. The 2 $\frac{1}{2}$ litre Climax develops 220 b.h.p. at 6750 revs. giving the Lotus a top speed of about 158 m.p.h. with its present gearing. Its weight is about 10 cwt. If you want one it will set you back a cool A£7000. apparently the engine alone cost A£3000.....

Maserate for 1960 have turned out a new lightweight speedy, but ungaily 2.8 litre sports car which they hope to win the 1960 Sports car championship in.

OTHE CLUB COMING EVENTS:

MAY 14TH WALLACEVILLE HILL CLIMB, Scrutineering 8 to 11 Entry Fee 10/-
H.V.M.C. To get to the venue, take the Main Road to Upper Hutt, turn right at Quinns Post Pub.

MAY 21ST DEAVOLL CUP.....Hutt Valley Motor Club.

MAY 21ST SPRINT MEETING LEVIN. Scrutineering 9.30. Entry Fee 10/-
Wairarapa Car Club.

MAY 28TH LEVIN SPRINT... ..Hutt Valley Motoring Club.

JUNE 12TH WINTER TRIAL.....Hutt Valley Motoring Club

JUNE 17TH GRAND ANNUAL BALL H.V.M.C. Claridges Lower Hutt.
Friday June 17th. £2.7.6. Double. £1.7.6 Single.
8.30 - 1 a.m. Party Booking available from S. Alexander up to May 20th. Dress Semi Formal.

NEW MEMBERS:

We wish to welcome the following new members to the Club:-

John Winton	Vanguard Estate Car	Robert MacGoun	1953 Consul
Paul Gaskin		Colin Taylor	Standard 8.
Jack Hirst		Gordon Naysmith	
Phillip Wilkinson	Austin A35.		

COMING EVENT ECONOMY RUN SUNDAY 15TH MAY 1960.

This is the first of two economy runsto be held in the near future and covers a distance of fifty one mile in 2 $\frac{1}{2}$ hours. The start is at Fred Norris's Petrol Station on the corner of Kauri Street and Broadway Miramar, (near the airport) starting at 1.30 p.m.

Straight M.P.G. and T.M.P.G. will be given so now is your chance to lean down your mixture and have an enjoyable run over some new ground. A weight card certificate for the car will be required or the makers handbook weight may be used

Entry Fee 7/6 per car.....Organiser S. Alexander.

CLUB CHATTER

CLUB CHATTER

CLUB CHATTER

You will notice that three of our club nights have been altered to MAY 25TH WEDNESDAY. JUNE 22ND WEDNESDAY SEPTEMBER 14TH WEDNESDAY This has been through the Kilbirnie RSA Hall having been let to another organisation which clashes with our usual Wednesday Club Nights so we have taken other Wednesdays instead. Would members please note.

This will be the last Bulletin that unfinancial members can expect to receive so tear off the account at the top of Page 2 and sent it to S. Alexander, Box 5142, without delay.

Our next Club night instruction will be given on navigation so all you would be navigators come along with your calculations and see how good you are.

Your Committee has put a lot of thought into the calendar for the next twelve months but would like to point out to all members that unless the response in entries is good, some of the proposed events may be withdrawn as the Insurance alone is very heavy for all events, so it's over to you.

GOLD STAR HILLCLIMB

TE ONEPU

D. WALKER.

The Hawkes Bay Car Club held its Annual Gold Star Hillclimb at Te Onepu on Saturday 23rd April. There were Open Classes, 20 Entries, and the weather remained dry.

Two Wellington Cars competed - Don Walker (Standard 10) and Keith Clegg (Triumph Herald Coupe) - and gained first and second places respectively in the 750-1100 c.c. Open Class.

Bruce Webster (Cooper Porsche) did Fastest Time of the Day with a time of 59.21 seconds, and Roger Redmayne (Wollesley 1500) broke the previous Saloon Car Record.

RESULTS:

750 - 1100 C.C.'s

1st	L. Walker	Standard 10	1 min 28.24 secs.
2ND	K. Clegg	Triumph Herald	1 min 28.39 secs.

1101 - 1500 C.C.

1ST	R. Redmayne	Wollesley 1500	1 min 12.74 secs.
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1501 - 2000 C.C.

1ST	B. Webster	Cooper Porsche	59.21 secs.
-----	------------	----------------	-------------

2001 - 3000 C.C.

1ST	P. Lawson	Austin Healy	1 min 5.21 secs.
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3001 - 5000 C.C.

1ST	A. Hyslop	Jaguar D Type	1 min 1.15 secs.
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MERCEDES 220 S.

ROAD TEST

L. WATSON

The new Mercedes 220S has a completely new body style and a reworked six-cylinder overhead camshaft 2.2 litre engine. The rear suspension was developed directly from the Grand Prix and 300 SLR Sports racing cars. Once, when a 220S was being tested near Stuttgart with this suspension, a racer was lined up with it for equal speed dashes through a cabled s-bend.

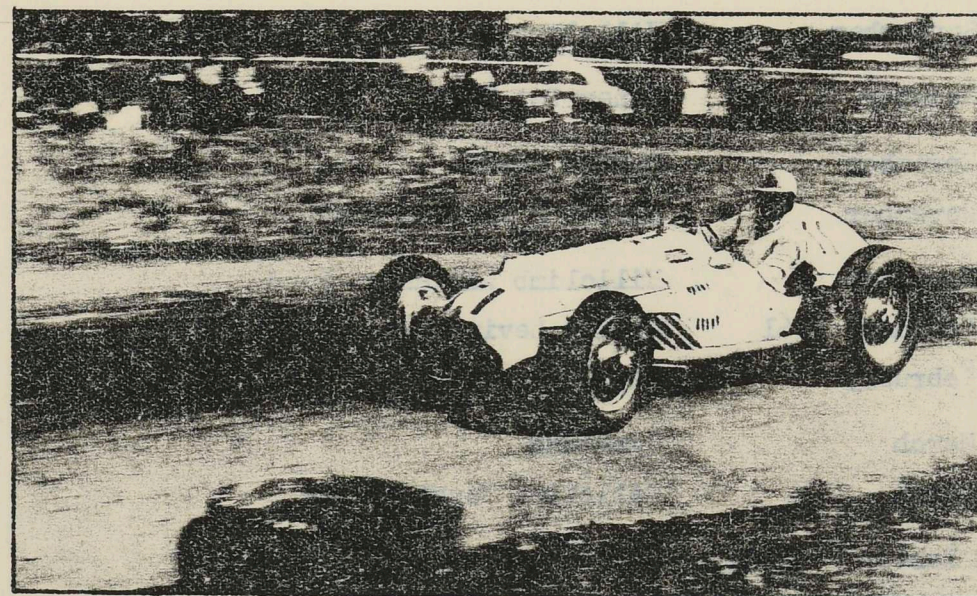
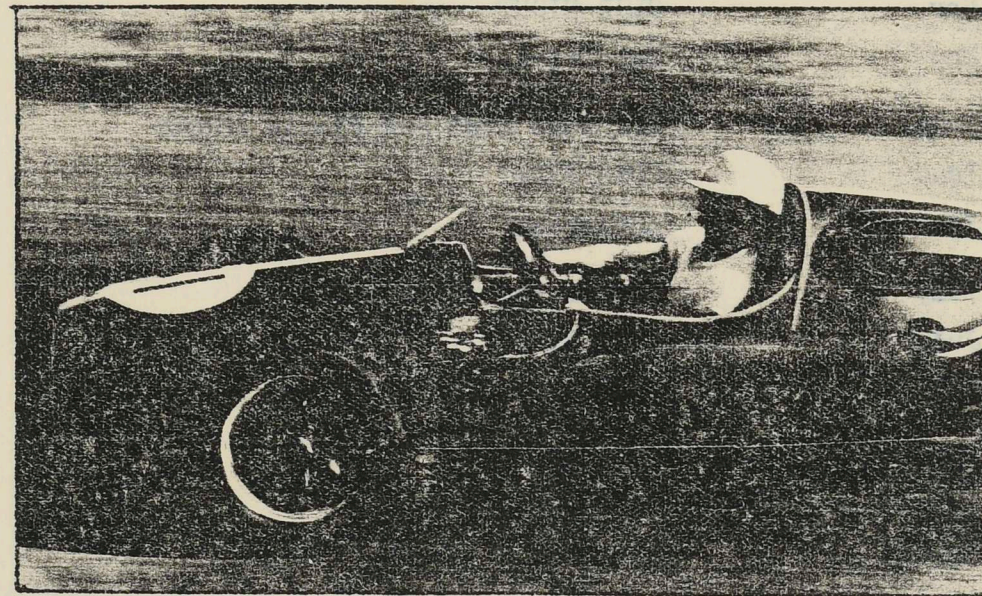
Uhlenhaut, Daimler - Benz's Chief engineer, who took both cars through, said, "The racer seemed to have a slight (slight, mind you!) edge over the saloon". The cobbles were then doused with water - and the saloon turned out to be even slightly faster than the racer. With suspension like this you must have first class brakes and steering, these the 220S have.....and how.

There is 300 square inches of brake lining and the drums are deeply finned when tried out there was no fade, no loss of smoothness and no wandering from a straight line. The steering also is beyond reproach, and is a big size recirculating ball setup with $3\frac{3}{4}$ turns from lock to lock.

Engine: 6 cylinder single 6h.c. 2195 C.C.
 Compression Ratio: 8.7 to 1, max b.h.p. 124 at 5200
 Two double choke solex carburettors.
 Kerb weight: 26 $\frac{1}{2}$ c.w.t.
 Maximum speed: 106.1 m.p.h.
 Standing quarter mile 19.7 s.
 Maximum speed in gears 1ST 31 m.p.h., 2ND 50 m.p.h. 3RD 80 m.p.h.
 Acceleration from rest 0.30.. 4.7s.. 0.40.. 8.2.. 0.50.. 10.3s.. 0.60.. 14.9s.

Braking from 30 m.p.h. 31 feet 6 inches.
 Fuel consumption 25.1 m.p.h. overall for 280 mile test. Price A£2870. including tax (A£2962. with automatic transmission.)

DAVE EVANS DRIVING EX T. SHELLEY COOPER AT LEVIN MEETING
 APRIL 2ND, 1960



ALLAN FREEMAN COMPETING AT LEVIN MEETING IN HIS LARGO TALBOT
 APRIL 2ND, 1960



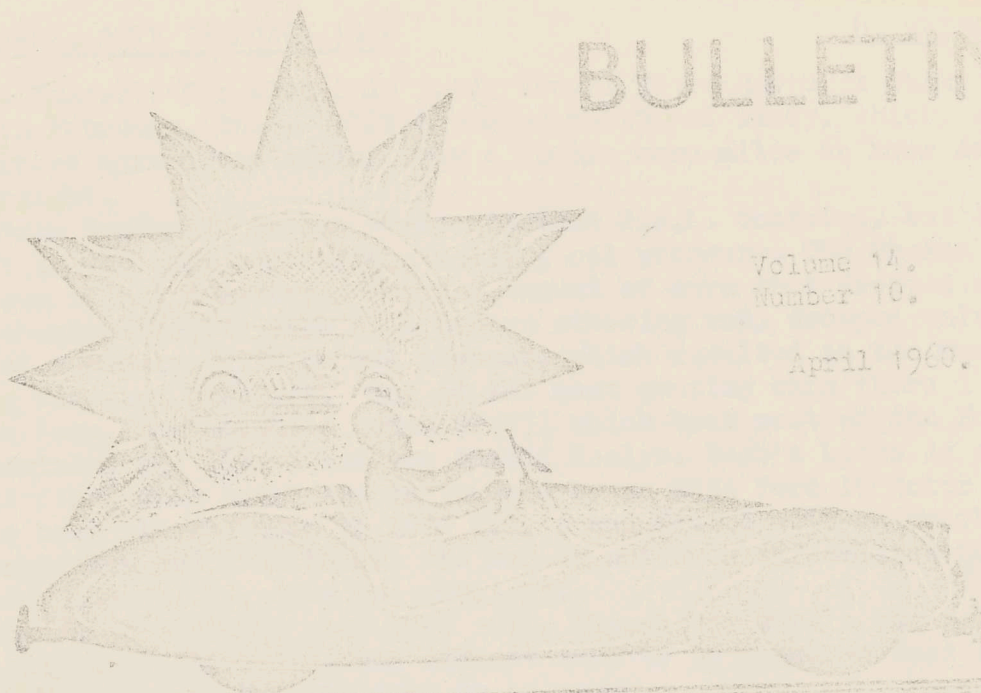
CLUB CALENDAR



15th May	Economy Run
25th May	CLUB NIGHT
29th May	Day Trial
11th June	Treasure Hunt and Picnic Supper
22nd June	CLUB NIGHT
26th June	Autocross
9th July	Winter 100 Trial
20th July	CLUB NIGHT
24th July	Map Reading Trial
7th August	Economy Run
17th August	CLUB NIGHT
20th August	Gymkhana
14th September	CLUB NIGHT
17th September	Hillclimb
9th October	Honey Pot Trial
5th November	Sprint Levin
19th November	Sprint Battersea Road
3rd December	Hillclimb Alexandra Road
4th February 1961	Sprint Levin
19th February	Map Reading Trial
4th March	Gymkhana
18th March	Hillclimb Houghton Bay
April Easter Weekend	24 Hour Trial.

WRITE FOR YOUR BULLETIN

BULLETIN



Volume 14.

Number 10.

April 1960.

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

Directory:

President	A.L. Shelly	37-768 53-059 (B)
Club Captain	C.B. Leyland	8842 Pinnerston
Vice Captain	P.N. Morgan	75-388
Secretary	S.J. Alexander	19-900 / 72023 65-069 (B)
Committee	I.D. Watson	79-505
	R. Daffell	28-479
	B. Watson	
Bulletin Editor	B. Drake	16-883

CAUTION IS NO SUBSTITUTE FOR SKILL

EDITORIAL

PRESIDENT'S REPORT

The year 1959-60 has been without doubt one of the most successful in the history of the Wellington Car Club. Our membership roll is as high as it has ever been and the financial position is particularly sound despite various difficulties. These facts are the result of the untiring work of your Committee.

It is definitely true to say that the whole of the executive has worked ceaselessly towards the goal of strengthening and solidifying the activities of the Club. This result has been achieved.

Witness to the good work done this year are the successful events which have been organised. At the top of the list must come the Hillclimb at Houghton Bay in March.

A record number of entries all of whom expressed their satisfaction with the organisation, and a really good day was enjoyed by everybody.

Of course other events have been organised which were not as successful as the Hillclimb but this has been due to poor attendance from Club members. With a bigger membership and a more enthusiastic attention to the various events run by the Club the coming year should be an even better one than the last.

I would like to make special mention of the excellent and unselfish work done by the Club Secretary, Stewart Alexander.

He has done all and more than he could have done and I hope that his work has not gone unnoticed by the Members of the Club.

Tony Shelly.

CLUB CHATTER.

The articles for the Bulletin this month were prepared for you by L. Watson. Hashed together by your worthy or ? Secretary and his helper. Hope you enjoy wading through it.

Our heartiest congratulations to the two Club Members that were married on Saturday 26th March. Trying to save on your subscriptions?

Somebody's hard work went to waste on the motorway on Saturday, 2nd March.

Lost .. One sledgehammer at the working bee Houghton Bay.

Found .. One thermos Flask and one Jersey, Houghton Bay.

OHAKEA. 27TH FEBRUARY 1960

L. WATSON

The Manawatu Car Club held their annual Motor Races at Ohakea on the 27th February, the weather being overcast and windy, which, so most drivers agreed was giving them a couple more miles an hour down the straight.

Duncan MacKenzie in his newly acquired R.A.L. competed, but dropped out in the main race with a falling oil pressure. The Ohakea Motor Races if not remembered for the amount of cars that dropped out with mechanical faults such as a broken steering rod, dropped valve, and most commonly, with no oil pressure which resulted in the running of big ends and bearings. One of the most amazing cars there I thought was Russ Buckthought's Lotus MK VII which beat most of the Ford Ten Specials, the Allard and the Austin Healys. Russ's Lotus is one of the first ones built and is powered by an E93A Ford 10 Motor which has been sleeved down to 1098 C.C.'s and fitted with an overhead valve conversion and even though the car is not even streamlined he was doing 108 M.P.H., down the straight.

John Paton's Allard went very well, though for such a big car it hardly made any noise, and did not seem to be going as fast as it was 110 M.P.H. down the straight to be exact.

Due to a lot of racing cars dropping out at the last moment the racing car events were not as interesting as was hoped for. In the first sports car event of the day the Monza Ferrari, while chasing Angus Hyslop in his D Type Jaguar down the straight, emitted a bang and a cloud of smoke so putting him out of the race, and much of the interest also. The acceleration of the D. Type Jaguar is pretty fantastic, as was seen in the Handicap Race when an XK 120 came into the straight going full bore, and the D Type Jaguar took off from a standing start just in front of it, and left the XK 120 behind.

Lou Kingsley, in his hot Holden did not have a good day, and even though Ohakea was more suited to his car than Levin, he did not manage to get any placings. The saloon car that stole the show was a 1939 Chev. Coupe powered by the latest Chev. V8 motor, in the scratch event it left the line and the other cars behind like a rocket to win the race.

Alan Freeman in his Largo Talbot drove very well in the Racing Car heat to come home a comfortable third behind Sid Jensen and Pat Hoare. Alan may have been third in the main Trophy Race, but his right half shaft broke when he left the start, and though he continued until his left tire blew out he was falling back through the field all the time.

A. McBeath is starting to get the hang of this very potent Special and came home in the main Race a very creditable fourth. A lot of people must have been wondering just what speeds some of the cars were clocking going down the straight. Here are some speeds as obtained by yours truly.

The RAL was doing about 100 m.p.h.
 The Mark 7 Lotus 108 m.p.h.
 The very hot M.G.A. about 108 m.p.h.
 The J2 Allard 110 m.p.h.
 The Largo Talbot 135 m.p.h.
 The D. Type Jaguar 140 m.p.h.
 Sid Jensen and Pat Hoare between 150 and 160 m.p.h.

If it was speed you wanted to see there was plenty of it, but for straight out dicing which is the most thrilling part of motor racing this was sadly lacking.

A good day and a grand circuit but a few more racing cars would have made a great difference.

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HOUGHTON BAY HILLCRIMB (GOLD STAR) 19th MARCH

L. WATSON

Well now its over, (whew) the event which took a lot of time and organisation, and now the people who organised it can feel that it was not for nothing, as Houghton Bay was a great success. There were 46 cars competing and most of them got in two practice runs and three official runs.

The timing had to be extended by 20 minutes due to a break in the timing equipment, but apart from that and a couple of misstimes everything went as well as could be expected.

The day was overcast with practically no wind, and it was estimated that there were about 2,000 people present in the afternoon.

My brother and I slept in the Caravan on Friday night so that we could be up early and start to get things ready. Cars started to arrive about seven o'clock and by ten o'clock all the cars were there and ready to go.

Sid Jensen, again proved that with the Cooper, now bored out to 1960 C.C.'s he is practically unbeatable. his time of 40.9 seconds easily beat the Hill Record held by R. Gibbons of 43.35 seconds. Second place getter was Pat Hoare in his mighty Ferrari 3.6 seconds slower and 3rd was B. Webster in his Pooper. Doug Lawrence went very well in his tiny Cooper Sports recording 45.2 seconds, the fastest of the Sports Cars. P. Lawson in his 100 S went exceedingly well and also did A. Hyslop in his mighty D. Type Jaguar, this car certainly accelerates, as I noticed every time it left the Starting Line. D. McKenzie was another driver who went very well in the RAL beating all the TR II's and Jags, and the Lotus.

Continued:

Also there was a supercharged V.V. competing, something that is not seen very often in New Zealand.

Apparently one driver was not satisfied with his time to the extent that he was dumping stones under his rear wheels at the start to stop his wheels spinning in the take-off.

Not being a member of the Committee, I think that it would not be out of place if I congratulated them on a job well done, especially the Secretary, Stewart Alexander, and the Club Captain Brook Leyland, for the many hours they put into organising it, with the rest of the Committee and members of the Club that helped.

A good day, a good crowd, plenty of cars, and good organising, a job well done Committee, congratulations.

.....

ADMIRAL ROAD HILLCRIMB 26th MARCH

L. WATSON

Gladstone - Admiral Road Hillclimb, run by the Wairarapa Car Club on Saturday, 26th March.

The Wellington Car Club was well represented. D. McKenzie in the RAL, took fastest time of the day in 48.25.

The under 1200 C.C. Class was a Standard Triumph victory getting 1st, 2nd, and 3rd in their class. First was Don Walker in his straight through exhaust pipe Standard Ten (another modification), second was K. Clegg in the Triumph Herald Coupe, and third was our worthy Club Captain, Brook Leyland in Keith Klegg's Coupe.

A. Douglas (Wairarapa Motor Builders) gave himself some work by overdoing things at the hairpin and modifying a front wheel and mudguard.

PLACING AND TIMES OF WELLINGTON CAR CLUB MEMBERS:

Class I. Under 1500 C.C. Sports:

1.	D. McKenzie	RAL	48.25	(F.T.D.)
2.	R. Buckthought	Lotus	49.00	

Class II Over 1500 C.C. Sports:

2.	J. Lust	TR2	55.35	
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Class 3 Under 1200 C.C. Saloons:

1.	D. Walker	Standard 10	57.5	
2.	K. Clegg	Herald Coupe	59.1	
3.	B. Leyland	" "	59.25	

Class 5 Over 2000 C.C. Saloons:

1.	H. Hollis	Jaguar 3.4	53.25	
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INTERCLUB GYMKHANA 27th MARCH 1960.

L. WATSON

The Interclub Gymkhana was held at Wall's farm, in the Wairarapa, and this year was organised by the M.G. Car Club. Eleven competitors competed from the Wellington Car Club who were out to try and keep the Cup which we won last year. There were four events in the morning and four events in the afternoon. The weather turned out fine with no wind and the ground was firm underfoot. The M.G. Car Club and the V.W. Car Club were out in full force after the Cup.

There were two M.G.A.'S competing, one was Tom Fox's the other and earlier model M.G.A. who's owner seemed out after Tom's blood, and by the way he was driving seemed like he would take somebodys.

Our worthy Club Captain (that man again) competed in our also worthy President's Volkswagon, lucky that it wasn't a brick wall.

It seems like if nobody else from the Wellington Car Club apart from a few loyal members, were going to compete, that it would be up to the Committee, or so it seemed.

Apart from the Club Captain and President, S. Alexander our still over-worked Secretary and R. Duffell another Committee member both competed in their respective cars.

The Cup was won by the M.G. Car Club 103.1 Second V.W. Owners Club 117. Third Hutt Valley Motoring Club 117.5 Fourth Wellington Car Club 123.7. Fifth Manawatu Car Club 127.5, and Sixth Wairarapa Car Club with 127.6. The Cup was duly presented by the Club Captain, Brook Leyland, on behalf of the Wellington Car Club, the defeated champions, but like General McArthur we will return.

Congratulations M.G. Car Club on an overwhelming win in numbers at last. These were.

M.G. CAR CLUB	.....	25 Cars
WELLINGTON CAR CLUB	.....	11 "
V.W. OWNERS CLUB	.....	13 "
MANAWATU CAR CLUB	.....	7 "
WAIRARAPA CAR CLUB	.....	4 "
HUTT VALLEY MOTORING CLUB	.....	12 "

.....

YOUR SUBSCRIPTION IS NOW DUE
THIS MEANS YOU!

WELLINGTON CAR CLUB

OFFICIAL RESULTS OF THE HOUGHTON BAY HILLCLIMB SATURDAY 19th MARCH

CLASS "A"		RACING CARS	
1st		S. JENSEN	COOPER CLIMAX 1260
2nd		P. HOARE	FERRARI
3rd		B. WEBSTER	COOPER PORSCHE 1582
CLASS "B"		SPORTS CARS UP TO 1200 C.C.'S	
1st		D. MCKENZIE	RAI SPECIAL
2nd		R. BUCKTHOUGHT	LOTUS MK6
3rd		D. SMYTH	BUCKLER
CLASS "C"		SPORTS CARS 1201 TO 2300 C.C.'S	
1st		D. LAWRENCE	COOPER CLIMAX
2nd		N. PRICE	TR 2
3rd		J. LUST	TR 2
CLASS "D"		SPORTS CARS OVER 2300 C.C.'S	
1st		A. HYSLOP	JAGUAR D TYPE
2nd		P. LAWSON	AUSTIN HEALEY 100S
3rd		C. NGAN	JAGUAR XK 120
CLASS "E"		SALOON CARS UP TO 1200 C.C.'S	
1st		H. MCLEOD	VOLKSWAGEN
2nd		K. GRANT	FORD ANGLIA
3rd		B. PACKER	FORD PREFECT
CLASS "F"		SALOON CARS 1201 C.C. TO 2300 C.C.'S	
1st		R. REDMAYNE	VOLVO
2nd		B. COOK	PORSCHE
3rd		H. BUCHANAN	SIMCA
CLASS "G"		SALOON CARS OVER 2300 C.C.'S	
1st		R. GIBBONS	JAGUAR XK 150
2nd		H. HOLLIS	JAGUAR 3.4
3rd		N. DICKSON	ZEPHYR MK 2

.....

WELLINGTON

CAR

CLUB

INCORPORATED

RESULTS OF HOUGHTON BAY HILLCLIMB (GOLDSTAR)

SATURDAY MARCH 19TH 1960

CLASS "A" RACING CARS:

		PRACTISE (Two)		OFFICIAL (Three)	
R. THACKWELL	COOPER 500	DID NOT COMPETE		x	x
R. RUTHERFORD	RA ZEPHYR	50.00	x	47.5	47.3 48.7
B. WEBSTER	COOPER PORSCHE	44.6	45.2	45.5	44.9 45.2
S. JENSEN	COOPER CLIMAX	44.7	42.2	41.6	40.9 x
D. EVANS	COOPER CLIMAX	48.1	47.9	46.7	46.7 46.8
P. HOARE	FERRARI	47.00	45.8	44.5	45.3 44.5
A. McBEATH	NORMAC SPECIAL	48.00	47.00	47.1	x x
K. SAGER	COOPER	x	48.3	47.1	52.1 47.00

CLASS "E" SALOON CARS UP TO 1200 C.C.

		PRACTISE		OFFICIAL (Three)	
D. WALKER	STANDARD 10	61.4	x	60.6	60.6 61.6
B. PACKER	FORD PREFECT	60.5	x	62.8	60.2 62.2
K. GRANT	FORD ANGLIA	59.3	x	58.2	57.1 58.00
K. KLEGG	HERALD COUPE	64.5	x	64.8	62.8 64.4
S. YOUNG	VOLKSWAGEN	67.4	x	63.6	67.3 66.5
H. McLEOD	VOLKSWAGEN	58.6	x	58.2	57.6 56.8
E. McLEOD	AUSTIN A35	70.5	x	72.00	72.2 x
A. BUCHANAN	AUSTIN A40	63.6	x	63.2	63.6 62.8

CLASS "B" SPORTS CARS UP TO 1200 C.C.

R. BUCKTHOUGHT	LOTUS MK 6	50.3	49.5	49.7	x x
D. SMYTH	BUCKLER	54.3	53.9	53.1	52.7 52.3
D. SMITH	AUSTIN 7 SPECIAL	62.00	61.1	61.3	61.2 60.6
D. BUTTERS	AUSTIN A 40	65.4	64.4	64.5	64.2 60.4
D. McKENZIE	R A L SPECIAL	50.8	50.3	48.7	53.7 49.3

CLASS "F" SALOON CARS 1201 C.C. TO 2300 C.C.

R. REDWAYNE	WOLSELEY	55.7	x	54.4	54.8 53.8
B. COOK	PORSCHE	57.00	x	54.8	x x
M. HACKETT	HUMBER 80	59.6	x	59.8	58.6 58.5
A. WEST	HILLMAN MINX	x	x	x	x x
H. BUCHAN	SIMCA	58.6	x	57.4	56.8 56.4

CLASS "C" SPORTS CARS 1201 C.C. TO 2300 C.C.

D. LAWRENCE	COOPER CLIMAX	46.4	46.4	45.6	45.2 46.1
T. FOX	M.G.A. 1489	57.6	55.00	54.1	54.5 x
A. FOX	M.G.A. 1489	57.4	x	57.8	55.6 x
J. LUST	TR 2 2088	53.3	51.5	51.7	51.3 52.1
N. PRICE	TR 2 2088	50.5	49.7	50.2	50.1 50.1
E. OLIVECROANA	MORGAN PLUS 4	56.00	55.4	55.4	55.00 x
C. CAVANACH	1500 SPECIAL	58.00	56.00	55.6	55.6 x

CLASS "G" SALOON CARS OVER 2300 C.C.

R. GIBBONS	JAGUAR XK150	51.5	x	50.1	50.7 50.5
L. ARCHER	JAGUAR MK5	66.6	x	63.6	63.8 62.6
G. EASTERBROOKSMITH	JAG 3.4	60.6	x	58.6	57.6 56.4
H. HOLLIS	JAGUAR 3.4	55.3	x	55.2	55.0 x
B. DRAKE	AUSTIN A95	62.6	x	60.4	63.6 x
A. McLEOD	ZEPHYR MK2	57.6	x	56.00	55.9 56.1
N. DICKSON	ZEPHYR MK2	58.00	x	56.8	56.0 55.5
A. DOUGLAS	RILEY 2.5	x	x	x	x x

CLASS "D" SPORTS CARS OVER 2301 C.C.

P. LAWSON	AUSTIN HEALY 100S	49.5	48.3	47.9	48.3 48.8
G. Cowie	AUSTIN HEALY 1006	x	x	x	x x
J. PATON	J2 ALLARD	50.1	x	49.9	49.8 49.3
C. NGAN	JAGUAR XK120	53.4	x	52.6	53.3 52.7
D. DAVIS	JAGUAR XK120	57.8	x	56.8	55.6 56.0
A. HYSLOP	JAGUAR D TYPE	47.9	x	47.00	47.7 47.7
G. FORSYTH	JAGUAR XK120	57.3	55.6	55.8	57.8 53.7

WELLINGTON CAR CLUB

HOUGHTON BAY HILLCLIMB FASTEST TIME OF THE DAY RESULTS

The fastest time of the day results for the Houghton Bay Hillclimb, Saturday March 19th, are as follows:-

1.	S. JENSEN	COOPER CLIMAX	40.9
2.	P. HOARE	FERRARI	44.5
3.	B. WEBSTER	COOPER PORSCHE	44.9
4.	D. LAWRENCE	COOPER CLIMAX	45.2
5.	D. EVANS	COOPER CLIMAX	46.7
6.=	A. HYSLOP	JAGUAR D TYPE	47.00
6.=	K. SAGER	COOPER 500	47.00
8.	R. RUTHERFORD	RA ZEPHYR	47.3
9.	P. LAMSON	AUSTIN HEALEY 100S	47.9
10.	D. MCKENZIE	R-A L SPECIAL	48.7

1960 WORLD CHAMPIONSHIP GRAND PRIX

RACING CARS:

MAY	29th	MONACO GRAND PRIX
MAY	30th	INDIANAPOLIS GRAND PRIX
JUNE	6th	HOLLAND GRAND PRIX
JUNE	19th	BELGIUM GRAND PRIX
JULY	3rd	FRENCH GRAND PRIX
JULY	16th	BRITISH GRAND PRIX
JULY	31st	GERMAN GRAND PRIX
AUGUST	14th	ITALIAN GRAND PRIX
SEPTEMBER	4th	EUROPEAN GRAND PRIX IN ITALY
OCTOBER	20th	GRAND PRIX OF MOROCCO
DECEMBER	10th	UNITED STATES GRAND PRIX

SPORTS CARS

MARCH	26th	SEBRING 12 HOURS
MAY	8th	
MAY	22nd	NURBURGING 1000 K.M.
JUNE	25th/26th	LE MANS 24 HOURS
AUGUST	20th	RAC TOURIST TROPHY
NOVEMBER	6th	VENEZUELA GRAND PRIX (SPORTS CARS)

LEVIN MOTOR RACES 2nd APRIL 1960.

AUTUMN MEETING

I. WATSON.

The last Motor Race of the season was held at the one mile Levin Circuit by the Levin Motor Racing Club. The weather was fine, with a few clouds about the hills and a slight breeze was blowing. About six thousand people present witnessed a good days racing with plenty of thrills and spills.

Sid Jensen in his recently bored out Cooper (it is now 1960 C.C.'s instead of 1500 C.C.'s) was out after the Levin Lap Record of 51.8 but there was not the competition to do so.

Wellington drivers competing were D. Evans in his first race in the ex-Tony Shelly's 1500 C.C. Cooper Climax, D. McKenzie in the RAL Special, A. Freeman in his Large Talbot and D. Walker in his hot Standard 10.

A. Freeman drove a great race to come home second in the Formula Libre race to S. Jensen (Alan was timed at 54.5) but had the bad luck to be leading in the second race when he spun off and went through the safety fence suffering cuts and bruises to his face.

D. Walker drove a masterly race to win the Saloon Car Handicap for up to 1500 C.C. Saloons, and he also won another handicap race in the afternoon. His fastest lap was 1 min 9.5 seconds.

S. Jensen in the Triumph Coupe drove very well for a stock car, against much bigger and hotter cars, to come home seventh in the Saloon Cars Scratch Race, and also to get third in a Saloon Car Handicap, followed by a second in another Saloon Car Handicap.

D. MacKenzie drove the RAL very well but had the misfortune to spin out when it seemed like he would win the Sports Car Handicap. I timed him at 59 seconds, very good for a hot Ford ten.

Dave Evans in his first race in the ex Tony Shelly Cooper Climax, was taking it easy and feeling his way and I timed him on one lap at 57.1, very good for a first attempt.

The supercharged H.W.M. driven by J. Boyd of Auckland, crashed into the tyres at Cabbage Tree Corner and damaged its oil tank but this was repaired and he continued later on.

I Segedin in his Zephyr did a spectacular spin out just past Cabbage Tree Corner in the Saloon Car Handicap, but continued in the race. There were eight or nine spins out at different times of the day, and the people who came along to see them were well catered for.

