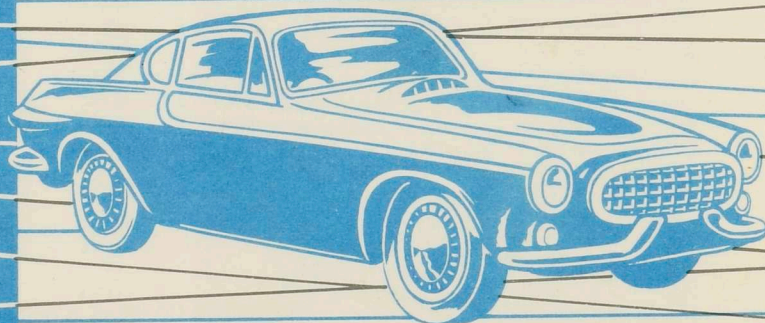


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CAR CLUB
(INC.)

Bulletin

JANUARY 1962



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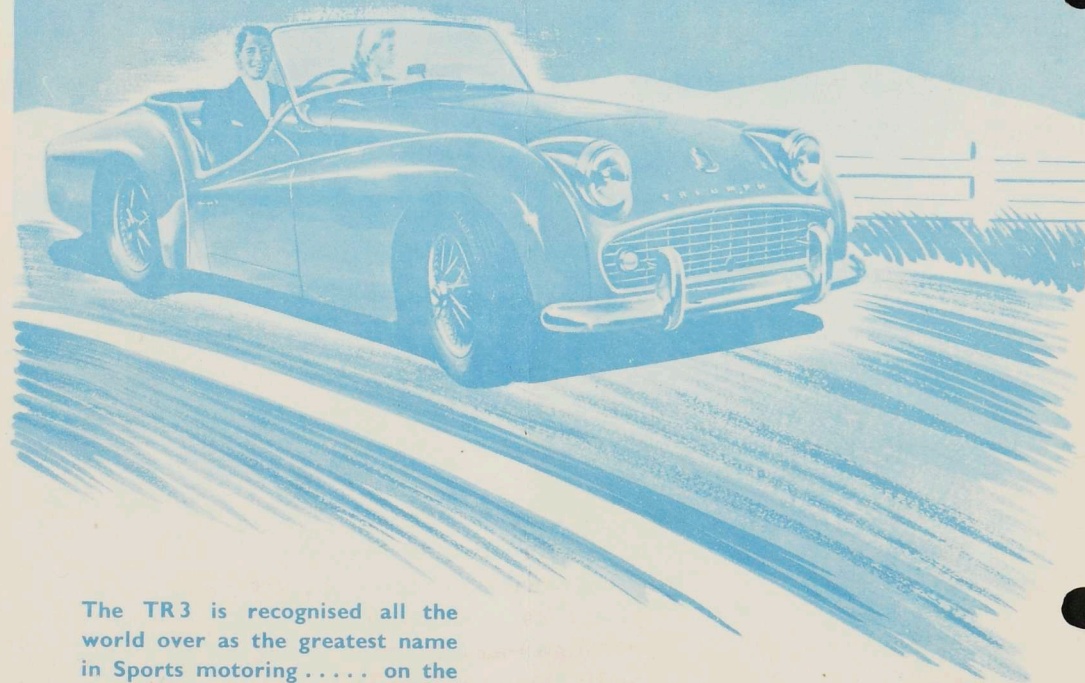
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CLUB OFFICIALS:

President	- Brook Leyland	56-290 (B) 17-597 (H)
Club Captain	- Dick Butters	36-838
Vice-Captain	- Ray Duffell	71-139 (B) 28-479 (H)
Secretary	- Kingsley Foulkes	19-316 (H)
Treasurer	- Paul Murphy	54-197 (B) 72-343 (H)
Bulletin Editor-	Phil Wilkinson	47-215 (B) 74-800 (H)
Committee	- Bill Machin	88-601 (B) 78-130 (H)
	John Swan	53-371 (B) 36-658 (H)

COMING EVENTS

January 6th	Ardmore Grand Prix
January 13th	Levin International Meeting
January 18th	Wellington Car Club - Club Night
January 20th	Wigram Race Meeting
January 27th	Teretonga Park Race Meeting
February 3rd	Dunedin Festival Road Race
February 10th	Waimate Road Race
March 3rd	Taranaki C. C. Hill Climb (North Island Championship)
March 9-10th	Festival Trial - Wellington Area Clubs
March 31st	Palmer Head Gold Star Hill Climb - Steering Wheel Club
April 7th	Houghton Bay Gold Star Hill Climb - Wellington Car Club.

EDITORIAL

Happy Christmas - that was last month. A bright and prosperous New Year - that is this month, Plus. Plus what? Plus the other months of course. If you do not know what those first four sentences mean? Do not panic, neither do I.

I like the sound of this word prosperous though. Probably because I am not and neither is the Club. Looking through the bulletins of some of the other clubs it makes me a wee bit envious to see the amount of money that is floating around. The clubs that run race meetings have the answer of course, but running a race meeting is easier said than done. The committee, of course, keeps the possibility in view but the prospects are poor to say the least. Why should we feel envious or rather dissatisfied at what we have achieved ourselves? After all, we have our Club nights, our events, our social activities, we make friends and generally have a good time. In our own small way that is. There is something lacking though.

What? Club Rooms. Somewhere that we can use how we like and when we like. In last month's Bulletin there was a list of the active club members published. How many of them do you know? With Club Rooms which would be open most nights you would get the chance of meeting these people more frequently. There is bound to be blokes around who have the same car as yours with the same problems. If you are lucky he might even have the right answer. How to meet him or, if you have met him, how to get hold of him - the obvious answer is at the Club Rooms. Now, I can see the expressions on your faces from here. What Club Rooms, we have not got any. So what. That does not mean to say that we shall never have them.

At the moment one of the matters taking up most of the committee's time is this problem of Club Rooms. No possibility is being ruled out. We have hopes of land; we have hopes of buildings. I could almost say we have hopes of flying to the moon but the situation is not as bad as that. We have one obvious shortcoming: a chronic lack of money. While difficult, this is not insurmountable. With some honest hard work on your parts, we should be able to raise enough to get things cracking. If we do get anything though, you can rest assured it will not be any mansion set in palatial grounds. It will more likely be a scungy old shed dumped on a scungy piece of clay and we will have to take it from there.

Which is where you lot come in. You can probably see what I am driving at. We will want labour. We will want you to get up and do

something. It will not be easy, but it will be worth it. Frankly we have not approached the limits of usefulness of this Club. And we won't until we get rooms of our own. Or rooms with kindred clubs for that matter.

So there you have it. Be ready to be called on to do your bit. Both for yourselves and for the members in the years to come. The Club was handed on to us by the founders. It is up to us to improve it if we can for future members.

CLUB NIGHT

A below average seventy turned up for November Club Night. The usual burble took place, main talking points being the coming Levin Sprint and Race Meeting. Four films were shown, all kindly supplied by Dominion Motors, three featuring different activities indulged in by M. G. The first was several years old when Stirling Moss had a lash at Utah in the M. G. beetle which clocked a very creditable 145 m.p.h. from 1500 cc. O.H.V. supercharged engine. Most interesting, I think, was the shot of the up and coming U.S. driver who tried the car out for 'maestro' Moss. Current World Champion Phil Hill has not changed much since those days.

Next film was of an old Alpine Rally. The photography was very good. Most surprising was the large number of T.R.'s featured. There were some excellent shots taken through the windscreen while descending some of the tortuous passes. Leaves Todd AO on a roller coaster for dead and that's for sure. The next, showed an M.G.A. Twin Cam being flogged round a test track. The emphasis was on B.M.C.'s catch phrase 'Safety Fast.'

The fourth film was the most interesting of all. It showed the constructions of an engine from crude ore to the finished article. Why they picked an early model Oxford to show it off I will never know. Somebody has to love them I guess. I am afraid I could not go into a detailed resume of the mechanics of the operation, but if you get a chance you want to see this film. It taught a layman like myself quite a bit.

CHRISTMAS PARTY

There is a saying "There's no show without punch". Well, folks, and female folks of course, don't believe a word of it. There was no punch at the Christmas Party but it was certainly some show. Now, was I right or was I wrong? About the Omegas I mean. I am sure that

upwards of 120 people agree with me. It is some time since the Club ran a financially successful social function so I think the boys in their striped waistcoats, lip spinnach and covered in sweat did their share to make this one the success it was.

It did not end with the band of course. Everyone entered into the spirit(s) of the evening with great gusto. The committee had a few worrying moments as to whether we had catered correctly but we need not have bothered. There was plenty of good grub, thanks to Colin and thanks to Mr. and Mrs. Taylor, while the grog just lasted nicely. The tables set around the walls seemed to work very well but it meant that you tended to miss seeing people.

It was good to see a fair representation from the other clubs in the district. Especially pleasing was the sight of several of the members from over the hill. They seem to breed them rather large in the Wairarapa don't they! Another couple of visitors we had late in the proceedings were two gentlemen in blue. Two of the most reasonable bobbies you could wish to meet too.

The prize-giving went off without a hitch although Brook did have to threaten a few boisterous types with stoppage of their grog if they didn't belt up. Tony and a very decorous Mrs. Shelly did the honours in handing the awards out. The winners were listed last month so I will not repeat them. I would like to make special mention though of Ian Shepherd winning the Clapperton Trophy. With about three events to go, Ian was nowhere, but he came with a late burst. And he is a member who would not qualify as having the most modern, most powerful or best equipped car in the Club.

One of the major contributions made by the Omegas was getting squares like myself out there jiving. A lot of us had never done it in our lives before, but you should have seen us go. Or maybe it was just the beer! As usual, John Swan and Graham Robson were taking umpteen photographs of all sorts of unlikely people in all sorts of unlikely poses. They must make a fortune selling negatives to embarrassed members.

A special mention must be made of the barmen who gave stirring service. With help on various occasions, Peter Slocombe, John Swan and Paul Murphy seemed to bear the brunt of it. Peter, especially, looked to be enjoying his work more than most. Thanks also to the bods who came along beforehand to decorate the place. As for the real hardy types who stayed behind afterwards to clean up - I take my off to them I say.

LEVIN RACE MEETING

Both of Wellington's daily papers splashed Club Member Tony Shelly's name as star of the recent Levin Meeting and who am I to quarrel with the members of the professional press. It was a stirring performance by Tony and I hope it gives him the necessary confidence for the rest of the season. Other Club members who were out having a go were Keith Ward, Grady Thomson and John Shirer. Keith especially, seemed to have his car going really well. One thing is for sure, they all would have enjoyed themselves more than the rest of us who spectated.

On the whole I did not think it was the best Levin meeting ever. The basic ingredient was there - a large entry - but something else was missing. Perhaps, we who do just spectate are a bit blood-thirsty. That is not to say it was dull though. Far from it. The opening laps of the Fred Zambucka Memorial Race were thrillers all the way. Tony Shelly was certainly the success of the day but Forrest Cardon deserves full credit for making the racing as interesting as it was. I liked the motor cycle attitude he took up on the corners. It seemed to add at least 10 m.p.h. on each corner. Another who kept the crowd on its toes was Kerry Grant in the blisteringly fast A 40. Kerry had a most exasperating day all round so you could understand his annoyance when he spun during his last race. From that stage on he probably drove closer to tenths than anyone else all day. The B.M.C. Mini's of course, added to the excitement. It just is fantastic to watch these minute monsters going through a corner. I am going to stick my neck out and suggest that the opposition retire gracefully when the Cooper modified Minis turn up out here.

The best impression I received on the day was the excellent potential that was on show. A large number of drivers were driving their cars for the first time. Bill Thomasen is one who springs to mind. In the first few starts he had, he was taking it very easy but later in the day he was decidedly faster. Others who were similarly placed were R. Greenville in the Lotus Junior and Simon Taylor in the D Jaguar. Although I am not sure, some of the saloon drivers gave the impression that they had not raced before either. Which means, I am sure, that when these drivers get to know their cars thoroughly we shall see some first class racing. Two drivers who were not worried by the fact that they had not had their cars long were B. Innes and A. McBeath. Innes's Zephyr, with Segiden's hot bits to make it go, was most impressive as was McBeath ex Taylor 3.8. The ex Heasley Humber 80 was also going very well towards the end in the hands of R. Langley.

One disappointing feature of motor racing in this country is the dearth of competitive production sports cars. The local sports car driver has not got the same spirit as the saloon drivers. If Bucklers and Mistrals can be made to go as well as they do, then some of the production efforts could be breathed on also. One exception was P. Fafeita's Sprite. Which brings to mind another car with the same basic components. The Cooper Junior. On the day it was much more impressive than the Lotus Junior but the driver would have been the difference as Roly Levis has had far more experience than R. Greenville. Both cars go exceptionally well, there is no possible argument about that.

Sad story of the day? Colin Ngan trying to pass R. Smith in the Super Squalo Ferrari. He did not have a bolters with all that smoke in the way. I only hope Tom Clarke was not there to see his old car in that state.