Seen at Levin was the ex-Wharton Monza Ferrari which was too much of a handful for the circuit.

Jimmy Palmer in his beautiful 1960 C.C. Lotus Le Mans was going very well until he broke a half shaft which put him out for the rest of the day. The Levin Championship of ten laps was one by Syd Jensen after a thrilling duel with Ross Jensen driving Dave Evan's Cooper Climax, which he loaned to him for this event.

LEVIN CONTINUED

In event 20, Syd Jensen in an attempt to break the Levin Lap Record of 51.8 held by G. Lawton did a spectacular double-spin at the end of the straight but did not do any damage to himself or his car. However, he did lower the Lap time to 51.4 seconds thereby creating a new record. Our congratulations to him.

In event 23 Sports Car Invitation Race, H. Wiseman from Auckland driving his Buckler gave a spectacular finish to the days racing when he touched tyres with another car causing him to crash into the tyres on the inside of the track. The impact sent his car sideways along the track tossing him out before his car rolled, coming to rest upside down blocking the circuit. Apart from a few cuts bruises and shock he was unhurt. The race was then called off.

A good days racing which I am sure was enjoyed thoroughly by all who attended the Meeting.

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COPY OF LETTER RECEIVED BY SECRETARY.

The Motorman,
142 St. Andrews Road,
Epsom, AUCKLAND.

Dear Sir,

I am enclosing some copies of my motoring magazine, The Motorman, and I wondered whether you could distribute them to some of your members as they may be interested in a years subscription. I am fifteen years old and have been producing the magazine for some time. I am a member of the Northern Sports Car Club and the Auckland Car Club.

The magazine is published monthly and a year's subscription is 7/6 (post free). If any of your members are interested, please send your money, name and address to the above address. The April edition will contain extra pages with a contents of a New Anglia Road Test, Illustrated News, Pit patter the world over, New Holden Report, Car Club Racing in New Zealand, Do-it-yourself article, plus regular features. All articles are written myself.

Yours faithfully,
Don Anderson.

IF ANYONE IS INTERESTED IN SEEING COPY OF THIS MAGAZINE PLEASE SEE ME ON CLUB NIGHT.....SECRETARY.

.....

Just a few words to thank the Evening Post for publishing our results of Houghton Bay Hillclimb (I don't think). They are not very co-operative on this matter, are they? Mr. Sowerby requested the results be dropped in care of him, at the Evening Post, but he must have left the job, as we have not yet had the results published, and the only write-up the Hill got mainly consisted about S. Jensen.

.....

SUBSCRIPTIONS

These are now due for the year ended March 1961. We would be glad of your subscription as soon as possible by mail or paying on Club Night 20th April.

Subscription Rates:

Under eighteen Years	10/- per annum
Country Members	10/- per annum
Ordinary Members	£1. 0. 0 per annum.
Husband and Wife Members	£1.10. 0 per annum.

We would also request that members please attend the ANNUAL GENERAL MEETING 20TH APRIL, WEDNESDAY, as we would like to see more than the 27 members that were present last year. Remember you have to be a financial member to vote for the Committee.

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NIGHT TRIAL

SATURDAY 23rd APRIL:

This event will leave the Cement Silos starting at 7 p.m. on Saturday 23rd April. Course is approximately 60 miles over various types of roads, and countryside.

The organisers are Dick Butters, John Swan, Gary Cameron and Graham Bennett. And even our worthy Vice Captain was bushed when taken over it recently.

Entry Fee seven and six per car, and a additional 2/6 per head will be charged for supper to be available following the trial, at ?.....? These boys have put in a lot of time and effort to this event so its to you to come and give them your support.

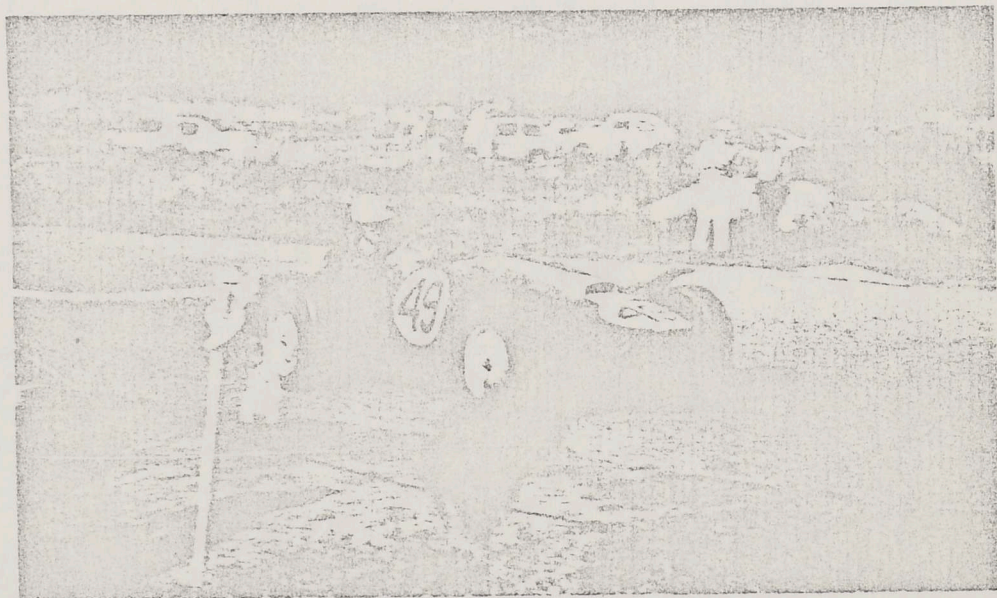
.....

NEW MEMBERS: Our Apologies to G. Weight..... Wolsley
We wish to welcome to the Club the following new members:
J. Syme.....Fiat 600
Mr. & Mrs. D. Rouse....Zephyr
G. Dickson.....Morris Minor
W. Dodge.....Morris Minor

T. Fox Jnr.....Zephyr
G. Thompson....Sunbeam Talbot 90.
S. Michgan.....Anglia



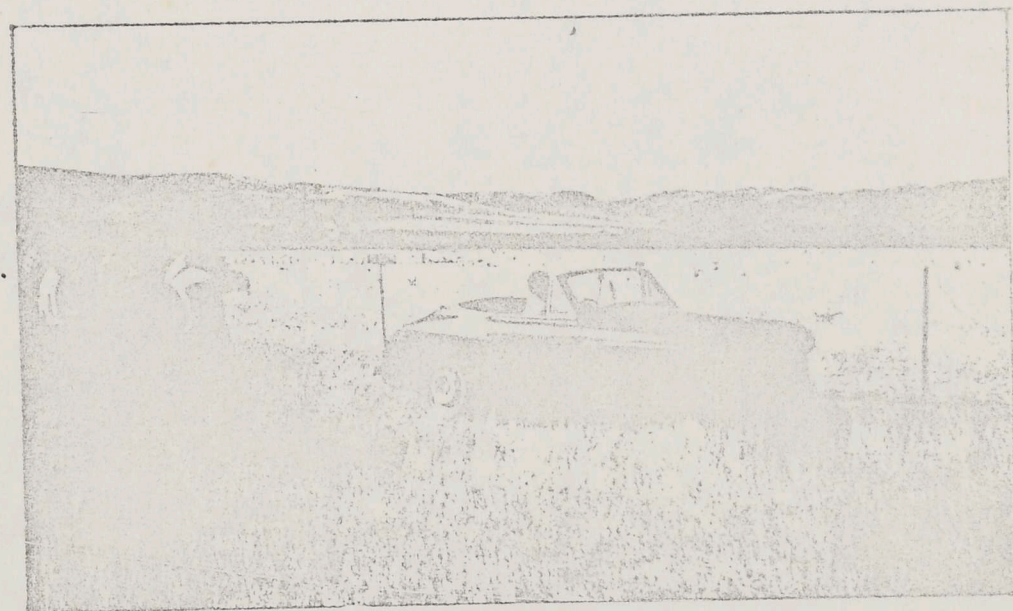
TOM FOX IN HIS M.G.A. COMPETING AT PALMER HEAD MARCH 12th.



DUNCAN MCKENZIE IN HIS RAL SPECIAL AT HOUGHTON BAY HILLCLIMB
MARCH 19th.



DON WALKER IN HIS STANDARD 10 AT HOUGHTON BAY HILLCLIMB MARCH 19th.



DICK BUTTERS DOING REVERSE WIGGLE WOGGLE AT THE INTERCLUB GYMKHANA
MARTINBOROUGH MARCH 27th.



CLUB CALENDAR



20th April ANNUAL GENERAL MEETING (Note Date)

23rd April Night Trial and Social Run.

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Other Clubs Coming Events

9th April Saddle Road Hillclimb (tar seal) Manawatu C.C.
23rd April Deavoll Cup 150 mile Trial Hutt Valley M.C.

23rd April Hillclimb (Gold Star) Hawkes Bay Car Club

30th April Sprint, Main Drain Rd. Glen Oroua, Manawatu C.C.

30th April Beach Races. Hutt Valley Motoring Club.

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ADVERTISEMENTS

For Sale: 1925 Ford T, 5 Seater tourer, 2 owners. Mileage 25,000 Original paint. Hood in excellent order 2 speed rear axle, also numerous spares. £75.0.0. or best offer. Apply K. Gray.
46 Egmont Street,
Hawera.

For Sale: Ferrari Racing Car
3 Litre Single seater. Immediate delivery.
This car has been thoroughly checked by my mechanic and is ready for racing. The engine and chassis have been modified to the latest specifications from Ferraris. I am prepared to give the purchaser the complete procedure for the maintenance of this car the performance of which speaks for itself. There are a quantity of spares to go with the car, adequate for several seasons racing. Finance available will trade if required. Bona fide enquiries welcomed to Pat Hoare, 440 Paparui Road. Christchurch.
Phone 48-294 Evenings.

WRITE FOR YOUR BULLETIN

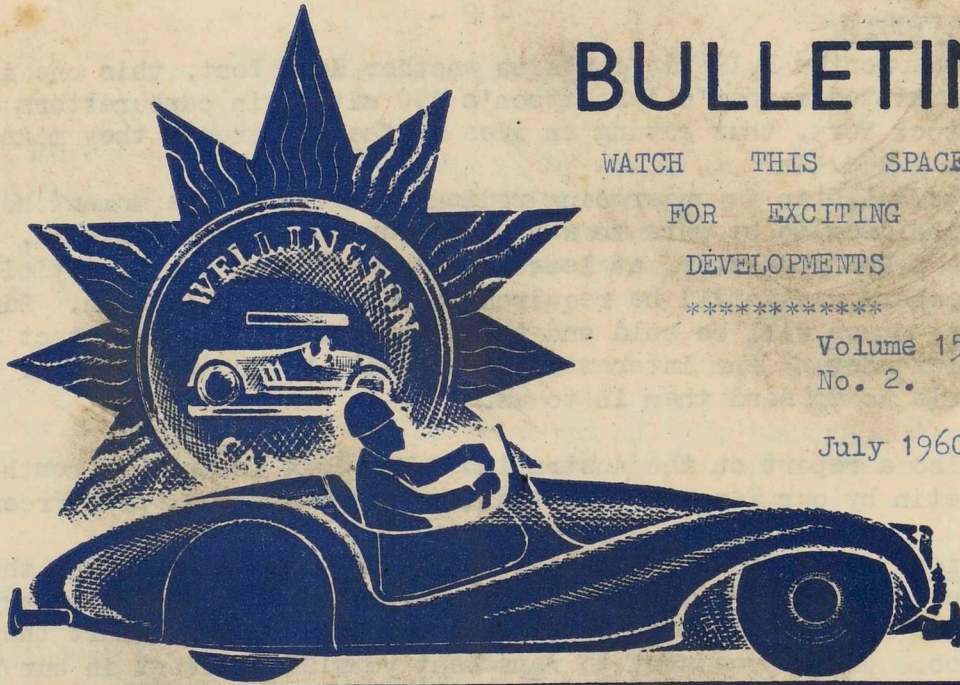
BULLETIN

WATCH THIS SPACE

FOR EXCITING
DEVELOPMENTS

Volume 15
No. 2.

July 1960



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

DIRECTORY:

PRESIDENT:	C.B.Leyland	17.328 (H)
CLUB CAPTAIN:	J.Harris	17.346
		87.866 B.
VICE CAPTAIN:	D.J.Walker	43.478 B.
SECRETARY	S.J.Alexander	19.900 ask for 7202S
		65.069 B.
<u>COMMITTEE:</u>	I.D.Watson	79.505
	R. Duffell	28.479
	R. Butters	36.838
	K.O.Clegg	45.796

Bulletin Editor: L. Watson

CAUTION IS NO SUBSTITUTE FOR SKILL

EDITORIAL

This months Bulletin contains another Road Test, this one is Committee member's Ian Watson's A50 with twin carburettors and in stock form, thus giving an idea of the difference they make.

The Bulletin is undergoing radical changes at the moment not yet finalised so be sure to watch out for the August Bulletin, it will be a Bobby dazzler, at least that's what we think. Articles from members will still be required so keep them rolling in. Advertising space will be sold and those interested please contact Stewart Alexander. Any interesting ideas will be incorporated if possible so do send them in to us.

Also a report on the Australian Grand Prix is in this month's Bulletin by our Temporary Australian Representative, Alan Freeman.

Ties. Club ties of Royal Blue Silk are now on sale from the Secretary, at 10/- each, obtainable from Stewart, our Secretary, and also our New Car Badges at £1.0.0. each, and very smart they are too. So if you want to represent your Club invest in our Ties and Badges. New Monograms for your Reefer's will soon be available, but these are still in the negotiating stage. The Ties by the way are made especially for us by "Eskay" of Wellington.

.. .. .

CLUB CHATTER

CLUB CHATTER.

CLUB CHATTER

Exciting News is that we are to hold a MINIATURE MOBILGAS ECONOMY RUN, a forerunner to the Mobilgas Economy Run. It will be held in conjunction with Standard Vacuum Oil Company N.Z. Ltd., and is to be held on Sunday, 18th September.

An all day event starting at 9.0. a.m. and finishing about 5.30 p.m. the run covers 240 miles, to Palmerston through Woodville to Masterton and over the Rimutakas, back to Field's Service Station, Kilbirnie, from where it commences also.

Although you will have to take your own lunch, a cup of tea will be provided at Woodville where the Luncheon break will be held. There will be Four Classes for Saloon Cars, and an open Class for Sports cars, and will be judged on the miles-per-gallon basis. Further details will be announced as they come to hand.

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1960 INDIANAPOLIS 500 TRIAL

By K.O.Clegg

Considered by many a veteran trialist to be one of the major, and also interesting events in the annual New Zealand motoring calendar, the Indianapolis 500 Trial was this year organised by the Northern Sports Car Club of Auckland and attracted an entry of 91 competitors from all parts of the North Island.

Of particular interest was the works team of Triumph Heralds entered by Standard-Triumph (New Zealand) Ltd., Wellington. Theirs is the first works team to be entered in an event of this nature in the history of New Zealand Motor Sport and, could well lead to other importers taking active participation with teams entries.

Starting point for the trial was the new Farmers' car park building, and the first car was flagged off at 10.30 p.m. on Saturday, May 28th, by the Mayor of Auckland. The route was divided into eight sections with 49 check points. Average speed changes were too numerous to count and ranged from 7.5.mph to 46.3 mph.

As always in these events, the navigators played a key role. Unlike some overseas countries where trials require a combination of driving and navigational skill, New Zealand car clubs tend to make it too easy on the driver and in this respect the 1960 Indianapolis was no exception.

Competitors were directed south out of Auckland on the new motorway and it was not until the beginning of section two just south of Papakura that the first difficulties were encountered. Hampered by thick fog after leaving the main south road a number of cars got hopelessly lost - some retired - but the majority managed to regain the correct route although missing several check points in the process.

Around 2 a.m. on the Sunday, cars began arriving at the rest point for a coffee break and by this time it was obvious that the trial was heading into the Eastern Waikato. Immediately after this break came the only good driving section, the route following a 'No Exit' road sign. Here a number of cars incurred penalties by not following this road which did in fact, carry right through as a mountain track and rejoined the highway some miles further on. One unfortunate driver was instructed by his navigator to maintain an average speed of 20.33 instead of 15.12 mph on this road and succeeded but not without some excitement.

Continued:

The remainder of the night sections continued without serious incident but by the time the breakfast break came up at Matamata 12 cars had retired and several were somewhat the worse for wear. From Matamata back to Auckland on Sunday the route was straightforward but the sudden introduction of the two runs at an average speed of 7.5 was gruelling and coming as they did after a strenuous night's driving nearly succeeded in putting a number of drivers to sleep.

As a final endurance test on the cars, the road following the East Coast north was included and if suspensions suffered from the severe corrugations the awakening effect on drivers and navigators was alarming. Competitors checking in at the Auckland Railway Station were then put through an acceleration and braking test which was enthusiastically enjoyed by several hundred spectators.

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T.S.D. CHARTS

R. Duffell.

For the benefit of new members who have copies of my charts, and those older members who have gone a little rusty, we are republishing this article which appeared in one of the bulletins last year when the charts were made up.

	1	2	3	4	5	6	7	8	9
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 part of the 3600 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 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.

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FORMULA JUNIOR SPECIFICATION FOR N.Z.

By L. Watson

The following Regulations are those issued by the F.I.A. and the R.A.C. (London), and are adopted for use in New Zealand.

1. Definition. Cars of the Junior formula are one seater racing cars, where-of the fundamental elements are derived from a touring car recognised as such by the F.I.A. (minimum production 1,000 units in twelve consecutive months).
2. General Characteristics.
 - a. Minimum wheel base: 200 c.m. (78.74 Inches)
 - b. " track : 110 c.m. (43.307 inches)
 - c. Maximum width of body: 95 c.m. (37.4. inches measured outside)
 - d. " engine capacity: 1,100. c.c.
 - e. Minimum weight: 400 kgs. (881.84 lbs)

The latter weight however, is reduced to 360 kgs. (793.6561bs) for cars with a cylinder capacity of 1,000 cc's or less. The above mentioned weight shall be measured with a car in "running order", viz with all accessories required by these regulations but with dry fuel tank(s).

3. Mechanical Elements

- a. The cylinder block, including the cylinder head and cylinders (if the latter are removable) must be those of the engine belonging to a car classes by F.I.A. in the touring category.
- b. The gear-box must be that of an F.I.A. recognised touring car. Complete freedom is left with regard to the number and staging of gear ratioid.

- c. The braking principle and system (viz. brake drums or disc brakes) must remain the same as on the car from which is taken the engine.
- d. The system and principle of feeding (by carburettor or by injection) must be the same as on the car from which is taken the engine.
- e. The cylinder capacities specified in the present regulations may be achieved by modifying the original bore (increase or reduction) No modification of the stroke is permitted.
- f. The car must have an automatic starter.

4. Body

The Body, open and only offering one seat, shall comprise around the drivers seat, and anti-roll bar, protecting him from being crushed should the car turn over. There shall also be a protective device against fire as required by the International Sporting Code (Art. 125).

5. Silencer

The Supplementary Regulation of the events may provide that an efficient silencer is compulsory.

6. Prohibitions

It is not permitted

- To use an engine with one or more overhead camshafts
- To use a self-locking differential
- To change the location of the camshaft
- To change the number of crankshaft bearings

7. Fuel

Only commercial fuel, as defined by F.I.A. shall be used.

8. Certificate of Origin

Every Car of the Junior Formula, when showing up at the beginning of an event, shall be supplied with a certificate issued by the National sports authority concerned and stating the origin of its fundamental elements.

This type of motor sport is growing in popularity in U.K. and on the Continent and there are already four or five makes being turned out in England. The motors used are usually the Standard Herald, Anglia and B.M.C. type with motor firms like Coopers and Lotus making formula Junior cars.

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TROPHY POINTS AS AT 13th JUNE

HANSON TROPHY

I. WATSON	18	P. WILKINSON	3	S. REDMOND	1
S. ALEXANDER	11	P. MORGAN	3	J. SYME	1
R. BUTTERS.	10	P. BRYANT	3	B. JOHNSTON	1
R. DUFFELL	10	D. MCKENZIE	3	J. HARRIS	1
G. BENNETT	8	W. KEMP	3	T. FOX Jnr.	1
B. LEYLAND	7	G. THOMPSON	3	J. WINTON	1
G. CAMERON	6	G. DAVIDSON	3	K. LANG	1
G. DICKSON	6	J. BERNARD	3	R. PIKE	1
T. DOWNES	5	V. EVANS	3	B. SOMMERVILL	1
K. CLEGG	4	L. WATSON	3	E. McLEOD	1
G. HAYVICE	4	D. WHITE	3	D. WALKER	1
G. LAING	4	R. GIBBONS	3	R. THOMAS	1
B. McCARTHY	4	T. FOX Snr.	3	A. WEST	1
R. McLAUGHLAN	4	T. SEWELL	2	J. RABONE	1
P. MURPHY	4	G. LYND	2	G. EASTER BROOK	1
K. FOULKES	4	D. FRASER	1	SMITH	1
J. SWAN	4	I. PAYNE	1	B. DRAKE	1
B. WATSON	4	I. HULLBROWN	1	P. SLOCOMBE	1
A. SHELLY	4	J. REDMOND	1	E. DAVIS	1

.. .. .

CLAPPERTON TROPHY

I. WATSON	14	K. CLEGG	4	G. LYND	2
R. BUTTERS	9	G. HAYVICE	4	D. FRASER	1
G. BENNETT	8	P. WILKINSON	4	I. PAYNE	1
R. DUFFELL	7	P. MORGAN	3	I. HULLBROWN	2
B. LEYLAND	6	P. BRYANT	3	J. REDMOND	1
G. DICKSON	6	R. McLAUGHLAN	3	S. REDMOND	1
S. ALEXANDER	6	W. KEMP	3	J. SYME	1
G. CAMERON	6	G. THOMPSON	3	B. JOHNSTON	1
T. DOWNES	5	G. DAVIDSON	3	J. HARRIS	1
J. SWAN	4	J. BERNARD	3	T. FOX Jnr.	1
P. MURPHY	4	V. EVANS	3	J. WINTON	1
K. FOULKES	4	T. SEWELL	2	K. LANG	1
D. McCARTHY	4	D. MCKENZIE	2	R. PIKE	1
G. LAING	4	D. ROUSE	2		

RESULTS OF THE TREASURE HUNT

SATURDAY, 11th JUNE, 1960

1.	J. Harris	9.15	8.59	56	+	16	6th
2.	G. Cameron	9.16	8.58	66	+	18	5th
3.	I. Watson	9.17	8.37	57	+	30	3rd
4.	S. Alexander	9.18	9.15	55	+	3	14th
5.	D. Lawson	9.19	8.56	66	+	23	4th
6.	T. Fox Jnr.	9.20	9.04	45	+	16	6th
7.	G. Hayvice	9.21	8.44	64	+	37	1st
8.	P. McCarthy	9.22	9.22	62	+	nil	-
9.	J. Bernard	9.23	9.23	66	+	nil	-
10.	J. Winton	9.24	9.16	61	+	8	11th
11.	K. Laing	9.25	9.28	66	-	3	-
12.	K. Foulkes	9.26	9.12	-	+	14	10th
13.	V. Evans	9.27	8.54	53	+	33	2nd
14.	R. Butters	9.28	9.12	66	+	16	6th
15.	D. McKenzie	9.29	9.24	67	+	5	12th
16.	R. Butters	9.30	9.15	64	+	15	9th
17.	G. Lynd	9.31	9.27	63	+	4	13th
18.	R. Pike	9.32	9.44	-	-	12	-

TIME ARRIVAL TIME ARR. BOATS POINTS PLACE

..

THE TREASURE HUNT

P. MURPHY.

On Saturday 11th June we all gathered at the Cement Silos at Aotea Quay at 7.30 p.m. It was good to see such a large number of starters, there being eighteen in all. The way the cars were line up made me think of Le Mans!

We set off with our list, marking the objects we could find at home, and also discovered the odds and ends we had placed in the car would be of no use ! !

The inter-island ferry wharf attendant was rather curious, and as I left him he said "That's the fourth b---- fool to buy a ticket. This was nothing to the look on the bus driver's face when I boarded his bus, purchased a 4d ticket and hurriedly stepped off. All of this happened after we had searched three empty buses with the aid of an attendant, who, being a good sport entered into the spirit of things.

Something interesting was an exact copy of the inscription on the Foundation Stone at the Hebrew House of Worship (partly in Hebrew of course)

From here we proceeded to our driver's home, his wife cooked a hard boiled egg while we ventured into a neighbours garden to find a dandelion and a carrot at least six inches long. Many other household odds and ends were also gathered here.

On the way back to the Casa Fontana (back room) we stopped to count the boats in the boat harbour. (if a boat was not in the water was it in the Boat Harbour?)

At the Casa Fontana we displayed our loot. Never before had I seen so many varieties of a dandelion and several carrots had to be stretched to obtain their six inches.

It was a very well run social event, well organised by Keith Clegg. Our thanks to him for providing an interesting and amusing evening. Congratulations to the winners, and thanks to all the competitors who made the evening such a great success.

..

RESULTS OF THE

No.	NAME	CAR	TEST 1		TEST 2	
1.	R. McGOUN	CONSUL	12.75	7=	46.00	11
2.	T. FOX. Jnr.	ZEPHYR	12.75	7=	43.00	9
3.	D.J. WALKER	STAND.10	11.25	3	40.00	5
4.	R. DUFFELL	A30	12.25	5	41.00	7
5.	G. THOMPSON	ZEPHYR	12.5	6	35.00	1
6.	K. WARD	ZEPHYR	11.5	2=	36.5	2=
7.	J. SWAN	AUSTIN 8	13.00	8	40.25	6
8.	J. HARRIS	A35	11.00	1	43.5	10
9.	R. BUTTERS	AUSTIN 7	11.5	2=	36.5	2=
10.	G. BENNETT	AUSTIN 10	12.00	4=	42.25	8
11.	K. FOULKERS	RILEY	12.00	4=	38.00	3
12.	P. MURPHY	MINOR 1000	11.5	2=	38.75	4

AUTOCROSS SUNDAY 26th JUNE

TEST 3	TEST 4	TEST 5	POINTS LOST	PLACE
53.00	11	41.00	10	22.75 6= 45 ELEVENTH
40.5	5	36.5	9	22.0 4= 34 EIGHTH
43.5	7=	32.0	3	22.75 6= 24 SIXTH
43.5	7=	34.75	8=	24.5 8 35 NINTH
48.25	9	33.5	4	20.5 1 21 FOURTH =
42.00	6	34.5	7	22.0 4= 21 FOURTH =
49.00	10	34.75	8=	23.0 7= 39 TENTH
35.75	1	31.5	2	21.0 2= 16 SECOND
38.00	2	31.0	1	21.0 2= 9 FIRST
45.00	8	34.0	6	22.5 5 31 SEVENTH
40.00	4	33.25	5	23.0 7= 23 FIFTH
38.3	3	34.75	8=	21.5 3 20 THIRD

THE AUTOCROSS

BY D.J. WALKER

The Autocross was held on Sunday, 26th June in fine weather at the Pauhatanui go-cart track. The recent rains and tidal flat mud made entrance to the course one of the afternoon's more difficult tests - an abandoned blue A35 was noticed settling by the stern some distance from the path in.

The event was organised by Dick Butters, ably assisted by Stewart Alexander and Phil Wilkinson. The thick mud made the tests extremely interesting - garaging at speed, retrieving of objects placed on the end of a line of stakes, a rope and circle, a wiggle - woggle, and a speed run up and down the line of stakes.

AUTOCROSS CONTINUED

The course was tackled twice, and considerable skill was needed to keep the cars moving in the right direction on the tricky surface.

Occupants of about thirty cars watched proceedings from the road, and there was plenty to interest them. Kay Foulkes Riley was an impressive sight in motion, particularly (as it was at one stage) without a driver. Also interesting was a brown A30's attempt to tear down the centrepost in the rope and circle and run down the Club Secretary. Nobody found, by the way, the Zephyr piston rings which Tom Fox Jnr, thought he had dropped somewhere.

Joe Harris made a strong bid for top honours, throwing a once polished A35 about as though it was not his very own. He was just headed off by Dick Butters, who recorded excellent time in his new Austin Seven - the only car which didn't need extra ballast. Dick used his frontwheel drive to good advantage, swinging the rear of the car with the handbrake. He sportingly handed the first prize (a dressed duck) to Uncle Joe, who, could have been voted the "man who enjoyed himself the most".

Organisation ran very smoothly, and all competitors seemed to enjoy the unusual conditions. Much of the Go-kart tracks was carried away underneath the competing cars. This evil-smelling black mud is a complete if not desirable undersealing, as the writer found when trying to locate a suspension rattle later in the evening.

.. .. .

1960 WORLD CHAMPIONSHIP GRAND PRIX AND SPORTS CAR RACES IN JULY

July	3rd	FRENCH GRAND PRIX
July	16th	BRITISH GRAND PRIX
July	31st	GERMAN GRAND PRIX

OTHER CLUBS EVENTS FOR JULY

July 9th. 18 Hour Gold Star Trial Canterbury Car Club.

July 23/24th Hepolite Trial Auckland Car Club.

This Trial will have four cars going from the Wellington Car Club. The three Standard Triumph Team Cars, and Dickie Butters Austin Seven, so all the best you boys and we hope you do well.

.. .. .

THE HEPOLITE-MICROPEIN TRIAL organised by the Otago Sports Car Club

As Car No.5. Keith Clegg and I started in the Triumph-Herald Coupe at 8.08 a.m. Saturday the 25th June, from Motor Specialities, Ltd. Warehouse in Dunedin. The first 20 miles was straight-forward, but it was obvious that there was a rough section coming up, as an average of 6 mph was mentioned in the route sheet. Sure enough left on to a grass road, and the fun commenced. The surface was very sticky but the Herald sailed through without a murmur, and we did not have to resort to chains, although several American cars had to do so. Even a Volkswagen had its Navigator standing on the back bumper. There were two of these horror sections in fairly quick succession, which made most people late.

The next item of interest was a deep ford thrown into a fast section, the water appeared to come over the bonnet of the Herald, but we motored through, and were brakeless for a couple of miles. At the lunch break we were lying equal 7th, and in the afternoon pressed on regardless through some glorious country with the trees covered in a white hoar-frost. Everything went reasonably well untill we were about 13 miles from Dunedin when about eight of us went of course due to a mistake in the mileage on a sign-post mentioned in the route sheet. This made us very late, and some "press-on" motoring was indulged in. During the course of this we covered another 16 mph section which was fairly rough and at one stage our windscreen was covered in muddy water, and we could not see where we were going. Eventually we arrived in at the final check for the day and adjourned to our hotel for a wash and brush-up.

In the evening the club held a small social event, where a general natter took place, and it was announced that we were lying equal 10th. A verbal protest was made about the mistake in the route sheet and overnight they wiped the points lost back to the check prior to the offending sign-post.

On Sunday morning, we washed the car immediately after breakfast in preparation for the Concours d'Elegance and the water froze on the body as we completed a section. We drove out to Teretonga Park, which is a very interesting circuit, where a standing lap. standing $\frac{1}{4}$ mile, and driving tests were held. The morning ended with the Concours which we won.

After lunch we started another Trial Section, which was straight-forward, although it had me worried for a while as all the cars were running on different average speeds. Provisional results were announced $\frac{1}{2}$ -hour after last car had finished, which gives great credit to the organisers.

Brook Leyland.

COMING EVENTS

MAP READING TRIAL 24th JULY 1960.

This event will start from the Bus Garage, Aotea Quay at 2 p.m. and will finish at an unknown destination approximately 3 hours and 40 miles later.

The essential items required, apart from a car, competition Licence and 7/6, will be the Lands and Survey Map N.Z.M.S. 17 of Wellington and someone to interpret it, plus calculators or Charts.

The trial is similar to the one run last year so you older hands should find it easy (perhaps), one of the last years starters was looking for concrete cannon balls for months afterwards.

Check your mileage recorder and report any error at the start, or it might cost you points.

Remember the 24th for a scenic tour of Wellington.

R. Duffell,
ORGANISER.

.. .. .

WINTER ONE HUNDRED

Starts at Aotea Quay at 6 p.m. on Saturday 9th July, 1960.

The first Section is the Navigators Section which takes you half way round the city. Maps are required for this section.

There is a tea break of 45 minutes. The second Section on sealed and unsealed roads, is the Drivers Section and takes him on a joy ride around the country. (To admire the scenery)

It finishes at 10.30 approx, at a Milk Bar where Coffee and supper will be available.

So bring your 7/6 along and your car and passengers, but don't forget that your Navigator must also be a member of the Club. A strict check will be made at the start of this event for Competition Licences, drivers Licences, Warrant of Fitness etc. Maximum penalty points will be deducted if they cannot be produced.

C.B. Leyland,
ORGANISER

.. .. .

WELLINGTON CAR CLUB ROAD TEST No. 3

DATE 11. 6. 60 1955 AUSTIN A50 BY L. WATSON.

CONDITIONS: Roads all tarsealed sunny, with a light breeze, ROUTE: Left Wellington went up Gorge along Highway round Bays to Pahatanui over Haywards along Hutt Road and up to Johnsonville again.

STANDING $\frac{1}{4}$ MILE, TWIN CARBS 21.85

MAX SPEED With single Carb 70 MAX SPEED With Twin Carbs 75.

ACCELERATION FROM REST: 0.30 7.5 0.50 18.2 (Stock)
0.30 6.4 0.50 15.6 (Twin carbs)

FUEL CONSUMPTION: 38.6 with single carburetor

ENGINE NO. OF CYLINDERS: Four C.C. 1496 WEIGHT 22 CWT

MAX B.H.P. 50 CARBS: 1 SU Max b.h.p. 60 Carbs 2 SU

MODIFICATIONS: First run as stock car then 2 $1\frac{1}{2}$ " S.U. Carburetors were fitted.

COMFORT: Doors are wide and allow easy access. Twin seats up front which can be adjusted to suit driver. Plenty of leg room. front and back. Tendancy to slide when cornering fast otherwise front seats hold you well in.