THE FESTIVAL TRIAL by Trial Secretary - John Swan.

Have you ever wanted to try your hand in a major trial? I'll bet you have. But they are all too far away, you say! Well, now is your chance. On Friday and Saturday the 9th and 10th of March, 1962, the Combined Area Car Clubs are running a Gold Star Trial which Castrol Limited have kindly consented to sponsor.

It starts in Wellington and finishes in Wellington. The start being 6 p.m. on the Friday and finishes about mid-day on the Saturday. In between? - 450 of the most interesting miles you will find in a long time. Ray Duffell and Stuart Alexander have set the course to keep the driver and the navigators occupied and absorbed. At the conclusion of the road section there will be a series of gymkhana type driving tests which count towards the final result.

Prizes? Just look at these:	First	£100
	Second	£40
	Third	£15
	Fourth	£10
	Fifth	£7.10.
	Sixth	£5
	Seventh to	
	Eleventh inclusive	£2.10. each.

Plus £10 to the highest finisher using Castrol oil in the engine.

Plus a teams prize of £15.

Plus £10 from popular franchise holders for the highest placed car of their make.

Plus prizes down to 24th place.

Plus special awards of equipment, awards to navigators, cups, trophies etc. (At this stage, we had to dissuade John from resigning from his position of Trial Secretary, as he wanted to enter himself. Ed.)

Prospectus and application for entry forms are available from

Kingsley Foulkes, or,

The Secretary,
Gold Star Trial Committee,
P.O. Box 3415,
WELLINGTON.

After the trial on the Saturday night a social will be held at which the results will be published and the prizes presented.

Last March this event was held for the first time. It was generally agreed to have been a success. Next March it promises to be even better. So make it your business to enter by getting an entry form NOW. It will be well worth your while. However, if for some reason you cannot enter, we need marshalls. Please offer your services.

This will be a great weekend - lots of motoring - lots of enjoyment - lots of prizes. See you there.

CON ROD CORNER

Pat on the back this month goes to David King. Some of you will remember Dave at a sprint earlier in the year driving a large Morris 6. He had hitched a ride from New Plymouth to attend that sprint. Gives you some idea how keen he is. You see, Dave is in the Navy which makes it hard for him to indulge in his motor sport. We hear from him regularly though and when he gets his Riley 1500 sorted out we hope to see him along at events when ever possible.

Guy Palliser is getting a supercharger for his Herald. It might give him a chance against the Minis now. Watch out Bruce.

Teagle Smiths have installed a set of rollers for testing speedos. Turn up at Baker Street, off Cambridge Terrace, clutching 10s.6d. in your hot little hand and find out just how accurate your speedo is. A MUST for trial enthusiasts.



1



3



5



2



4

1. Dick Butters receiving the Hanson Trophy
2. Ian Shepherd and the Clapperton Trophy
3. Reason for much of the fun at the Christmas Party - The OMEGA JAZZ BAND
4. The Renwick Mob
5. Ray Duffell receiving the Morgan Trophy.

PHOTOS by John Swan and Graham Robson.

Paul Morgan may be able to purchase some Halda Speed Pilots for about £20. If interested get in touch with Paul or any of the committee.

Makes you think, doesn't it. In London, you can go into one of the speed shops and buy a 100 m.p.h. Mini off the floor.

A certain cup, presented at the Christmas Party held no less than $2\frac{1}{2}$ jugs of beer. It was filled more than once too.

We welcome the following members to the Club:


Lorraine Stevens	A40
Tony Bryant	Humber 80
Tim Beetham	Zephyr
Norman Wilson	Holden
Peter Watson	Sunbeam Talbot
Alvin Webster	Prefect
David Ingram	Studebaker
Ian Muir	Anglia

The hats, hooters and streamers were a great success but brother, did the dye run in the hats. Dick Butters looked like a genuine war painted Indian. The red dye got into his shirt, so he had a bit of a job explaining it to his mother.


E. H. Earl Limited in Grey Street, are offering a Transistorised Electronic Tachometer. The parts cost round £7.10.0; built up, £8.15.0. As advertised, it goes up to 5000 r.p.m., but it may be alterable. Quite small, this sounds like a reasonable buy. Maybe, if enough were interested, we could get a few bob off the price by bulk buying.

Levin Motor Racing Club are going into their international meeting in a big way. Prices are a bit steep, but I guess it will be worth it. A bloke will have to leave mighty early to get a position by the fence. The Oxford will sure take a thrashing that night.

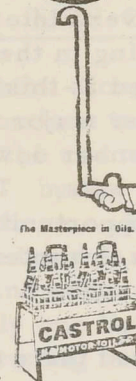
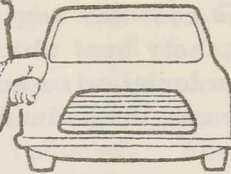
Bruce McLaren at last appears to be receiving his just dues from sections of the motoring press. It was most pleasing to see Autosport taking a bit more notice of him in their latest ratings of drivers. I still get the feeling that some of the U.S. writers don't think too much of him.




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THE SPORTING JAGUARS

Being by nature conservative, I would normally start an article of this nature with the word 'probably'. In this case I will stick my neck out.

'Definitely' the car to catch the imagination of the majority of the motoring public over the last decade has been the XK series of Jaguars. I can remember when just a young lad, and not very interested in cars, being fascinated by these sleek monsters. Reading in the press of their fabulous deeds, one could not fail to be impressed at this British car beating the rest of the world at Le Mans and other major races. In this country unfortunately, the cost has kept their number down. Consequently, we have not seen them at their best which is our loss. The U.S. has been more happily placed both money-wise and race opportunity-wise, so I have picked one of their better car magazines to get a few interesting facts Jaguars.

A recent issue of Road and Track published their tests for the XK 120 to the XKE. Basically, the 120, 140 and 150 were the same car with the E type being the first major change. The first three were two seater sports cars with i.f.s. and live rear axle. All were powered by the twin overhead cam $3\frac{1}{2}$ litre motor. The 120 started life developing 160 b.h.p. at 5400 r.p.m. Top speed was something over 120 m.p.h. with a rear end ratio of 3.64. Test weight of the car was 3160 lbs. 0 to 50 took 7.5 sec. while the standing $\frac{1}{4}$ came up in 18.3 sec.

Apart from detail changes the 140 was the same car externally, but under the bonnet the story was different. B.h.p. had been pushed up to 210 at 5750 r.p.m. The rear end was now 3.54 which gave much the same top speed but better performance on the way up. From 0 to 50 now took 6.5 sec. and the standing $\frac{1}{4}$ 16.6. The weight had also increased to 3500 lbs.

The 150 again showed minor detail changes but once again the major changes were in performance. The $3\frac{1}{2}$ litre now pushed out 250 b.h.p. but overdrive had been added which turned in 136 m.p.h. At nearly the same weight, another second had been chopped off the 0 to 50 time, now 5.6, and the standing $\frac{1}{4}$ was cut out in a respectable 15.1.

As can be seen, these three cars evolved slowly but surely from good to even better (I said I was conservative) but this year Jaguar surpassed themselves. You have all seen and heard about the fabulous XKE, so I will just give comparisons with the figures I have shown. Weight is down to under 3000 lbs. while capacity has been increased to 3.8 litres.

A top speed of 150 m.p.h. from a rear end of 3.31 gives some idea of how the 265 b.h.p. are being used. Standing $\frac{1}{4}$ and 0 to 50 are very similar to the 150. As important as any of these changes is the independent rear suspension. This more than anything else has brought Jaguar back into direct competition with Ferrari in sports and G.T. racing. The sooner the factory takes a hand the better I say.

McLAREN'S MINI-COOPER

The Mini-Cooper that Bruce McLaren hopes to be driving at Ardmore promises to be quite some car. One of the first off the marque off the line, the car went straight to the M.G. factory at Abingdon to be 'breathed on' by the enthusiastic band of experts in the competition department there. The head was polished and ported, a balanced crankshaft installed and larger carbs. bolted aboard. Dunlop racing tyres were fitted and excess weight reduced. About 1 cwt was done away with by having only one lightweight fibreglass seat. Sound absorbing material and cross-bracing is removed from the bonnet and boot and all trim and felt is stripped from the interior. A laminated windscreen has been fitted while the other windows have been replaced by perspex.

We have already heard some amazing reports about these Mini-Coopers so in true racing trim this one should really motor. A couple of them in standard trim are also likely to appear. Roy Salvadori and Ron Flockhart are reported to be possible starters. In standard trim 0 to 50 m.p.h. comes up in 12.8 which is on a par with a Sunbeam Rapier or an A99. With discs on the front coupled with the truly remarkable handling of the standard Minis, this would just about be the ultimate in safety-fast motoring.

This is another article from an American enthusiast. You will probably remember an earlier one about Gymkhana driving made easy. It is in humorous vein but these things do happen.

"THE CASE OF THE CLICKING CLOCK"

This story is not intended to offend anyone. However, a series of totally innocent and unconnected events have planted this germ of a literary idea into the author's head. (Ed. note - actually, it's more like a virus).

The names (including the author's) and places have been changed to protect the author and his tiny green car.

DU-U-UM DEE DUM DUM.....

DU-U-UM DE DUM DUM DA-A-AH.....

This is the city ... it's a big city lots of people..... lots of roads lots of cars ... On Sundays sports cars are on these roads.. competing in rallies ... My job keep 'em clean. My name is Dumbiowski. I'm a cop.

(Repeat above refrain here. It's too much trouble going thru this Dum Dum jazz again. Thank you.)

It was 9.03 Tuesday morning. I was working the day watch in the Rally Div., with my partner Clyde, when the chief called us in....

"Hi, Chief!!."

"Hi, men."

"You wanna see us, chief?"

"Yeah, sit down. Here Stash, listen to this. It's a master stopwatch from the CCSCCSCC. One of the newer members impounded it and sent it down with a bunch of complaints."

"Mmm - it sounds just like a watch, chief, nothing special, just like a watch."

"Listen better, jerk! !"

"Mmm - it sounds like it goes click-click instead of tick-tock. Is that it, chief, is that what you want me to say?"

"Yeah."

"What's the scoop, chief?"

"Well, it seems that the new members are complaining that the whole club is getting that way. It's so bad that it even affects the watches."

"I see wot you mean, chief, you mean that the club is getting "cliquey" and so are the watches. Is that what you mean chief?"

"Right. Everybody in the club goes clique-clique and it makes the watches go click-click too."

"Mmmm."

"Here's a list of the new members; go talk with them and see what you can come up with."

We took the list and checked the people on it; they told us that the older members of the club would just gather and talk among themselves at rallies and social occasions. They seemed to feel that they were intruding, and really felt left out. All during the investigation, one name seemed to come up most often - I. M. Best. We decided to check this one out first.

On the way over to Best's pad, we called downtown for info. Nothing but first place awards.

This was the man.

Best answered our knock.

"Hellow, sir. Are you I. M. Best?"

"Yeah. What's this all about officers?"

"This concerns the CCSSCCSSCC. It seems that the new members feel that you're the head of a clique within the club. They want us to check it out."

"Me? ... The head of a clique? Ho ho, that's rich! Me, the head of a clique! That's all wrong, officer! We're really friendly there at the CCSSCCSSCC. Before the rallies, don't we always gather round the cars and talk? They can come over and join us, we don't mind."

"Do you ever invite them over, or go sit with them and talk?"

"Well, no. But..."

"Mmmm."

"And how about after the rallies - don't we sit together at the restaurant and talk about how well we did? They can listen to us, we don't mind."

"Mmmm."

"And how about later when we have a party at somebody's house? We don't want to shout across the road 'Hey, Looey! You goin' to the blast at Iggy's house? They know about it and they know where it is. Why don't they come over?"

"Do you ever invite them over to the parties?"

"No, but...."

"Sorry, bud, but I'm going to have to book you on a 509 - Leading a Clique. And also on a 403 - Using a Halda Speed Pilot."

"Hey, you can't pin that rap on me!!"

"Oh no? When you graciously drove one of the new members home one night, he noticed that your oil pressure gauge was set at 33.6 m.p.h. and your ammeter read 3 minutes early. Let's go."

DUM DEE DUM DUM... DUM DEE DUM DUM DAAH

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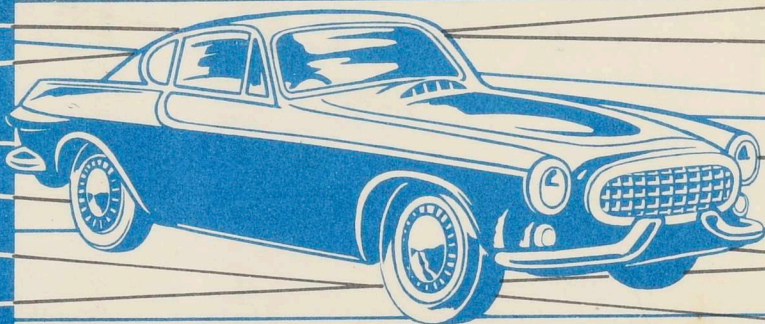
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CAUTION IS NO SUBSTITUTE FOR SKILL

COMING EVENTS

April 7th	-	Houghton Bay Gold Star Hillclimb, W.C.C.
April 12th	-	Wellington Car Club Annual General Meeting.
April 15th	-	Denvoll Cup Trial, H.V.M.C.
April 15th	-	Gold Star Trial, North Otago Car Club.
April 19th	-	No Club night - See previous week.
April 28th and 29th	-	Peugot Trial - Northern Wairoa Car Club.
May 12th	-	Taranaki Car Club - 8 hr. Trial.
May 13th	-	Taranaki Car Club - Motokhana.
May 17th	-	Wellington Car Club - Club Night.
May 26th	-	Castrol Gold Star Trial - Northern Sports Club.

Note: Club night has been put forward by one week in April. This has occurred because of Easter falling immediately after the 19th. The Annual General Meeting is the most important of the year. Be there!

EDITORIAL

Once more we have reached the end of our membership year. Financially this year has been quite successful leaving us with a reasonable balance. Certainly nothing to become complacent about but it is a start. As you know, we have plans for club rooms in the not too distant future. If they come to fruition, we will need every penny we can scrape together. As I see it, if these plans do materialise everything is going to happen with a rush. Money, time and labour are all going to be needed at once. Labour should be no difficulty and nor should be time. From what I have seen you are as generous as possible with your limited resources when money is required so I am confident that you will all pull your weight when required.

As you know, the entry fee has been abolished this year and subs. increased by 10/-. You would make matters a lot easier if you would pay your subs. as soon as possible.

One final point. The Bulletin is not yet self supporting. More advertisers are required. Inside advertisers can change their copy month by month if they so desire. Rates for these ads are by negotiation but they are cheap. Members, please support our advertisers. They are helping us a lot.

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Wellington Car Club (Inc.) will be held at the R.S.A. Hall, Mahora Street, Kilbirnie, on Thursday, 12th April commencing at 8 p.m.

The Agenda is as follows:

Minutes
Apologies
President's report and presentation of Accounts
Remits
General
Election of officers

The Committee presents the following remit for consideration at the Annual General Meeting. Rule 2 to read as follows:

Objects: The objects of the Club shall be the arrangement of Motor Sport, and such other branches of sport as may be decided upon, and the promotion of common interest, social intercourse and good fellowship amongst Club members. The Club shall also have:

I hereby nominate the following member/s for the position/s noted.

President	_____	Nominees Signature	_____
Secretary	_____	"	"
Treasurer	_____	"	"
Club Captain	_____	"	"
Vice Captain	_____	"	"
Committee	_____	"	"
	_____	"	"
	_____	"	"
	_____	"	"

Nominors Signature _____



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- (d) Power to raise money by way of fees, charges, donations, contributions, gifts, ventures, art unions, raffles, competitions, galas, fetes, functions or otherwise.
- (e) Power to invest or deal with the funds of the Club.
- (f) Power to purchase or hire goods and chattels, land and/or buildings required for the operation of the Club.

To maintain affiliation with the Association of New Zealand Car Clubs Incorporated, whether it be known by that or any other name, and to conduct all competitive motoring competitions in accordance with the rules and regulations of that body.

COMMITTEE NOMINATIONS

As you know, club nights are normally held on the third Thursday of each month. Unfortunately the third Thursday in April is Easter Thursday so the Committee has put the club night forward a week to the second Thursday, April 12th. This is the Annual General Meeting so please make note of the date and be along. Two things govern the strength of any club; the enthusiasm of the members and the strength of the committee. Unless you come along and vote intelligently you could finish up with a committee not at all competent to handle the task ahead of it.

To ensure that everyone interested has a chance of election a detachable nomination form is included below. Before filling the form in, make sure that the nominee is willing to take on the job. If possible return this form to the Secretary or any of the Committee before the meeting.

PRE-TRIAL TRIAL

All those Festival trial competitors and other entrants have every reason to thank Dave Mowatt for an excellent warm up the week before the big trial. For a first time effort this was a good show. In fact it was a good trial no matter who set it. Starting from the Cement Silos, where else these days, the contestants covered roughly one hundred miles of good trailing roads in four and a half hours.

We were prepared for the worst, when one of the first instructions we received was back to front. Then when the same thing occurred shortly afterwards we wondered what we had let ourselves in for. Only later did we discover that we had been so busy discussing the first wrong direction that we missed a turning, consequently we approached the second allegedly wrong direction from the wrong direction. It is pretty easy to blame the trial setter for your own boobs is it not. All this messing round took place before we reached the first speedo check so I guess our carefully calculated error was a bit useless.

After winding round town, Brooklyn, Island Bay, Happy Valley, Kelburn, Northland, Wadestown and Karori (I think), we set out on a jolly little dice over the Karori Hill and through the Makara Gorge. Then from Johnsonville, via map references, down old Porirua Road, Round Pahatanui and over the Paekakariki Hill. Back to Karehana Bay and Pahatanui again but this time going over Haywards Hill and into the Hutt. From there we were rallied back to the Beach comber, having to cross 6, or was it 9, railway lines on route. This railway lines business was a bit of a headache. We were given two route sheets. One said six and the other nine. I still do not know how many we crossed but we arrived back for a cup of coffee all right.

If nothing else, this trial brought home one point. These rallyists who equip themselves with umpteen speedos, batteries of auxiliary lights, portable calculating machines and I don't know what all, are all fooling themselves. Dick Butters and John Swan who eventually won the event had originally meant to be checks. Dick was driving his father's Vanguard while John navigated under the interior light using any scraps of paper he could lay his hands on. They only managed to bludge a map half way through the trial. So much for elaborate set ups.

A good trial, Dave. I hope that some of you other non-committee members can do the same during the coming year.

THE FESTIVAL TRIAL

by Trial Winner Garry Wall.

It seems you can't get away with just winning these days. On the Tuesday after the Rally the 'phone rang and it was Malcolm Fowler to say he'd just been talking to Phil Wilkinson who had a request! One only article by Friday. Not being a journalist I said I'd try. We arrived at scrutineering at 6.10 p.m. and I would like to say now that it was the best organised scrutineering I'd ever attended. Our crew was Malcolm Fowler as driver, myself as timekeeper and our map man was John Dobson, who was on his second rally. The car was a Mini-Minor completely standard under the bonnet except for a pair of alpine type horns. Externally a pair of fog lamps, a roof-mounting spot lamp and a set of stone guards on head lights and fogs. Internally two sockets for the board lights, an ammeter oil and temp. gauges, a dome or 'panic' light, and a Gnomist panel on the rear window. Also a speedo with a trip recorder was fitted and the car had seat belts and a silent travel kit.

So it was that at 6.40 p.m. we left the Town Hall on Section 1 to Porirua which was virtually an odometer check. Our speedo error was .04% which was not much at all amounting to .2 of a mile in 50. The next section we proceeded to Manakau making a diversion over the Paekakariki Hill and another behind Paraparaumu. Section 3 took us to the Glen Oroua School and included a little map reading at the end. Not doing the route finding in our car I'm not sure myself exactly the route we took but section four took us to Palmerston North where we had supper and a one hour break.

It was on this section that we went a mile or two up Highway 1 when we shouldn't have. The instructions said right at Halcombe-Feilding sign. Being used to Auckland rallies where what is written in the route instructions regarding sign posts must be reproduced exactly on the sign post, we did not consider the sign post at the corner we should have gone round to be correct because it had mileages on it. Therefore we went on expecting to find another road with just Halcombe-Feilding on it and nothing else. However, John, who had been following the Manawatu A.A. local tours map, announced that there didn't look like any other suitable roads so that must have been the one. The 20E points lost at Mt. Lee Road check should have read 20L but Mr. Palliser is excused.

Section five took us south of Palmerston North and a little more map reading to the Sanson Control. It was on

NIGHT TRIAL

3rd March 1962

		Section 1				Section 2				Section 3				Section 4						NIGHT TRIAL		3rd March 1962	
CHECK		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total Points	Final Placing	Marshals			
		Horton Tce	Houghton Brg Rd	Happy Valley Rd	Orkney Rd	Fairview Cres	Wilde St	Kerron Rd	J/Ville	Glenade	Loop Rd 1/2 to 5th	Loop Rd 1/2 to 5th	Top Parkhurst Hill	Parkhurst Station	Karshana Bay	Parkhurst Station	Loop Rd 1/2 to 5th	Melling Station					
CAR NO																							
1		10L	10L	15L	5L ¹	5L	20L	5L	0 4 ¹	10L	50mc	30 ^E WA	0 4 ¹	15L	10L	50mc	10L	25L	270	5	D. Frazer - M. Chayles - Ford Zephyr.	G. Wake.	
2		10L	10L	5L	5L ⁵	0	15L	15L	25L ⁵	5L	50mc	35 ^E WA	5E ⁷	50mc	40L	50 ^L WA	30L	35L	385	10	D. Lawson - P. Lawson - Austin A40.	T. James.	
3		0	35L	50L	40L ¹¹	5L	10L	5L	20L ¹⁵	50mc	50mc	50mc	50mc	RETIRED.							P.W. Ahrends - S.W. Low - Singer Gazelle.	C.J. Boshier.	
4		35L	5L	5L	10L ¹³	0	30L	5L	10L ⁸	50mc	50mc	25WA	50mc	50mc	30L	50mc	30L	25L	415	14	C.B. Norwood - D. Slater - MG Magnette.	R. Green	
5		0	5L	5L	10L ¹³	5L	30L	30L	30L ¹⁰	10L	50mc	50mc	10L	50mc	10L	5L	25L	50L	375	9	M. Smith - D.J. Smith - Morris Mini Minor.	R. Scampton	
6		45L	50L	50L	50L ¹⁵	50mc	20L	0	10E ⁸	15L	50mc	50mc	0 19	50mc	10L	50mc	50mc	35L	585	16	W. Moore - D. Moore - Triumph Herald 1200.	P. Morgan	
7		25L	25L	25L	25L ¹⁵	0	10L	0	35L ¹⁴	50mc	50mc	50mc	10E ¹⁵	50mc	0	50mc	50mc	50mc	503	15	T.B. Jackson - R.L. Rimmer - Humber 80.	P. Swinburn	
8		50L	50L	50L	45L ¹⁸	10L	20L	5L	5E ¹⁷	10L	50mc	50 ^L WA	5L ¹⁷	50mc	40L	50L	50mc	50L	590	17	P.W. Watson - E.M. Parham - Sunbeam-Talbot		
9		10L	5L	10L	5L ⁵	0	30L	50mc	30L ¹²	5L	50mc	30 ^L WA	0 10	20L	35L	25L	45L	50L	400	13	T.R. Foothead - D. Smith - Triumph Herald.		
10		5L	10L	5L	0 4 ³	5L	5L	10E	0 2	5L	50mc	40 ^E WA	5E ³	50mc	20L	50mc	5L	15L	280	6	P.J. Wilkinson - P.M. Swan - Morris Mini Minor.		
11		15L	20L	5L	0 10 ¹²	25L	20L	5L	50L ¹²	10L	50mc	50mc	0 13	50mc	5E	20L	50mc	20L	395	12	Head - Julian - Austin 7		
12		10L	5L	0	0 3	5L	50mc	50L	50L ¹⁶	50mc	10E	20E	20E ¹⁴	30L	30L	10L	0	50L	390	11	A.J. Foster - E.J. Dunn - Sunbeam Talbot 90.		
13		50mc	30L	30L	5L ¹⁰	30L	50mc	45L	50L ¹⁷	0	35L	50 ^L WA	35L ¹⁶	40L	50L	50L	15L	50mc	615	18	G. Robson - A.R. Pratt - Morris Minor.		
14		5L	10L	5L	0 4 ⁸	0	15L	20L	30L ⁶	20L	50mc	30 ^L WA	0 8	50mc	10L	50mc	50mc	10L	355	8	C. Taylor - P. Martin - Standard 10		
15		0	5L	15L	5L ⁷	10L	50mc	15L	10L ⁹	0	50mc	0	10L ⁵	5L	5L	0	0	5E	185	2	J.G. Wall - M.R. Fowler - Morris Mini Minor		
16		0	0	0	0 1	50mc	5L	5E	0 3	0	50mc	50mc	15L ⁶	50mc	0	0	10L	50L	285	7	R. Clover - C. Cogle - Morris		
17		15L	10L	10L	15L ¹²	5E	15L	5L	0 5	10L	50mc	5L	10L ³	10L	10L	20L ^{WA}	5E	10L	205	3	L.B. McDougall - D.M. Dougall - Ford Consul		
18		0	15L	30L	25L ¹⁴	15E	15L	5E	20E ¹¹	50mc	25L	10L	5L ⁹	0	5E	15E	5L	0	240	4	E.J. Fulton - B.S. Carson - Morris Mini Minor		
19		0	0	5E	0 2	5E	5L	15E	0 1	10L	50mc	5L	5L	5L	10	0	30L ^{WA}	5L	145	1	R.J. Butters - T.V. Swan - Standard Vanguard		

this section I added some times together wrongly by 1 minute so as the results show Mr. Duffell's E.T.A.S. must have been fairly right.