FINISHED INSIDE: As good as can be expected on a mass produced car.

PAINTWORK: Original coat still in good order.

SUMARY: Car will seat five comfortably. Fuel and Temp gauges with speedo in front of the driver, ignition switch and choke in centre of dash where there is also a radio. A big parcel shelf runs along underneath the dash, on passengers side there is a lockable glove box. Twin sun visors and push full handbrake and gear lever on steering column go to make up the inside attachments. Very little engine noise even when pushed hard, though there is a distinct growl from the twin carbs., and a lot of wind noise at 50 and over. Front fenders can be seen easily but not the rear fenders. There are blind spots on each side of the rear window, and slight blind spots on each side of the front window. With a single carb was doing 50 miles at the bottom of the Gorge but only 40 m.p.h. at the top with twins fitted doing 40 m.p.h. at the bottom of the Gorge and 48 was attained at the top.

Cornering for such a heavy car was very good and when pushed hard there was a slight tyre squealing from the back tyres. The car did not break away at all on any of the corners and overall held the road very well.

IMPRESSION: The A50 is a familar car and was not made to have a Sports Car performance, seating five comfortably, and overall is a good 1500 c.c. Saloon.

.. .. .

THE 25TH AUSTRALIAN GRAND PRIX HELD AT LOWOOD ON 12TH JUNE 1960
BY our Australian Correspondent Mr. Alan Freeman.

This is the most fantastic race I have ever seen as the first two cars staged a ding dong battle for the entire race and the winning car eventually finished the 100 mile race just 1/20 of a second ahead of the second car -- Motor racing at its best!

The first six cars all broke previous lap records and averaged over 90 m.p.h. for the race. A.N. Davidson established a new lap record of 97.7 m.p.h. in the Aston Martin which is a most interesting car owned by the factory. It consists of last years F.I. car into which a three litre engine from one of the world championship winning sports cars has been installed.

Lowood is about 50 miles from Brisbane and is 2.825 miles to the lap. It is a disused Aerodrome and is owned by the Queensland Racing Drivers Club, which has a membership of 120 only. The straight is 2000 yards long and the fastest cars were exceeding 150 miles per hour. Spectators attendance was approximately 25000 which was very good considering the distance of the circuit from Brisbane.

I was in Arnold Glass's pit crew and he drove very well and the car ran beautifully but was just not fast enough to beat the latest machinery.

One car that entered was indeed a monster namely the Sabakat which consisted of a single seater Lotus into which had been fitted a Lycoming Aircraft Engine of 8150 C.C. had been installed by its owner E. Tadgell. Unfortunately it crashed during the preliminary scratch race and caught alight and was completely destroyed. The driver was luckily thrown out and not seriously injured.

A. Freeman.

Apparently as Alan said in his letter it was some race, both A. Mildren and A. Davidson changed position a number of times, and were the only two cars in it. They both clocked the same time for the race 64 mins. 35 secs. and as Mildren said after "This is the toughest race I have ever driven in - and the most thrilling". A Mildren has been driving since 1935 and in the past three years has won 35 races in Australia, but never the Australian Grand Prix.

RESULTS:

1st.	Alex Mildren	Cooper Maserati	2489 C.C.
2nd.	A.N. Davidson	Aston Marton	2992 C.C.
3rd	Bob Stillwell	Cooper-Climax	2200 C.C.
4th	John Leighton	Cooper-Climax	1960 C.C.
5th.	P. Hull	Cooper-Climax	1960 C.C.
6th	Arnold Glass	Maserati 250F	2493 C.C.

CONROD CORNER

L. WATSON

Hear there is a big V.W. coming, this car will not supersede the present V.W., which will continue basically unchanged. The new V.W. will be bigger more comfortable and more expensive than the V.W. and will preserve certain characteristics, including an aircolled reamounted engine. It will not be released until 1961-probably at the Frankfurt Motor Show, towards the end of the year.....

Rover have announced that they plan to have their gas-turbine car in production by 1962. The car needs no clutch as gear box, claims over 100 m.p.h. and uses the cheapest possible petroleum fuel.....

Hear also that Harry Fergusons long awaited revolutionary car which was said to have central under floor engine, hydraulic drive to all four wheels, and hydraulic braking may be produced yet.....

Lea-Francis of Coventry may start producing cars again withing the next two or three years.....

Jaguars have built two cars for Briggs Cunningham to race at Le Mans. These cars are called the E-Type and have a rivetted light alloy monocoque body, and weigh 1 cwt. less than the D-Type, which it closely resembles. It is two inches longer in wheelbase but two inches narrower in track and has all-independent suspension, with low-pivot swing axles at rear. Engine is the 3-Litre version of the six cylinder, twin cam motor.....

Results of the Holland Grand Prix FIRST: Jack Brabham (Cooper C1) SECOND: Inis Ireland (Lotus) THIRD: Philp Hill (B.R.M) FOURTH: Stirling Moss (Lotus)

Jack Brabham won the Belgian Grand Prix at an average speed of 133.89 m.p.h. SECOND B. McLaren at an average speed over 132.62 m.p.h. THIRD was O. Gendebien. FOURTH Phil Hill FIFTH: J. Clarke and SIXTH was L. Biachi.

During practice Stirling Moss lost a wheel at 140 m.p.h. and crashed breaking both legs and injuring his back, which will put him out of racing for at least three months. During the race itself Chris Bristow and Alan Stacey were killed and Mike Taylor was injured.....

CONTINUED:

After this race World Championship Points score are as follows:

B. McLaren	Twenty Points
J. Brabham	Sixteen Points
S. Moss	Eleven Points
I. Ireland	Seven Points
P. Hill	Seven Points
C. Allison	Six Points
O. Gendebien	Four Points.....

Jimmy Bryan, winner of the 1958 Indianapolis 500 and the 500 Miglia the previous year was killed while driving the Leader Card Special at the 100 mile National Championship Race at Longhorne...

An international motor racing circuit for world championship events, using four Australian tracks, is planned by Australian motor racing groups. It is hoped to make Australia headquarters for World motor racing, during the off season in Europe, instead of South America and the Argentine.

An international Grand Prix would be held in Melbourne every year as part of the international circuit in Australia.....

... ..

At last the news of our teams effort in Auckland, well Keith and Brook came sixth in this event of a field of 88 cars. On the Micropen and Hepolite Trial held on the 26th of June down south they were 3rd overall and first in the Concourse. So well done boys and although you lost a few fingers and toes down South we hope you do well at Auckland.

... ..

CLUB NIGHT 20TH JULY

This will consist of a talk given by Lionel Archer on Tuning in General, of particular interest to you home tuners. In addition we will be hearing from Keith and Brook on their trip to Dunedin and Invercargill on 26th June. Also ties and badges will be on sale so those who want them bring your money along.

If time permits there will be one or two good films shown.

... ..

OTHER CLUBS EVENTS IN WELLINGTON

The Hutt Valley Motoring Club Night will be held on Thursday 14th July at the Belmont Memorial Hall at 8 p.m. Mr. Garfield of the Dunlop Factory will be speaking and in addition there will be some films and of course supper. All our members are cordially invited to attend.

July 17th. Gymkhana. Venue Whakatiki St. Upper Hutt, first on left past Quinn's Post Hotel.

Surface: Grass. Entry Fee 5/- per car. There will be classes as follows: Up to 1000 c.c., 1001 to 1500 c.c., and 1500 c.c. and over. This applies to sports and saloon cars.

August 6th. Beach Races at Waikanae. Scrutineering 10 a.m. Start 10.30 a.m. Entry fee 10/- per car. Races for Saloon and sports cars.

August 14th they will be running a Treasure Hunt starting at Aotea Quay from 1 p.m. and up to 2.30 p.m. Distance is 50 miles or less in 2½ hours. Entry fee 2/6 per car.

.. ..

WANTED URGENTLY

A HILL for which to hold our Hillolimb in August. One venue we had in mind is unavailable unless we were willing to spend money the sum of which we weren't prepared to pay.

So please if anyone has a hill that they think would be suitable would they please get in touch with the Secretary, Stewart Alexander as soon as possible. The position is desperate.

.. ..

NEW MEMBERS

We wish to welcome the following new members to the Club and hope that their association with us is a pleasant one.

Kerin Warick Baker

Alfred C. Dickey

Ross M. Gandar

T.R. 3.

Holden F.E. 1957.

.. ..



CLUB CALENDAR



9th July	WINTER 100 TRIAL
20th July	CLUB NIGHT
24th July	MAP READING TRIAL
6th August	HILLCLIMB
17th August	CLUB NIGHT
20th August	GYMKHANA
14th September	CLUB NIGHT
18th September	ECONOMY RUN
9th October	HONEY POT TRIAL
19th October	CLUB NIGHT
5th November	LEVIN SPRINT
19th November	SPRINT BATTERSEA ROAD
3rd December	HILL CLIMB ALEXANDRA ROAD
4th February	SPRINT LEVIN 1961
19th February	MAP READING TRIAL
4th March	GYMKHANA
18th March	HILL CLIMB HOUGHTON BAY
April Easter	TWENTY-FOUR HOUR TRIAL

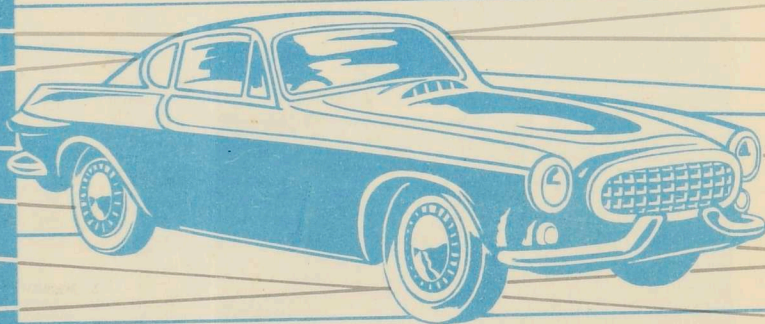
WRITE FOR YOUR BULLETIN

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**WELLINGTON
CAR CLUB**
(INC.)

DARKER BLUE
Bulletin

SEPTEMBER

1960



STANDARD



TRIUMPH

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PAGE

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Overseas funds to the equivalent of £325 Sterling will secure early delivery of this new wonder car and the balance may be paid in New Zealand currency. Contact your local Standard-Triumph Dealer now, he will explain how to apply for a No Remittance Licence.

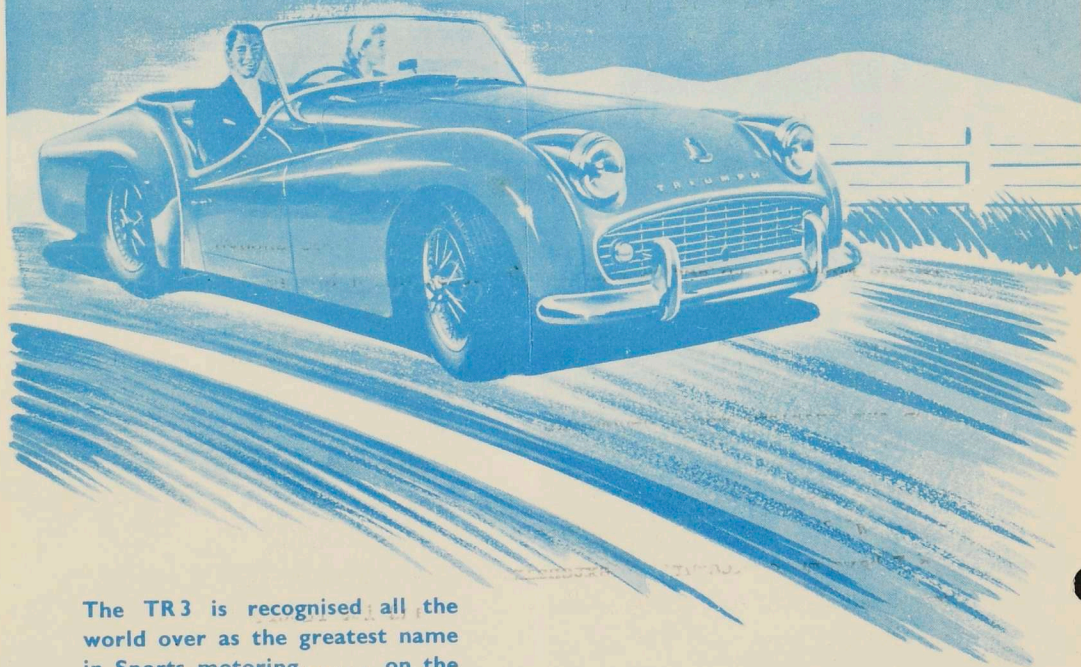
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ARTICLE.
BOTH SIDES.

Obviously all of you look to your car as something more than just a form of transport. You drive for the fun of the thing and the idea of testing your skill in rallies, trials and gymkhanas appeals to you.

Although you may not be a skilled mechanic, you take an interest in what makes your car tick. You take a pride in your vehicle and keep it up to scratch mechanically. You take an interest in the traffic laws and generally support wholeheartedly any effort to reduce the loss of life and injury on our roads.

All this is most commendable, but have you ever thought what a high standard you have set yourselves.

There are still a good many people who look upon car clubs with an air of suspicion. A large majority of these persons are, in the main, totally unaware of a clubs objects and activities and the only thing they know, or in some cases care to know of, is some mad escapade of a driver which results in a court action and who unfortunately turns out to be a member of a car club.

Immediately you become a member of a club you take upon yourself a great responsibility. If everyone of you regulate your driving and conduct on the road, in accordance with the aims of your club, then you will set an example which all other drivers will do well to try and emulate.

There is really no excuse for you not being a better driver than the person who uses his car just as a means of getting him to work or for taking his family for a weekend drive and once a year on their holidays. The conditions in which these persons drive varies very little from day to day. They have never had the opportunity or the experience of driving their cars in rallies which calls for team spirit or in speed trials where quick reactions are often called for and gymkhanas where ability to manoeuvre your car pays dividends and consequently when an emergency arises they are often incapable of avoiding an accident.

Some of you I am afraid, do not use this knowledge and experience to the best possible advantage and, in many cases, do not apply it to your everyday driving. Can you wonder then, that certain people look upon car clubs with a certain amount of apprehension when they see cars being driven along the roads at high speeds with the drivers appearing to use the road and the vehicles on it, as a sort of venue for their own private gymkhana.

Don't get me wrong. I feel reasonably sure that you are a responsible person who would not do such a thing, but it is surprising the number of times the onlooker associates these antics with car club members.

See to it then, that if you are going to speed, it is at the right time and in the proper place. Speed used judiciously at the right time and place and with skill is a danger to nobody, but speed used carelessly and selfishly is fraught with danger. Accidents are invariably caused by persons who drive too fast in the wrong place, so that they are unable to stop before it is too late. All of you have the opportunity to apply all the skill you have acquired in handling your vehicles at speed trials specially organised for that purpose. You should leave the speed behind on the circuits and carry with you on the roads the skill which, if properly used, could be a model for everyone to copy.

And now a word about hand signals. One of the most common errors committed by many motorists is the failure to give clear, correct and timely hand signals when on the roads. It is only common courtesy to inform other drivers of your intentions. It is most important that you give not only clear signals, but that you give them in plenty of time. Intelligent signalling should become a habit with you because it plays a tremendous part in road safety.

I hope that you have not gained the impression that I have been preaching to you. I realize that you know as much, perhaps more, about driving than most people, but there is not much point in knowing about things if you are not going to put your knowledge into practice.

All of you know or should know the rules of the road, but how many of you consistently adhere to them? What about those signals you forget to give, especially on cold days when you cannot be bothered to wind down your window? Do you ever 'nose' your way through pedestrians on a crossing when you know perfectly well that you should stop and let them cross? Do you ever get infuriated by the actions of some other road user? Remember, you may not be all that perfect yourself and the poor driver whom you would very much like to 'Blow up' may not be as experienced as you and, in all probability, he knows only too well that he has done something wrong. Kerb your tongue and cool your temper on occasions such as these; settle down in your seat and go calmly on your way.

Car club members by their actions when out on the road have a wonderful opportunity to show to the rest of the road users that our highways need not be strewn with dead and injured but can be made places where you and I and the chap next door can drive along in perfect safety with the wife and kids. It is the duty of all members to be ever conscious of their responsibilities. This road safety business calls for 100% teamwork. All of you, by reason of being a member of a car club, are in the "A" team, therefore, your conduct at all times should be exemplary. One false move or some inconsiderate action on your part can get the whole team a bad name, others have to suffer just because you have let the team down. Whether we like it or not we are all in this crusade to save human lives together and what you do is important, make sure then it is something every one of us would be proud to copy.

* * * *

RESULTS. WINTER 100 TRIAL. 9. 7. 60.

Organiser:	-	C. B. Leyland.	
Marshalls:	-	J. Harris	G. Davidson
		R.	G. (6/80)
		P. Murphy	S. Alexander
		V. Evans	B. Alexander
		B. Watson	J. Hirst

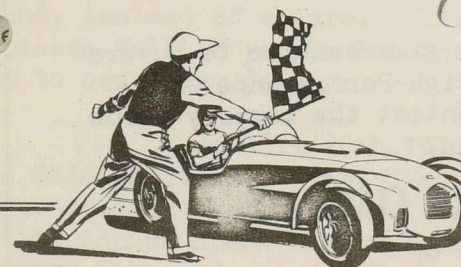
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RESULTS OF MAP READING TRIAL 24.7.60

Name	Car	Ck.1	Ck.2	Ck.3	Ck.4	Mileage	Total
G. Bennett	Austin 10	15L	10L	5L	20E	+ 20	70
D. Lawson	A.40	-	50E	5L	30L	-	85
R. McGoun	Consul	5L	10L	45L	40L	+ 20	120
J. Parsons	Zephyr	20E	20E	40E	30E	+ 20	130
B. Foote	Velox	-	10L	100MC	25L	+ 20	135
J. Harris	Vauxhall	10L	60E	70L	25L	+ 40	205
R. Butters	Austin 850	-	20L	100MC	60L	+ 40	220
B. Watson	Missator	30L	45L	100MC	15L	+ 50	240
P. Murphy	Morris Minor	95L	10L	60E	100L	+ 20	295
E. Oliverona	Std.10	45L	40L	40L	100L	+100	325
R. Thomson	Zephyr	40E	30E	100MC	100L	+100	370

RESULTS OF WINTER 100 TRIAL

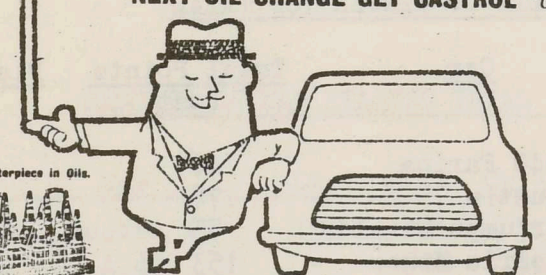
Name	Car	Total Points Lost	Placing
(1) Don Lawson	A40 Farina	46	1
(2) Dick Butters	Austin 7	178	6
(3) Keith Clegg	Triumph Herald	55	2
(4) D. McCarthey	Morris Minor	153	5
(5) Ian Watson	A50	229	10
(6) Jim Syme	Fiat 600	398	12
(7) Gary Cameron	A40		
(8) Kay Foulkes	Riley	224	9
(9) G. Thompson	Zephyr	180	7
(10) T. Downes	Standard	126	3
(11) J.S. Parsons	Velox	150	4
(12) G. Bennet	Austin 10	182	8
(13)	Dauphine	376	11



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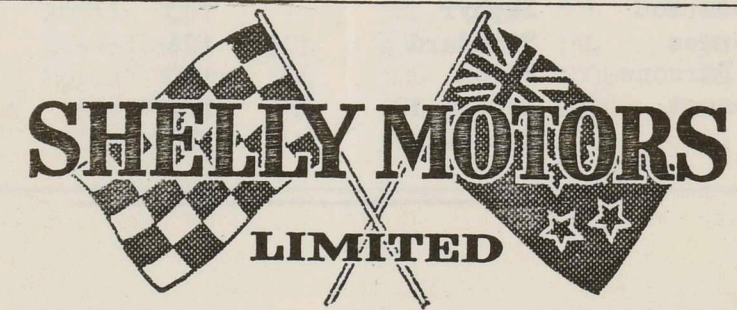
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THE STANLEY STEAMER by Clutch Plate

The two Stanley brothers, F.E and F.O. were identical twins and owned a photographic plate business - "The Stanley Dry Plate" in Newton, Massachusetts, U.S.A. In 1896 they saw an exhibition run of an European automobile but they were not impressed, F.E. remarking that he could make a better car and he thought he would. The brothers built one steam car, a vehicle that was obviously derived from a buggy, and drove it about. This car performed fantastically well, so they sold it and built two more, which they also sold. They decided there was a market so in 1899 they built 200 steamers and sold them. Thus the Stanley brothers became the first successful automobile manufacturers in history. The brothers did not believe in extensive advertising, such as they did was done by personal appearances. Their car had obvious advantages over other cantankerous smoking hand-cranked contemporary petrol automobiles.

Not only had they many inquiries from prospective buyers but investors were interested. The brothers refused all offers, and finally amused themselves by setting the price for their rights at \$250,000. They were surprised when in late 1899 the Locomobile Company came round with a cheque.

In 1900 the Stanleys designed a completely new car. The results discouraged the Locomobile Company who gave up steam and concentrated on petrol. The Stanleys bought back their original rights for a song and the Stanley Motor Carriage Company started producing, on an average, 1,000 cars a year.

Besides advertising they were also opposed to styling changes, saying that a car was no better for having mudguards round, instead of square. This honest view was maintained in a business full of people burdened by no such ethical scruples, and was to cost them dearly.

January 24th 1906, probably marked high water for the Stanley Steamer, Fred Marriott drove the specially streamlined car, openly dubbed a 'freak' in the press of the day, in the Fourth Annual Speed Carnival at Ormond Beach in Florida. Sharp pointed fore and aft, it looked like a boat upside down, save for the cockpit in the middle and a stovepipe like exhaust just behind.

It had narrow, wire spoked wheels, high siding and a 30 inch boiler sending steam into a big engine, $4\frac{1}{2}$ " x $6\frac{1}{2}$ " bore and stroke geared one-to-two with the wheels. Marriott's actual time for the mile was 28.2 seconds or 127.6 m.p.h. He returned next year loaded for bear. The $14\frac{1}{2}$ cwt car was running at a boiler pressure of 1300 lbs to the square! (600 was normal for a passenger car). Marriott retired up the beach for a flying start - 9 miles. He crossed the starting line at 190 m.p.h. and the needle was passing 197 m.p.h. and still climbing fast when the car hit a little bump in the beach. The front wheel lifted and that did it; the 'Rocket' took off and started climbing. It was airborne for 100 feet and landed hard. The driver was thrown, the car broke in two and then smashed itself to pieces and the boiler rolled down the beach for almost a mile. Marriott was of course, severely injured but as he was a very rugged man he finally recovered. The Stanleys did not deserve such misfortune, because they had reckoned with air force in designing the body. Their concern had been mostly with achieving a shape that would meet with as little wind resistance as possible, and the fact that the flat underside of the car constituted a lifting surface at high speeds did not occur to them.

But while a Stanley Steamer would go like a bat, out accelerate almost anything on wheels and climb any hill on which wheels could maintain traction - and all this in almost complete silence - it did suffer one considerable drawback; the engine with its 15 moving parts running on ball bearings was simplicity itself, but the steam raising arrangements were complicated. It took from ten minutes to half an hour to raise steam and the ritual was not a simple one.

The things that killed the Stanley Steamer were the time required to start it, the necessity for maintaining great cleanliness in vital burner parts such as fuel jets, and the invention of the electric starter.

Also the nuisance of running around with an open fire under the car, which kept them out of public garages and off ferry boats unless everything was shut down.

The Stanley brothers retired in 1917, sold the Company, although cars were made until 1925. Mr F.E. was killed avoiding an accident driving one of his own cars in 1918, Mr F.O. died of heart trouble in 1940.

Yet we may see a rebirth of the steam car. Chances are the atomic powered automobile will have a steam engine as it seems the only way we can convert atomic energy for benefit of mankind.

* * * *

CONROD CORNER

June 26th at Le Mans. Italian 2.9 litre Ferraris dominated the 1960 Le Mans 24 hour endurance race to take six of the first seven places. A lone privately entered Aston-Martin driven by R. Salvadori and I. Clark broke into the Italian procession to take third place. The crowd was estimated at 500-000. There was heavy rain on the Saturday afternoon but this later stopped.

Results:-

1. P.Frere/O. Gendebien. 2.9 Ferrari. 2619.084 miles - 109.128mph
2. R. Rodriguez/A. Pilette. 2.9 Ferrari. 2584.636 miles - 107.734 "
3. R. Salvadori/J.Clark 2.9 Aston-Martin. 2557-096 miles - 106.545 "
4. F. Tavano/P.Loustel 2.9 Ferrari 2518.731 miles - 104.947 "

.....

J. Brabham won the French Grand Prix at Rheims completing the 258 mile race in the record time of one hour 57 mins 24.9 seconds averaging 131.79 m.p.h. Brabham scorched away from the rest of the field to take three of the five lap records set during the race. Second, half a lap behind Brabham, was Oliver Gendebien also in a Cooper, his time being one hour 58 mins 13.2 secs at the average speed of 130.90 m.p.h. Bruce McLaren was third in one hour 58 mins 4.8 secs at the average speed of 130.83 m.p.h.

The World drivers championship point score is as follows:-

J. Brabham	24 points
B. McLaren	24 points
S. Moss	11 points
O. Gendebien	10 points

Porsche engineers are building as a spare time project a formula junior car with a D.K.W. motor to be driven by Walter Strable throughout the season. No plans are being made for production.

.....

The Snetterton B.R.S.C.C. meeting was quite remarkable in that the grid for the 10 lap touring car event was in 1st position the 3.8 Jaguar of Sir Gervaire Baillie, 2nd fastest in practise Doc. Shepherd's A.40 and 3rd fastest another 3.8 driven by Lewis. The race was won with Baillie 1st at 81.96 and Shepherd 3rd at 78 m.p.h.

The 100 mile F.2 Norfolk trophy race at Snetterton was won by G. Lawton with Hulme a lap behind 2nd and David Piper 3rd.

Ford have announced a new model called the 'Comet' which is smaller than the usual Ford but larger than the 'Falcon'. It uses some Falcon parts including the same 90 h.p. 6 cyl. motor. This car replaces the Edsel which is now out of production. The latest sales figures show that the Falcon is the third best seller in the States this year.

.....

Not since 1955 has France had a formula car. A 1500 c.c. car called the De Coucy is being prepared for the 1961 Formula! The car is to have a flat 6 fuel injected motor giving 180 b.h.p. at 9,000 c.p.m.

Standard Triumph entered three specially built Triumph TRS sports cars in the 1960 Le Mans. The cars fitted with fibreglass bodies finished third, fourth and fifth in the two-litre class and 15th, 18th and 19th in over-all places.

* * * *

Famous Sports and Racing Cars: - Series I

ALLARD J.2

The Allard, like the Lotus, was one of the few examples of a home-built "special" to eventually reach production stage. The J2 Allard was specially made for competition and in

its day was practically unbeatable in the United States, though not so successful on the Continent. The J2 came out in 1950, and had a 4,375 cc Mercury engine with alloy cylinder heads and 8 to 1 compression ratio, dual carburettors and developed 120 hp at 3,800 r.p.m. Alternative gear ratios were offered, as also rear axle ratios. The front axle was an ordinary Ford one cut in half so making it into a 1 f.s, but it still used helical springs, a De Dion axle was used at the rear. Dry weight was 18 cwt which produced vivid acceleration, and a maximum speed of about 100 mph. With Cadillac and Chrysler side valve engines these cars really went. With a 5½ litre Cadillac overhead valve motor installed they showed the way in many a race, these cars did 0-50 in 5.5 seconds and 100 in 12 seconds with a top speed of 130 mph. These cars won over 35 events including such well known races in U.S.A. as Watkins Gen, Bridgehampton and other major events, two or three times running. In 1950 a Caddy Allard was third at Le Mans and in 1952 they won the Monte Carlo Rally. Though they had many successes they did not sell particularly well, and the J2R "Le Mans" which was an improvement on the J2 and appeared in 1953 New York Motor Show is now discontinued.

There is one of these J2 Allards in Wellington which is owned by a Hutt Valley member J. Paton, and has an early 5½ litre side valve Cadillac motor turning out 150 bhp at 3,600 revs with a single carburetor and will do 115 m.p.h.

* * * *

OPERATION PERCY

by L. Watson.

Time to be 11 o'clock. Day - Sunday 10th July. Place, Wilsons Garage, Newlands. These were the hasty instructions told us about midnight on Saturday night. So at eleven oclock my brother and I arrived at Wilsons Garage to find a dirty mud splattered Triumph Herald (where was everybody else including our cigar smoking President?) waiting patiently, looks like they had been there all night. The other cars arrived in dribs and drabs during the next half hour, the last to arrive being the President himself. With a ton truck which one club member had borrowed leading the procession we all set off around the Horokiwi to where the Plymouth was located tilted at an angle of about 60 degrees with only the left rear wheel and the front suspension holding it from going

over the bank. Our Honourable President went a little white on seeing his beloved Percy perched at such a dangerous angle. After much photo taking and chuckles from various members ("this will have to go into the bulletin" remarked the secretary), a plan of action was worked out.

It was decided to send the tow truck back and bring it in from the other side, and also pick up the owner of the tow truck and get his expert advice. This was duly done and after much waiting, it now being about two oclock the tow truck reappeared with expert. The bonnet of Percy was removed and a strong chain passed around the chassis, then with many feeble cheers the Plymouth slowly swung up and back onto the road. Damage, one bent oil pipe cap, Percy the Plymouth starting with a mighty roar led the procession slowly out of the Horror.

* * * *

WINTER 100 TRIAL 9.7.60

by L. Watson.

Thirteen competitors competed in the Winter 100 Trial on Saturday night the 9th July, starting from the bus stop at Aotea Quay. The weather was fair with little cloud and occasional light showers, there was not much wind but it was very cold.

The first car got away at 6.30 p.m. and the remaining twelve cars followed at minute intervals. The first section was a navigators section, which took in from Northland down Happy Valley Road to Island Bay and Lyall Bay and then back to the Bus Sheds. Quite a few of the competitors thought that the average speeds were too high for this section, as it entailed driving fast for the entire section to keep on time. Gary Cameron in his A.40 had to withdraw owing to Crown wheel and pinion trouble and did not complete the section.

After a tea break the first car was away again at 8.30 p.m, this was a rally section till Wilsons Garage at Newlands. The cars then had to go over the Horokiwi to the Hutt Road. The Horokiwi was the horror section the road being very muddy in parts, and at one part all the cars had to be pushed through (Dickie how about that for an Autocross). Our Honourable President while manoeuvring his mighty Plymouth slowly around one of the corners

put a wheel over the edge (told lightheartedly to everybody at the finish) and could not get out (see article Operation Percy) so said President and two passengers had to walk the rest of the way round till they got to a check.

The route then went up the Koro Koros where apparently Kay Falks in his Riley tried to take a forty four gallon drum on, on one of the corners bending his front bumper a little in the exchange.

From there the cars proceeded over Moonshine to Pautahanui and then over Paekakariki hill around a dirt road to Paraparaumu, the Riley losing its muffler when crossing the railway line. After ducking around a couple of other dirt roads around Paraparaumu (here one unlucky driver in an A50 ran out of road at a crossing, ended up the bank (much damage Jan?)) the trial finished at about eleven at the Safari Coffee Bar at Paraparaumu Beach.

* * * *

THE RISE OF BRUCE MCLAREN

The way in which Bruce McLaren has risen to be a top line pilot overseas in two seasons and so putting New Zealand on the map as far as Motor Racing goes is truly remarkable, and I think warrants an article on this very promising driver.

Bruce McLaren was born in August 1937 and he started driving unofficially at 14. At this time his father bought an old supercharged Austin Ulster in very poor condition which was rebuilt with Bruce's help. When he was ten he fell off a horse which resulted in him contracting Perthe's Disease - a deformation of the hip joint - this kept him in hospital for three years. When the Ulster had been rebuilt Bruce started driving it in the yard at home. He took part in his first competitive event, a hill climb, in December 1952 and in the Austin was second in his class in 68 seconds, he now holds the course record of 37 seconds in a 1500 cc Cooper. In 1953 he took part in a number of sprints and hill climbs and beach races winning one on handicap. In the course of three years the Austin's engine was extensively modified and the car was eventually timed at 87 m.p.h. and at 19½ seconds for a standing quarter. The basis of the engine was a 1937 cylinder

head filled with bronze and reshaped, and fitted with a high lift camshaft, oversize valves and twin S.U's. In 1954 Bruce took part in his first circuit race at Ohakea. His father bought an Austin Healey 100 in 1954 but it was not until towards the end of 1955 that Bruce was allowed to drive it in sprints and hill climbs. Bruce also drove the Healey in the 1956 Grand Prix at Ardmore. The following season Bruce competed with success in a 1500 cc single cam Cooper sports car. For the 1958 Grand Prix Bruce was offered a drive in a 1700 cc single seater Cooper in which he came second to Brabham in the heats. 15 minutes before the start while warming up the Cooper the gearbox packed up. Brabham lent him a spare gearbox which allowed him to start, but due to loss of oil from the hastily assembled gearbox he had to retire.

Bruce was picked to go to Europe under the driver to Europe scheme and on arriving there found that he would have to assemble his own car. At Silverstone he finished third in the formula two section and at a Silverstone Club meeting he won by about a lap and followed this with a victory at Brands Hatch. Bruce then went to the Continent and won the formula two section of the German Grand Prix. In New Zealand again Bruce driving a 2 litre Cooper finished third in the Grand Prix, first at Levin, third in the Lady Wigram Trophy, first at Waimate, first ahead of Flockhart's B.R.M. and Brabhams Cooper - at Invercargill and first at Ohakea. He thus won the New Zealand Championship. At Monaco Bruce was fifth, and the following week he was second to Maurice Trintignat in the Formula two race at Pau. After a desperate duel with Stirling Moss, Bruce came third in the British Grand Prix at Aintree. On Saturday, 12th December last, he stepped in and won the Grand Prix of the United States at Sebring. Back in New Zealand for the 1960 Ardmore Grand Prix he finished second to Brabham, and then at Buenos Aires he won an unexpected victory in this year's Argentine Grand Prix, a second in the Belgian Grand Prix and a third in the French Grand Prix. Bruce McLaren equal first with Jack Brabham with 24 points has a good chance of becoming World Champion as runner up for 1960.

* * * *

OTHER CAR CLUB EVENTS COMING

27th August. Hill Climb Judgeford (Hutt Valley Motoring Club)

Results of the South Island Championship trial of which an article appeared in our last Bulletin are as follows:-

1st.	G.R. Eldie (Alexandra)	Morris 1000.	62 points
2nd.	T.D. Craig (Ch'church)	M.G.A.	64 points
3rd.	K.O. Clegg (Wellington)	Triumph Herald Coupe.	74 points.

Congratulations Keith and Brook on getting a good third.

.....

Amendments and additions to Conrod Corner:

Australia's Jack Brabham won the British Grand Prix at Silverstone yesterday.

Phil Hill spun off while leading with four and a half laps to go. He was unhurt, but had to retire.

Results: (over 7 laps, covering 225 miles) were - J. Brabham (Cooper), 108.69 mph, 1; J. Surtees (Lotus), 107.98 mph, 2; I. Ireland (Lotus), 107.40 mph, 3; B. McLaren (Cooper), 107.17 mph 4. Fastest lap, G. Hill (B.R.M.) 111.62 mph.

* * * * *

CLUB CHATTER

CLUB CHATTER

CLUB CHATTER

E. McLeod is now the owner of a white Austin-Healey Sprite, this should be an interesting car to watch.

Rumour has it that D. Evans has now bought one of Sid Jensens Coopers and A. Hyslop the other one, next season should be interesting.....

Don't forget the economy run on the 18th September to make it a success we must have the support of the club...

D. McKenzie has now bought the ex Tony Shelly ex Dave Evans 1500 cc Cooper Climax, our Club is getting some interesting machinery lately.

The club has bought 3 stop watches of which one is to be raffled at 2/6d per ticket. So here's a chance to win an Omega stop watch graduated in hundreds of a second, and valued at £41. 0. 0.

.....

1960 World Championship Grand Prix and Sports Car Races in August

August 14th	Italian Grand Prix
August 20th	R.A.C. Tourist Trophy

* * * *

WHAT IS A GOOD DRIVER

(This article is borrowed from the Volks News)

Driving a car can be likened to riding a horse. Many people can mount and guide a hack around a park but comparatively few people can place in a steeplechase, rope a steer, or score in a polo game. In the same way it is possible to qualify for a drivers license and steer a car around for a lifetime without ever understanding very much about what you are doing, and without ever experiencing the joy of artistic mastery of motion which is known to the real motorist.

It is interesting to inquire into the definition of a "good driver". Most people would say that good driving is accident free driving. With all due respect, this is an error. "Safe" driving and "good" driving are both commendable. They tend to be characteristics of the same person but they are not the same.

There are drivers who chug around a few miles per week, abusing engine and transmission, causing traffic hold-ups and never using the potential of their car, and do this for a life time without having an accident. Certainly this is "safe" driving

but is it "good" driving? Conversely racing around town especially during trials, burning up rubber and collecting pinkies is no evidence of expertness. Not only is it probably not safe but the fact that a driver has not spotted the traffic officer at the same time as he is observed, indicates that he is not paying proper attention either to the road ahead or to his rear vision mirror.

What constitutes a good driver?

In my opinion a good driver is one who:-

Understands and appreciates the potential of his car and can use it to the full without abusing it.

Understands the principles of car control, in cornering, braking, and skidding and is capable of maintaining control under circumstances far more difficult than he ever expects to meet on the roads. Except in a serious emergency he always retains a measure of reserve control to meet unforeseen difficulties.

Drives so that no other motorist has to use brakes, wheel, or throttle to avoid him.

Never allows the safety of any driving situation to be influenced by an unpredictable factor or another drivers action.

Is constantly alert to the traffic and road situation around him.

A New Zealand Magistrate recently said that it is not speed itself, but speed unrelated to traffic hazards that is dangerous.

A good driver with his understanding of the potentialities of his car, himself and the traffic situation ahead, uses his experienced judgement to avoid dangerous situations.

So that remember always drive carefully, whether you are driving for pleasure or in a trial, or any other club event. If you want to speed or dice there are plenty of sprints, hill climbs, and races in which you can do so, but when driving on the open road, obey the traffic rules and drive carefully and courteously.

JOINT COMMITTEE WELLINGTON AREA CAR CLUBS

A meeting was held at the Join Committee Wellington Area Car Clubs on the 22 June, 1960.

The committee agreed on the following subjects:

1. That our clubs proposal for an 18 hour Gold Star Trial be supported by all Clubs, and that our club be asked to use the resources of the Join Committee to organize and run the event, our club to proceed with the application before the A.N.Z.C.C. and the Joint Committee to proceed with discussions with the Festival of Wellington Organising Committee.
2. That a Concours d'Elegance be held at the end of the Trial, open to public entry, a venue to be chosen later.
3. That the Wellington Branch of the Vintage & Veteran Car Club be invited to support the Joint Committee's Festival venture by organising a Run to conclude at the same day and place as the Concours.
4. That a Procession of cars be arranged to join the Festival Procession.
5. That a special Festival Committee be appointed from Clubs to deal with arrangements for Motor Sport Day, especially the Trial and Concours, Delegates to report to the next meeting of the Joint Committee with names of their members who would act on such a Festival Committee.

Our committee has agreed to support the Joint Committee, and is in favour with the ideas proposed by them.

ESKAY

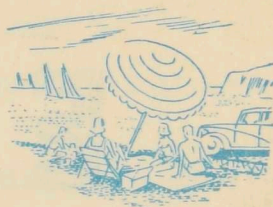
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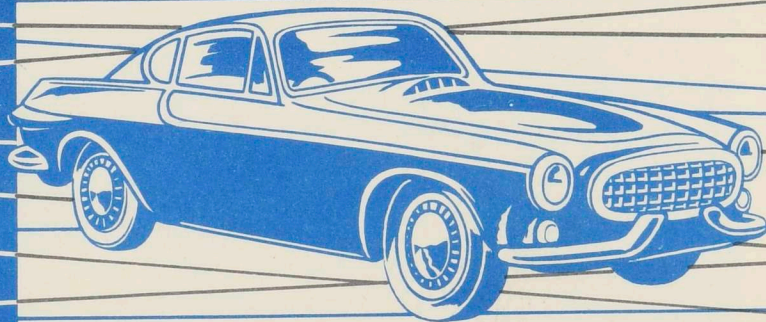
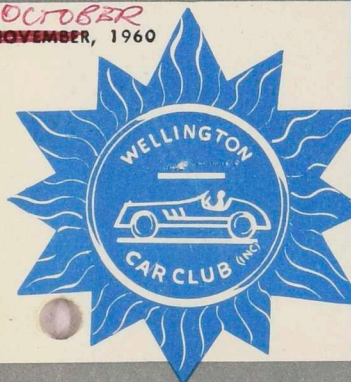
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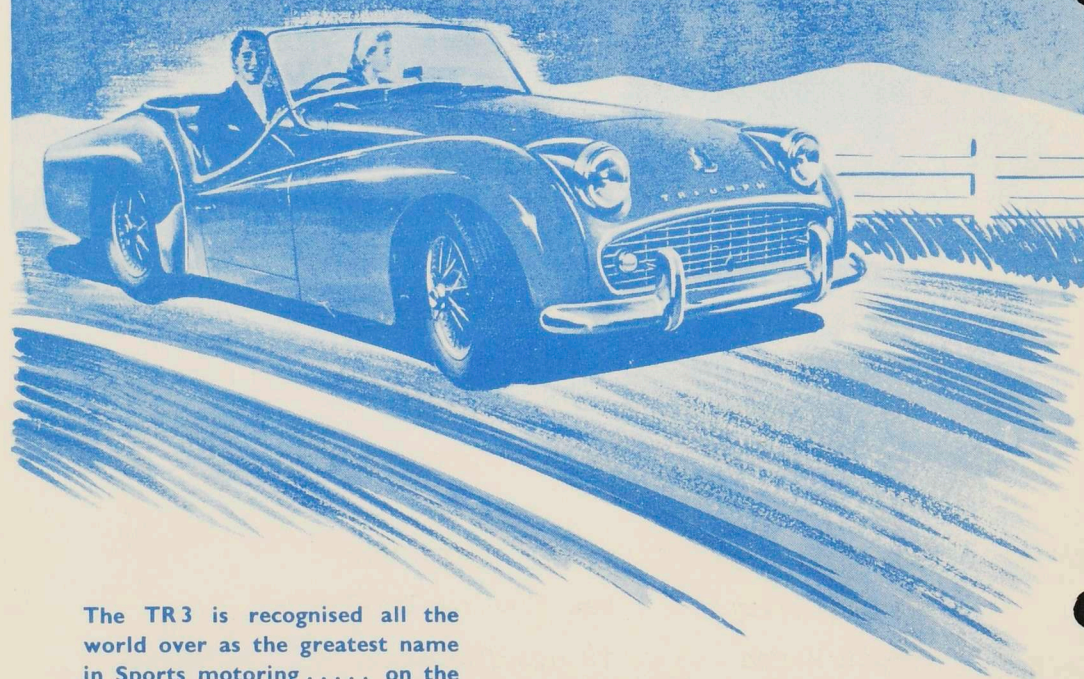
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Joint Bulletin Editors - L. Watson D. J. Walker

CLUB CALENDAR

9th October	HONEY POT TRIAL
19th October	CLUB NIGHT
5th November	LEVIN SPRINT
19th November	SPRINT BATTERSEA ROAD
4th February	SPRINT LEVIN 1961
19th February	Map Reading Trial
3-4th March	18 hour trial.
8th April	HILL CLIMB HOUGHTON BAY

* * * * *

PALMER HEAD HILLCLIMB

D. J. Walker

Palmer Head Hillclimb was run on Sunday, 14th August, in conjunction with the Steering Wheel Club. The event attracted 20 entries, including six good machines from the Wairarapa Car Club. Official runs were spoiled by light rain showers after lunch, and results show that nearly all competitors made their best times in the first official run. Times cannot be compared with previous Palmer Head hillclimbs as an extra 50 yards towards the top of the hill was included in the timed course.

Palmer Head must be one of New Zealand's fastest hills, consisting mainly of two long straights separated by a tricky S-bend. The more powerful cars, particularly in the saloon class, have a considerable advantage therefore over smaller more manoeuvrable machines. The position is, of course, reversed for climbs like Judgeford and Wallaceville.

F.T.D. (48.77 secs.) was recorded by Duncan McKenzie, who has just acquired the ex Frost, ex Shelly, ex Evans 1500 c.c. Cooper. This was his first run in the car, and a very creditable performance. Apart from some low-revolution hesitation (under-heating perhaps), the Cooper seemed to be running excellently. Only one second separated the three main contenders for F.T.D. Peter Lawson recorded 49.94 secs. with a polished drive in the Sebring Healey, and a similar performance by Russ Buckthought (Lotus VII) was timed at 50.47 secs.

In the large saloon car class, Bruce Cook's Porsche, by sheer ease of handling at the S-bend, edged out Alistair McLeod's very loud and fast Zephyr for first placing.

Smaller saloons tended to find the hill rather wearing on second gear. In the under 1000 c.c. saloons, Dick Butters, resplendent in red Austin 7 and orange jumper (à la Nuvolari) kept ahead of Keith Clegg's Triumph Herald Coupe by only 0.09 sec. This was the Coupe's first outing with a new Cantwell conversion from Christchurch. Rumour has it, also, that the Mini-7 was running on dry cleaning fluid. Perhaps this is why Dick put in such clean runs, quite unlike Andrew Buchanan's A.40 which took control of him in the wet and damaged itself at the bottom of the S-bend. The Ecurie Buchanan seems to have suffered a few casualties lately - Hamish B. rolled his maroon Simca at the Waikanae Beach Races some weeks ago.


Definitely the most elegant ascent was made by Alan Douglas in his Silver Eagle Alvis. This car is being carefully restored and its 2-7 litre triple S.U. engine is next in line for attention. We hope it will be seen in regular competition.

It was, altogether, a good event despite the weather - well attended, well organized, and no delays. Thanks are due to the gallant working party who prepared the course on the previous day, and had a very jolly day in the process.

PALMER HEAD RESULTS


Plac- ing	Driver	Car	c.c.	Practice	Official				
<u>Saloons up to 1000 c.c.</u>									
1st	R. Butters	Austin 7	848	1-8.25 1-6.55	1-7.11	1-9.78	1-8.6	1-7.96	
2nd	K. Clegg	Herald Coupe	948	1-8.07 1-7.8	1-7.2	1-8.1	1-8.1	-	
3rd	A. Buchanan	A-40 Farina	948	1-7.52 1-6.64	1-8.95	-	-	-	
4th	J. Cowie	Mini-Minor	850	1-12.77 1-10.2	1-10.34	1-10.57	1-10.63	1-11.27	
5th	P. Swinburn	Minor	800	1-41.11 1-36	-	1-41.94	1-40.61	-	
<u>Sports Cars up to 1000 c.c.</u>									
1st	K. Foulkes	Riley	1496	- -	1-19.89	1-20.89	1-26.46	-	
<u>Sports Cars 1001 - 1500 c.c.</u>									
1st	R. Buckthought	Lotus Mk. VII	1098	52-65 51-36	50-47	53-97	52-64	53-2	
2nd	B. Watson	Missator	1172	1-8.24 1-7.96	1-9.48	1-8.28	1-9.19	-	
<u>Saloon Cars over 1500 c.c.</u>									
1st	B. Cook	Porsche	1582	57-64 56-59	55-91	56-6	56-74	-	
2nd	A. McLeod	Zephyr	2553	57-69 56-76	56-54	61-1	58-76	-	
3rd	G. Thomson	Zephyr	2553	1-2.64 1-2.36	1-1.77	1-3.34	1-3.74	1-3.03	
4th	T. Beetham	Zephyr	2553	1-4.54 1-4.07	1-3.35	1-8.59	1-6.37	-	
5th	D. Rouse	Zephyr	2553	1-6.16 -	-	1-5.36	1-6.26	1-5.66	
6th	J. Bernard	Snipe	4138	- -	1-11.06	1-11.26	1-12.65	1-11.66	

Plac- ing	Driver	Car	c.c.	Practice	Official				
<u>Sports Cars over 1500 c.c.</u>									
1st	P. Lawson	Healey 100S.	2660	50-44 49-94	49-94	53-97	53-07	53-07	
2nd	J. Paton	J2 Allard	5400	54-28 54-66	52-9	54-74	58-95	-	
3rd	K. Ward	Chev. Special	3425	- -	1-0.56	1-2.23	1-1.83	1-1.16	
4th	A. Douglas	Alvis	2700	1-6.27 1-5.43	-	-	-	-	
<u>Racing Cars</u>									
1st	D. McKenzie	Cooper Climax	1500	51-54 48-77	49-47	49-88	53-54	51-96	



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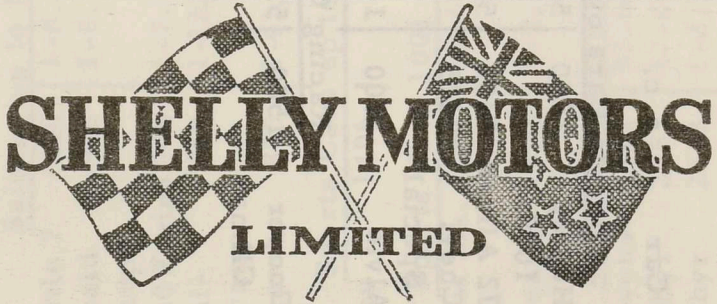
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*Traffic Department,
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KEN BOYDEN'S COLUMN

Pick up your newspaper on any Monday morning and you can rest assured that once again the news regarding the weekend accidents will be there in cold, deathly black print.

Never a Monday morning passes but what we read that the hand of death has visited some family or, at least, someone has been severely injured and probably maimed for life.

Those are the cruel facts.

Who are these persons who have the cheek, audacity and impudence to cause all this pain and suffering? You know them as well as I do, that "Know-all" driver for instance, who may be absolutely hopeless in business, does not possess one spark of initiative, no use at sport but immediately he gets behind a steering wheel he feels a big shot. He likes to feel that he is a man, so he drives like hell and may get there sooner than he thinks.

Some of the blame for these accidents is that vehicles become better year by year, but not the brains using them. The steering wheel of a car won't weaken but the wits of a driver may. The speed limit on the open highway is 50 m.p.h., but can the driver of to-day think that fast?

It takes two or more vehicles to make an accident. Every driver thinks he is pretty good, in fact, I have never met a person yet who admitted that they are bad drivers.

The world's best driver, however, does not know what lunatic may be driving a vehicle through an intersection at 50 m.p.h., or coming around a bend on the wrong side of the road, cutting corners or overtaking on the crest of a hill.

Vehicles are being built with increasing emphasis on safety, but the safest car in the world will kill or hurt somebody if it hits another car or a power pole when being driven at an excessive speed.

I am not pointing the finger of suspicion at anyone, but it all adds up to a very sorry and lamentable state of affairs if people are just going to stand by and do nothing about it while dead and injured are strewn across our highways.

Last Monday a person came into my Office; someone he knew had been injured in an accident and he wanted to know what we were going to do about it. In his hand was the morning paper which he thrust before my eyes and at the same time told me in words, which were not altogether complimentary, what he thought of the Traffic Department.

"What are you doing about it?" he asked, "You are all the same, all talk and no action, makes one wonder sometimes why we pay you your wages?"

With those words still ringing in my ears he stampeded out of my Office, closed the door with a resounding crash that must have stirred from their slumbers any Traffic Officers who my friend (?) alleged were sleeping on their job or at least walking up and down with their eyes closed.

When an air of calm had once again returned to my Office, I sat back in my chair and thought ... of all the ... and those words of his kept banging at my brain, "What are you doing about it?" All the time our friend had been

hurling this barrage of bitterness at me I hadn't had the time to think, but now in a more tranquil setting I thought of the things I should have told him.

Perhaps he would have been interested to learn of the children who were made Knights of the Road because of the fine example they set to other road users. I should have told him of the 472 visits made to the schools by our Officers or the 175 lectures that we deliver to nearly 20,000 school children. Then there was the 1,800 pedal cycles which were examined by Traffic Officers.

I could have asked him if he took the time to read the various articles on road safety which appear weekly in the press. I wondered if he would have been interested to hear about the scores of children who write to me every week on road safety and traffic matters.

Then, of course, there was Road Safety Week, poster competitions, talks to various organisations, broadcasts, safety church services, road safety alphabet competitions and many more various events all organised with one end in view **THE PREVENTION OF ACCIDENTS.**

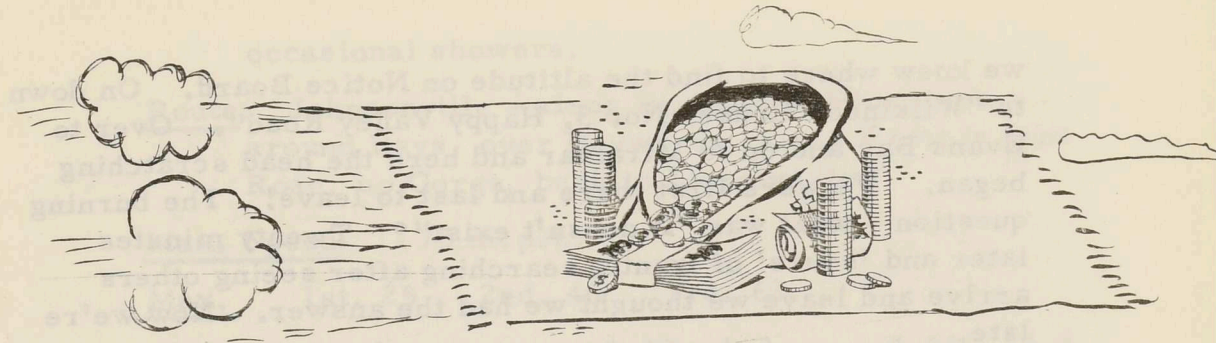
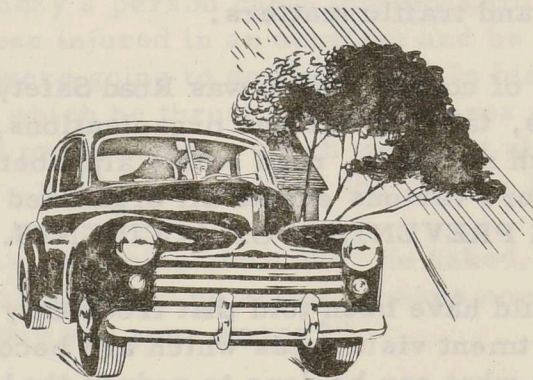
He could have been told that frequently Senior Officers of the Department visit areas which are becoming accident prone to see what can be done to reduce the high accident rate.

Perhaps the installation of traffic lights, the erection of Give Way or Stop signs may be necessary and, on the other hand, it may be the simple remedy of trimming the branches of an overhanging tree which is obstructing vision.

Don't think for one minute that I am of the opinion that we are doing enough in this battle to save lives, far

from it; as long as persons continue to be killed and injured then we will be constantly renewing and doubling our efforts.

What is the Traffic Department doing about it? Now our friend knows. Perhaps I should have asked him a question - "What are YOU doing about it?"



IT DIDN'T EXIST.

by K. Foulkes.

FAST AND FURIOUS TREASURE HUNTING.

'Instr.' Start - to map references in order given - using shortest possible route - Treasure Hunt 24 July.

Boy! What a time! First clue was in Johnsonville, here we found the right lamp post but how many appendages are there on it, we needed all the five minutes allowed to decide this. (How many couldn't count to 10.) Back to Churchill Drive and a large sign announcing (under the gorse) the Scout's acreage allowance was 8 in that estate. It was here we realized that the result of the first three clues gave the fourth map reference, etc.

On to the W.C.C. Pound where we evidently flashed past the check to stop 50 yards down the road. Then a frantic check on the map showed that 50 yards (only the thickness of my pencil mark). Back up, mainly because four goes into 20 but not 30. Wow!! There's a check 10 yards up that side road - grinning, too. On to the start of Makara Road where "one eighth the lower pole number" was found in record time, then to the top of the Cable Car - lucky

we knew where to find the altitude on Notice Board. On down to "Wilkinson House, No. 3, Happy Valley Road". Over to Evans Bay and on to Miramar and here the head scratching began. We were first there and last to leave! The burning question - what was "It doesn't exist"? Twenty minutes later and 'hours' of frantic searching after seeing others arrive and leave we thought we had the answer. Now we're late.

Look out you 'Sunday drivers' we're heading for Oriental Bay - didn't even get out of the car here - on to the Museum and we had to laugh at the interest being shown in the fountain (a pencil line too far north) - the check - then on to the pumping station at Houghton Bay - that golf course hasn't got thousands of grass blades missing. The date 1911 looked mighty sick though - check the number of the Historic House on the Terrace, then over to Evans Bay where I prepared to swim to the check which was in 20 feet of water (on my map). There a happy few (?) were saying they found a better waterhole on the top of Mt. Victoria, than at the Museum etc.

Thank you, Ray. Very well organised and thought out. Congratulations to the winners. You other bods shouldn't have missed this. Walter would love to think that I didn't exist when reading the expenditure side of his travelling expenses account at £12,000 or similar.

WELLINGTON CAR CLUB

ROAD TEST NO. 5 By L. Watson.

R. Butters Austin 7 1960 Model.

Date: 30/7/60.

Conditions: Strong northerly wind, roads damp with

occasional showers.

Route: Johnsonville - along Highway to Plimmerton - around Bays, over Haywards, along Western Hutt Road, up Gorge, back to Johnsonville.

Max. Speed: 75 m.p.h.

Max. 1st. 25 2nd. 40 3rd. 62.

Acceleration from rest: 0.30. 6.2 0.50. 16.3
0.50.stop 19.6 seconds.

Fuel Consumption: About 40 m.p.g.

Engine: No. Cylinders - 4. c.c. 848
Compression Ratio. 8.3 to 1.

Max. B.h.p.: 34 At Revs. 5,500
Carbs: One 1 $\frac{1}{4}$ S.U. Down draught.

Any Modifications: Stock.

Weight: 11 cwt. Turning Circle: 30 feet.

Comfort: Two bucket seats up front which hold the passenger in fairly well and the rear seat which has a rolled over edge and is contoured to seat two.

Finish: Average B.M.C. product.

Paintwork: Good.

Summary: This car is unusual in that it is the first British car or car anywhere for that matter, to have the motor mounted sideways across the front. Independent rubber suspension on all four wheels which are fitted with 10" tyres. At top speed very little wind and motor noise is heard.

There are two doors which allow easy entry into the front seat, although getting into the back seat requires a person to bend nearly double. Leg room

up front is good and so is head room, in the back leg room is a bit cramped but head room is very good. The fuel gauge and oil and ignition lights are combined in the speedo which is located in the middle of the dash, which is taken up with a parcel shelf, which is fitted with lights.

There are large glove boxes in each door and in the rear, which are also fitted with ash trays and concealed lights. The model tested was the De Luxe and was fitted with the following extras, both rear windows open, there is more chrome, and proper mats instead of rubber matting. The car was also fitted with a heater and another speedo had been fitted for navigating, and also a cigar lighter was fitted, and windscreen washers. There are twin electric wipers and sun visors. The hand brake is a pull up one, and the gear box is the well proven B.M.C. 4 speed box with synchromeshed on the 3 top ratios. The overall length of the car is 10 feet with a height of 4 feet 5 inches and a ground clearance of 7 inches.

Performance is amazing for such a small car and is superior to the A.40 and A.50, see performance panel. The car corners very well and when pushed fairly hard digs in on the corner; handling is easy and quite quick. The switch for the blinkers can be worked without taking your hands off the wheel. All round vision good, except for a blind spot on the driver's side of front windscreen; both front fenders can be easily seen.

Impression: A good car for a small family and as a second car. Performance very impressive for size, must be best small car of same size on New Zealand market to-day.

THE 1960 NEW YORK MOTOR SHOW

by L. Watson.

The New York Coliseum's Fourth Automobile Show was one of glitter and glamour with 311 car models from 86 manufacturers from all over the world. It was the largest and finest car show ever held in the U.S.A. There were cars there of every shape and size, for the rich and not so rich. Carpeting on the huge 250,000 sq. ft. of space on the four floors was ingeniously planned. Red carpeting covered the floors while the display areas were carpeted in a light beige so as not to interfere with the myriad colours of the gleaming cars.

As well as cars from the U.S. and Great Britain, there were cars from Germany, France, Italy, Sweden, Holland, Czechoslovakia, Japan and the Soviet Union. Making their first American appearance were the Plymouth XNR, the France Jet, the Volvo P1800, the Amphicar, the Citroen DS19, the Golden Jaguar, the Triumph Herald Saloon and Coupe, the Arabella, the Chevrolet XP700 Corvette, the Renault light truck, the Big Six Borgward and the Daimler Majestic Major. Dunlop's stand showed for the first time the first practical spare tyre and wheel assembly developed by the tyre industry.

Prices ranged from 1,000 dollars to 27,000 dollars and names from A to Z (Austin to Zodiac). There were over 20 different British makes of cars. On entering the building the visitor sees the World Champion Aston Martin DBR1-300 in its British racing green and still carrying No. 1. At the top of the long escalator are three other Aston Martins, two DB4s and a DB4GT, finished in carmine with black leather and carpets. The Jaguar exhibit was the most glamorous of the entire show. Flanked by all their

current models was the Golden Jaguar, a 1960 3.8 Saloon mounted on a turn-table edged with pink azaleas and purple hyacinths. The white car, valued at 25,000 dollars, has genuine gold plated wire wheels, bumpers, window dividers, radiator grille and ornament, door handles, mirrors, screen wipers, ash trays, door locks and exhaust pipes.

Borgward displayed the new Big Six, fitted with a 2.3 litre 6 cylinder engine. It has novel rotary door locks and optional bench type seats or bucket type. A Porsche which was so prominent in this year's Sebring race which had a 1-2 victory overall. Rootes' theme was one of travel, with the question "Going Abroad?", and by taking delivery in Europe visitors are shown how a great part of their trip is paid for by money saved by ordering their's in U.S.A. and taking delivery in Europe.

All the American compact cars were at the Show, the Comet, Falcon, Lark, Rambler, Valiant and Convair. The star of the Standard Triumph exhibition was the new Triumph Herald making its bow in America with much success. Also being introduced to America for the first time was the 850 c.c. Austin 7 and Morris Mini-Minor. B.M.C. also displayed other Austins, Morris's, Austin Healeys and M.G.As. The V.W. exhibit had on display their V.W. Camper, and the V.W. Ghia Convertible. Making its first appearance anywhere was the France Jet, a tiny two seater sports car with an aluminium reinforced fibreglass body. The weight is a mere 68 lbs. and it will reach 70 m.p.h. with its 280 c.c. engine; all four wheels are independent coil suspension and hydraulic shock absorbers.

Citroen had on display a DS19 "prestige" model which is a successor to the "15". Renault created a gay French atmosphere with their many vehicles, a beige Dauphine being

the centre of attraction and the one millionth car produced. The French Simca was on another floor, its stand being centred with the Fulgar, a dream car on a turn-table. All the Ferraris were stunning, the Osca that won the index of performance at Sebring still carried its winning numbers. Fiat displayed their full line, also British Fords and Taunus were in full force. There were also several Formula Juniors and, on its maiden voyage to America, was the Amphicar which does 75 m.p.h. on land and 8 knots on the water.

WHAT LOLA WANTS LOLA GETS

by L. Watson.

One of the most remarkable and successful of these manufacturers is Eric Broadley who builds the 1100 c.c. Lola sports racing cars.

His serious interest in motor racing began as recently as 1955 when he joined the 750 Motor Club. Later they framed regulations for another class of racing, the 1172 Formula for cars using the side valve Ford Ten engine. It was in this Formula that Eric became interested. When he decided to build his first car he had had no automobile engineering training; in fact, by profession he was a quantity surveyor in the building trade, with a little drafting experience. This proved valuable when he began designing his car. His success was such that the 1172 Lola in the hands of its designer was almost unbeatable during 1956 and 1957.

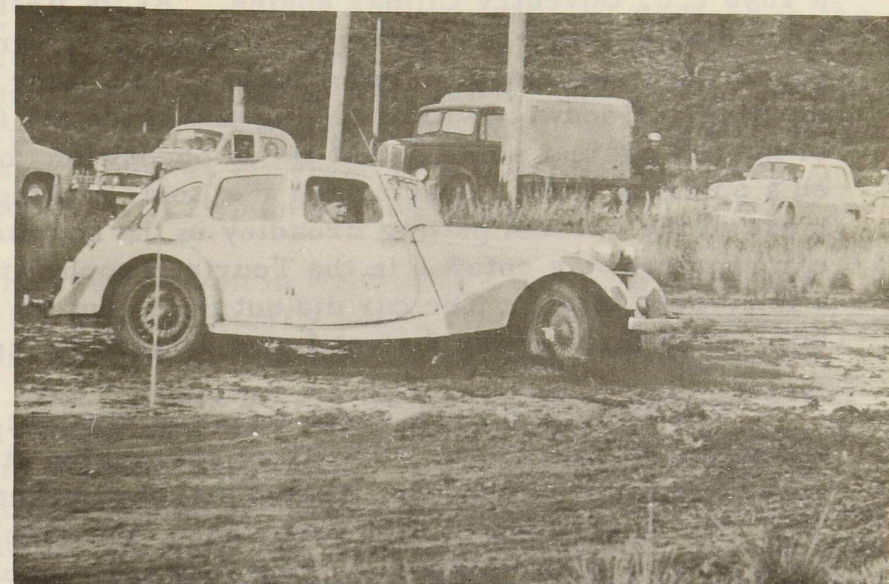
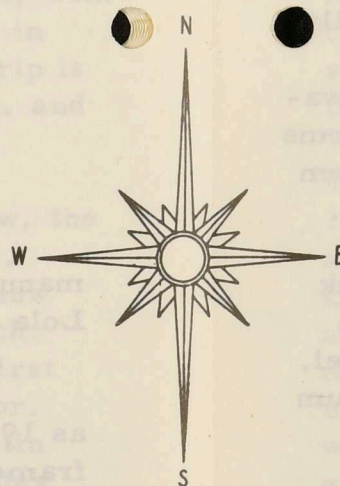
Due to this success he decided to go towards a higher class. This resulted in the building of a light car around



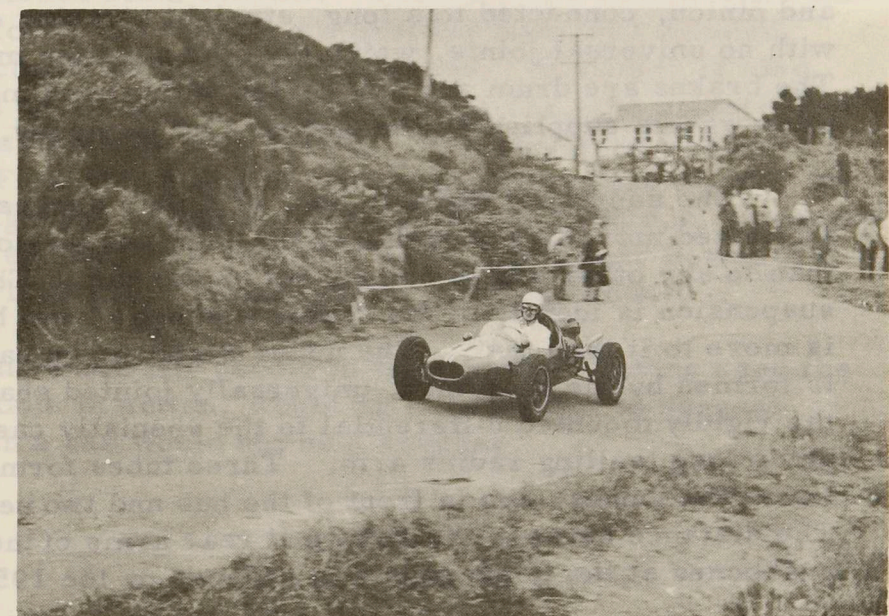
KEITH CLAGG'S TRIUMPH HERALD NEGOCIATING A CORNER. AT THE JUDGEFORD HILL CLIMB.