Section six was a little tricky to understand unless you had a fairly clear head and to judge from the number of cars we passed it looked as though most of them weren't quite sure of what average speed they were supposed to be doing. This section took us to Woodville via the Saddle Road and Palmerston looked rather good from up there. It reminded one of last year's Festival coming over the Pahiatua track. We had the misfortune to have our clock read wrongly at Pohangina but that was our fault to be cured by the use of a grandfather sized sealed timepiece in future. It was rather fortunate that we just happened to have a thermos of coffee and some sandwiches to eat at the coffee break at Woodville because there had been no mention of it beforehand.

The next section was quite good and no doubt had a few people at loggerheads. It was in kilometers. Once one had realised the time could be got straight from the K m.p.h. and the Kilos, all that remained was to lower a few kilos to miles to know where you were on the road for purposes of keeping on time. I must say the averages turned out to be fairly rocketing and also the roads were fairly bumpy in the middle for a Mini. However you got used to the sound of graded metal and the oil pressure gauge was a comforting instrument.

It was rather cold at the Rakanui control. At that stage we were the fourth car to come through, being followed by the Jenkins-Moffatt Austin 850, No. 18, whom we were to be fairly close to right to Wellington. The sixth car was Tony White-Johnson with his suspension on high in the Citroen I D 19, No. 23. He was one of our team members in the R.A.T.E.C. team.

Section eight took us to Masterton. At Ekatahuna we couldn't make the mileages work out and we found ourselves doing 32.9 or so while in the 30 mph area and 24.4 after the derestriction. But we didn't reckon the 1.66 mile to be wrong but the distance at 33.9 mph was out by 1 mile, the same as the 5.02 mile at 32.9 mph. Therefore after much shuffling it was decided it should have been 4.02 miles and 1 mile farther at 33.9 mph. The problem then arose which set of figures to use for calculation purposes but will keep that a secret because during these negotiations I once again made an addition error of 1 mile while struggling with Larry Reid and this error figures in the results until I found it just before Masterton. At Masterton we had breakfast and I think the coffee was the best part of it.

Section nine took us for a joy ride along the main roads of South Wairarapa at least for a start. It was while proceeding towards Featherston along the Featherston-Martinborough Highway that John suddenly said from the back "just about fell into that one". He was talking about the shortest distance between 864407 and 952453. Having measured it about 8 times by ruler and opisometer he was dead certain the shortest way was along the Main Road to Greytown from Tauwharenikau. However coming off the Tauwharenikau bridge we observed a black Volkswagen complete with check sign parked a short distance along Morrisons Road. This is not on-route according to us. We stopped and made a thorough check this time. Various thoughts passed around the crew members. Is that check one of those that, when you come to check in, flops a piece of paper out the window saying you are off course, go back and find out where you went wrong. We checked the instructions again and they definitely say the shortest route. If we go along the Main Road we will be going through that Vanguard check again at the Greytown Dairy factory. That will pose a problem. We eventually decide we are going to run our own rally so off we go towards Greytown and leave the Black VW lamenting. We also check the remainder of the route too so if we might come around again to the VW but no, so that makes us think a bit more. But it's definitely shorter the other way by .2 mile. As reckoned, we came to the Vanguard check and asked him if he wants to see us again. The answer is no so on we go. The route then takes us to Featherston, the last few miles being real paddock and not seeing one more check on the way.

Section ten takes us to the bottom of the Ngauranga Gorge. We had our watch read wrongly again at the check on the Rimutaka Hill by 1 minute but they wouldn't change it after we'd signed the card which I suppose is quite right. We turned off at the Plateau and went to Mangaroa and along a new road to Whitemans Valley eventually coming back through Pinehaven to join the Main Road at Silverstream. Along the Western Hutt Road until the Horokiwi turn off eventually coming out at Newlands. I must say the Horokiwi section was much better than when we were on the Stewards Trial.

The watches were re-set at Ngauranga for the final rally section to Avery Motors. We had a bit of fun there when the check at Avery reckoned we had to arrive on time. If so, what was a rally section which was written at the top of the sheet twice. We wouldn't show him our clock until the correct time, so he couldn't do much about it. The driving tests were great as far as the Mini was concerned, but you had to be careful you didn't clout an iron railing or a building. Overall it was a really good rally and all the

questionable points were cleared up thus avoiding a protest. In future we have decided to get a monstrous sealed time-piece and all calculations will be done by electric odometer and Odhmer calculator. But we will definitely be driving a Mini.

MARCH CLUB NIGHT

Over one hundred members were on hand for March Club Night. I made the mistake of arriving about five minutes late so I had quite a walk from my car to the hall, but I arrived just in time for the first film. This was a Shell film on testing for the wear rate on piston rings. It is amazing how these people can scare you with trick movies. To see a scaled up drawing of two metal surfaces wearing bits off each other in slow motion made me drive home with my heart in my mouth. One hears a lot about nuclear bombs but one does not expect to hear that piston rings are being put inside nuclear reactors to ensure more satisfactory motoring. Having made the rings radioactive they are thrown in the test engine and the wear rate ascertained by the radioactive particles that are knocked off the rings going through an elaborate giegercounter. The difference in wear rate caused by changes in temperatures and additives to the oil were quite startling.

The hit of the evening was a Wellington Car Club benefit film. Nominally, it was the film of the Festival Trial. After experiencing some difficulty getting the film to run through the projector we were finally underway. What with Guy setting the cars off and Peter Martin, Colin Taylor, Dave Mowat, plus Don Lawson's watch appearing prominently, it was, as I said, a Wellington Car Club benefit. One of the better scenes of the trial was Peter Martin hanging his tail out going through Horokiwi. Or should I say, Hororkiwi! I should say that Castrol would be quite pleased with the film. There were several good plugs appearing prominently.

The raffle, as usual, went to a prospective Club member. We seem to regularly welcome new blood by letting them win the prize, in this case a spotlight.

"The Golden Age", a Shell film in the series on motor racing, followed. General consensus seemed to be that it was not as good as the first but it was excellent for all that. Dealing with the twenties it showed the superiority of the Italians during that time. First Fiat and then Alfa's showed the way to the Sunbeams, Chryslers, Talbots, DeLarges, Densenbergs etc. which were lined up against them. In one race a Bugatti lapped one

car twice on the first lap. Race organisers in those days appeared to be generous with escape roads. From the look of things it was just as well. Another favourite trick was to run along a fence knocking down the pickets. The next in the series, the thirties, should be well worth seeing.

This was followed by a film on Polaroid and its various practical uses. This was followed by the normal adjournment to the Beachcomber.

NEW MEMBERS

A hearty welcome is extended to the following new members.

Harvey Kibble	Zephyr
Willard Martin	-
Ross McDonald	Hillman
Graham Cooper	Chev. Coupe
Kevin Gestro	-
Colleen Dale	Imperial 66

THE CLUB MEMBER

What is the reaction of the people you come in contact with when they first discover that you belong to a Car Club? It probably depends to a great degree on your environment. If you belong to an organisation dealing with cars the fact is probably accepted without comment. If you joined because a large number of your workmates already belonged then any comment forthcoming would be favourable. But if you work in an office far removed from the motoring world what do people think?

I think this is an important point. After all, although a large proportion of our population come into contact with cars in their normal lives, they mostly look on them as work horses whose only function it is to get them from place to place with as little fuss as possible. So just what do these dozens of safety slow motoring think? Alas! Ridicule, or at the very best, misunderstanding, tinges their outlook considerably. Take the recent Gold Star Trial as an example. Did the rude and scoffing multitude tell you you were mad to go out driving for eighteen or more hours just to race round the roads. Or perhaps they hear you are having a go at a gymkhana. So they ask what a gymkhana is. You explain. What do they say? How stupid! What are you trying to prove? Cowboy! Then they go on to discuss

last week's cricket match or next week's knuckle bones championships.

Well, who is right? The vocal majority or the cowboying, madcap minority. Shall I put it this way. The next time John (normal motorist) Citizen comes across a sticky and unexpected situation when he is out on a Sunday drive we will see how his knowledge to drive a four to fine leg will extricate him from heading sideways through a tight corner in the wet.

All right, so I am biased. But, frankly, I think a couple of turns through a wiggle-woggle will be of more use in this motoring age. And it is a motoring age. Admittedly, the average motorist does not go fast enough to get into trouble. But accidents do happen. Ever heard of blow outs? Recently there has been a court case in the local papers hinged round an accident in which two young girls were killed. With the absolute minimum of facts that one can gather it would appear that something unexpected happened which caused the car to veer from its course. Nobody knows what happened but in similar circumstances would driver training have helped? I will stick my neck out and say that in a lot of cases it would. It stands to reason that if you have tried something before you will know what to do better than if you have never tried it.

I would not go so far as to say that everyone should have to partake in motoring competition, only that those who do not should be barred from driving.

CON ROD CORNER

To start with, a few comments of my own on the Big Trial. From initial notification, through regs. acceptance, documentation and actual route, it was a first-class effort.

The organising Committee deserve commendation en masse. Singling out individual members, may be a little unfair, but I do think Guy Palliser, John Swan, Peter Bohm and last but not least, Ray Duffell, are deserving of the highest praise. I know for a fact that several one a.m. and two a.m. sessions were held so that everything would be ship-shape for the competitors. Speaking as a most unsuccessful competitor, I must admit that all the points we lost were due entirely to our own stupidity. Ray has the right idea. There is no need for unnecessary traps as the mugs will lose themselves.

The Club has received a letter from an organisation calling themselves 'Combined Car Clubs Welfare Fund Committee'. The organisation has been set up in Auckland to help provide the material wants of Johnny Mansell's widow and children. They are

sending the Club books of raffle tickets, ten tickets to a book at one shilling per ticket. Your arithmetic, if it agrees with mine, will show that that is ten shillings per book, a nice convenient sum. These books will be distributed one per member through the mail. You, in turn will return the books and money direct to the organisers. The Committee earnestly urges you to put yourselves out for this worthy cause. The death of this popular and colourful driver has left his widow in extremely straitened circumstances.

Keith Ward's hot Humber 80 is up for sale. Most of you have seen Keith competing at Levin in this car which goes really well. The car has the 1490 C.C. power plant at 10.5 to 1, complete with twin 1 $\frac{3}{4}$ S.U.'s and four branch exhaust. The car has been lowered and has a floor shift. Stopping is aided by power brakes. Needless to say, Michelin X tyres are on all round. All this, plus spares, can be yours for £800 O.N.O.

Another hot car has changed hands recently. Dick Butters has sold 'Lil Sidewinder' to Royden Head. I hope Royden has as much fun with the car as Dick did.

Although the winning car on the Big Trial had some representation from our Club I am afraid the cars entered from our Club did not fare too well. Highest place went to Ian Watson who finished 20th with a loss of 1100 points. Then followed Dick Cohen 26th, Royden Head 32nd, Peter Martin 33rd, Gordon Sutton 35th, Graham Robson 42nd, Phil Wilkinson 52nd, W. Martin 54th, Dave Mowat 57th, Alex Wilson 68th, P. Ahradsen 69th, and last and we hope, not least, Colin Taylor 70th. At least Colin received a prize which is more than can be said for most of us.

Incidentally, Wellington Car Club had the honour of providing the greatest number of entries for the Big Trial. Twelve in all. Congratulations on a good effort.

Ray Scampton does not know it yet but he is about to become a contributor to this illustrious Bulletin. (I hope). Ray is our lone representative on this year's economy run. I feel sure that an article for us is small penalty for such a singular honour. Recent Club member R.J. Cohen Sen. is emergency so we may have two starters in the end.

He who laughs last laughs longest. As I sailed merrily down the escape road on the Big Trial having seen the right at crossroads too late, the following car's crew laughed loudly, flashed their lights and carried on. Five minutes later we arrived at the Woodville check which carried a half hour rest. We had only been there twenty minutes when our clever friends roared in all hot and bothered. Ha! Ha! Ha!

Moss has done it at last. He has been beaten in a race in Australia. It took Brabham to do it though.

The Grand Prix season looms large on the horizon once more. Full of exciting possibilities this should be one out of the box. The proven combination of Ferrari and Phil Hill will have their work cut out to stave off Moss and Lotus equipped with either Climax or B.R.M. V8. If the long awaited Porsche Flat 8 shows up then Gurney and Bonnier could make things interesting. Then again you have the impressive Surtees in a brand new Lola with a V8, either Climax or B.R.M. Then there is problem plagued B.R.M.'s themselves. They must come right some time and Graham Hill has proved himself capable of staying with the best of them. The Cooper team with Bruce McLaren at the helm, present an interesting problem. Just how much driving in the shadow of Jack Brabham has influenced Bruce's driving is hard to tell. For sure, Bruce will not be able to linger and wait for others to drop out. This season should prove conclusively whether or not Bruce is Championship Driver material. Perhaps the ability to concentrate for longer periods would make all the difference. Then there is Jack Brabham. Until his M.R.D. is ready he is to drive a Lotus. One cannot afford to write him off but I think he has the hardest part ahead of him.