DICK BUTTERS IN HIS AUSTIN SEVEN.



KAY FOULKES TAKES HIS RILEY THROUGH THE WATER-SPLASH DURING THE WIGGLE-TEST AT THE PAUHAUTANUI GYMKHANA RECENTLY.



DUNCAN MCKENZIE FTD. - PALMER HEAD HILL CLIMB FIRST TIME OUT COOPER 1500CC.

a 1098 c.c. Coventry Climax engine. At its first outing it immediately impressed everyone with its low, handsome appearance and speed. Unfortunately, in a later club meeting at Goodwood, after having just made the fastest lap of the day against some potent Lotus opposition, he contacted a spinning Lotus, overturning the Lola, making quite a mess of the car and putting Broadley in the hospital. The car repaired was entered in the Tourist Trophy at Goodwood a few weeks later. The car did not finish but its speed had impressed three of the fastest Lotus drivers in the country.

The Lola featured a space frame of straight and fully triangulated steel tubes. The front suspension utilizes upper and lower wishbones, almost standard practice nowadays, but in the light of 1958 experience, the wishbone arms were given a wider angle and swept forward, enabling them to better counteract the forces imposed by heavy braking. Coil springs and telescopic dampers form the suspension medium. The steering is by modified Morris Minor rack and pinion, connected to a long, straight steering column with no universal joints, which give the steering more feel. The brakes are drum and are buried within cast magnesium alloy wheels supplied by the Cooper Car Company.

The secret, if there is one, of Lola's success can be attributed more to the design of the rear suspension, more than to any other single component on the car. The rear suspension is merely of the double wishbone type, but there is more to it than that. The upper wishbone on each side is formed by the unsplined, universally jointed shaft from the rigidly mounted differential to the specially cast hub and a long trailing radius arm. Three tubes form the lower wishbones, one in front of the hub and two behind. The distance between the front and rear arms of the lower wishbones at the inner ends was widened on the 1959 cars.

The engine is the well known Coventry Climax F.W.A. Mk. III unit, which is mounted well forward in the frame necessitating a cranked gear lever, although a remote control will probably appear during 1960. The gear box is normally the MG-A, with special close ratio gears, while the chassis-mounted differential is a light alloy casing enclosing B.M.C. hypoid bevel gears.

The 1959 season in Britain was one of triumph for Lola which won practically every 1100 c.c. of any importance: Snetterton, Goodwood, Silverstone, Brands Hatch, Aintree, and Oulton Park (well, not quite at Oulton Park - they only had a 1500 c.c. race there, but the Lola came in second to a works Lotus XV). The name soon spread to the Continent and an entry was accepted for the Nurburgring 1000 kilometres race, and held tenth place until it went into a ditch, but Lola had arrived. The Lola was second in the 1100 c.c. class at the Rouen G.P. and then won the mountainous Clermont Ferrand in France. In the 1959 TT the Lola finished sixth overall. For 1960 the design will remain basically the same but a prettier body will be used, manufactured partly from fibreglass. Broadley is also engaged in building a Formula Junior car, the prototype of which has already been tested. It uses the new short-stroke Ford 105-E engine placed in front of the driver, but the design was originally made around a 1098 c.c. Coventry Climax engine. As Broadley says, "The next Formula II may be 1100 c.c., so why not be prepared now."

There are few people in Britain who, having seen the sports Lola in action, would be rash enough to suggest that such a car would not be a success.

MR. HEALEY'S MIGHTY SPRITE

by L. Watson.

After the Austin Healey Sprites came in first, second and third in their class at the 1959 Sebring Sprites, people must have wondered if a stock, steel-bodied Sprite with a full windshield and hard top can perform like that, how would it go carrying 300 lbs. less weight with half the frontal area? Donald Healey decided to find out. The results are almost shocking. From what amounted to a mere body change, the Sprite with the Sebring engine modification and close-ratio gear box became a jet-hot little projectile capable of whipping the muscular Austin Healey 3000 in either a drag or road race, eating Alfa Romeo Supers for breakfast and even staying with Club-Lotuses in tight turns. At Nassau in the main 25 lap race the Sprite finished sixth overall behind three Porsche Carrera GTs., a Lotus Elite and a Jaguar. During the race the Sprite whistled by Alfas, Aces and the like, and cleared out from a brand new A.H. 3000.

The Sprite, fitted with a 4.55 to 1 rear end was getting about 7,000 revs. in top which is about 105 m.p.h.

The chart below shows the comparison between a stock Austin Healey 3000 and the "Super" Sprite:-

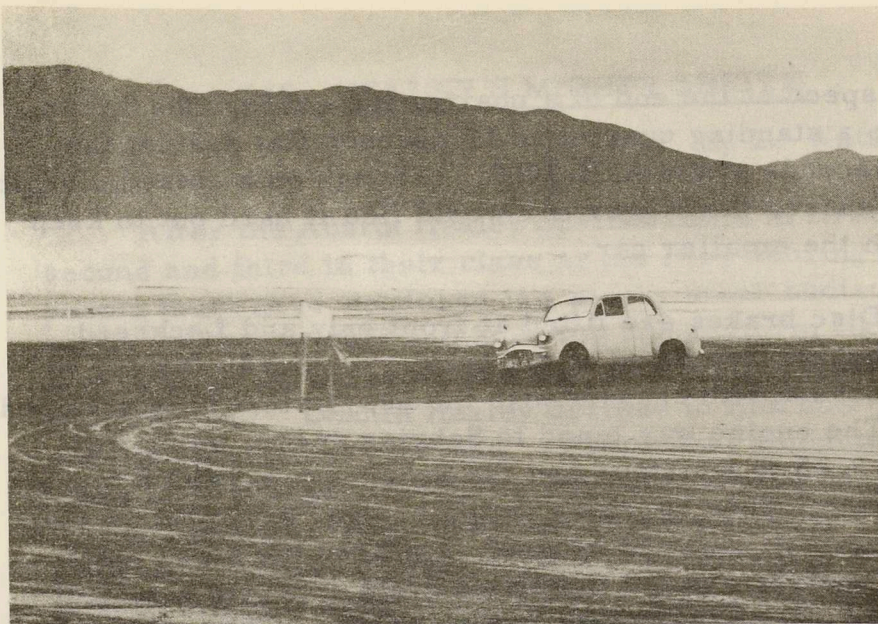
	<u>"Super" Sprite</u>	<u>Stock A.H. 3000</u>
0-30	2.5	3.4
0-40	4.1	5.3
0-50	6.7	7.3
0-60	9.6	10.9
0-70	12.7	13.0

Beyond 70 the 3000 starts to catch up and is doing the

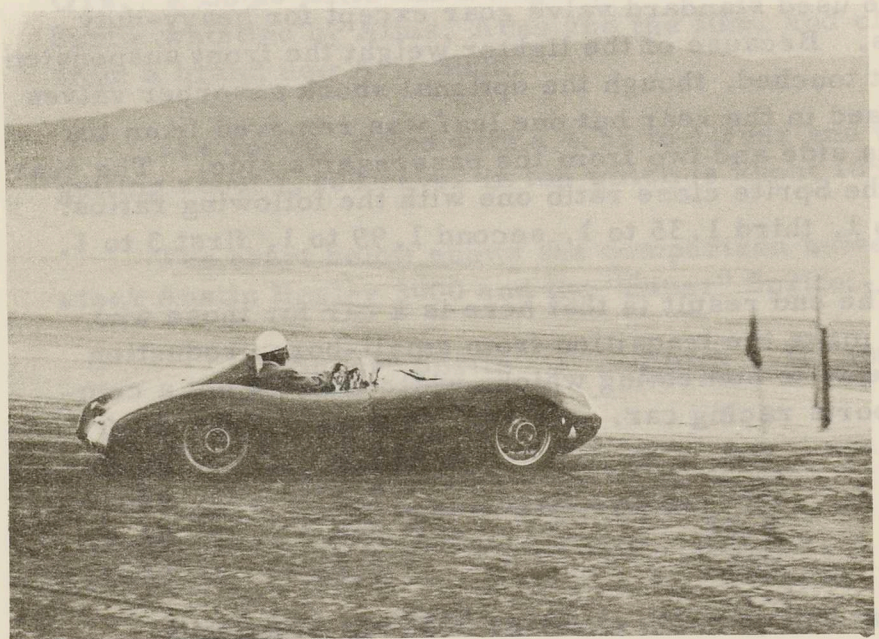
same speed at the end of a quarter mile though the Sprite will do a standing quarter in 17 seconds flat against the 17.8 seconds of the A.H. 3000. Though on a closed circuit road course, the bigger car would find it hard put to keep up with the smaller car.

Disc brakes are fitted at front only and Lockheed drum brakes are fitted at the back. Basically the car is a standard Sprite chassis with the heavy steel body stripped off. The engine was tuned to Sebring specs. using flat-topped 9.25 to 1 pistons and the Sebring cam (which merely moves the torque curve up on the r.p.m. scale rather than adding revs.). A tuned exhaust, replaces the stock manifold and the special intake manifold carrying a pair of $1\frac{1}{4}$ -inch S.U. carburettors is also used. The crank is a slightly undersized nitrided (surface-hardened) unit found in all Healey competition machines but is otherwise stock as to dimensions. Unlike most competition Sprite engines this one used standard valve gear except for heavy-duty springs. Because of the lighter weight the front suspension was not touched, though the optional shock absorber valves were used in the rear but one leaf was removed from the driver's side and two from the passenger's side. The gear box is the Sprite close ratio one with the following ratios: top 1 to 1, third 1.35 to 1, second 1.99 to 1, first 3 to 1.

The end result is that here is a car for those who wish to make the transition from small-bore production equipment, to something which, while fast, is not a complete sports racing car.



ODD ANGLES ON THE BEACH - DON WALKER & HIS STANDARD 10 DURING THE HUTT VALLEY MOTORING CLUB'S BEACH RACES AT WAIKANAE.



BRIAN WATSON SLIDES THE MISSATOR THROUGH A BEND DURING THE BEACH RACES AT WAIKANAE.

THE FIVE HOTTEST AMERICAN CARS FOR 1960

by L. Watson.

The five hottest American cars for 1960 are the Chevy, Ford, Pontiac, Plymouth Fury and Dodge Dart; all these cars were equipped with factory equipment carefully selected to give the maximum performance in a quarter-mile of acceleration. All cars were fitted with manual transmissions and were also run on the same quarter-mile drag strip.

1. The hottest car was the Pontiac which had a quarter-mile time of 14.55 seconds and a speed of 94.53 m.p.h. through the traps. Equipped with the 425-A Tempest, complete with dealer-installed cam and solid lifters, a heavy-duty manual three speed transmission and a 4.55 rear end the Pontiac was, without a doubt, the champion of the day. The engine is the basic 389 cu.in. 1960 Pontiac block. It comes from the factory with hydraulic lifters, tuned exhaust manifold and system, 10.75 to 1 compression, developing 348 h.p. at 5,200 r.p.m. and 430 lbs. ft. of torque at 3,200 r.p.m. It also is equipped with four-bolt main bearing caps and high-lift cam. The engine is feeded by three two-barrel carburettors.

2. The next strongest competitor was a Ford Starliner equipped with a 360 h.p., 352 cu.in. engine, a manual three-speed box and a 4.11 rear end. The Ford went through the traps at 94.71 m.p.h. with elapsed time of 14.81 seconds - a very creditable performance against the big Pontiac that carries almost 40 cu.ins. more displacement. The engine develops 360 h.p. at 6000 r.p.m. and 380 lbs. ft. of torque at 3,400; is fitted with an aluminium manifold and a big four-barrel Holley, a compression ratio

of 10.6 to 1 and a high lift cam, 1958 rockers and lifters on Falcon pushrods.

3. Since Chrysler Corporation has not seen fit to provide a solid lifter version of its 383 cu.in. engine (for production that is) the Plymouth Fury cannot be strictly classified as stock. The car ran with a 3.31 rear end and went through the traps at 95.64 m.p.h. with a time of 15.00 seconds.

4. The fourth fastest car was a Dodge Dart fitted with a 4.56 rear end and clocked 86.03 m.p.h. with an elapsed time of 15.19 seconds. The engine was a standard 383 cu. ins. Dodge Dart Plymouth unit with ram induction manifold and two four-barrels fitted. It develops 330 h.p. at 4,800 r.p.m. and maximum torque of 460 lbs. ft. at 2,800 r.p.m.

5. The fifth fastest car was the 1960 Chevrolet Impala which clocked 92.78 m.p.h. through the trap and an elapsed time of 15.36 seconds for the standing quarter. The car was equipped with a 348 cu.in. engine which developed 320 h.p. with a single Carter four-barrel fitted. The drive train included a four-speed transmission and a 4.11 rear end.

XP-700 TOMORROW'S CORVETTE?

by L. Watson.

Based on the standard Corvette chassis, the XP does something that many cars do not - it runs. The fuel injection engine is a production item prettied up with chrome and crackle finish.

From the tail, surmounted by its transparent twin-bubble passenger canopy, the XP-700 appears as though it should be orbiting the earth. The long fibreglass silhouette is only 48 inches high, four inches lower than the production body and it looks even lower.

The clear glass headlights resemble Lucas driving lights of which there are four. The transparent canopy has been silvered in the manner of a one-way mirror. Occupants can look up but outsiders will see only their own reflection from the top, this being primarily to cut down interior heat. Mounted at the top centre of the windscreen is a periscope rear-view mirror that is said to give an unobstructed view of the road behind. On the driver's door is a racing-type mirror that is cleverly moulded as part of the body. Fender louvres are, for a change, functional and aid in brake cooling.

The entire car, inside and out, is finished in pearlescent silver, a colour blend largely developed and made popular by customizers. The XP-700 is 184.5 ins. long compared with the 1960 Corvette which is 177.2 ins. long, and is the same width as the 1960 Corvette, but is 3.8 ins. lower. If the public likes it which it seems they do, it could go into early production.

BIG BLAST FOR BONNEVILLE

by L. Watson.

This year three Americans are having a go at the land speed record at Bonneville which stands at 394 m.p.h. which was set by the late John Cobb in 1947.

The first of the Americans is a Dr. Nathan Ostich who is building a jet car powered by a J47-19 GE turbo-jet engine, and hopes to do more than 500 m.p.h. This car which cost a fraction of Campbell's, weighs 6,000 lbs. and the motor is not connected up to the wheels, which it must be if it is to be listed as a record. The tyres are 48 in. Firestone tubeless tyres. The frame consists of a mild steel "birdcage" composed of round and rectangular tubing electrically welded together to form a cross-section nose to thrust tube tail. The entire framework will be covered with an aluminium skin but the wheels will be left open. The jet motor develops 5,200 lbs. thrust, and once the power is cut a wind drag force of about 1-G will decelerate the car to 300 m.p.h., when a ribbon parachute will be released to slow the car to 175 m.p.h. Double Holibrand spots with 14 in. discs will take over and stop the car.

The next American is Mickey Thompson with his Challenger I, who was about 38 m.p.h. short last year of the Magic 400 necessary to break the record. His car is of the conventional shape and is powered by G.M.C. 671 blowers fixed to four Pontiac engines, one of which fitted to each wheel.

The last competitor was a Mormon, Athol Graham, who was killed a couple of weeks ago while making an attempt at the record, the car rolling end over end for about three quarters of a mile after a rear axle break. Athol's car was called the "City of Salt Lake" which was powered by a 1000 h.p. Allison Aero engine. The car had done 350 m.p.h. and Athol was hoping to make the 400 m.p.h. mark. These were the drivers who Donald Campbell must beat if he is to take the world land speed record and so be supreme on land and sea.

CONROD CORNER

Two specially prepared Austin-Healey Sprites by Speedwell Performance Conversions Ltd. recently achieved fabulous results. Using $6\frac{1}{2}$ miles of the Antwerp-Liege road a G.T. Sprite with Speedwell stock stream-lined front end and hard top achieved the best speed of 110-903 m.p.h. and a specially stream-lined single seater Sprite hit a 132-206 m.p.h.; both cars were unsupercharged.

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Porsche won this year's Targa Florio driven by Bonnier/Herrmann; Von Tripp/Hill in a Ferrari were second. The Porsche finished 1-3-5-6 with Ferraris filling the in-between places.

.....

The Germans have turned out a car that will do 8 knots on the water and 75 m.p.h. on land, the name the Amphicar. It is powered by a B.M.C. 948 c.c. motor tuned to Sprite specifications. Two propellers in the tail drive it through the water; they are brought into use by a switch lever.

.....

Because of its unprecedented Geneva Saloon success Britian's Gordon Gran Turismo project is going ahead quickly. The saloon car used a three-carb. Chevrolet Corvette V8 engine which should help make the Gordon one of the world's truly rapid four-seaters. Less violent Corvette options will be available to order when production gets under way towards the end of the year.

.....

The Laystall crank concern has at last announced its long-awaited Formula two contender. The low angular, rather B.R.M.-like newcomer, featuring independent suspension on all four wheels by coil springs. Frame is a space design in small-diameter tubing. Back wheels only have knock-on hubs. Power comes from a 1500 c.c. Coventry Climax.

.....

Rumour has it that Bugatti is back in the shape of a 1500 c.c. or 1600 c.c. twin overhead cam shaft water-cooled engine in front, twin coils and two plugs per cylinder look after the ignition. Carburettors are double-choke Webbers or Solexes. Wheels are wire, with knock-on hubs and rayon high-speed tyres. Bugatti has not sold new cars since just after the war, when the firm marketed an essentially pre-war straight eight called the Type 101.

BEACH RACES

by L. Watson.

The Hutt Valley Motoring Club held their annual Beach Races at Waikanae Beach on Saturday, 6th August. The weather was overcast with patches of blue sky and occasional sunshine. Towards the end of the day a cold wind sprang up and it started to rain.

The beach races, due to start at eleven o'clock, did not start until about one-thirty owing to the reluctance of the tide to go out. At last the tide was out far enough, the course, approximately half a mile along, was marked out, and the races were ready to begin.

There were two competitors from the Wellington Car Club, Don Walker in his Standard 10, and Brian Watson in the Missattor. Both members went very well, though Brian had bad luck twice, in that while leading two races by a considerable margin, he was ousted both times on the third lap and at the same place, by his exhaust pipe coming off due to the humpy corners. Don Fraser, who is also a member of the Wellington Car Club and the H.V.M.C. drove an early model Standard Vanguard with a customized grille, apparently taken from a Plymouth or Dodge. An interesting special seen there was L. Reader's Lotus Mk. 6 looking Austin 7 Special, sounding like a Grand Prix Bugatti. It did not go well all day and eventually withdrew. Also seen there was Stewart Donnelly in his Zephyr Special. Apparently his motor loved salt water as this was the fastest Motor Boat seen on the beach for a long while.

In the handicap race, Don Walker was seen having an exciting dice with a T.F. 1250 c.c. and at one time he actually out-accelerated the T.F. though he later dropped behind. Hamish Buchanan rolled his Simca on one of the corners, trying to pass the Walker Standard 10, and a race later the T.F. rolled on the same corner trying to do the same thing. Both drivers were unhurt though a certain amount of damage was done to both cars.

In all, quite an interesting day's motor racing, though a few more competitors would have helped.

SOME THOUGHTS ON THE 1961 FORMULA

by Bruce Coffey.

In recent months, a great deal has been written and spoken about the decision of the F.I.A. to alter the specification of Formula 1 racing cars in 1961. Many famous motor racing personalities, some of whom should have known better, have rushed into print with some extraordinary statements, and many a hairy fist has been shaken at that much criticised body, the F.I.A.

Keen students of the sport (i.e. Wellington Car Club members) will be familiar with the new rulings, so I won't bother to repeat them here, but will try and look at things from a few different angles.

One of the stated aims of the F.I.A. is that the F.I.A. wishes to make motor racing safer by reducing engine capacity and so reducing speeds. But, as Lance Reventlow and others have pointed out, this has been tried in the past and it has not worked. To my way of thinking, it will not work now, either. True, speeds will probably be slower, in the initial stages of the new formula, but as development proceeds, speeds will rise and lap times will go down and down, just as they have in years gone by. And how will these speeds rise? Not by increases in engine power, for in spite of hopeful and optimistic pipe dreams, it is unlikely that any piston engine will produce the 200 or more B.H.P. per litre that would be necessary to better today's lap times. That only leaves two ways of making the new Formula 1 cars go faster - (a) chassis development, and (b) circuit modifications.

Race organisers (Monaco apart), have a way of improving their circuits little by little, by shaving a little

bit off the apex of this corner, by re-surfacing such-and-such a corner and by banking so-and-so corner, thus making the circuit faster and faster. (Imagine how lap speeds would rise at Goodwood if the chicane were straightened out a bit.) And so we have one way by which speeds may go up next year, notwithstanding the F.I.A. and its "slowing-down" regulations.

Chassis development is a field which designers have scarcely touched yet. Look at the new single seater Lotus, reputedly 5 m.p.h. faster through a corner than a Cooper, and heaven knows, Coopers do not hang about when it comes to cornering. This is an excellent example of how lap times can be speeded up by scientific attention to road-holding. Tyres too, are constantly being improved, as witness the success of the Dunlop R5. Taking the German Grand Prix as an example, we find that in 1936 Rosemeyer won at an average of 81.8 m.p.h. In 1958 Brooks won at 90.3 m.p.h. This represents an increase in average speed of some 12%, which is a considerable increase. And how was this done? Not by superior driving, for Brooks and Rosemeyer were probably of much the same driving standard. It certainly was not done by circuit changes, for the Nurburgring has not changed much in 24 years. I should imagine the power to weight ratio of the 6 litre Auto-Union would be if anything greater than that of the 2.5 litre Vanwall, so that doesn't explain the speed rise either. The answer, of course, is road-holding. This is how the speed of the German Grand Prix, and other races, has increased year by year ... improvements in a car's ability to corner faster and faster without coming unstuck. This, then, is one sure method by which designers of the new cars will be able to compensate for next year's reduction in engine size.

The reduction in engine size is a good thing in that it

will bring more different makes of car into Formula 1 racing (Porsche, Borgward, etc.) but an increase in the number of Formula 1 cars will mean there will have to be more drivers to drive them. There is a shortage of top-line drivers at the moment; when the new Formula comes into operation, the shortage will be even more acute. Drivers will have to be recruited from the sports and production saloon racing fields. And so we will have young, inexperienced drivers driving cars which have to be cornered and driven almost on the limit the whole race. Obviously, this is not going to make for greater safety in motor racing. And supposing our hypothetical young driver goes into a corner too fast, and starts to slide off into the hay. He tries to turn on more power, to pull the car out of the slide, but there is no power there. All the power of his 1500 c.c. motor has been used up getting the car up to a speed sufficiently fast to keep up with the competition; there is none left for the emergency he has got himself into. This is a purely hypothetical case, but it does serve to illustrate a point.

Clearly then, the 1500 c.c. engine limit is not going to make any difference to total lap times. The only time that the speed of the new cars will be less than that of the present cars will be down the straights, and it is very rarely anyone gets into trouble travelling in a straight line, no matter what speed he may be doing. As I have pointed out above, the place the cars will be going faster will be on the corners, and it is on the corners (or on the exit from them) that 9 out of 10 accidents occur. So where is your safety now?

What is wanted is some means by which a limit can be put on a car's cornering speed. This and only this, will improve the accident rate in Formula 1 racing. How this limit can be applied, goodness knows. I certainly don't!

Personally, I would like to see the new Formula with a 3 litre engine capacity limit, and a maximum and minimum weight limit. All the other new F.I.A. regulations (safety fuel tanks, driver protection roll bars, etc.) are excellent ideas.

As matters stand at present, it looks very much as though the new regulations will go into operation next year. At present, New Zealand motor racing is not greatly affected by the new Formula, although there may be a few present Formula 1 cars for sale at Ardmore next year. However, anything which tends to improve relations between the motor sporting world and the public and the red tape merchants (i.e. cutting the accident rate in motor racing) must be of benefit not only to motor racing, but to every branch of our sport.

What do other Club members think about it?

AUTOCROSS

by R. Duffell.

21st August, 1960.

Held, as previously, on the mudflats at Pahautanui, this event attracted eight competitors who did not mind getting their cars dirty. The tests were similar to the last event, but with just that subtle difference, removing balls from the top of a row of stakes is one test, but to put them back in position again on the way back slowed most competitors down considerably, and the rope and circle, the facial expressions of some drivers concentrating on string and steering, while going around in circles backwards, was well worth the trip to see.

Half way through proceedings a large pink barge of American manufacture was seen sailing through the gate, sending up an impressive bow wave; honourable club president had arrived, and proceeded to demonstrate the advantage of ample power and plenty of ballast on a slippery surface, as he ploughed through the tests with an appropriate nautical roll, a magnificent spectacle.

The event concluded with a short, slow, slippery circuit around a few tussocks, then a dash through the pond at the gate and back on to dry land to pump some air back into a lot of very sad looking rear tyres.

ESKAY

Your club ties are made by ESKAY of Wellington,
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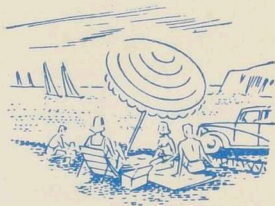


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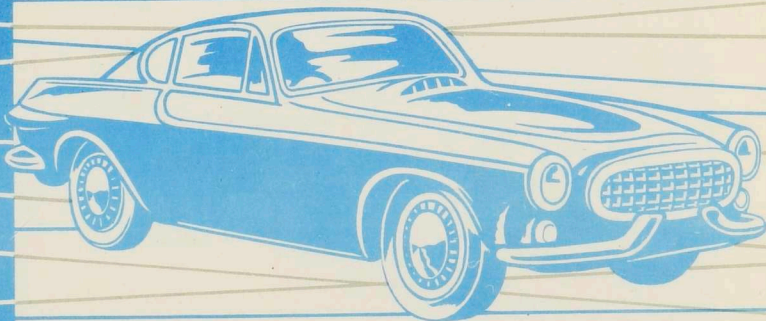
- 1 Adding of water seldom required
- 2 No corrosion at terminals
- 3 No corrosion under bonnet
- 4 Greater starting power
- 5 Greater potential life

THE NEW **LUCAS** BATTERY

WELLINGTON
CAR CLUB
(INC.)

Bulletin

NOVEMBER, 1960



STANDARD



TRIUMPH

TRIUMPH HERALD: SALOON & COUPE

Overseas funds to the equivalent of £325 Sterling will secure early delivery of this new wonder car and the balance may be paid in New Zealand currency. Contact your local Standard-Triumph Dealer now, he will explain how to apply for a No Remittance Licence.

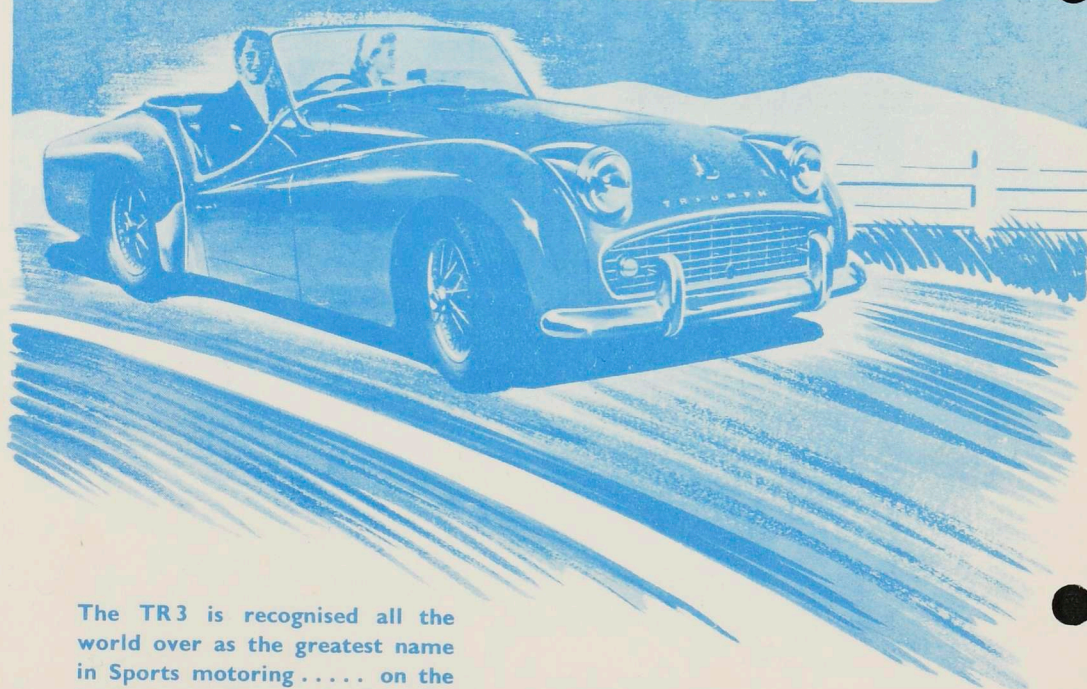
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Bulletin Editors:	L. Watson		
	D.J. Walker		

CLUB CALENDAR

19th November	SPRINT BATTERSEA ROAD
13th December	CHRISTMAS PARTY AT SHERIDAN
4th February	SPRINT LEVIN 1961
19th February	GYMKHANA
3-4th March	18 hour TRIAL
8th April	HILL CLIMB HOUGHTON BAY

NOTE:
ADDRESS ALL COMMUNICATIONS TO THE
TRAFFIC SUPERINTENDENT
P.O. BOX 2199
TELEPHONE 45-040



*Traffic Department,
Town Hall,
Wellington.*

KEN BOYDEN'S COLUMN

Driving a car to you experienced drivers is a piece of cake! You know all about road observation, correcting skids, braking, stopping distances and the many other aspects of driving which go to make you a competent handler of your vehicle. You are, in fact, a mine of knowledge in the art of driving, so much so, that when an experienced driver like you becomes involved in an accident one wonders what really was the cause.

Very few drivers of your ability are involved in accidents in our cities, which is possibly due to your appreciation of the hazards of city driving.

It is when you get out on the open highway that danger begins to lurk with every turn of the wheel. Why should this happen? After all, there are less vehicles on the open highway than in our city streets. You very often travel for miles without seeing another vehicle and with your modern car geared up to maximum efficiency, driving becomes easy, in fact, too easy for safety.

On these long, unbroken stretches of road the smooth running of your car, the soothing lullaby of its tyres, all combine to lull you into a state of laziness, with the result that driving becomes boring and before you know where you are you are asleep.

To stay alive, you must keep awake, so here are a few tips to help you battle fatigue and boredom, which are just as much enemies of the motorist as drunkenness:

- (1) Sing out loud. It's an old trick well known to long distance drivers.
- (2) Remove your right shoe; the unusual feel of your foot on the accelerator pedal helps to stimulate you.

(3) Talk out loud to yourself about what is happening on the road. In the Police Driving Schools in the United Kingdom students have to give running commentaries of the ever changing pattern which helps to keep their minds alert.

(4) Don't get too comfortable in the driving seat. Sit on something hard. That comfortable seat can be a menace.

(5) Protect yourself from eye glare. Make sure your sun visor is fitted in a manner which gives you maximum protection from the sun. If you are going to use sun glasses don't use cheap ones. Buy the best.

(6) Wet your eyelids by moistening your finger and wetting them.

(7) Use your mirrors, glancing in them every few minutes.

(8) Get a passenger to ask you the speedometer reading once in a while. Do the same for petrol and oil checks.

(9) Sniff smelling salts or suck a lemon or some other citrus fruit.

(10) Don't eat too much before setting out on your journey. Over-eating causes drowsiness.

(11) Check your car's exhaust system as carbon monoxide makes you sleepy. Make sure your exhaust system is tight and free of corrosion.

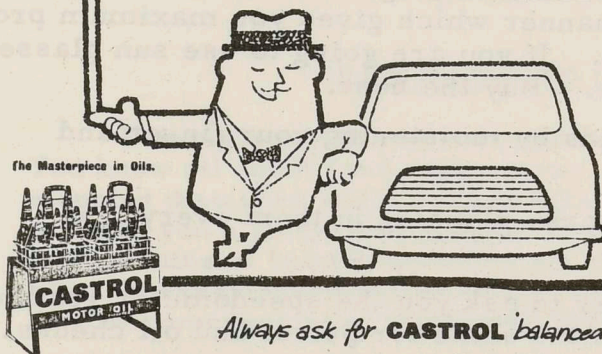
Keep your mind alert, keep your eyes open, stay awake and stay alive.



'balanced' SUPERGRADES

... care better for your car

NEXT OIL CHANGE GET CASTROL 'balanced' SUPERGRADES



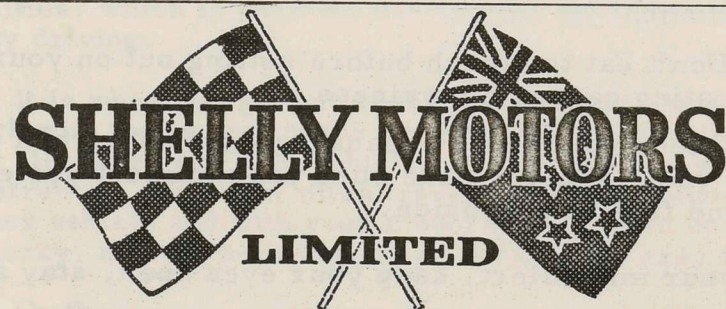
CASTROLITE

For most new engines in winter and summer.

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For some new engines, also for higher mileage engines and for minimising oil consumption.