Dave Mowat has sold his top-notch Zephyr convertible. The replacement - the dream of most trials drivers - a Sunbeam Rapier.

Hamish Buchanan from the Wairarapa has his hot Mini up for sale plus all sorts of spare heads etc. An interesting buy for someone.



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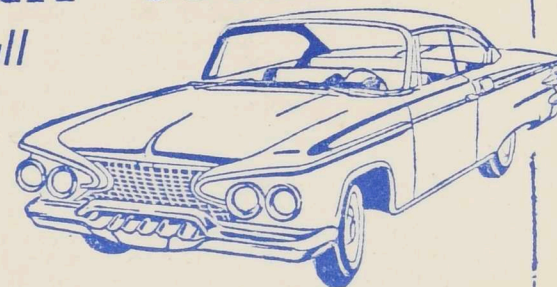
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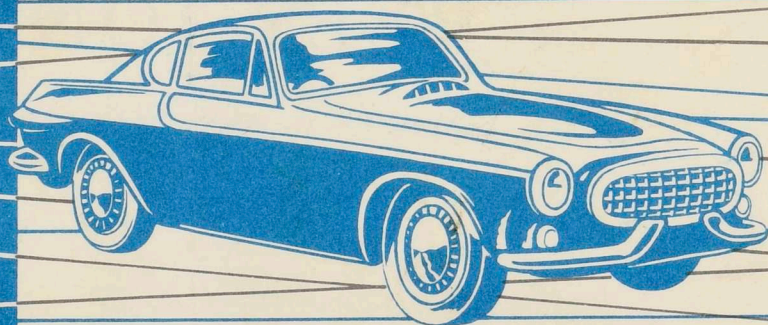
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Bulletin

MAY 1962



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41256
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COMING EVENTS

The committee has decided on the following calendar to take us through to Christmas. As far as possible we have tried to fit in with events to be held by other clubs. If you are keen you should be able to attend an event once a week between ourselves and other clubs.

The calendar follows.

Sat. May 5th Treasure Hunt. Starting at 8.p.m. at Cement Silos. Bring self, car, crews, pencil and paper. and Wellington City and Suburban Street Map.

Thur. May 17th Club night.

Sun. May 20th Gymkhana. Don Cottle's farm at Waikanae. Further information at Club Night.

Sat. June 9th Easy type Social Trial ... And I mean Social.

Thur. June 21st Club Night.

Sat. June 23rd Palmer Head or Makara Hill climb.

Sun. July 8th English Type Map Rally.

Thur. July 19th Club Night.

Sat. July 28th K.L.G. Trial and Social.

Sat. Aug. 11th Levin Sprint.

Thur. Aug. 16th Club Night.

Sat. Aug. 25th Winter 100 Trial.

Sun. Sept. 9th Duffells Delight. Map reading mess.

Thur. Sept. 20th Club Night.

Sat. Sept. 29th Gymkhana.

Sun. Oct. 14th Honeypot Trial.

Thur. Oct. 18th Club Night.

Sat. Nov. 10th Levin Sprint.

Thur. Nov. 15th Club Night.

Sat. Dec. 1st Straight Sprint.

Sat. Dec. 15th Christmas Party and 21st Birthday Celebrations.

February

Proposed interclub races at Levin.



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FACTS ABOUT FITTING MICHELIN X TYRES

The following article is borrowed from the Hutt Club Bulletin. Considering the prevailing use of "X"'s it could be of some use to prospective "X" fitters.

"The main advantage in fitting Michelin X tyres, is to fit X's on all four wheels, but sometimes, economic conditions prevent this, and some people can only fit two at a time. If this is the case, the two X's must be fitted onto the rear wheels. The reason for this is the slip angle.

The slip angle is the angle between the direction in which the wheel is pointing, and the direction in which it is in fact travelling. All side forces applied to the tyres produce slip angles, road camber for instance, has to be steered against, but the most important of these forces is normally the centrifugal force that arises when the car is driven round a bend in the road. It should be made clear that the term "slip angle" does not necessarily imply that there is any actual slip between the tyre tread and the road surface - the slip angle can be produced entirely by the "twist" given to the tyre in that part of it which is momentarily between the rim and the road.

It is a big advantage of X tyres that they develop much smaller slip angles than would ordinary tyres under given conditions of side force. Therefore no matter what the cause of the side force - cross winds, road camber, cornering or overtaking - the angle through which the steering wheel must be turned to counteract it will be much less if X tyres are used. The car is thus less sensitive to changes in side force and more precise in its steering.

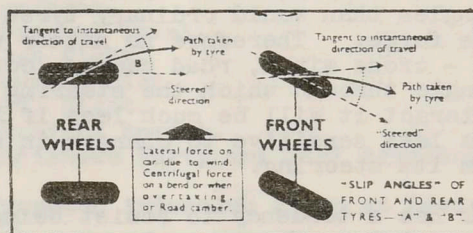
If a car has a tendency to resist being turned into a bend, and this resistance becomes stronger, the faster the bend is taken, the car is said to have "an understeer characteristic". Conversely some cars offer less resistance to turning as the cornering in speed is increased, and may even reach a condition in which the driver is compelled to apply some contrary torque to the steering wheel in order to prevent the car from going into a turn of ever increasing sharpness on its own account.

This tendency is known as "oversteer" and is clearly, except when consciously employed by a thoroughly experienced driver for his own special purposes, to be avoided. A car which neither understeers, nor oversteers, is said to have 'neutral steer', and although motorists often have their own special preferences on the subject of steering characteristics, a small amount of under-steer is often preferred as this adds to the directional stability, and makes it easier to hold a straight course at high speed; contrariwise an expert driver

can sometimes make use of a little oversteer in very fast cornering.

Whatever the "inbuilt" steering characteristic of a car, it can be greatly altered by the tyres. A greater slip angle in the front tyres than in the rear will modify the characteristic towards understeer; similarly if the rear slip angles are greater, the effect as far as the tyres are concerned will be towards oversteer.

Now, if a car, which is at present on ordinary tyres, has two of these changed for X, it is obvious that there will be a very important effect on the steering characteristic, because of the small slip angles of the X as compared with those of the tyres they replace. By fitting X tyres all round, the advantages of X are gained without any marked change in the steering characteristics. If only two are fitted however, they should go and stay on the rear wheels. The effect will be a safe tendency to understeer. To put two X on the front leaving ordinary tyres on the rear, would induce oversteer, which, as has been shown, is generally to be avoided."



H.V.C.C.'s DEAVOLL CUP (Sunday 15th April)

It is said that people who participate in trials are completely out of their minds, and now we agree.

It was a wild and wintry morning when we donned our extra jerseys, waterproof coats and sou'westers and made our way out to the Belmont Hall in Ian Shepherd's M.G. P.A., with Peter Martin driving and Ian Shepherd navigating (in a confined space). Within five minutes of arriving at the hall, we were pushed out the door, route sheet in hand, and we were on our way. The first section took us over the Akatarawa Road hard on the tail of a fellow competitor in a

large piece of Detroit tinware. At the top we managed to slide under this obstruction to continue unheeded to Waikanae then north through torrential rain to lunch in the sun via a small diversion off the main road at Te Horo. Lunch was at the A.A. picnic area by the Ohau River.

After lunch the route took us north along back roads to enter Levin from the Palmerston North direction. A bit of tricky navigation came next around Levin, including a dirt access road complete with check, at which only five cars (approx. 20 in trial) checked in at.

Homeward bound (we hoped), we proceeded south from Levin until South Manakau Road, again via a small diversion to catch the unwary (yours truly), to encounter yet another railway crossing and yet another concealed check. It was on this gravel road that we encountered ominous scraping noises and a louder exhaust note. We deduced that the muffler was slowly being battered to death by the ridge in the middle of the road. The main road was rejoined just north of Otaki and the fastest average of the trial, 44 m.p.h. took us to just south of Waikanae where we took the Otaihangā road through to Paraparaumu, turning left at a signpost which we found leaning at an ominous angle and pointing nowhere. We continued around the eastern side of Paraparaumu and over a well-known dirt road, joining the main road again just north of McKay's crossing. This last section was completed with a sheet of plastic over the map board to keep off the cascades of H₂O which was finding its way under the hood.

McKay's crossing saw the need to change a tyre because of a broken spoke and loss of air. The spare is for emergencies only, six spokes being A.W.O.L. (Away Without Leave), and the rest are getting tired of holding hands. It was because of this we decided to take a short cut, and instead of proceeding over the Paekakariki Hill and encircling the Paremata Harbour in a clockwise direction, we followed the main road to Plimmerton and rejoined the route to pass around the north side of the Harbour to Pauatahamui. We did this with the hope of at least reaching the finishing line before the wheel collapsed, and this nearly proved our undoing, for rounding a corner we shipped a bow wave of water which quickly found its way through our waterproofing and gave us each a lap full of water. Worse was to come, for, on crossing a bridge, all that could be seen was a torrent of muddy water. A nearby farmer told us it was deep and with a rough idea of the direction of the road we engaged first cog and proceeded. Quarter of the way through the burbling of the exhaust turned to a bubbling and we both noticed the likeness to a motorboat. Half-way through Peter started to get worried, as his feet were getting wet, but Ian wasn't convinced until he saw the water above the floorboards.

The engine started to die, until we were down to 1000 r.p.m. with right foot hard down. Repeated stopping to let the revs build up enabled us to crawl from the water, then we proceeded down the road on two cylinders. It was over half a mile before all four were working again. Pauatahanui produced a check point but no brakes. After running a hundred yards back to the check we motored on over the Haywards hill to the finish back at the Belmont hall.

We found the actual setting of the trial very good, with the averages neither too fast nor too slow. One rule in the supplementary regs. we found impossible to comply with, was the rule that it was necessary to hand the clock in within fifteen seconds of stopping, as Peter, with all his wet weather gear on, was unable to even remove himself from the car in this time.

Even if it is madness, we will be back.

RACING WINDUP

The March Levin meeting could well be called 'Locals Day'. Free from overseas influences and a general lack of tension in the air augured well for an enjoyable day's racing. And so it proved to be with perhaps just a shade too little excitement for the side-line viewers. To a certain extent this could be accounted for by the unfortunate withdrawal of Brian Innes from the feature race. Despite this fact, this saloon match race was a thriller from start to finish. Pre-race favourites varied through the whole field with one fairly general proviso. Whoever rounded the hairpin first on the first lap would have the hardest part accomplished. Especially if it was Alistair McBeeth in the track consuming 3.8. In the earlier saloon races McBeeth had appeared to be content to finish as well up as possible without overdoing things. Really get a good look at the track. Kerry Grant had pole position in the A40 which is a definite advantage at Levin. Outside him were McBeeth and Doug Marwood in the 109 m.p.h. Humber 80. Completing the field were Dick Langly in the ex Harold Heasley Humber 80 and Innes in Simmonds rapid Mk. 1 Zephyr. Dick Langly was not originally to have started in this race but his good performances in the earlier races had earned him a popular start. Simmonds action in lending his Zephyr had also met with the approval of the crowd. A most sporting gesture.

The story of the race was quite simple. McBeeth used the tremendous urge of his car to beat off Grant round lake bend and be in the best position for the hairpin. From there on the most valiant efforts of the others had little or no

impression, although Grant was close enough to keep McBeeth right up to the mark all the way. A showman all the way, McBeeth slowed a little towards the end to make a close finish for the crowd's sake. He judged it badly though and I think the margin at the end was somewhat closer than either Alistair McBeeth or Kerry Grant expected.

To me, the best race of the day was the main racing car event of the day. This was won by Chris. Amon in David Evans' 1960 c.c. Cooper. In second place was Jim Palmer in his classic powered Lotus, followed by John Histed driving a front engined Lola F.J. In a strange car, vastly different from a 250 F, Chris Amon's drive was masterly, equalled only by John Histed's drive for third. This is not to decry Jim Palmer's effort; after all he did come second, but the other two were the most impressive. The sight of the Lola outside the Lotus right the way round Lake bend only to be cut off at Cabbage Tree and then try the same thing next time round, this time to succeed, was worth travelling a long way to see. Another driver to impress towards the end of this race was Bill Thomasen. I have noticed before that it takes this driver about half the race to get going. If he can overcome this he will start to figure more prominently in the prize lists.

The rest of the day was relatively quiet. There was some close racing and there was some dull racing. As usual, the sports cars failed to impress. The sooner someone enters something exotic like an E type the better. Then we will have something to hold our interest. It is enough commentary on the popularity of the abundance of motor cycle races to point out that a large section of the crowd chooses to either have lunch or go visiting.