Always ask for **CASTROL** 'balanced' Supergrades - by name



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Famous Sports and Racing Cars - Series II

MASERATI 250 F.I.

The 250 F has emerged as one of the all-time classics of racing design. From 1954 right through to the start of the 1956 season it was supreme in international racing - a relatively fast, light, reliable car. By the end of 1956 observers were not so sure. The car they had hailed three years earlier as the sleekest, most promising four-wheeler since the war, was now too heavy, they said. The only thing that Maserati could do would be to improve the braking and road-holding. To work on the engine would be to invite disaster.

Despite these criticisms the factory improved and widened the brake drums. This, however, was nothing to what they did to the motor, chassis, suspension and body - enough to alter the picture considerably for 1957, which ended in the championship combination of Fangio and Maserati. This pair, apart from Moss and the Vanwall, were unbeatable in all Formula I races.

The original 1954 design had been a shrewdly integrated remodel of the earlier A6GCM six-cylinder 84 x 75 - 2,494 c.c. engine, coil and wishbone suspension, new large diameter tube space frame, and new streamlined body shell. Up to 1957 steady development had transformed it into an even better designed collection of rather more refined components; engine power and revs. were both increased, chassis weight and stiffness were reduced, the gear box had added to it an extra gear (making five) and the huge rear-mounted fuel tank had been converted from steel to alloy. Improvements were made to an already handsome aerodynamic body.

The old twin camshaft 12 valve, 12 plug straight six was persuaded to run on nitro-methane/alcohol fuel.

The frame was completely rebuilt in smaller gauge tubing. A new head was designed to which was fitted three twin-choke Webers.

During the four years that the 250 F.I was raced it won the following Grandes Epreuves counting towards the World Championship.

1954

Argentina Grand Prix	driver J. Fangio
Belgian Grand Prix	" "

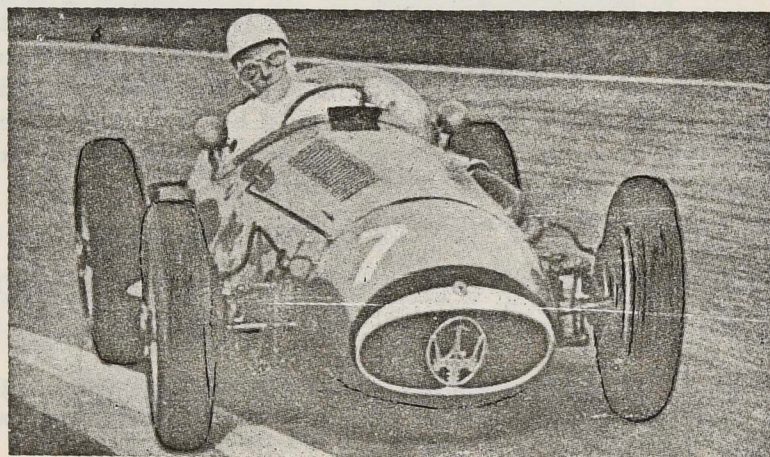
1956

Monaco Grand Prix	driver S. Moss
Grand Prix D'Europe Monza	" "

1957

Argentina Grand Prix	driver J. Fangio
Monaco Grand Prix	" "
French Grand Prix	" "
German Grand Prix	" "

From this it can be seen that in 1957 the Maserati /Fangio combination had a great season, and considering it was the last season of works prepared Maserati they retired on a high note. It is interesting to note that the thrilling Modena Autodrome sequence in the film "Tribute to Fangio" displays Fangio at the wheel of the 1957 250 F Maserati. Ross Jensen in the ex Moss 250 F Maserati finished 2nd in 1958 Ardmore Grand Prix and Johnny Mansel in the same car painted black and white finished 5th in the 1960 Grand Prix. From this it can be seen that the old 250 F Maserati is still a machine to be reckoned with even against rear engined midgets such as Coopers and Loti.



Stirling Moss drifts an early Maserati 250 F.

MINIATURE ECONOMY RUN

There were twenty-five competitors at the start of the 224 mile Miniature Economy Run held on the 18th September. Six of the competitors were official entries in the Mobilgas Economy Run which was held from 19-21 October.

The Mobilgas entries were:-

Miss R. Lennard	V.W.	Wanganui
C. James	1960 Bel Air Chev.	Masterton
E. Skews	1960 Standard Vanguard	Wellington
Miss M. Black	1960 Peugeot	Wanganui
A. McLean	1960 Morris 1,000	Wellington
A. Knowles	1960 Morris Oxford	Carterton
J. McDonald	1960 A.40	Te Horo

Of the twenty-five competitors only about nine were from the Wellington Car Club, which meant over half of the entries were from other clubs. Considering that there are now about 130 members in the Club, it was a pretty poor showing by Club members.

The first car was away from Field's Service Station by 9 o'clock and then cars left at two minute intervals, there being just an hour between the first and last cars.

After leaving Field's Service Station the cars went around the bays, through Wakefield Street, and the Quay to the overhead bridge and along the Hutt Road, up Ngauranga Gorge, along the highway (average speed 44 m.p.h.) and on to Levin (38 m.p.h.).

From Levin the cars proceeded to Palmerston North via Shannon, though the Austin 7 of a well known Committee Member, whose navigator must have been thinking of other things, ended up at Foxton before the mistake was discovered. It was later noted that the navigator was driving and the owner navigating. They did not get lost again. After ducking around the Square at Palmerston North, the route continued along the Main Road through the Manawatu Gorge to Woodville for half an hour's lunch break.

After each car had taken on the minimum of one gallon, they

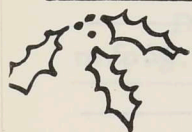
were sent off from McKay's Service Station at two minute intervals in order of arrival. The cars went from Woodville to Pahiatua, Eketahuna, Masterton, Featherston, over the Rimutukas, through Upper Hutt, along the Western Hutt Road, and back to Field's Service Station, where the last car arrived at ten minutes past five.

Don Lawson in his A.40 won with an extraordinary 62.5 m.p.g. The full results follow:

		Up to and including 1200 c.c.				
Place No.	Name	Make	Official Mileage	Gasoline	M.P.G.	
1	23 D. Lawson	A40 Farina	225	3 12/20	62.5	
2	6 J. Syme	Fiat 600	225	4 8/20	51.1	
2	12 G. Lang	A40 Farina	225	4 8/20	51.1	
4	8 D. Archer	Austin 850	225	4 12/20	49.0	
4	22 D. McCarthy	Morris Minor	225	4 12/20	49.0	
4	19 P. Murphy	Minor 1000	225	4 12/20	49.0	
7	2 R. Duffett	Austin A30	225	4 13/20	48.5	
7	4 J. McDonald	A40 Farina	225	4 13/20	48.5	
9	10 A. McLean	Minor 1000	225	4 15/20	47.3	
10	18 J. Edgar	V.W.	225	4 16/20	46.8	
11	9 Miss Lennard	V.W.	225	5 5/20	42.9	
12	21 R. Butters	Austin 850	225	5 16/20	40.9	
13	16 R. Thomas	Herald Saloon	225	5 13/20	39.8	
		1202 c.c. and including 1725 c.c.				
1	20 Miss Black	Peugeot 403	225	5 13/20	39.8	
2	3 A. Knowles	Oxford V	225	5 14/20	37.7	
3	1 I. Watson	Austin A50	225	6 4/20	36.3	
		1726 c.c. and including 2650 c.c.				
1	7 P. Rankin	Holden	225	6 14/20	33.6	
2	13 E. Skews	Vanguard	225	7 2/20	31.7	
3	11 C. Gaylor	Vauxhall 14	225	7 3/20	31.6	
4	17 B. Drake	Austin A95	225	7 5/20	31.1	
5	24 R. Scampton	Vauxhall Velox	225	8 4/20	27.4	
5	25 B. Foote	Vaux. Velox	225	8 4/20	27.4	

Results of Miniature Economy Run Continued...

		2651 c.c. and Over				
Place No.	Name	Make	Official Mileage	Gasoline	M.P.G.	
1	5 C. James	Chevrolet Bel Air	225	10 2/20	22.3	
		Sports Cars				
1	14 P. Swinburn	Minor Convertible	225	4 19/20	45.5	
2	15 A. Dickey	T.R.II	225	5 11/20	38.4	



CHRISTMAS PARTY

WELLINGTON CAR CLUB

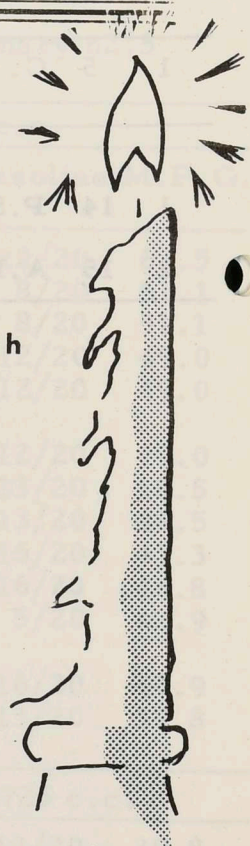
SHERIDAN, TUESDAY, DECEMBER 13th

This is Your Christmas Party Everyone Welcome

Bring Your Friends

A licence is being obtained

Tickets available from all Committee members



CONROD CORNER

Colin Chapman is negotiating with the organisers of the Australasian motor racing circuit about entering two current Formula I cars in the New Zealand Grand Prix at Ardmore, in the Lady Wigram Trophy Race at Christchurch and in the Warwick Farm Race at Sydney. The drivers would be J. Surtees, five times World Motor Cycle Champion, and I. Ireland who is currently fourth in the World Drivers Championship.

.....

J. Clark in a Lotus won the Formula II International 100 Mile Trophy Race at Brands Hatch. It took him 1 hr. 9 mins. and 47.8 secs. at an average of 91.12 m.p.h. Second was Dan Gurney, also in a Lotus, two-fifths of a second behind. He set the fastest lap at 92.98 m.p.h. Two works-entered Porsches driven by J. Bonnier and G. Hill were third and fourth. G. Lawton in a Cooper was fifth in 1 hr. 10 mins. 28.2 secs. (39 of the 40 laps completed). D. Hulme retired at the half-way stage.

.....

It is with regret that we hear of the death of George Lawton, the young New Zealander who with Denis Hulme was sent overseas by the N.Z.I.G.P. at the beginning of the current season. George Lawton was killed during the Danish Grand Prix on the 10th September. While entering an S bend he appeared to lose control. The car hit a bank and somersaulted, throwing the driver out.

.....

The Formula I Scarebs of Lance Reventlow are each powered by a 4 cylinder 2 litre Offenhauser engine using desmodromic valves and developing 240 b.h.p. The cars are disc-braked with dry weights of 1500 lbs. each.

.....

The Monaco G.P. was again preceded, as in 1959, by a 32 lap race for Formula Junior cars. In contrast to the first event, which ended in a 1-2-3 victory for Italian Stanguellinis, this year's race was a triumph for Britain whose cars filled the first nine places. The Formula Juniors clocked speeds that compared

favourably with the big G.P. cars. The Formula Junior winner Henry Taylor (Cooper - B.M.C.), averaged 64.51 m.p.h. as against Stirling Moss's 67.33 m.p.h. in the main race.

Placings were:-

- 1st H. Taylor (Cooper - B.M.C.)
- 2nd P. Ashdown (Lola-Ford)
- 3rd T. Taylor (Lotus-Ford)
- 4th P. Arundell (Lotus-Ford)

.....

HONEYPOT TRIAL RESULTS

The Club's Annual Honeypot Trial was held on Sunday, 9th October. As the following results show, the trial certainly lived up to its name. All the ten starters found the going a little sticky somewhere along the route. The Honeypot Cup goes to well-known trial driver Don Lawson of the Hutt Valley Car Club. Congratulations, Don.

1st	D. Lawson	225 points lost
2nd	D. Fraser	240 " "
3rd	J. Paviour-Smith	290 " "
	E. Olivecrona	355 " "
	N. Hibbert	355 " "
	P. Swinburn	Missed Section
	B. Russell	Mistimed Section
	K. Clegg	Withdrew
	A. Vowell	Withdrew
	M. Johnson	Withdrew

GOLD STAR CAR EVENTS

The following are the dates for New Zealand Championship Car Events for the 1960/61 racing season, as set by the Association of New Zealand Car Clubs in Auckland recently.

The calendar is as follows:-

1960

October	15-16	12-hour Night Trial (Taumarunui C.C.)
October	29	12-hour Trial (Canterbury C.C.)
November	5	Hillclimb (Wairarapa C.C.)
November	12	Road Race South Island Championship (Marlborough C.C.)
November	19	Sprint New Zealand Championship (Northern Sports C.C.)
December	3	*Road Race North Island Championship (Hawke's Bay C.C.)
December	11	Hillclimb North Island Championship (Northern Sports C.C.)

* Now postponed to 18th February, 1961.

1961

January	7	Grand Prix Meeting (N.Z.I.G.P.) Ardmore
January	14	Levin Circuit Meeting (Levin M.R.C.)
January	21	Wigram Meeting (Motor Racing Club)
January	28	Festival Road Race (Dunedin F.R.R.P.)
February	4	Teretonga Park (Southland Sports C.C.)
February	11	Waimate Road Race N.Z. Championship (South Canterbury C.C.)
February	18	Hillclimb (Canterbury C.C.)
March	3-4	Festival Trial (WELLINGTON CAR CLUB)
March	11	Hillclimb (Eastern Southland C.C.)
March	18	Hillclimb South Island Championship (South Canterbury C.C.)
March	25	Hillclimb N.Z. Championship (South Taranaki C.C.)
April	1	Hillclimb Palmer Head (Steering Wheel Club)
April	8	Hillclimb Houghton Bay (WELLINGTON CAR CLUB)

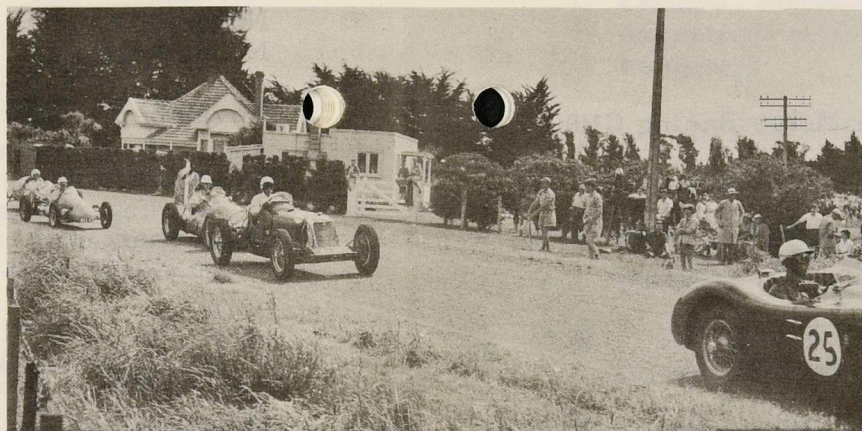
Renwick Road Race, Marlborough,
12th November.

- from right:

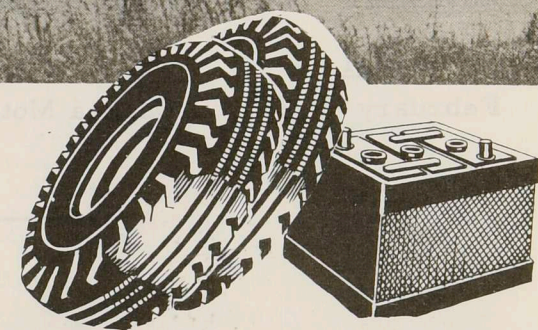
D. Young	C-Type Jaguar
P. Hoare	Maseratti 8C
B. Blackburn	Maseratti 4CLT
K. Roper	Cooper 1100
D. McKenzie	Cooper 1500

Renwick Road Race again - J. Palmer
(Lotus) pursues Roper's 1100 Cooper
through the hairpin.

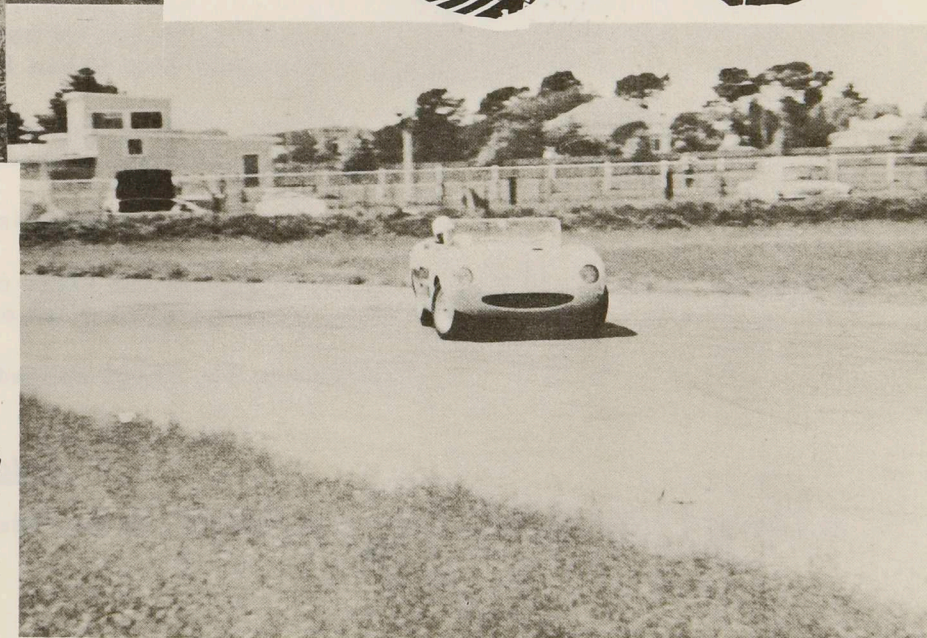
(Full report in next issue)



John Swann corners Dick Butters'
Austin 7 at the hairpin during the
Club's recent Levin Sprint. Full
report next issue.



A Mistral in trouble at the hairpin
during the Levin Sprint.



Gold Star Car Events Continued.

1961

May	27-28	Indianapolis Trial North Island Championship (Northern Sports C.C.)
June	24-25	Micropein-Hepolite Trial South Island Championship (Otago Sports C.C.)
July	29-30	Hepolite Trial N.Z. Championship (Auckland C.C.)

OTHER EVENTS

1960

November	26	Levin Motor Races (Levin Motor Racing Club)
----------	----	---

1961

February	25	Ohakea Motor Races (Manawatu Car Club)
----------	----	--

Rules regarding the eligibility of Saloon Cars
and Sports Cars to take part in a Motor Race

Saloon Cars.

1. Must be full four seaters, capable of holding two average adults with adequate leg room in the rear seats.
2. Body must be in full touring trim and up to factory specifications, including side windows and body panels. Only possible exceptions to this Rule could be removal of over-riders on bumpers.
3. Up to full warrant of fitness standards.
4. Generator must be driven.
5. Spare wheels must be carried and properly affixed in position listed by the manufacturer.
6. All cars to be driven to and from Meetings. Cars arriving on trailers barred.
7. All motors must be of the same make, type and c.c. rating as listed by the manufacturer for that chassis but the use of special heads and re-boring is permissible.
8. Light lens may be removed but if not must be taped to scrutineer's specifications of racing.
9. Fuel optional.
10. The right hand window of all cars in Saloon Car Races must remain fully lowered during the race.
11. Tubeless tyres not permitted.

Convertibles.

These can be classed as Saloons provided they conform to

the following similar Saloon counterparts.

1. They have the same seating capacity.
2. They weigh as much or heavier.
3. Wheel base, track and chassis dimensions.
4. They compete with hood raised and windows wound up (excepting off-side front window).

Example of cars: Morris Minor Sports, Hillman, Sunbeam Talbot, Zephyr, Jaguar Mark IV and V Convertibles.

Pre-war Coupes, and such types are eligible for Saloon Car Races provided all other requirements are met. The Triumph Herald is also eligible for the Saloon Car Races being on a Saloon chassis.

Hard-Tops and Gran Turismo Cars - on sports chassis to be classed as Sports Cars and not eligible for this Race.

Example: TR2, Healey, XK120 and 140, Porsche, M.G.A., Aston Martin.

The Organising Committee reserves the right to re-classify any car not covered by these Regulations.

Competitors in doubt of their classification should seek a ruling from the Organising Committee.

Classes:

Where entries warrant, four classes: Under 1300 c.c., 1301-2000 c.c., 2001-3000 c.c., 3001 c.c. and over.

Where entries warrant, three classes: Under 1300 c.c., 1301-2000 c.c., 2001 and over.

Where entries warrant only two classes: (only to be used in extreme cases) Under 1300 c.c., and over 1300 c.c. or under 1500 c.c. and over 1500 c.c. depending on types of vehicles competing in that area.

It is recommended that prize monies for each class be almost identical with only a nominal sum or trophy to outright winner as he is already a class winner.

Sports Car Races.

Eligibility:

1. Sports Racing Cars to conform to appendix C of A.N.Z.C.C. Inc. Rules.
2. Production Sports Cars, Hard-Top and Gran Turismo Cars.
Example: Morgan, TR2, Healey Sprite, XKs., M.Gs., Porsche, Aston Martin.

Classes:

Sports Racing Cars: Under 1500 c.c. and over 1500 c.c.
Production Sports Cars, Hard-Top and Gran Turismo Cars: Under 1500 c.c. and over 1500 c.c.

Prize Monies:

To be allocated as promoters see fit but recommend the higher scale for the Sports Racing Division.

Club Chatter

B. Leyland and D. Butters have been elected to the Committee organizing the Festival of Wellington for 1961.

Club President, Brook Leyland, and Club Captain, Joe Harris represented the Wellington Car Club at the annual meeting of the Association of New Zealand Car Clubs which was held in Auckland recently.

Dicky Butters has fitted twin S.U. carburettors to his Austin "7".

J. Paton, owner of the J.2 Allard, has recently procured a side valve Morris Minor and is now complaining of lack of power.

BERKELEY B.105, LE MANS

by L. Watson

The latest Berkeley is called the B.105 Le Mans. It has a top speed of about 93 m.p.h. and is powered by a 692 c.c. twin cylinder motor turning out 50 b.h.p. at 6,250 r.p.m. With an overall length of 10ft. 5.5 in. and a height to the top of the wind-screen of 3ft. 7.5 in. and an all-up weight of 10.25 cwt., this little sports car is very lively.

The Berkeley is driven from its front wheels, and in the rear has independent suspension by coils and big single semi-wishbones.

The tremendous brake lining area provides exceptional theoretical retardation. The brakes are Girling drum type, and are 7 inches in front and rear, giving an area of 65 sq.in.

Steering is by Burman worm and nut with two turns from lock to lock.

Acceleration times with a limit of 6,500 r.p.m. were:-

0 - 30 m.p.h.	2.8 sec.
0 - 40 m.p.h.	5.5 sec.
0 - 50 m.p.h.	9.0 sec.
0 - 60 m.p.h.	16.0 sec.
0 - 70 m.p.h.	29.8 sec.

Standing quarter mile 19.2 sec.

Maximum speed through gears:-
(at 6,500 r.p.m.)

1st	30 m.p.h.
2nd	47 m.p.h.
3rd	67 m.p.h.

ALEXANDRA HILL CLIMB

This Hill Climb has been cancelled
because of the poor entries in the
Battersea Road Sprint

BLUEBIRD II

by L. Watson

Bluebird II is a highly unconventional machine, powered by a Bristol Siddeley Proteus aircraft gas-turbine (as fitted to the Bristol Britannia), developing more than 4000 b.h.p.

To transmit this mighty output four-wheel drive is employed, and in using a conventional transmission as opposed to pure jet propulsion, Bluebird conforms to the F.I.A. rulings for the land speed record. The Proteus has a separate power turbine which drives its compressor; this means that the Bluebird can be got away from a stand-still without a clutch. There is, of course, no gear box but even so, the driver will be unable to use full power under 400 m.p.h. without drastic wheel-spin, and consequent destruction of the very special Dunlop tyres.

A free-wheel is incorporated in the front wheel transmission to eliminate the "wind-up" peculiar to four-wheel-drive vehicles.

The frame consists mainly of four immensely strong yet light longitudinal members, each made of a $\frac{3}{4}$ in. thick light alloy honeycomb material sandwiched between sheets of light alloy. All four wheels are independently sprung by transverse wishbones and oleo-pneumatic struts, providing 2 in. up-and-down suspension movement. The length is 30 feet with a width of 8 feet and a height of 4 feet 9 inches at the wheel arches. There are two fuel tanks which between them hold 25 gallons, and the weight of the car is 8,000 lbs. The car is fitted with air brakes to deal with speeds over 400 m.p.h. and below this speed Girling discs will be applied.

On the 16th of September, while doing 300 m.p.h. during its fifth trial run, and still accelerating, the car flipped over three times and hurtled 680 feet through the air. Donald Campbell was fortunate to escape with minor injuries only.

THE FLYING JAG.

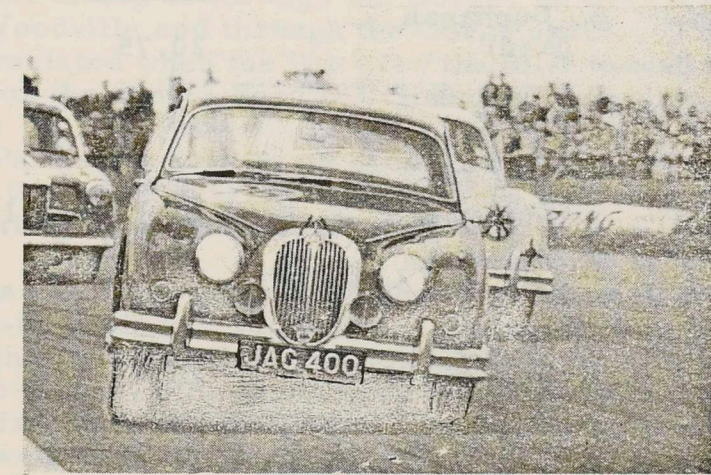
by L. Watson

In Australia there is a 3.4 Jaguar fitted with a 3.8 litre motor that has no trouble in out-performing most sports cars in all departments. This car, until recently, belonged to a Sydney driver, Ron Hodgson, and has now been taken over by Ian Geoghegan. Hodgson bought the car from David McKay as a 3.4 and soon started to modify it.

A 3.8 block modified by Tommy Sopwith was obtained from England. On its arrival in Australia, D-type valves were fitted, 9 to 1 compression pistons, and a special factory crankshaft. Three dual-choke 45 mm. Weber carburettors were added. The front suspension was modified by replacing the rubber bushes with bronze heavy-duty double acting Newton shock absorbers. The car was originally fitted with a ZF limited-slip differential and a four-speed manual change gear box with electric overdrive.

The 3.77 diff. was replaced with a 4.27 to get maximum acceleration with a theoretical top speed of 138 m.p.h. at 5,800 r.p.m. On test, 0 - 100 was reached after three or four runs in 14.9 seconds.

This must be one of the fastest Jaguar Saloons in the world.



A 3.8 Jaguar Saloon (Jack Sears at the wheel) corners at Silverstone.

Wairarapa Car Club Sprint, 15 October.

One of the first sprints of the season, this event was held on the Loopline Road west of Masterton under rather variable conditions. There were 14 competitors, including one Wellington Car Club member - Don Walker (Standard 10) - who found that his clutch was not as powerful as his new camshaft.

An interesting feature of the meeting was the duel between Alistair McLeod (Zephyr) and Tim Beetham (Zodiac), each car being equipped with triple S.U. units, modified heads, and special camshafts. The Zephyr finally clocked 17.7 secs. for the standing quarter and 102.2 m.p.h. for the flying, as against the Zodiac's 18.3 secs. and 98.3 m.p.h. Incidentally, we welcome Alistair McLeod as a new member of the Wellington Car Club. Hamish Buchanan's Simca was not going as fast as usual, despite the addition of 11 noisy feet of wide copper pipe under his car. There were only two sports cars at the sprint - Hans Andresen's interesting Elva Ford Special and a slow Healey 100-4.

Results were:-

		Standing Quarter secs.	Flying Quarter m.p.h.
Saloons under 1200 c.c.	A. Buchanan (A40)	20.75	84.4
Saloons 1201- 2000 c.c.	H. Buchanan (Simca)	20.35	87.3
Saloons over 2000 c.c.	A. McLeod (Zephyr)	17.7	102.2
Sports Cars under 1500 c.c.	H. Andresen (Elva Ford)	19.6	85.7
Sports Cars over 1500 c.c.	A. Hodder (Healey 100-4)	20.9	88.6

THE NORTH ISLAND RALLY

by Phil Wilkinson

This year's North Island Motor Rally was really a fair cross between the Alpine Rally and the West African Coronation Rally. The course took us from Taupo over to Napier, through what the route sheet described as a quiet scenic drive. The route sheet also advised us against exceeding the legal speed limit but they need not have bothered - it was impossible to do so. I might add the averages were in the mid-thirties.

After a brief refuelling stop at Napier (what was it that everyone was pouring into their tanks from little tins in the boot) we proceeded to breakfast at Dannevirke. Ah! a quiet drive at last! Just ask the navigator, who shall be nameless, who lost everything he had eaten for the last week, what he thought about it. I never thought there were so many twisty, gravelly, hilly back roads between any two towns in New Zealand. The averages? Still in the mid-thirties.

From there on conditions were more reasonable except that drivers were apt to fall asleep on the job. This was especially tricky through the Manawatu Gorge. At the time we couldn't see the sense of taking us through the Gorge, up over a hill back towards Woodville and through the Gorge again. The point was later appreciated when the "up over the hill" turned out to be the practice for the Saddle Road Hillclimb held later in the day.

At Palmerston North we dropped luggage and proceeded quietly to the timed quarter miles and the circuit of Levin and then back to Palmerston North and a wiggle-waggle in the Square.

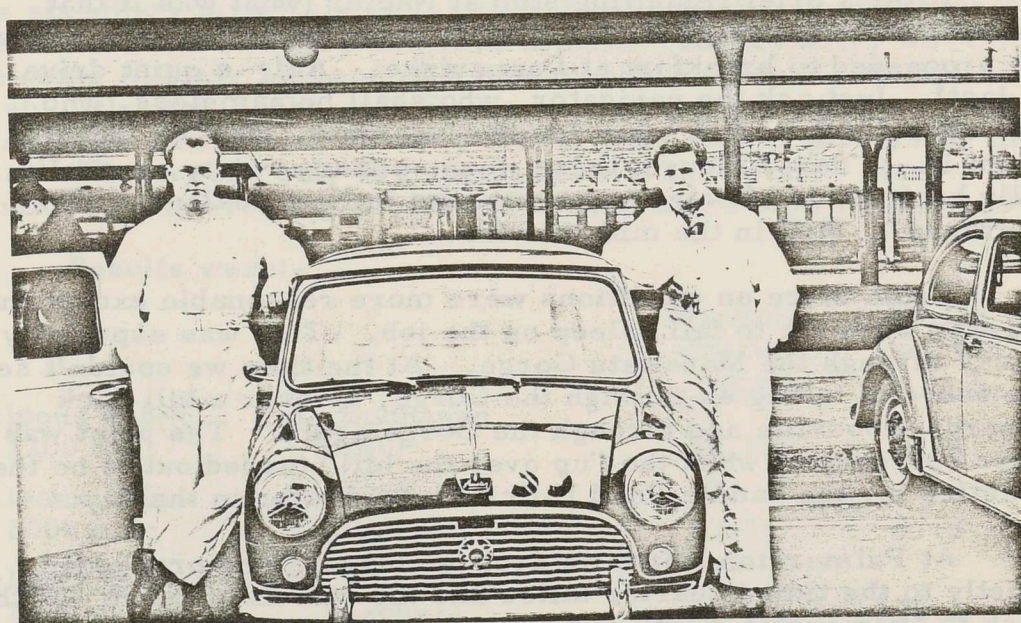
Thus a rather memorable Rally came to an end, social carryings-on excluded, of course. The event was won by Jock Mackintosh of Wanganui. A Hutt Club team of Don Lawson, 4th, Eric Olive-Crona, 8th, Leo Dally, 9th, did well to take the teams' prize while the Wellington Car Club's sole entrant, Dick Butters, went well to come home 5th overall.

With reservations, it had been an enjoyable weekend. General opinion afterwards seemed to indicate for next year's

rally something between last year's fairly slow road section and this year's flat out effort.

Final results were:-

J. Mackintosh	A.90	1st
D. Rolfe	Standard 8	2nd
M. Hogg	Mini-Minor	3rd
D. Lawson	A.40	4th
R. Butters	A.7	5th



Dick Butters and Phil Wilkinson and Austin 7.
This cheerful couple, with John Swann, was 5th
overall, North Island Rally.

FORREST LYCETT AND THE 8 LITRE BENTLEY

Many Club Members will have noted the recent death of Forrest Lycett, the great modern exponent of the Vintage Bentley. President of the Vintage Sports Car Club in England from 1938 to 1948 and, of course, a respected member of the Bentley Drivers' Club, he gained all his fame and most of his competition successes with one car, the 8 litre Bentley.

Lycett bought his 8 litre new in 1931 as a chassis and a long distance touring 2 seater body. One of the most popular forms of competition in the 1930s was the short sprint, and he modified the car extensively with this in mind. The complete car eventually weighed less than the original chassis, engine output had been raised by one-third, and braking and roadholding considerably improved. The last record to be made at Brooklands was achieved by this car when Lycett broke the British National Class B Standing Mile record at 92.9 m.p.h.