One final point, why do people have to choose Levin Races to drink beer, make love and get into fights? A good percentage of the crowd would not notice if there were races on or not.

ANNUAL GENERAL MEETING

Once more the mystery is upon us. Where is everybody on the night of the Annual General Meeting? Something under seventy is not a very good muster with a club membership approaching two hundred. Commenting from the chair, Brook put it down to a lamentable lack of interest for the well being of the club by the club. Another member offered the view that it is all really a great big pat on the back for the committee. The view that everything is running smoothly and I could not do any better. Being a member of that august body, the committee, I would like to agree, but I wonder! I am more inclined to agree with Brook. The thought of work certainly seems to frighten most.

The President's Annual Report indicated a successful year financially, competitively and in the 'Espirito de Corps'. He mentioned, and I think with some justification, the general lack of bickering among the members. He hoped that members were generally satisfied with the number and type of events run. If not, he pointed out, now was the time to do something about it. Major item on the committee's plate both last year and this was clubrooms. Progress has been made but not nearly enough.

A raffle has been mooted and Brook is at present negotiating a prize. Paul Morgan also mentioned a very generous offer from a well-wisher who would donate the use of a grader and carry-all to level the section provisionally granted us by the City Council.

The Treasurer's Report was quite encouraging. The financial position was shown to be in a much healthier position than for several years. Net membership increase over the year was about 60, which is quite satisfactory. Apart from a few well aimed and some not so well aimed barbs from Mr. Morgan, both reports were passed without much comment.

The election of officers and committee followed. After pointing out that he would be out of the country for four months, Brook Leyland was again elected President unanimously. Brook has his critics, Brook has his detractors ... but Brook is the heart of the Wellington Car Club. To my knowledge no one has done anywhere near as much in recent times for the well-being of the club. Except, perhaps, one person. Who? You may ask! None other than our re-elected Secretary, Kingsley Foulkes. John Swan, as Treasurer, Paul Morgan as Club Captain and old faithful, Ray Duffell as Vice Club Captain, were all elected unopposed. The four members of the general committee had to be voted for from nine applicants. Those nominated were Peter Slocombe, Dave Mowat, Ian Watson, Peter Martin, all of whom were successful and the unsuccessful five, John Shirer, Bruce Sutherland, Ian Muir, Bob Clover and Colin Taylor.

Thus the elected nine, plus myself, as ex-officio member, will guide the destiny of the club for the next twelve months. And the best of British luck to you, I say.

General business was notable by its absence. After a bit of back scratching and 'we are all good blokes' type of speeches, we adjourned to the Beachcomber for coffee.

EDITORIAL

Well, folks, I decided to start off the new committee year by a change in my editorial pattern for the month. In other words, no moans. A bit difficult, I might add, but here goes.

First, a few comments on the just completed racing season. I saw five meetings throughout the year. I read of and listened to numerous others. All were enjoyable, rain or not, but one thing stands uppermost in my mind. The very high level of courage, hard work, and above all, skill shown by the rank and file who present to the public the majority of the season's racing. The courage is self explanatory. I scare myself silly sprinting round Levin without several other mad men all doing the same thing at once. The skill! Well, that is there time after time for us all to see. Given equivalent cars I would back our local boys with any. But the part that I most admire is the hard work. The untold hours of sweat and heart-break spent on the cars, especially saloons, is a fitting comment on the enthusiasm of the local drivers. How often have you seen somebody break something on his immaculately prepared car during the early part of the day and miss all the racing. Will he be back next time? Nine times out of ten he will.

What else can we be nice about? The unsung heroes of motor sport. The officials, be they crowd marshals, check points, secretaries of meetings or just plain 'workers' etc. - you know, I know, we all know, that these are the blokes that make motor sport as enjoyable as it is.

What can I say but thank you chaps for a job well done.

HOUGHTON BAY HIGHLIGHTS

First, nothing can be said about Houghton Bay without a 'thanks' to the caretaker of Martin Luckie Park. He appreciated our difficulty due to the size of the pit area and the use of his personal drive for marshalling some of the cars was a first-class gesture on his part.

On the whole, competitors did not voice many complaints about the running of the meeting. Things were a bit slap-dash at the end of each run. There will have to be a more positive way of letting competitors know when the last car has completed its run. As it was on one run, some of the boys were starting back down again only to find, mid much consternation, that there was another car on the way up.

There were many highlights on the day but perhaps the best was the sight of Graham McRae's Masarrari snaking away from the start. The car was developing tremendous power and was obviously a handful to keep in a straight line. It was unfortunate that Graham broke something on both his runs. As it was, his times were impressive enough.

Brian Watson's Bagnall Jaguar caused quite a stir when it broke an axel just after leaving the start line. I live to see the day when Brian puts a body on this very potent car.

As expected, David Evans achieved F.T.D. I thought he put up a good show considering it was his first drive for some time. Rex Flowers (Geneni) and Ian Young (Cooper Bristol) were keeping Dave up to the mark but the 1960 c.c. Cooper had a little too much urge.

Alistair and Alistair in Jaguar and Jaguar turned on their expected performances with McBeeth's 3.8 having decidedly more under the bonnet than McLeod's 3.4. Body roll looked pretty much the same, though.

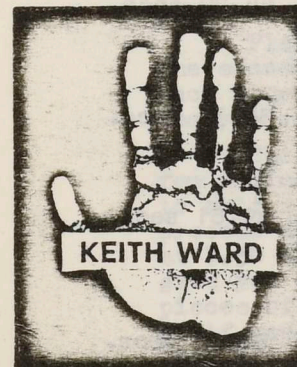
Having come onto saloon's naturally we come to the Worthy Doctor and the equally worthy Mini. If you care to look at the detailed results you will see what I mean. Graham Cowie is essentially a modest man and is inclined to deride his best time. Well, I would not know, but, goodness gracious me, his second best is not too bad is it.

There were several good battles going on through the field. Tim Beetham and Des Rouse in Mk.II Zephyrs with Tim coming out on top by the odd hundredth or so. Before the meeting Tim gave me the reason for his success in the Zephyr. It's the G.T. stripes you know, worth another ten miles an hour at least. That must bring it into the masking tape class. Dick Cohen and Peter Slocombe in Herald Coupés also had a close

go with Peter again, triumphing (no pun intended) by a split second. Once again G.T. stripes figured in this duel, this time on the loser's car. Their undoubted advantage was in this case counteracted by the removal of air cleaners. A dastardly trick, sir! The two M.G.A. 1600 Mk.II's had a private duel, also this time Tony Whatmough won by exactly one hundredth of a second from Geoff. Sands.

Murray Charles recorded some excellent times in his A35. When Kerry Grant turned up it was generally expected that he would clean up in this class but a slipping clutch did not help him any.

Things began to take an interesting turn during the last run when it began to rain. Fortunately, or unfortunately, depends which way you view these things; the rain did not last long but it was sufficient to slow the majority of the cars quite considerably.



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	Independent Motors Trophy	

Fastest Sports Car -

I.D. Young	Cooper-Bristol	47.02 secs.
	Standard Triumph Trophy	

Fastest Saloon Car -

A. McBeath	Jaguar 3.8	49.61 secs.
	Sheridan Enterprises Trophy	

Under 1100 c.c. Open -

R. Flowers	Gemini F.J.	44.29 secs.
	Nu-Tread Trophy	

1100 c.c. to 1500 c.c. Open -

L.J. Reader	Austin Ford Spec.	54.34 secs.
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3000 c.c. to 5000 c.c. Open -

A. McBeath	Jaguar 3.8	49.61 secs.
	Wellington Car Club Cup	

Under 1500 c.c. Saloons -

G.B.A. Cowie	Mini-Minor	54.02 secs.
	Friendly Car Sales Trophy	

Over 1500 c.c. Saloons -

A. McBeath	Jaguar 3.8	49.61 secs.
	English Car Sales Trophy	

in the latest Canterbury Car Club Bulletin showing Doug Lawrence leaping like a two year old into his Lola during a Le Mans start.

I must congratulate the V.W. Club on their latest editions of 'Volksnews', a most attractive publication.

Why is it that members of one make car clubs, when commenting on the merits of their cars, consider that no other car can have merits at all. The smugness is somewhat sickening.

I have had a letter from one Jennifer McGrail who has a 1952 Minor Convertable for sale at £375. 66,000 miles and well shod. Jennifer lives at 23 Clapham Street, Wanganui East. Her phone number is 39913. Before you all go madly dashing up to see Miss McGrail, I should warn you that she is off overseas soon so I imagine all transactions will be strictly business.

Once more the new member business is booming. This month we have six who all receive a most hearty welcome.

Graham Duff
Colin Ngan - Cooper
Bruce Sutherland - Riley
T. Meldrum
Bruce Cook - Gazelle
Barry Tabart - TR3A

Please remember, Subs for the new year are now due. The sooner we get what is owing to us the sooner we know how much money we can afford for the various activities throughout the year.

The trialling season is now upon us. There are quite a few novices to the trialling game in the Club now so we hope to hold a couple of novice night trials. The first will precede next club night. So the May 17th Club night will start at 7.30 sharp with a small trial. It will be simple but will give you an idea of what is required. There are certain pieces of equipment that are reasonably necessary on any trial so if you can have them with you on May 17th so much the better. They are: a re-setable trip-meter on the speedo; some form of time-distance-speed calculator, either a Blackwells calculator or tables. Whitcombs have the former and Ray Duffell will gladly supply the latter; an interior light is also a must. Apart from that, working paper, pencils, clip board and above all common sense are the main requirements.

The Club has prospects of two new hillclimbs in the future. One is a sealed road of a mile or so at Makara (gives Keith Ward a bit of an advantage doesn't it) and the other is about the same distance but a gravel surface behind Paraparamu and it is a beaut.

Brussels G.P. held recently produced some interesting results. Graham Hill convincingly won the first heat in a V8 B.R.M. In the second heat he was disqualified so Stirling Moss took the lead in a V8 Lotus. He pulled out to let Willy Mairesse win in a Ferrari 65 V6. Mairesse also won the third heat. The B.R.M. was quite the star turn although John Surtees was motoring very rapidly in the Lola with an old Climax four.

It was good to see Bruce McLaren win the recent Sebring 3 hour race for small G.T. cars. Dennis Hulme is also figuring prominently in early season F.J. racing. Tony Shelly is reported to have brought a Formula one Lotus and also to have obtained a works drive for F.J. Lola. Reg. Parnell is arranging starts for him so he should be right.

Yet another World Motor Cycle Champion is taking to cars. Gary Hocking of Rhodesia, last year's 350 c.c. and 500 c.c. champion is driving a car in Africa, a Formula one L.D.S. Alfa Romeo.

Last month we mentioned a raffle to be run for the late Johnny Mansell's widow. Originally the books were to be sent to each member but the organisers have set a well near impossible time limit so the idea has been scrubbed. Instead, John Swan will have the books at his shop, Quality Paints in Courtenay Place. The idea behind the raffle is worthy of support so do by tickets. The prize is first class return air fare to Sydney or £125 cash.

June 1st and June 2nd the Wairarapa Club in conjunction with the Wairarapa A.A. are holding a 13 hour trial. I imagine this would be a bit of a beauty. Brook has the entry forms.

Northern Sports Car Club are holding the Castrol Gold Star Trial of May 26th for any members interested.

LETTERS TO THE EDITOR

Dear Sir,

March saw the passing after a brief and uneventful history of the "Steering Wheel Club". Now normally one would be sorry to see a brother club obliged to wind up but in this case not many tears will be shed. This club was formed a few years ago when a conflict of ideas occurred as to the running of the Wellington Car Club. A group which comprised mainly members of long standing, many of whom had been office bearers at some time decided rather than to cooperate in the running of their club they would break away. They took over the remains of the 500cc. Club which had unfortunately faded due to 500cc. racing losing it popularity. The Club was reconstituted and renamed the Steering Wheel Club (after a London Club) and its objects were largely to offer a higher class club than the others operating at the time and to organise and run speed events only. It started off with a great flourish and did run some very good events at Palmer Head and their monthly meetings which were held as buffet teas were very pleasant, however whilst the members were very keen initially their enthusiasm waned as they realised they doing a lot of work and getting nothing out of it as the majority of them were non-competitive and as they did not encourage new members the tasks always fell on the same hands.

Well its all over now and we can take some consolation in that their prediction that the Wellington Car Club would disappear was so far out as to be funny, but bear in mind the facts which caused their downfall.

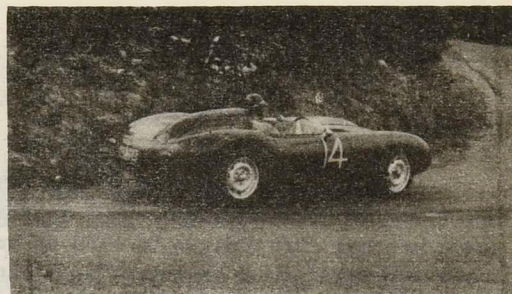
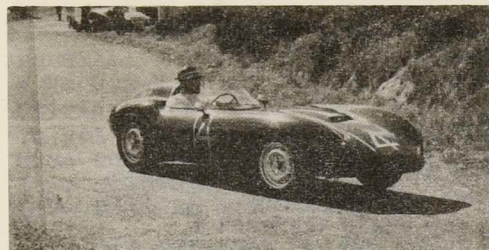
P. M. S.

The Wairarapa Car Club extends to your members an invitation to compete in a hillclimb we are holding next month.

Details are as follows:

Venue
Date
Surface
Scrutineering

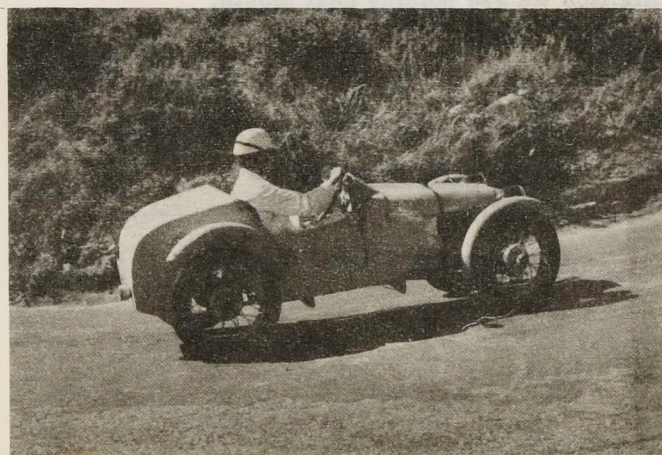
Admiral Road, Gladstone, Masterton.
Sunday May 20th 1962
Tarseal.
Commencing 9 a.m.



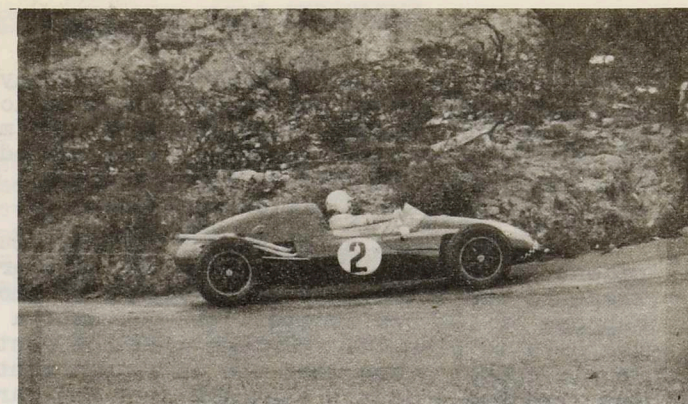
Two views of Graham McRae's beautiful
and potent Massarrari



Whoops There! Just made it Alistair
McBeath stokes his 3.8. up the Hill.



Lester Reader appears
to be quite unconcerned
as the might y Midget
booms along.



F. T. D. to David Evans.

SCENES

from

HOUGHTON BAY



Des Rouse above and John Shirer below
demonstrate body roll and MK I and
MK II Zephyrs.



Photos

by

Peter Bennett

CON ROD CORNER

Comparisons are odious, or so the saying goes. But two recent hillclimbs in the Wellington area do bear some comparison on one point. Timing. Flash, up to the minute timing set-ups are all very well but tried and true methods seem to work better. There are often unforeseen difficulties, I know, but two runs in over five hours is a bit on the nose.

I understand there were a few difficulties at another recent hillclimb. The last of the popular Wrights Hill events. There is one thing that every organiser should realise. Nothing happens of its own accord. If you want a smoothly run event you have to plan it. Crowds will not control themselves. People cannot guess what the organiser wants. Too often during the invariable delays that are part and parcel with motor sport is the cry heard - 'Oh well, nothing can be done, it is just one of those things. Rubbish! If sufficient planning is put into an event, delays will be kept to a minimum and not at a maximum as at present. And that goes for all clubs. Ours as well. To quote the exceptions that prove the rule. The recent Festival Trial and any Levin race meeting you care to think of. They all run like clockwork. Why? Because of adequate planning.

Horticulturists and farmers will love us. It seems that competitors in the Festival Trial planted the odd patch of grass although unbeknown to themselves. Or so a comment in the Hutt Club Bulletin would have it. I presume it would have been grass that we would have sown on Fletchers Road.

Once more it is the sad duty to report the death of one of the personalities of international motor sport. Ron Flockhart has been a regular figure over the last few years at the international races held in this country. Perhaps he did not have the successes of some of his more illustrious contemporaries but he was no less popular because of it. Any driver who wins twice at Le Mans is no 'no hoper' as some people liked to consider him. But I will remember Ron Flockhart for something more than his driving. He was often to be seen chatting to the local drivers, offering a bit of advice here and there. Can that be said for all.

Enzo Ferrari has recently announced a most interesting new racing car which he hopes to have competing later this year. The design discards the Dino V6 layout and has instead an air-cooled in-line 8 cylinder unit mounted transversely ahead of the re wheels. Drive to the gearbox is through a central "take-off" and the rear disc brakes are mounted inboard. 215 b.h.p. are spoken of at 11,000 r.p.m. This design is believed to be the result of collaboration between Ferrari and Gilera, the famous Italian motor cycle manufacturers. The same gentleman, Mr. Ferrari, is now claiming 200 b.h.p. from the V6 layout for this year so the rest of the field better look to their laurels.

I never thought he would be capable. There is a photo

HOUGHTON BAY GOLD STAR HILLCLIMB

PROVISIONAL RESULTS

Published below are the provisional results of the Houghton Bay Hill Climb held on Saturday, 7th April 1962. Protests must be in the hands of the Secretary of the Meeting, Box 5142, Wellington, within seven days of posting of this Bulletin. Failing the receipt of any protests within this time, these provisional results will become final and awards will be distributed as published below.

OVERALL PLACINGS

Car No.	Driver	Car	Best Time	O'All Place
2	D. Evans	Cooper-Climax	43.36	1
25	R.J. Flowers	Gemini F.J.	44.29	2
43	I.D. Young	Cooper-Bristol	47.02	3
4	C. Ngan	Cooper-Climax	48.84	4
32	A. McBeath	Jaguar 3.8	49.61	5
14	G.P. McRae	Maserarri	49.94	6
19	G.B.A. Cowie	Mini Minor	50.50	7
23	A.F. McLeod	Jaguar 3.4	50.92	8
10	N. Whittaker	Daimler SP250	52.09	9
36	B.B. Harrison	Austin-Healey	53.13	10
39	A.O. Beetham	Zephyr Mk.11	53.28	11
3	D.L. Rouse	Zephyr Mk.11	53.38	12
31	L. Reeves	Triumph T.R.2.	53.46	13
6	A.L. Watmough	M.G.A. 1600	53.72	14
9	G. Sands	M.G.A. 1600	53.73	15
29	K. Ward	Humber 80	54.21	16
12	L.J. Reader	Austin Ford Spec.	54.34	17
8	M.W. Charles	Austin A35	55.03	18
27	D. Teagle	M.G.T.F.	55.35	19
7	N. Hawker	A-H Sprite	55.71	20
38	D.W. Gibb	Triumph T.R.3.	55.76	21
1	J. Shirer	Zephyr Mk.1	56.16	22
21	C.M. Hogan	Anglia 105E	56.18	23
15	J.D. Mowat	Sunbeam Rapier	56.22	24
33	D. Slater	Austin Mini	57.24	25
5	R. Bradley	M.G.T.F.	57.43	26
11	C.S. Norwood	M.G. Midget	57.98	27
18	J.B. Harrowfield	Austin Mini	58.77	28
37	K. Grant	Austin A40	61.14	29
26	B.M. Smith	Mini-Minor	61.43	30
24	P.M. Slocombe	Triumph Herald	61.49	31
30	K. Moran	Austin A35	61.50	32
22	B.J. Thomson	Ford Prefect	61.60	33
28	R.T.R. Cohen	Triumph Herald	61.79	34
20	N.H. McDougall	Mini-Minor	62.32	35
34	C.G. Taylor	Standard 10	63.87	36

Car No.	Driver of Car	Make of Car	Class	Practice			Official			
				1	2	3	1	2	3	4
1	J. Shiner	Zodiac Mk. I	F	57.48	56.80		56.26	56.16	Mistimed	
2	D. Evans	Cooper Climax	D	45.33	44.16		44.28	43.36	43.69	
3	D.J. Rouse	Zephyr Mk. 2	F	56.50	53.91		Mistimed	53.38	53.61	
4	C. Ngan	Cooper Climax	A	55.06	-		Mistimed	49.76	49.76	50.86
5	R. Bradley	M.G.T.F. 1500	B	58.09	57.20		57.62	57.43	Mistimed	1.03.47
6	A.L. Watmough	M.G.A. 1600	D	54.64	54.28		53.72	53.96		
7	N. Hawker	Austin Healey Sprite	D	58.66	57.99		55.71	56.74		
8	M.W. Charles	Austin A35	E	56.25	55.36		55.28	55.03	1.00.29	
9	G. Sands	M.G.A. 1600	D	55.24	53.40		53.73	55.53	59.52	
10	N. Whittaker	Daimler SP250	D	52.99	52.09		52.42	52.09	57.02	
11	C.S.B. Norwood	M.G. Midget	D	58.25	58.25		58.16	57.98	58.02	
12	L.J. Reader	Austin/Ford Speco.	A	55.65	54.80		54.34	54.54	57.51	
13	G.P. McRae	Maseratti	B	50.28	-		49.94			
14	J.D. Mowat	Sunbeam Rapier	C	57.50	57.17		56.22	58.04	1.00.62	
15	B. Watson	Baghall Jaguar	E	50.96	50.40		-	Scratched - Bent		
16	J.B. Harrowfield	Austin-Mini	C	57.37	56.98		58.77	1.08.79		
17	G.B.A. Cowie	Mini-Minor	E	54.66	56.42		50.50	54.02		
18	N.H. McDougall	Mini-Minor	E	1.00.11	1.00.14		1.02.48	1.02.32	1.04.48	
19	C.M. Hogan	Ford Anglia 10SE	E	56.81	56.35		56.18	1.03.35	1.01.90	
20	B.J. Thomson	Jaguar 3.4	E	1.40.42	1.02.31		1.01.61	1.01.60	1.03.82	
21	A.F. McLeod	Triumph Herald	E	53.86	52.52		50.92	51.31	57.97	
22	P.M. Slocombe	Gemini F.J.	F	1.02.89	1.01.98		1.01.49	1.02.04	1.03.22	
23	R.J. Flowers	Mini-Minor	E	47.22	46.23		45.00	44.29	44.79	
24	B.N. Smith	M.G.T.F.	A	59.92	1.00.24		1.01.51	1.01.43		
25	D. Teagle	Triumph Herald	E	57.77	55.81		55.55	58.60	58.16	
26	R.T.R. Cohen	Humber 80	E	1.02.90	1.01.40		1.01.79	1.02.40	1.04.37	
27	K. Ward	Austin A35	E	54.89	54.09		54.21	54.38	58.30	
28	K. Moran	Triumph T.R.2.	E	Mistimed	1.01.64		1.01.50	1.02.60	1.04.29	
29	L. Reeves	Jaguar 3.8	D	54.74	53.69		55.53	53.46	56.01	
30	A. McBeath	Austin Seven	F	49.10	49.91		49.61			
31	D. Slater	Standard 10	E	57.14	56.09		53.87	1.06.22	1.07.22	
32	C.G. Taylor	Austin Healey	E	1.05.24	1.04.50		53.13	56.48	57.52	
33	B.B. Harrison	Austin ALO	D	54.51	53.84		1.01.14			
34	K. Grant	Triumph T.R.3.	E	56.04	56.00		55.76	57.72	1.02.41	
35	D.W. Gibb	Zephyr Mk. 2	D	56.54	53.15		53.28	47.02		
36	T. Beetham	Cooper-Bristol	F	57.98	48.26		47.29		47.06	
37	I.D. Young		D	49.70						

Clubman Laurie Scott tells us of a transistorised rev. counter that a friend of his has for sale. The standard model has a 4 inch dial with 270° deflection meter. Figures are black on white going to eight or ten thousand and red lined as required.

Other features are: Six or 12 volt models
Any number of cylinders
No mechanical connections to the motor.
Just one lead to the coil
one lead to the chassis
and one lead to the ignition switch.

Guaranteed for six months if mounted correctly at 5% overall accuracy and 1% accurate at critical range.
(Note - The guarantee does not cover voltage reverses or voltage overloads).

Position of the components is not critical except that the 'Works' should be mounted away from heat. The set is stable up to 90°C. The meter should be shock mounted by rubber or some other suitable means.

All this can be had for 'a measly' £11.0.0 although if there is enough orders the price may come down. Dial illumination costs an extra 10/- while a luminous dial is to be had for an extra 5/-. Bloated capitalists can have the super luxury 6 inch model for £27.0.0.