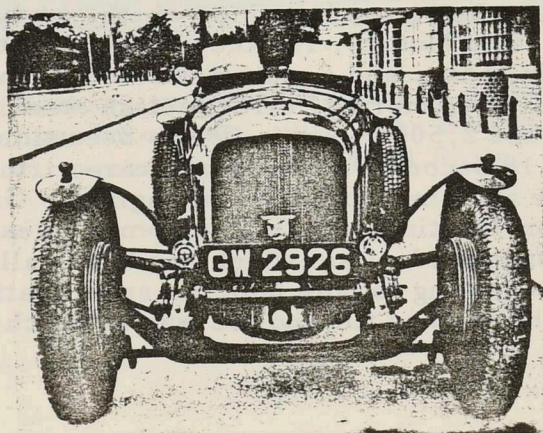
Eleven years later Lycett successfully broke the Belgian National Class B records with standing speeds of 82.2 and 93.4 m.p.h. to which were added 134.75 and 133.83 m.p.h. for the Flying Kilometre and Mile respectively. These stood for eight years until Maurice Trintignant drove a Facel Vega in 1958 to break the Flying records. The 8 litre was modified still further in response to this challenge - the compression was increased by welding metal on to the piston crown and a very high top gear installed. The next year the 29 year old car and 75 year old driver recaptured the record with speeds of 141.13 and 140.84 m.p.h.

Lycett's 8 litre has a performance which, as Laurence Pomeroy notes in "The Motor", is exceeded only by three models which can be bought today, and a charm derived from a combination of extraordinary cornering, direct action steering, and 100 m.p.h. at around 2,500 r.p.m. It has been timed from 0 - 100 m.p.h. at 18 seconds. These are rare virtues indeed in this day of smaller and smaller cars and engines - Grand Prix and otherwise - non-functional styling, automatic gearboxes, and that curious lack of individualism which has been called "Farinism". So it is interesting to note both the specification which W.O. Bentley set himself to fill and the way in which he filled it.

He wanted a chassis which could take almost any type of passenger bodywork that could be fitted, yet maintain a genuine 100 m.p.h. with maximum reliability and roadworthiness and good town manners. Prime characteristics of engine behaviour had to be maximum r.p.m. at not too much over 3000, sustained and smooth pulling power over a wide speed range, freedom from major servicing over long periods, and complete reliability for prolonged high speed motoring.

The engine which he produced fulfilled all these requirements. It had 7,892 c.c., 6 cylinders, and a bore and stroke of 110 mm. and 140 mm. At 6.1:1 compression it developed 230 b.h.p. at 3,300 r.p.m. Designed very much on the lines of the 6½ litre, the outstanding features of the 8 litre included 4 valves per cylinder, an 8 bearing crankshaft, non-detachable cylinder heads, light-weight connecting rods, a superb finish, and neatly arranged and very accessible auxiliaries. The setting and method of drive of the latter is a masterpiece of design, enabling the engine to show that clean and orderly appearance so seldom seen in modern units. Two very large bore S.U.s. provided carburation, with a miniature idling carburettor for slow idling and town work. One of Lycett's first modifications to his 8 litre was the addition of another carburettor, with a clever sliding throttle arrangement for the triple unit for maximum intake. All these features showed Bentley's individuality and taste in design, as well as how far he was ahead of his time.

This giant engine was set in a 12 or 13 foot chassis of very strong construction. The weight of an 8 litre saloon is about 48-50 cwt., but one of these cars was the first to lap Brooklands at over 100 m.p.h. with closed bodywork - and with unusual silence, flexibility, and luxury. The petrol consumption of 10-15 m.p.g. may not seem excessive in light of the 1½-1¼ per gallon prices of those days. Monetary depreciation since 1930 aside, the driver of such a vehicle would surely not be troubled by materialistic thoughts of economy as he cruised at his 100 m.p.h.



Frontal aspect
of Lycett's Bentley.

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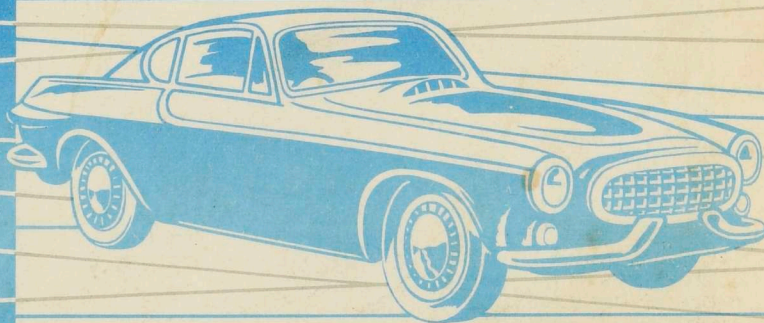
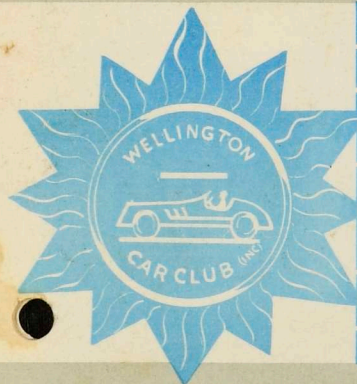
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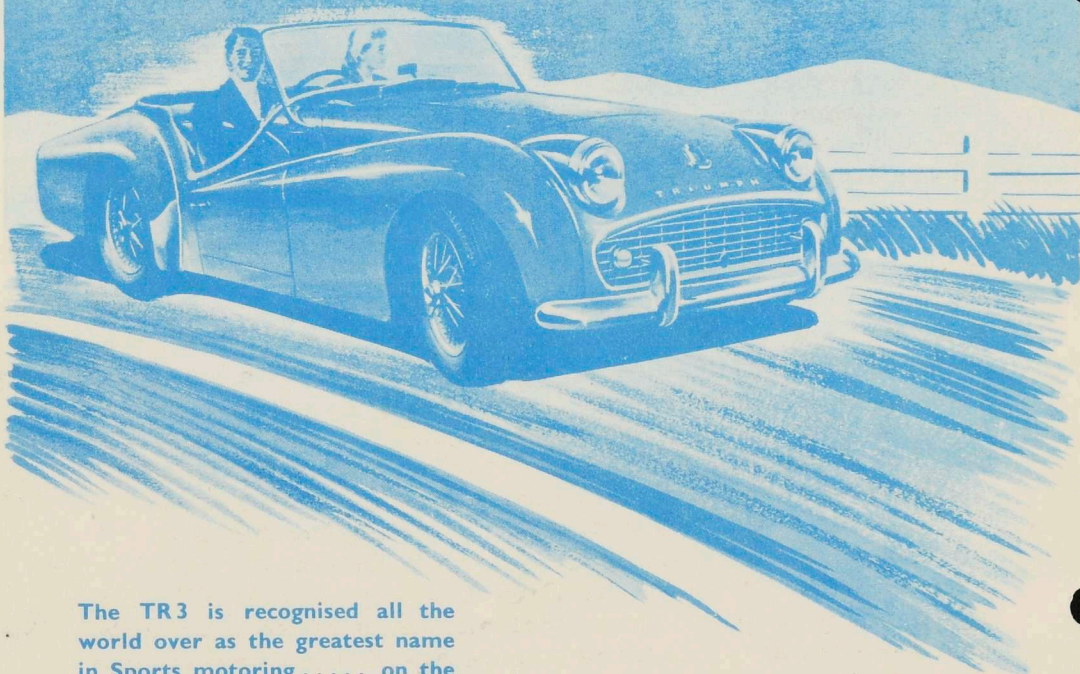
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PART I - GRAND PRIX SEASON 1961

By D.J.W.

It has now been announced that there are to be a maximum of 12 Grand Prix events counting towards the world championship next year - six of the new $1\frac{1}{2}$ litre formula and six of the present $2\frac{1}{2}$ litre (or new Intercontinental) formula. The Drivers' Championship will be decided by points gained in all 12 races. The Constructors' Championship, on the other hand, will be decided in two classes - Formula one and Intercontinental Formula. It has been suggested that only circuits with a lap record of more than 180 k.p.h. should be used for the larger $2\frac{1}{2}$ litre cars - the circuits being Spa, Avus, Rheims, Silverstone, Monza, and perhaps Solitude. Each country should run only one event per year for each formula, but only one could be termed "grande épreuve" - that is, given the title of the British or French or German (etc.) Grand Prix.

What are the implications of this decision arrived at by the "Fédération Internationale de l'Automobile" (F.I.A.)? There is first the question of the circuits for the Intercontinental Formula. It is doubtful if Monza would be used if Ferrari had a chance of victory with his $1\frac{1}{2}$ litre cars and little, if any, with his present $2\frac{1}{2}$ litre racers. The same argument can be applied to the German tracks, Avus and Solitude: Porsche, with their new $1\frac{1}{2}$ litre flat-six air cooled engine producing a rumoured 170 b.h.p. at 12,000 r.p.m., are ready for the new Formula One but have nothing for the Intercontinental Formula. At Rheims, the French police will decide on the class of car and for somewhat mistaken reasons of safety, will take the smaller cars - once again this curious idea that smaller cars are safer. Would Spa and Silverstone be considered too dangerous also for $2\frac{1}{2}$ litre cars?

When the Intercontinental Formula was discussed originally, a figure of $3\frac{1}{2}$ litres was suggested to encourage

the entry of American cars with their Offenhauser engines. The $2\frac{1}{2}$ litre limit does not provide for them now. No-one seems yet to have suggested a rising scale of weight limits for cars between $2\frac{1}{2}$ litres and 4 litres.

The whole subject of Grand Prix racing in 1961 has been clouded with much uncertainty. Ponder deeply on the fact that, although interest in the sport has never been greater, it has nevertheless never been less interesting. The new small formula is, on balance, a retrograde step, but the new weight restrictions - minimum of 450 kg. in the $1\frac{1}{2}$ litre formula, and of 500 kg. in the Intercontinental - are bringing in and will continue to stimulate a period of great technical interest. Moreover, there exists a powerful German organisation which traditionally re-enters the Grand Prix field in such times of doubt. Part II of this article will consider the implications of the new regulations for racing car design and for manufacturers' activities, as well as the possibility of a move by Daimler-Benz.

Technical Developments in the Motor Industry No. 10
COLD STAR HILLCLIMB
ADMIRAL ROAD, WYNDHAM, VIC. 3208
WALLACEVILLE HILLCLIMB,
SATURDAY, 29th OCTOBER

Organised by the Hutt Valley Motoring Club, this event was held in conditions which varied from merely damp to extremely wet. At no stage was the hill completely dry and the surface was much rougher in places than last year. The intermittent rain plus timing gear troubles permitted only three runs per competitor in the whole day.

F.T.D. was gained by the ex-Buckthought Lotus with 1 min. 17 secs. Wallaceville Hill, with nearly 30 bends in its nine-tenths of a mile, is ideally suited to this type of sports car. The most interesting new arrival was Wellington Car Club Life Member Geoff Easterbrook-Smith's Jaguar Special, which came second in the class for sports cars over 1500 cc. With a Mark VII motor mounted in the Bagnall Special chassis and encased in a large red body, this special accelerated very impressively and showed remarkable ease of handling.

Two other Club members tackled the hill - Don Walker (Standard 10) and Dick Butters (Austin Seven). The former was first in the saloons under 1500 c.c., also winning the Archer Cup for under 1000 c.c. saloons. Dick seemed to be having carburettor ailments which subsequent motor events have shown to have been effectively cured.

It was bad luck that the weather spoiled the day. With its better length and great variety of corners and situations, Wallaceville must be one of the most interesting hillclimbs in the country.

GOLD STAR HILLCLIMB,
ADMIRAL ROAD, GLADSTONE

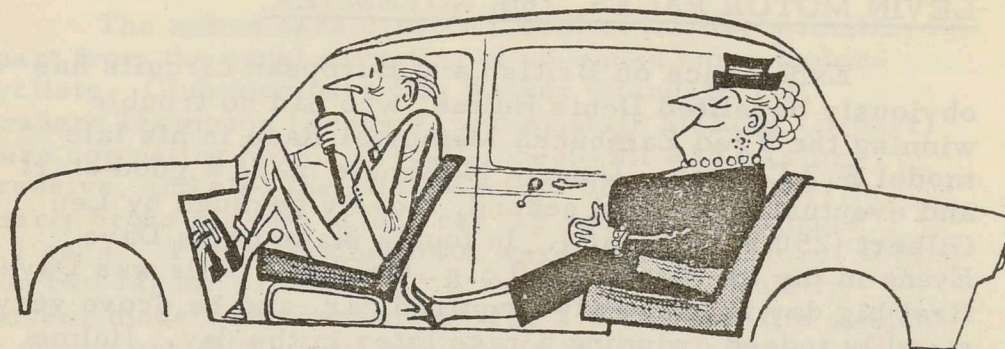
Held on Sunday, 6th November, and organised by the Wairarapa Car Club, this was yet another hillclimb which was nearly spoiled by heavy rain. There was a good entry of cars, however, and a large gathering of spectators lined this interesting little hill course to see the fun.

Congratulations to Duncan McKenzie, who made F.T.D., a new hill record of 43.6 secs., and his first Gold Star points in his Cooper 1500 c.c. Close on his wheels was Bruce Webster (Cooper-Porsche) with 44.35 secs. Fastest saloon car was Bob Gibbons (50.25 secs.) who probably found his XK 150 more exciting than the sidevalve Minor Convertible he drove at Wallaceville the previous weekend. He was hotly chased by Alistair McLeod's Raymond Mays Zephyr, which recorded a remarkable 50.7 secs.

In the under 1200 c.c. saloon car class, Club members Dick Butters (Austin Seven) and Don Walker (Standard 10) went up in 57.65 secs. and 58.15 secs. respectively - well behind Andrew Buchanan of the Wairarapa Car Club who achieved 53.95 secs. to win this class after spinning his A-40 on an earlier run.

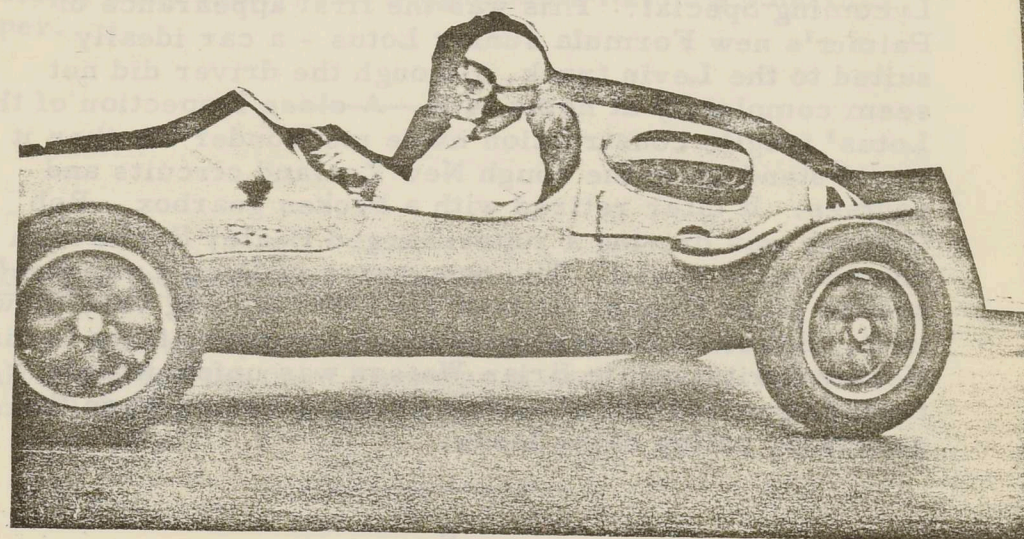
It being a Sunday, the usual public facilities were not available to the tired drivers and attendants. Those who stayed on after the event very much appreciated the food and refreshments provided by the Wairarapa Car Club at the Aero Club's rooms.

Technical Developments in the Motor Industry No.



Full Consideration for rear passengers

Duncan McKenzie and 1500 c.c. Cooper F.T.D.
at Gold Star Hillclimb, Gladstone.



LEVIN MOTOR RACES, 26th NOVEMBER

Experience on British and European circuits has obviously benefited Denis Hulme, who had no trouble winning the Fred Zambucka Memorial Race in his late model F.2 Cooper. Duncan McKenzie made a good start and eventually finished second, closely pursued by Len Gilbert (250 F Maserati). In fourth place came Dave Evans in the ex-Moore 1960 c.c. Cooper. This was Dave's first big day in his newly-acquired car, and he drove very steadily indeed, winning a race later in the day. Hulme just failed to break Syd Jensen's lap record of 51.2 seconds, lapping consistently at around 52 seconds.

Conditions at Levin were excellent - hot sun, a crowd estimated at 8,500, and a record entry of over 70 cars. This was the last meeting on the old-style circuit, which was still extremely slippery out of the corners. For the Levin International Meeting on 14th January 1961 the half-mile extension to Pit Corner will be ready. Interesting racing cars there included Allen Freeman's immaculate Lago Talbot, Elford's Cooper Bristol from Auckland, Len Gilbert's 250F Maserati, and Gill's Lycoming Special. This was the first appearance of Palmer's new Formula Junior Lotus - a car ideally suited to the Levin track, although the driver did not seem completely at home in it. A close inspection of the Lotus' fragile construction made me wonder whether it would stand up to the rough New Zealand circuits and courses. It later retired with a broken gearbox. Bob Gibbons was driving a supercharged Healey Sprite with considerable speed. The new owner of Doug Lawrence's second Manx Cooper Climax 1100 was lapping very slowly in it. Errol McLeod showed much improved form in his Healey Sprite, while Brian Watson was unfortunately forced to retire the Missator during practice when the generator pulley came loose.

The saloon cars provided most of the day's thrills apart from the usual carpeting of up-ended noisy motorcyclists. Club members Don Walker (Standard 10), Graham Thompson (Zephyr), and Alistair McLeod (Zephyr) were competing here. Histed's Speedwell A35 was impressive, and also the Mini-Minors. Segedin (Zephyr) nearly broke his own saloon car lap record of 1 minute 3.1 secs. Farina-bodied A40s were well to the fore, too. The two Jaguar saloons, a 3.4 and a 3.8, both quietly driven, made a poor showing. The 3.8 came to life suddenly during one of the final saloon car races. It cornered at the bottom of the straight with such verve that it took to the ditch with two wheels in the air and was extremely lucky to stay upright. Scratch races produced some exciting dices, but handicapping did not appear up to the Levin Motor Racing Club's normal high standard. Handicaps are calculated initially from competitors' performances during practice. It is usual to disqualify those who exceed these times by more than $2\frac{1}{2}$ per cent during actual races.

It was, however, a most enjoyable day for competitors and spectators. The most interesting rumour to emerge from the meeting is that ex Wellington Car Club President Tony Shelly, has bought Denis Hulme's 1500 c.c. Cooper.

MONTHLY CLUB NIGHTS 1961:

For next year we have booked the R.S.A. Hall, Kilbirnie, for the third Thursday in each month, so the next Club Night will be on Thursday, 16th February 1961.

SOUTH ISLAND ROAD RACING CHAMPIONSHIP AT MARLBOROUGH

At 8.15 on Saturday, 12th November, the Wellington Car Club's chartered DC3, with its 27 enthusiasts safely aboard, left Wellington Airport for Woodbourne Aerodrome, Blenheim, and the South Island Road Racing Championship. Car Club on a road circuit at Renwick, 7 miles from Blenheim. The track was very demanding on brakes and acceleration - sealed rough chip, very narrow, only 1.1 miles around, and shaped rather like a triangle with one end pulled out to make an extremely slow hairpin. The weather was good, and most Club members stationed themselves on one of the acute angle, reverse camber corners. Some of the 27 decided that there was a better view and more interesting facilities available at a nearby hostelry, and little was seen of them until the end of the day.

The first race of the day was a very willing saloon car scratch race of 11 miles (10 laps). This was won by Sprague's heavily modified Zephyr, which has been recently timed at 117 m.p.h. A Morris Minor with a Ford 10 engine, ran quickly, coming second by default when an extremely hot Humber 80 blew up in front of us in a cloud of smoke and conrods. The two Jaguars entered, an XK140 saloon and a 3.4 saloon, retired both with apparent front brake overheating.

A 10 lap race for sports cars and New Zealand specials produced some interesting machinery, including Moffat's 3.8 Tojeiro Jaguar (which suffered from unsuitable carb needles), Rutherford's R.A. Zephyr single seater (remember it at the last Houghton Bay), and Green's R.A. Special. The latter is a beautifully prepared racer with disc brakes, knock on wire wheels, and a rear-

mounted 2.1 litre Vanguard motor with twin (home made) overhead cams and four Amals. The driver did not seem at home in it, however, and it came only fourth. Winner was J. Palmer (2 litre Lotus sports) with D. Young (C Type Jaguar) a close second.

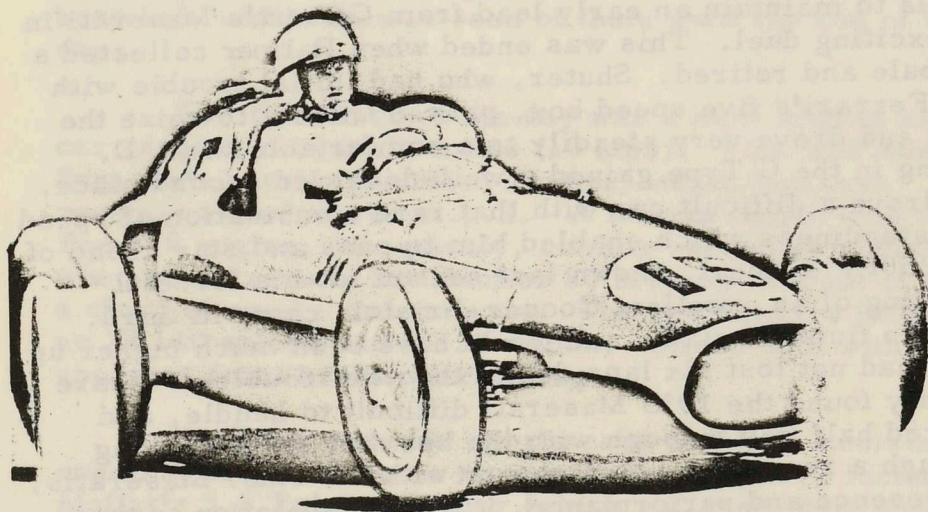
The main race of the day, the South Island Championship Road Race of 27 miles, had drawn an entry notable both for quality and variety. Besides the sports cars and racing cars already mentioned, there was Frank Shuter in his first race in the ex-Hoare Ferrari, Blackburn in a 4CLT/48 Maserati (1500 cc supercharged), Len Gilbert in his newly-acquired 250F Maserati, and Pat Hoare in the ex-Zambucka 1935 2.9 litre supercharged Maserati 8CM. Loud cheers from the dauntless 27 greeted Duncan McKenzie, at Renwick for his first race in the 1500 cc Cooper. Other drivers' unfamiliarity with their cars enabled Palmer's Lotus to maintain an early lead from Gilbert's Maserati in an exciting duel. This was ended when Palmer collected a haybale and retired. Shuter, who had initial trouble with the Ferrari's five speed box, passed Gilbert to seize the lead and drove very steadily to a comfortable win. D. Young in the C Type gained a well-deserved second place. He drove a difficult car with that rare combination of speed and steadiness which enabled him to pass and stay ahead of the 250F. Gilbert, known last season for his forceful handling of an excellent Cooper-Bristol, came in third. Duncan finished sixth, and would have been much higher up if he had not lost six laps due to throttle troubles. Hoare clearly found the 1935 Maserati difficult to handle, and retired half way through with the breaker strip showing through a rear tyre. In company with the other Maseratis, in presence and performance, it was a revelation to those spectators nurtured only on this compulsory modern diet of tiny rear-engined racing cars which are shrinking progressively in size, appeal and driver protection.

A trip into Blenheim for further refreshment, the bus journey back to the airport, and the return flight to Wellington ended a most enjoyable day of interesting motor sport at close quarters. Our thanks to President Brook Leyland for his organisation of the excursion, which we hope will be the first of many for the Club.

Results of the main race:

- 1st - F. Shuter (Christchurch), Ferrari, 28 mins.
 2nd - D. Young (Timaru), C Type Jaguar, 28 mins.10secs.
 3rd - L. Gilbert (Hamilton), Maserati 250F, 28 mins.48secs.
 4th - B. Blackburn (Chch.), Maserati
 4CLT/48 30 mins. 3secs.

Fastest lap - Gilbert, 1 min. 54 secs.



Frank Shuter (Ferrari 3 litre) -
 Winner of the South Island Champion-
 ship Road Race at Marlborough.

(photo by J. Hirst)

RESULTS OF BATTERSEA ROAD SPRINT,
19th NOVEMBER:

		(seconds)	
<u>Saloon Cars Under 1200 c.c.:</u>		<u>Standing</u>	<u>Flying</u>
1st - D. Butters	Austin 850	21.16	12.26
2nd - B. Packer	Prefect	21.31	12.64

Saloon Cars Over 2301 c.c.:

1st - H. Hollis	Jaguar 3.4	18.0	8.13
G. Easterbrook-			
Smith	Jaguar 3.4	17.94	-
2nd - T. Beetham	Zodiac	18.63	9.13
3rd - D. Rouse	Zephyr	20.76	10.79

Sports Cars Under 1200 c.c.:

1st - B. Watson	Missator	20.24	10.71
2nd - E. McLeod	Sprite	22.6	12.06
3rd - L. Reader	Austin 7	21.58	14.58

Sports Cars 1201 - 2300 c.c.:

1st - A. Watmough	MGTF1250	22.06	11.73
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RESULTS OF TREASURE HUNT, 29th OCTOBER:

- 1st - Mr. and Mrs. G. Lang
 2nd - G. Dickson and D. Woolley
 3rd - D. Fraser and T. Downes

CONROD CORNER

Ross Jensen is in Italy looking for a new Maserati for Johnny Mansell, who sold the black 250F Maserati to Brian Prescott.

Len Gilbert, having finally sold his Cooper Bristol, has bought Gavin Quirke's 250F Maserati.

The Levin Motor Racing Circuit is to be enlarged to a length of $1\frac{1}{2}$ miles, the minimum for International Racing Standards. It is expected that this extension will be finished in time for the January Meeting. The Pit Area will be removed to the south-eastern corner of the track, while new run-ins and run-offs will be provided.

Recently, J. Brabham, driving a Formula I Cooper Climax, did an astounding lap of 144.834 mph at the Indianapolis Motor Speedway. The fastest lap time ever recorded was 149 mph, and that by an Indianapolis veteran in a car which, as well as having a motor twice the size, had been especially built for the 500.

J. Brabham, world-champion racing-driver for the 1959-60 season, will be the first holder of the Hawthorn Memorial Trophy, which is to be awarded annually to the highest-placed British or Commonwealth driver in the World Championship.

Next year, the Mille Miglia will be run on a closed circuit of 500 kilos either over the Monza high-speed track

or over the highways around Lake Garda. There will be no speed-limit.

Rumour has it that the B.M.C. 850 "Twins" have been banned from all English racing-circuits following the persistent collapsing of their road-wheels. Suitable substitutes will have to be manufactured. (Take note Dicky!)

Pat Hoare has bought the latest Dino 246 Ferrari, a car raced at Monza this year. The $2\frac{1}{2}$ litre motor has been replaced by a 3 litre Tessa Rosta motor which is turning out over 300 BHP. Pat's 3 litre Ferrari has been bought by Frank Shuter of Christchurch.

The Lycoming Special now has disc brakes and a more powerful motor (a reputed 200 b.h.p.). At Auckland in November this car broke the all-classes national standing start kilometer record with 23.635 secs. (95 mph). Previous record holder was the Stanton Special with 24.975 secs. The latter has averaged 97 m.p.h. recently, but this has not yet been recognised.

WELLINGTON FESTIVAL TRIAL 1961

by R. Duffell

It may seem unusual to have a write-up of a trial two months before it is to be run, but this is no ordinary trial. Covering approximately 400 miles in 18 hours, it is to our knowledge the biggest trial yet held in Wellington.

To say the trial has not been run is not strictly correct. Stewart Alexander and myself as co-organisers, have already been over the route twice, so this is more the story of the setting of a trial. We've had a lot of fun already.

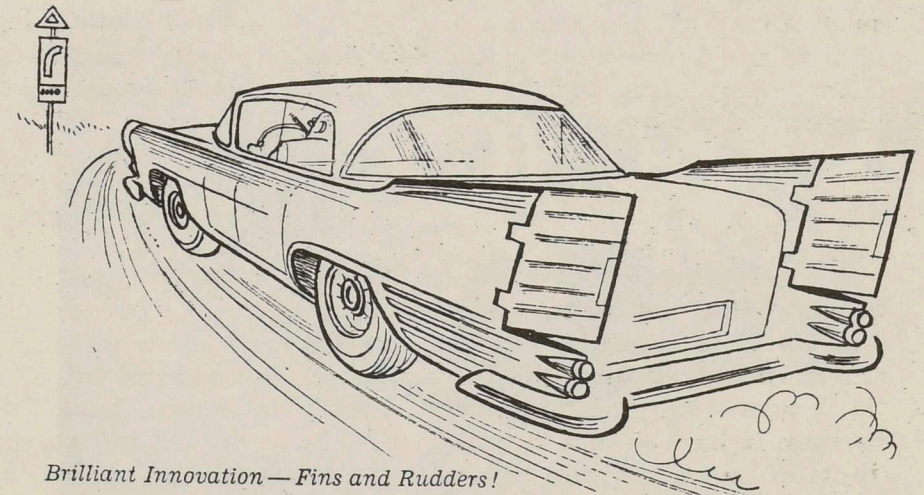
The first move was to find a suitable route. This was done in comfort, with yours truly lying on the carpet in Stewart's lounge driving a map measurer, with Stewart busy noting all the lefts and rights. This took two evenings, and on the second our Club President dropped in and sat quietly chuckling to himself as many involved patterns were traced on the map.

Phase two, the route check. It was suggested by Stewart that we do this in daylight, and as it turned out it was as well we did. At one stage a road shown clearly on the map led us into the Tararuas, then became impassable. So it was with great reluctance that we turned back as up to then it had been a perfect rally goat track. With this section re-organised things went smoothly and we arrived back in town a little tired and with a very dirty car, but with a definite route planned. All we had to do was carefully measure and time it.

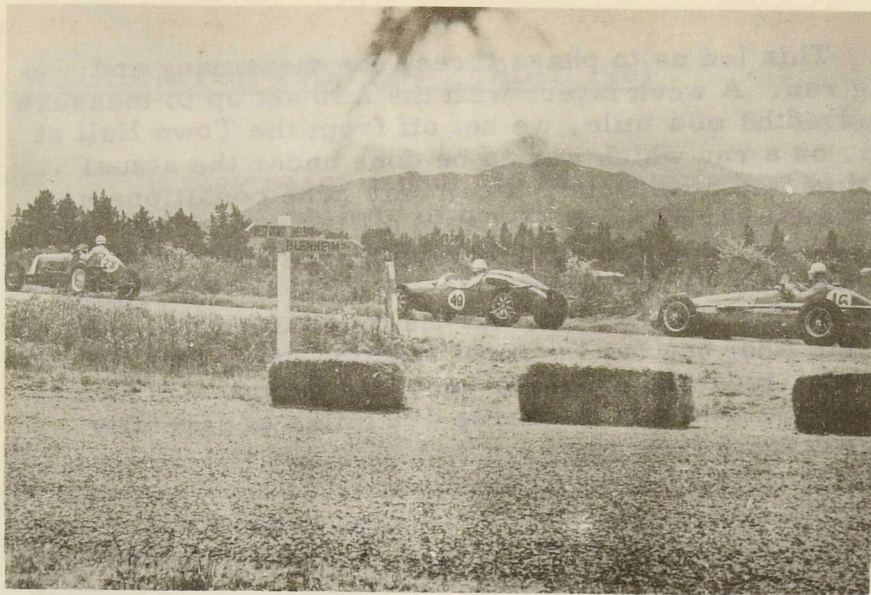
This led us to phase three, the measuring and timing run. A week later, with the A30 set up to measure to hundredths of a mile, we set off from the Town Hall at 6 p.m. on a run which was to be done under the actual trial time and conditions. I can only hope conditions are better for the trial as we had rain all the way. The only unusual thing we noted on this run was the amount of nocturnal wildlife on the roads we were using. The rabbits were a bit too slick for us, but the opossums were easy prey, the final bag for the night's outing being four opossums, plus one probable (only one bump), one hedgehog, one sparrow and of course 400 miles of carefully measured trial-type roads.

(Cont.)

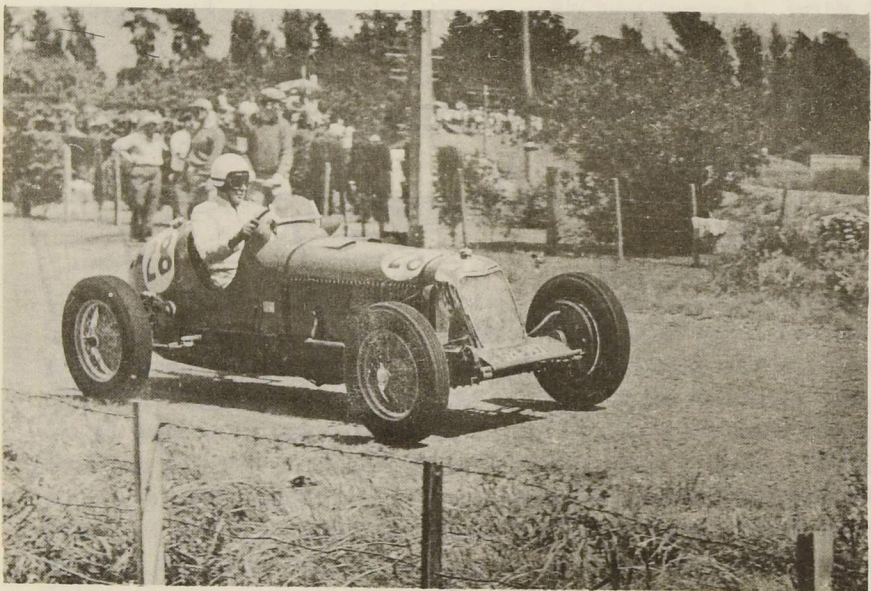
Technical Developments in the Motor Industry



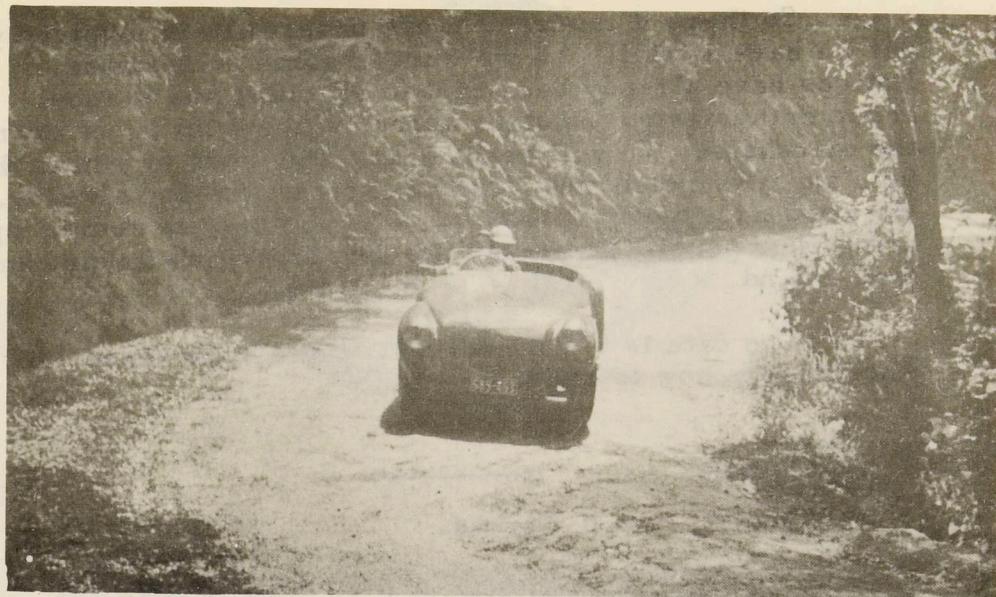
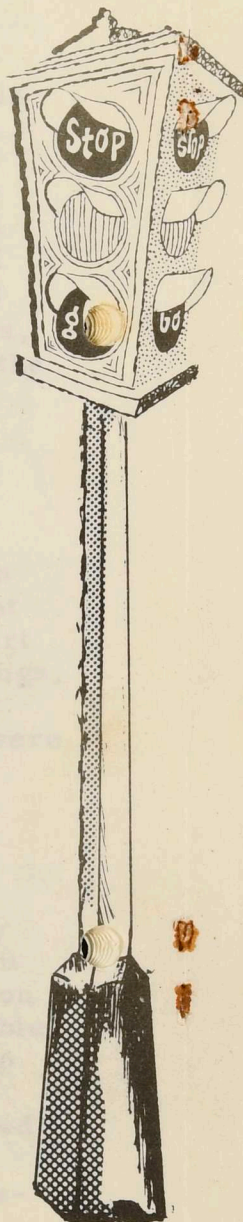
Brilliant Innovation — Fins and Rudders!



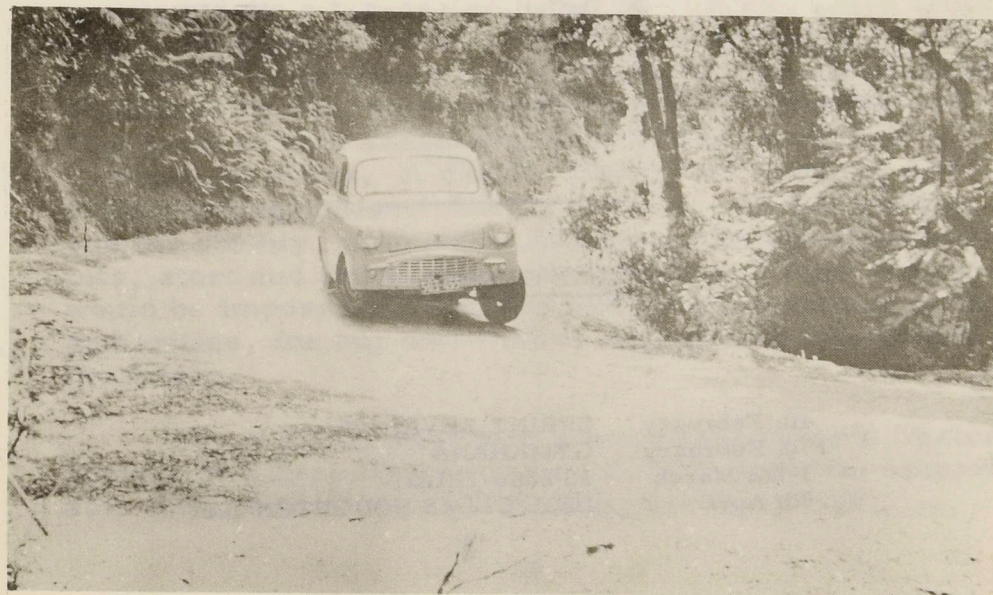
Renwick Road Races - Hoare's Maserati 8cm leads Duncan McKenzie's Cooper 1500 and Blackburn's Maserati 8cylinder/48.



Pat Hoare brakes heavily in the 1935 8-cylinder Supercharged Maserati at Renwick.



Geoff Easterbrook-Smith lines up his new Jaguar Special for the Wallaceville Hairpin.



Also on the Hairpin Corner at Wallaceville - Don Walker (Standard 10).

So there it is - a lot more paperwork is involved yet but we have a trial. All we want is some contestants. Notices have already been sent to all clubs and to most trials enthusiasts. Another aspect of the trial is, of course, the marshals. We will need about thirty bods to join in the fun, and a few club members have come forward already. We need a lot more, however, so if you are not competing, bring your pencil, thermos, and favourite girl-friend, and lend a hand.

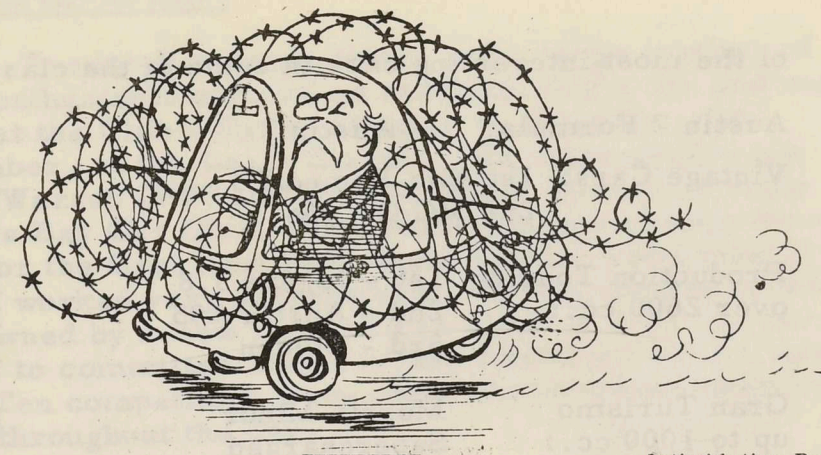
The date is 3 - 4th March. Let's show these Aucklanders how to run a trial.

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PRESIDENT:	C. B. Leyland	17-328 (H) 65-714 (B)
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VICE CAPTAIN:	D.J. Walker	43-478 (B)
SECRETARY:	S.J. Alexander	19-900 ask for 7202S 65-069 (B) 61-363 (B)
COMMITTEE:	I. D. Watson	....	79-505
	R. Duffell	....	28-479
	R. Butters	....	36-838
	K. O. Clegg	....	45-796
Bulletin Editors:	L. Watson		
	D.J. Walker		

CLUB CALENDAR

4th February	SPRINT LEVIN 1961
19th February	GYMKHANA
3-4th March	18 hour TRIAL
8th April	HILL CLIMB HOUGHTON BAY



Intimidation Resister

MOTOR SPORT IN AUSTRALIA - THE GEELONG STANDING QUARTER SPRINTS

(Summary from our Australian correspondent, Vryn Evans)

The Geelong Speed Trials consist of a standing quarter along a tar-sealed, slightly curved, beach front road. Two cars are run at a time and competitors crossing the road's white centre line are disqualified automatically. Timing is by dual hockey sticks and photo-electric cells. The event is held annually and the public is offered full catering facilities. A certain British oil company provides complete International Racing Service. As the meeting is run for charity, motorcycle and foot police turn out to keep pits, start and finish clear of spectators. None of this would be impossible, with the proper co-operation of the authorities, for our own Club to organise at any time in the future.

Over 100 competitors attended this year's Geelong Sprint. A 2 litre Cooper gained F.T.D. with the remarkable time of 12.8 secs. Following are the times.....

of the most interesting cars in some of the classes:-

Austin 7 Formula:	Austin 7	19.25 secs.
Vintage Cars:	1st Alfa Romeo P3	15.24 secs.
	2nd MG Q Type	15.88 secs.
Production Touring over 2600 cc.:	1st - Jaguar 3.8	16.8 secs.
	2nd - Austin A95	16.9 secs.
	3rd - Holden	17.2 secs.
Gran Turismo up to 1000 cc.:	Morris Minor Supercharged	18.76 secs.
Gran Turismo over 2600 cc.:	1st - XK 150	16.19 secs.
	2nd - Aston Martin DB4	16.67 secs.
Sports Cars up to 1500 cc.:	1st - Cooper Climax Sports	15.09 secs.
Sports Cars 2001-3000 cc.:	Maserati 300S	14.22 secs.
Racing Cars 1100-1500 cc.:	Cooper Climax 1100	13.0 secs.
Racing Cars 1501-2500 cc.:	Cooper Climax 2000	12.8 secs (F.T.D.)

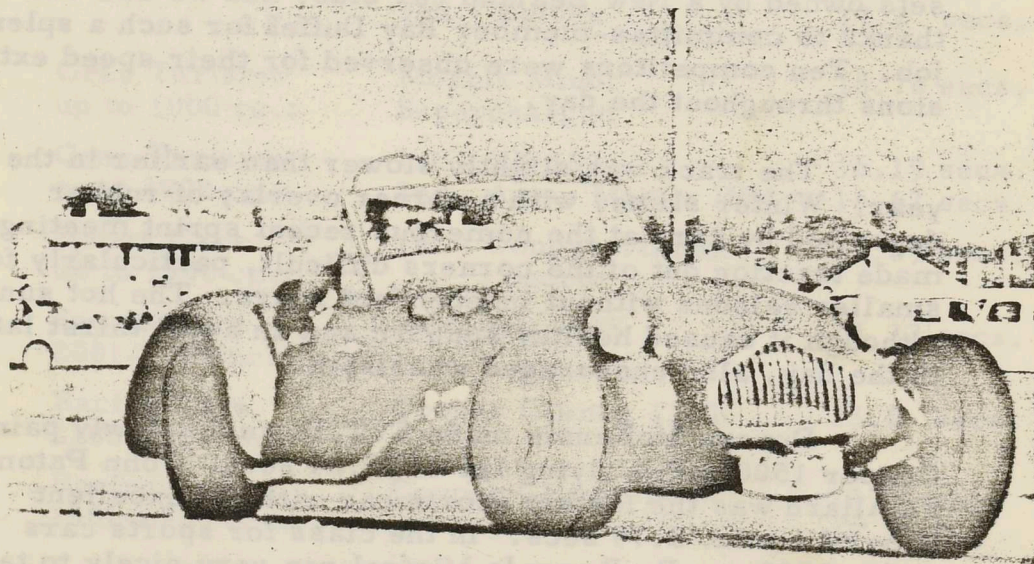
THE LEVIN SPRINT

Twenty-five competitors and a large number of other enthusiasts enjoyed an excellent day's sun and motor sport at the Club's Sprint Meeting on Saturday, 5th November, at the Levin Circuit. We were glad to see Peter Warren (VW) and George Giblin (Alvis) from the Hawkes Bay Car Club. Our handsome new timing set was used for the first time and, apart from a loose wire at one stage, worked very successfully. It must be one of the best sets owned by a New Zealand car club, and we owe our thanks to committee-member Ray Duffell for such a splendid job. Ten competitors were observed for their speed extensions throughout the day.

The track was slightly slower than earlier in the year. Winter slime, with a corner overlay of rubber deposited by cars at the numerous recent sprint meetings, made traction out of the corners difficult, particularly for smaller saloons without independent rears. The hot sun, although it caused healthy sunburn and an awful thirst later in the day, also encouraged wheelspin.

Duncan McKenzie made F.T.D. in his newly painted Cooper 1500 with a flying lap of 55.54 secs. John Paton's J2 Allard was the fastest sports car with the excellent time of 1 min. 3.79 secs. In the class for sports cars under 1500 cc, B. Brown's Mistral ran very nicely to take first place with 1 min. 5.78 secs. I. Till in a non-standard MG TF was not far behind him, although on one occasion he scattered a bunch of spectators during an involuntary excursion into the grass at the hairpin. Much amusement was caused also by the repeated antics of the ex-Cook Porsche at the hairpin. On the one official run it made without a mishap it recorded 1 min. 3.66 secs. - altogether a most forgiving vehicle. The usual fierce duel developed in the under 1500 cc. saloon cars between Dick Butters (Austin 7) and Don Walker (Standard 10). The Standard's slender lead of one-hundredth of a second stood intact until the Austin's final fast run of 1 min. 10.2 secs.

The Wairarapa Zephyrs provided another interesting competition: Alistair McLeod's 1 min. 5.25 secs. just edged out Tim Beetham's 1 min. 6.38 secs. The latter's car was yet another to make a short exciting trip off the track.



John Paton at speed in the J2 Allard
(Levin Sprint)

(photo by J. Hirst)

In all a very pleasant and successful day. Full results follow on next page -

RESULTS OF LEVIN SPRINT, 5th NOVEMBER

Place	Driver	Car	c.c.	Official Runs					
				(1) Stndg.	Flying	(2) Stndg.	Flying	(3) Stndg.	Flying
<u>Saloon Cars Under 1500 c.c.</u>									
1.	R. Butters	Austin Seven	850	1-18.91	1-10.93	1-18.88	1-11.14	1-16.84	1-10.2
2.	D. Walker	Standard 10	948	1-18.49	1-10.92	1-18.07	1-10.95	1-17.0	1-11.4
3.	B. Sands	Hillman	1394	1-18.37	1-11.64	1-18.4	1-12.04	1-19.07	1-12.52
4.	S. Mishkin	Anglia	1172	1-21.55	1-15.84	1-19.91	1-13.74	1-18.98	1-13.23
5.	P. Warren	VW	1192	1-24.22	1-16.95	1-26.07	1-16.27	1-21.9	1-14.36
6.	J. Swann	Austin Seven	850	1-25.21	1-17.98	1-21.57	1-15.55	1-21.01	1-14.41
7.	S. McRae	Anglia	1172	1-23.35	1-17.2	1-24.16	1-17.4	1-20.76	1-16.46
8.	G. Lang	A40	948	1-27.02	1-17.62	1-26.85	1-17.35	1-27.92	1-18.47
9.	K. Barker	Standard 10	948	1-26.39	1-21.19	1-24.15	1-19.5	-	-
<u>Saloon Cars Over 1500 c.c.</u>									
1.	R. Bardsly	Porsche	1600	1-10.41	1-4.09	1-10.71	1-3.66	-	-
2.	A. McLeod	Zephyr	2553	1-10.38	1-5.79	1-9.19	1-5.25	-	-
3.	T. Beetham	Zodiac	2553	1-12.02	1-6.38	1-10.74	1-15.21	-	-
4.	D. Rouse	Zephyr	2550	1-20.09	1-14.21	1-19.42	1-14.28	-	-
5.	G. Giblin	Alvis	2993	1-22.22	1-16.94	1-22.70	1-17.38	-	-
6.	D. King	Morris 6	2215	1-35.47	1-27.44	1-31.77	1-21.80	-	-
<u>Sports Cars Under 1500 c.c.</u>									
1.	B. Brown	Mistral	1150	1-12.95	1-24.12	1-12.38	1-6.68	1-11.15	1-5.78
2.	I. Till	MG TF	1489	1-11.69	1-6.39	1-11.37	1-6.08	-	-
3.	E. McLeod	Healey Sprite	948	-	-	1-17.79	1-10.47	-	-
4.	M. Roberts	Healey Sprite	948	1-17.81	1-13.83	1-18.22	1-11.18	1-16.65	1-10.66
5.	M. Morrison	MG TF	1250	1-21.41	1-12.78	1-19.16	1-12.15	1-19.55	1-11.31
6.	A. Watmough	MG TF	1250	1-23.36	1-15.28	1-22.03	1-15.94	-	-
<u>Sports Cars Over 1500 c.c.</u>									
1.	J. Paton	Allard J2	5400	1-10.65	1-5.69	1-8.60	1-3.82	1-8.3	1-3.79
2.	A. Dickey	TR3	1991	1-21.32	1-16.04	1-20.27	1-14.05	1-19.71	1-12.33
3.	W. Machin	TR2	1991	1-26.69	1-16.19	1-27.45	1-17.60	1-25.97	1-18.83
<u>Racing Cars</u>									
	D. McKenzie	Cooper	1460	1-1.40	55.54	-	56.46	1-13.64	1-8.44

HONEY POT TRIAL

by L. Watson

The 1960 Honeypot Trial was held on Sunday, 9th October, starting at 10 a.m. from the R.S.A. Hall, Kilbirnie. The day was warm and sunny to begin with, but slowly deteriorated. There were only ten competitors. First car away was Keith Clegg's red TR3A with Bob McGoun navigating. The nine others followed at one minute intervals. The event was half an hour late in starting.

Part of the first section involved traversing the same stretch of road three times. The exhaust system of our car had come apart at the start and some motor cycle gentry in front of the Public Service Hostel must have thought we were putting on a "demo". This section finished at Alexandra Road.

Instructions for the second section indicated how useful it is to have a map of Wellington in your car. The third section cleverly made necessary some concentrated memory work: the only instructions we received were to do the second section again in reverse order. Everyone seemed to manage this.

After completing the fourth section, at the end of which came the scheduled lunch break for all competitors, we commenced section five. This took us over the Rimutakas. At the bottom on the other side we were supposed to turn second left along what is apparently part of the old road. Many failed to follow this instruction and consequently missed a check. We found ourselves on a very bumpy wagon track, and lost ourselves a few miles further on. In Featherston we came across a red TR3A, also lost. Our next trouble came from confusion over commas in the instructions and the Martinborough signs. We ended up much in the dark, and were forced to wait at Featherston for the

others to return. During the final section, the return journey over the Rimutakas, there was a check point at the top at Windy Corner, which certainly lived up to its name.

Full results appeared in last month's Bulletin. Here are the placings again:-

1st	D. Lawson	225 points lost
2nd	D. Fraser	240 points lost
3rd	J. Paviour-Smith	290 points lost.

VICTORIAN ROAD RACING CHAMPIONSHIP AT PHILLIP ISLAND:

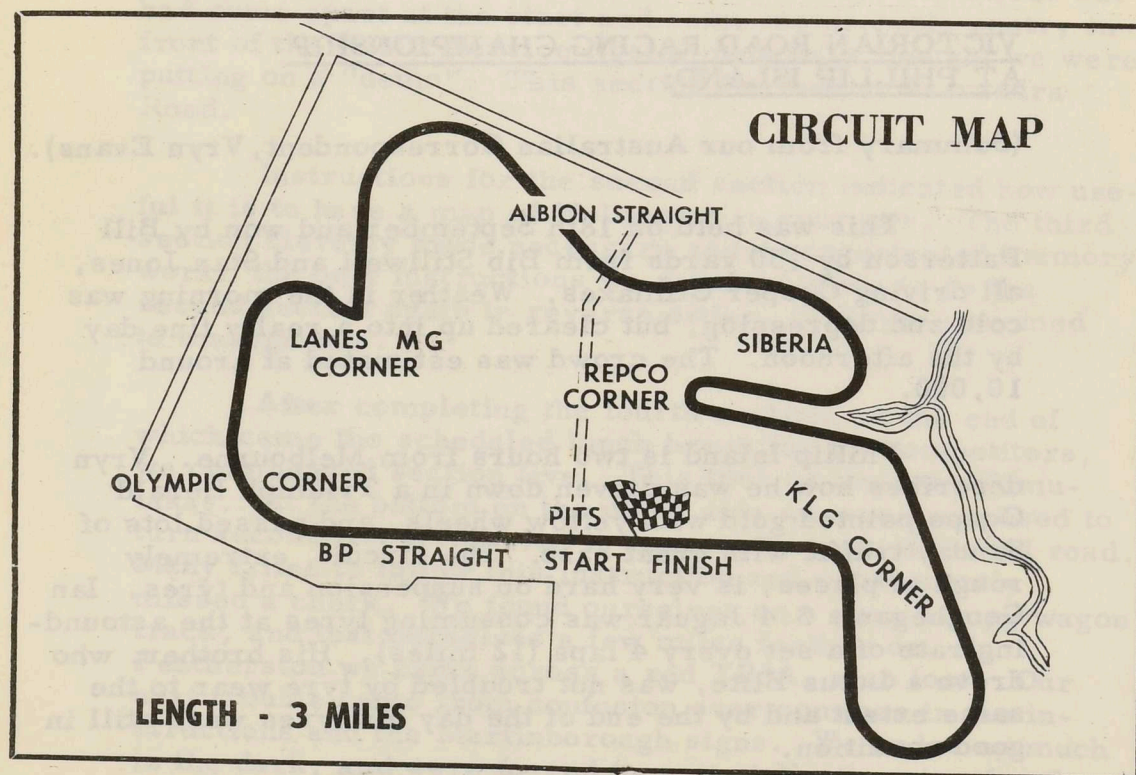
(Summary from our Australian Correspondent, Vryn Evans).

This was held on 18th September and won by Bill Patterson by 150 yards from Bib Stillwell and Stan Jones, all driving Cooper Climaxes. Weather in the morning was cold and depressing, but cleared up into a really fine day by the afternoon. The crowd was estimated at around 10,000.

Phillip Island is two hours from Melbourne. Vryn describes how he was driven down in a Triumph Herald Coupe painted gold with yellow wheels, and passed lots of Sunday traffic with great ease. The circuit, extremely rough in places, is very hard on suspension and tyres. Ian Geoghegan's 3.4 Jaguar was consuming tyres at the astounding rate of a set every 4 laps (12 miles). His brother, who drove a Lotus Elite, was not troubled by tyre wear to the same extent and by the end of the day his tyres were still in good condition.

Vryn was fortunate enough to have a chat with Len Lukey, who said that the New Zealanders had treated him exceptionally well. He thought that the car clubs throughout New Zealand were doing a fine job, and sent his best wishes to the Wellington Car Club and to all motoring enthusiasts.

Lotuses were well to the fore on this track. A Lotus XV set a new sports car lap record of 2 minutes 15 seconds, and the previously mentioned Lotus Elite besides winning two races, set a new Gran Turismo record of 2 minutes 25.6 seconds. As the accompanying plan shows, the Phillip Island Circuit is one of very great interest. It is to be hoped that one day New Zealand will have a track of similar merit.



PHILLIP ISLAND CIRCUIT

STOPWATCH RAFFLE RESULTS:

The raffle was drawn in the solemn presence of the law at the November Clubnight. Practically all the tickets had been sold. To a burst of applause it was announced that the stopwatch had been won by Allen Freeman. Allen happened to be present that night and so was able to take immediate delivery. Congratulations, Allen - it couldn't go to a better home.

"OH YEZ, OH YEZ" AT RIVERSIDE:

by J. Hirst.

"For the greatest duel in the 1960 American racing calendar present yourselves at the Riverside Arena, California, on November 20th to witness the battle between world famous opponents Chapman and Cooper."

So might the town criers of another age have called throughout the towns of California State, but this Olde Worlde type talk would have seemed a little out of place in the tense atmosphere of the 1960 American Grand Prix at Riverside. In the qualifying laps around the 3.27 mile circuit, 15 of the 25 Formula One cars entered broke the old 2 minute record. Best in practice was Moss's 1 min. 54.4 sec. lap (102.5 m.p.h.) in the Lotus, which earned him the pole position for the start. Next best was Brabham (Cooper) with 1 min. 55.0 secs. Other qualifiers were Gurney (B.R.M.), Bonnier (B.R.M.), Clark (Lotus), Surtees (Lotus), Ireland (Lotus), Gendebrien (Cooper), Brooks (Cooper), and McLaren (Cooper). Only one American car, Daigh's Scarab, was in the first twenty qualifiers.

Spurred to greater efforts by the very large total prize money (nearly £9,000), Moss took first place, Ireland second, McLaren third and Brabham fourth after a pit stop which cost him nearly a lap. Thus ended the last Grand Prix of 1960.

HANSON TROPHY:



Won this year by our Secretary, Stewart Alexander, with 42 points, closely followed by the Clapperton Trophy winner Dick Butters, with 37 points. Stewart gained nearly all of his points by marshalling and organising events, so how about it? Full details are:-

S. Alexander	42	J. Paviour-Smith	6	G. Lynde	2
R. Butters	37	D. Walker	6	T. Fox (Jun.)	2
R. Duffell	34	G. Weight	6	G. Easterbrook-Smith	2
I. Watson	30	J. Syme	6	B. Drake	2
G. Bennett	27	D. Rouse	5	V. Machin	2
P. Wilkinson	23	G. Hayvice	5	S. Mishkin	2
J. Harris	22	J. Freeman	5	A. McLeod	2
B. Leyland	21	C. Taylor	5	J. Paton	2
K. Foulkes	20	P. Bryant	4	I. Payne	1
G. Lang	19	R. McLaughlin	4	I. Hull-Brown	1
J. Swan	17	W. Kemp	4	S. Redmond	1
L. Watson	17	J. Redmond	4	B. Johnstone	1
B. Watson	16	J. Bernard	4	J. Winton	1
B. Alexander	13	A. Shelley	4	K. Lang	1
P. Swinburn	13	R. Thomas	4	R. Pike	1
G. Dickson	12	K. Barker	4	B. Somerville	1
T. Downes	12	A. Dickey	4	A. West	1
G. Thompson	12	H. Hollis	4	J. Rabone	1
P. Murphy	11	D. King	4	E. Davies	1
K. Clegg	10	P. Morgan	3	A. McLean	1
G. Davidson	9	D. White	3	R. Gander	1
G. Cameron	9	R. Gibbons	3	L. Rixon	1
R. McGoun	9	T. Fox (Sen.)	3	G. Davenport	1
D. McKenzie	9	P. Slocombe	3	L. Dodge	1
D. Fraser	8	C. Vandendungen	3	A. Douglas	1
J. Parsons	8	J. Hirst	3	G. McRae	1
R. Scampton	8	E. Skews	3		
B. Coffey	7	J. Mowat	3		
B. McCarthy	7	T. Sewel	2		
V. Evans	6				
E. McLeod	6				


CLAPPERTON TROPHY:


As all non-speed events for the year have been run, the points list for the Clapperton Trophy is complete. The Trophy goes this year to Dick Butters, closely followed by Ian Watson and Stewart Alexander. Full list is as follows:-


R. Butters	29	B. Coffey	4
S. Alexander	25	J. Bernard	3
I. Watson	25	R. McLaughlin	3
R. Duffell	20	P. Morgan	3
J. Harris	19	J. Hirst	3
G. Bennett	18	J. Mowat	3
G. Lang	15	E. Skews	3
B. Leyland	14	J. Paviour-Smith	3
P. Wilkinson	14	R. Thomas	3
G. Dickson	12	G. Weight	3
T. Downes	12	T. Fox (Jun.)	2
K. Foulkes	12	G. Lynde	2
P. Murphy	11	D. McKenzie	2
B. Alexander	10	D. Rouse	2
J. Swan	10	T. Sewell	2
P. Swinburn	10	I. Payne	1
G. Thompson	10	I. Hull-Brown	1
G. Cameron	9	J. Redmond	1
K. Clegg	9	S. Redmond	1
D. Fraser	8	B. Johnstone	1
J. Parsons	8	J. Winton	1
R. Scampton	8	K. Lang	1
B. Watson	8	R. Pike	1
B. McCarthy	7	D. Walker	1
G. Davidson	6	K. Ward	1
J. Syme	6	A. McLean	1
V. Evans	6	P. Slocombe	1
R. McGoun	6	V. Machin	1
J. Freeman	5	R. Gander	1
L. Watson	5	L. Rixon	1
P. Bryant	4	G. Davenport	1
W. Kemp	4	L. Dodge	1
G. Hayvice	4	S. Mishkin	1

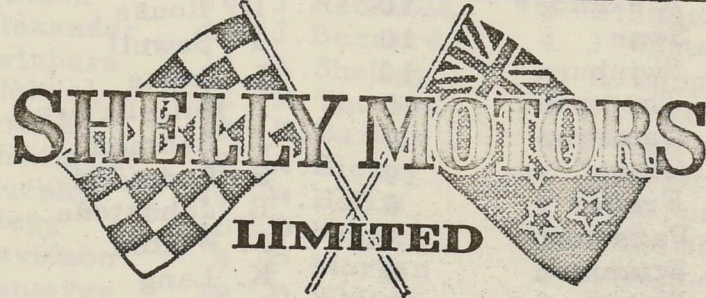
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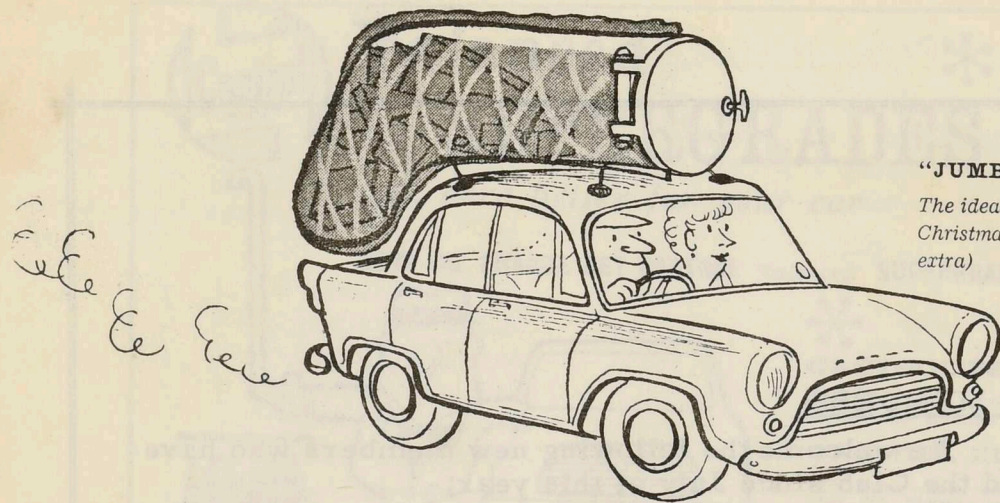
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NEW MEMBERS:

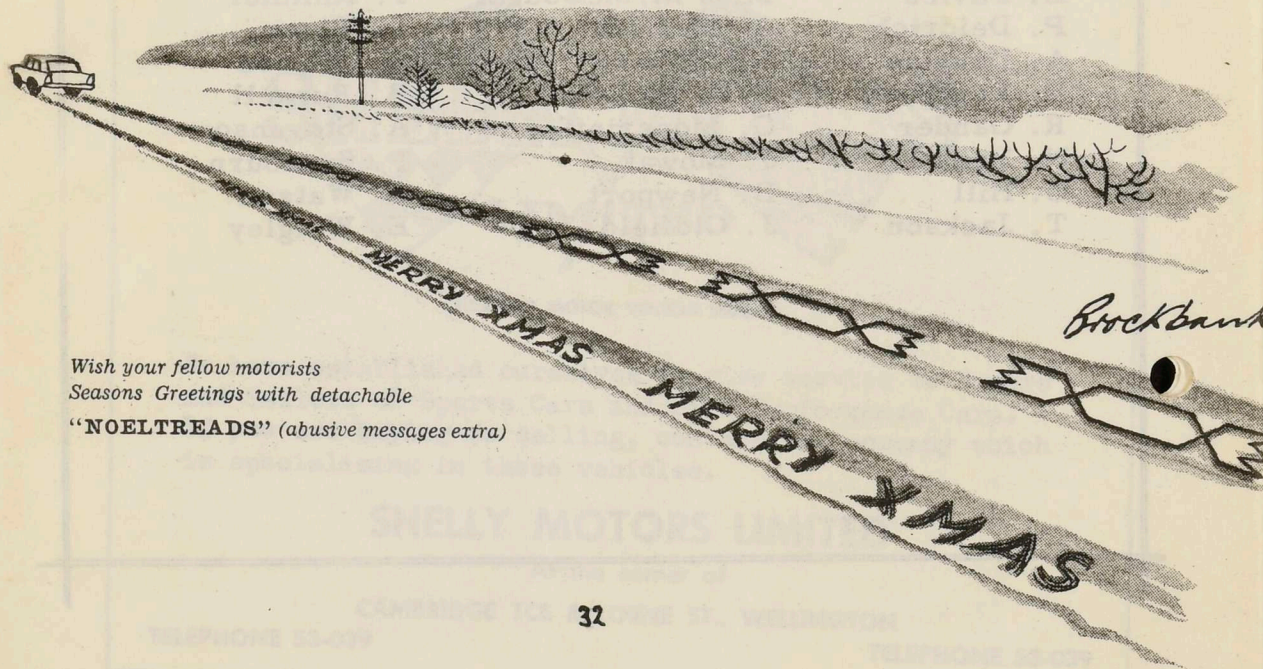
We welcome the following new members who have joined the Club since July of this year:-

G. Adams	D. King	J. Paton
L. Archer	E. Lander-Thompson	J. Paviour-Smith
D. Barrett	J. Lewis	T. Pickup
Mrs. G. Bennett	Mrs. S. Lupp	P. Powell
D. Black	W. Machin	P. Rankin
E. Davies	Miss M. McDougal	J. Rimmer
P. Deidrich	A. McLean	L. Rixon
A. Douglas	A. McLeod	G. Robson
D. Ferguson	H.D. McLeod	B. Russell
R. Gander	G. Moncrieff	A. Stevenson
N. Hansen	J. Mowat	P. Swinburn
C. Hill	B. Newport	N. Watson
T. Jackson	J. Oldfield	E. Wrigley



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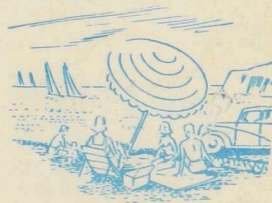
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