Anyone interested get in touch with Laurie and he will give you further details.

DRIVER CHAMPIONSHIP AWARDS 1961/62

	Renwick Road race	Ardmore 9th G.P.	Levin	Lady Wigram	Teretonga	Dunedin Festival	Waimate	Total Points	Place
Racing Cars:									
Bruce McLaren		10	10	10	10			40	1st
Pat Hoare	10	7			3	10	7	37	2nd
Jim Palmer					7	7	10	24	3rd
Angus Hyslop		5		7	5			17	4th
Late John Mansel	7	3		5	1			16	
Tony Shelly	5			1			5	11	
Ross Greenville			7					7	
Bob Eade	1		5					6	
Chris Amon		1		3				4	
Morrie Stanton	3							3	
John Histed							1	1	

Sports Cars:

B.J. Cottle				7	10	10	7	34	1st
Doug Lawrence	5		10				10	25	2nd
R.J. Coppins	7			10	7			24	3rd
Ian Young		5			5	7	5	22	4th
Simon Taylor		10		5				15	
J.R. Gardiner	10							10	
J. Riley				1	1	5	3	10	
J. Marshall		3	7					10	
B. Avery		7						7	

Other points gained: A. Hurley 5; H. Ganley 4; Green and E.R. Preston 3 each. A. Van Thiel and E. Tims 1 each.

Saloon Cars:

R.J.N. Archibald				10	10		7	27	1st
B.G. Macdonald	10						10	20	2nd
Bruce McLaren			10		7			17	3rd
N.B. Mills	7						5	12	4th
Kerry Grant			7					7	
Alistair McBeath				7				7	
I. Don	5	No Suitable event				Race not held due to weather	1	6	

Other points gained: I. Franicevie, P.R. Ornstein, B. Innes, 5 each. Dr. R.B. Langley, G.B. Miles, 4 each; R.J. Blackburn, A.C. Beetham, R. Silvester, 3 each; D. Marwood, I.G. Pethig, 1 each.

"The following article is taken from a recent edition of Motor Sport. Written by the well known motoring contributor Dennis Jenkinson it gives a fairly comprehensive rundown on what took place during last season."

MOTOR SPORT

ON GRAND PRIX RACING

THE year 1961 saw the introduction of a new Formula for Grand Prix racing, in which engine capacity was limited to a maximum of 1,500 c.c. or 1½-litres, and superchargers, alcohol and nitro-methane were banned, there being no aids to power production other than the basic design of the engine. Weight of the car was restricted to a minimum of 450 kilogrammes (990 lb.), and on the face of things the resulting cars did not look as though they were going to be very exciting. In effect, the new Formula for Grand Prix racing was what had been used previously for "voiturette" racing, or Formula Two, which was a sort of second division to real Grand Prix racing. There was much speculation about how bad Grand Prix racing was going to become under the new Formula, mostly because people did not take the trouble to think about the matter clearly; they just assumed that it would be like the old Formula Two, in which development and mechanical progress was practically at a standstill, the cars being simple and comparatively cheap machines, effective but in the main unimaginative. There being very little at stake in the old Formula Two there was no incentive for engineers to make much effort over the cars, and some quite successful ones even raced with sports-car engines. To assume that this state of affairs would continue in 1961 under the new Grand Prix Formula was absurd, for with the Manufacturers' Championship at stake, plus the winning of the Grande Epreuve meetings, it was obvious that development would proceed apace and that the simple "cyclecar" type of racing machine would soon be a thing of the past. In pure Grand Prix racing there is inevitably strong competition among designers and engineers and, with no-one having much of an advantage at the beginning of 1961, the season opened with good prospects for the future.

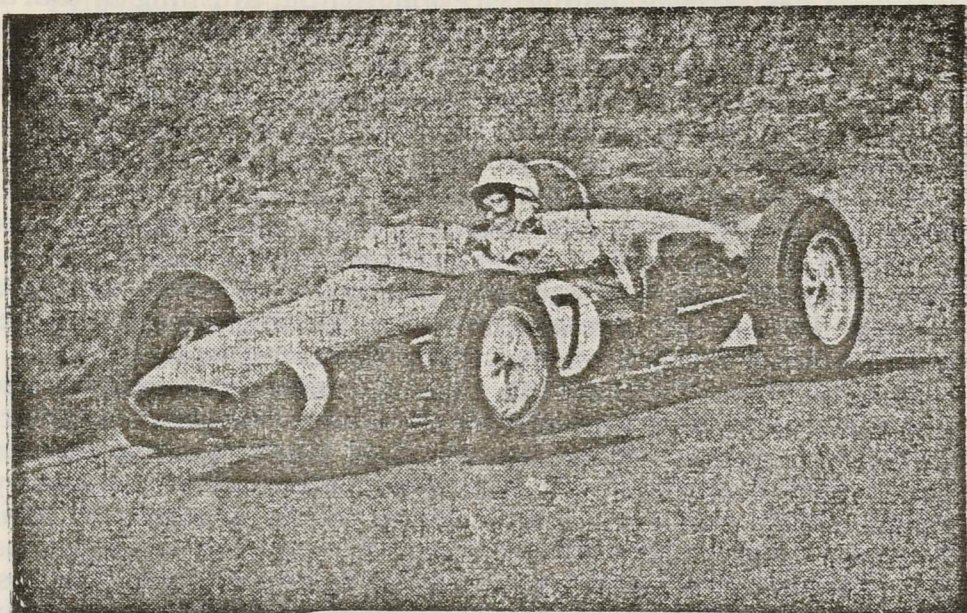
Personally I found that the Grand Prix scene advanced further than I anticipated in the past season, and far from the new Formula getting away to a slow start and being dull and uninteresting, it was precisely the opposite. With engine size cut from 2½-litres to 1½-litres the b.h.p. available in the new cars was obviously considerably less, and one could not expect the cars to be anything like as fast on maximum speed, nor would the acceleration be comparable, while up steep gradients as at Monaco, Nurburgring or Solitude, the 1½-litres were going to be lacking in steam. In spite of all this, lap speeds on most circuits were remarkably rapid, almost equalling the old ones on occasions, whilst most important was the fact that overall race averages were increased on a number of occasions by these seemingly underpowered Grand Prix cars. The main reason for this was that no particular make had a complete monopoly and in a number of races the unpredictable happened. In addition, although the Scuderia Ferrari had by far the faster cars, they did not have the fastest drivers and the result was that competition was much keener than it has been for some time. During the past season I watched more races being run as races to the bitter end than I would have thought possible. I had become very used to watching exciting racing to about quarter distance and then a procession develop, or at best a "pursuit" in an attempt to gain a good position, by someone who had had trouble. This year, however, I watched really exciting wheel-to-wheel racing in Grand Prix events from the starting flag to the chequered flag, or if not wheel-to-wheel they were "pursuit" races with the odds weighed against the leader and everyone trying his hardest right to the end of the race distance.

In the early part of the season this happened at Siracusa, when practically every "star" in the Grand Prix world was over-driving to the most hairy limits in his endeavours to catch the new Italian driver Giancarlo Baghetti in a works Ferrari. Dan Gurney, in the Porsche, drove as hard as he knew how, to try and wear down the slender advantage of the Ferrari and kept the pressure on right to the finishing line, failing to win by a mere 5 sec. after nearly two hours of racing. At Monte Carlo the whole Ferrari team tried their utmost to catch Stirling Moss in his Lotus. The new-boy Ginther, driving the 120-degree-engined Ferrari on its first outing, kept thrashing away in his endeavour to catch Moss so that they finished 3.6 sec. apart after 100 laps of the Monte Carlo twists and turns. In keeping ahead of the Ferrari by this small amount Stirling Moss showed his wonderful ability as a driver to the full, and I have watched him on the limit many times, and been sitting alongside him when he has driven on the limit, but this year at Monte Carlo he was trying harder than I would have thought possible, and what a wonderful sight

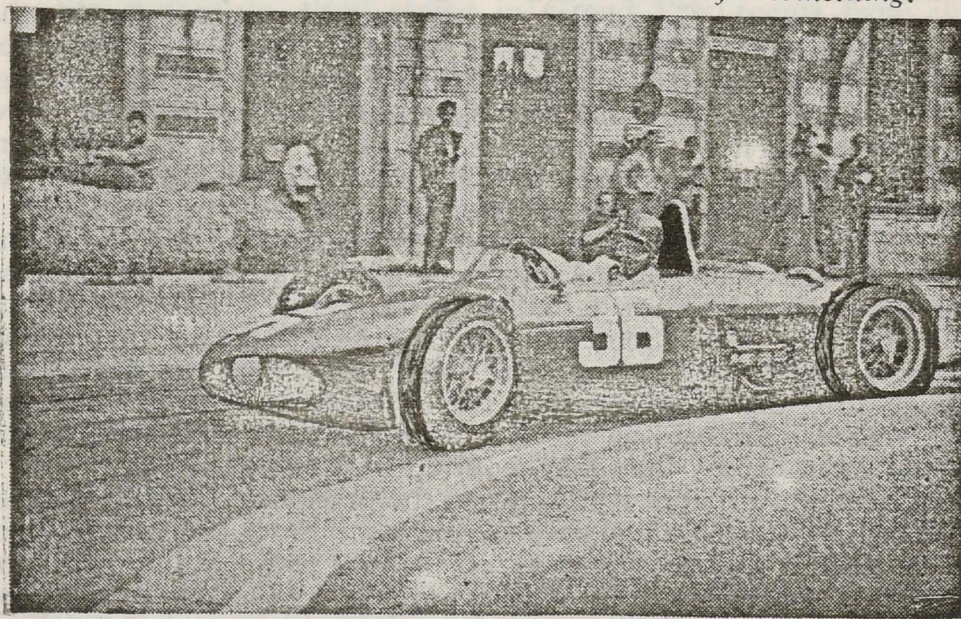
it was to behold. At Zandvoort for the Dutch Grand Prix these same two drivers had another race-long battle, finishing in fourth and fifth places side-by-side, which the timekeepers decreed as a gap of point-one-of-a-second! This tiny space of time was all that separated the first and second finishers in the French Grand Prix on the fast Reims circuit, and that race had me almost weeping with excitement, as Baghetti, Bonnier and Gurney battled away in the closing stages of the 432-kilometre race. After racing for 2 hr. 14 min. and 17.5 sec., Baghetti won by mere inches from Gurney, and they had been really racing. Their *average* speed was way and above anything I even see for a fleeting moment on the speedo. when driving about Europe, and they were doing it under blazing hot conditions.

As if that wasn't enough there was a similar dice, probably the greatest of all time, at Stuttgart for the Grand Prix on the wonderful Solitude circuit. Here Innes Ireland fought against Bonnier and Gurney from start to finish and beat them across the line by inches, which were again interpreted as tenths of a second, their finishing times ending with 4.6 sec., 4.7 sec. and 4.9 sec., and that little fracas had gone on for near an hour and three-quarters. In all these closely-fought races the drivers had been trying really hard for a considerable length of time; one expects this sort of wheel-to-wheel stuff in a 5-lap dash round Brands Hatch or Goodwood, but to see it repeatedly in full-length Grand Prix races was terrific. At the beginning of the season there were those people who said Grand Prix racing would become dull with the 1½-litre cars. If the 1961 season was dull then I doubt whether I shall be able to stand the mental strain when it becomes exciting. It is significant that this was only the first season of the new Formula and it was not until the end of the season that new cars were beginning to appear, much of the racing being done with virtually obsolete designs left over from the old Formula Two.

I recently had occasion to watch some films of the age of the mighty Mercedes-Benz, Auto-Union and Alfa Romeo teams, and it was outstanding how fatigued the drivers were after a gruelling Grand Prix race. Someone who is enthusiastic for that age of racing was voicing the opinion that "those were the days" and suggesting that today's drivers did not have to work like that and the modern Grand Prix car was so easy to drive that drivers used little more energy than that required by a round of golf. Now I reflected on this and, realising that the person in question had not seen a modern Grand Prix race for some time, and certainly not this year, I smiled to myself. If he had seen Ginther when he got out of the Ferrari at Monaco, or heard Moss say quietly and confidentially after the race, "Boy, I was on my personal limit for the whole of that race," he would have realised that some drivers do still have it rough. Or had he seen Ireland, Bonnier and Gurney when they finished at Solitude he would not have seen any relaxed smiling faces; all three were looking grim and



Stirling Moss driving Rob Walker's Lotus-Climax at the Nurburgring, in the German Grand Prix, defeated the entire Ferrari team as well as all the other teams and proved beyond all doubt that even with "slow" cars the driver still counts for something.



First race outing for the 120-degree-engined Ferrari was at Monaco when Ritchie Ginther drove it "experimentally" and finished a brilliant second. From there on this new engine was used by all three team drivers.

bitter with sheer exhaustion. The past year has been an excellent one in Grand Prix racing and the "boys" have been trying as hard as ever did Nuvolari or Carraciola.

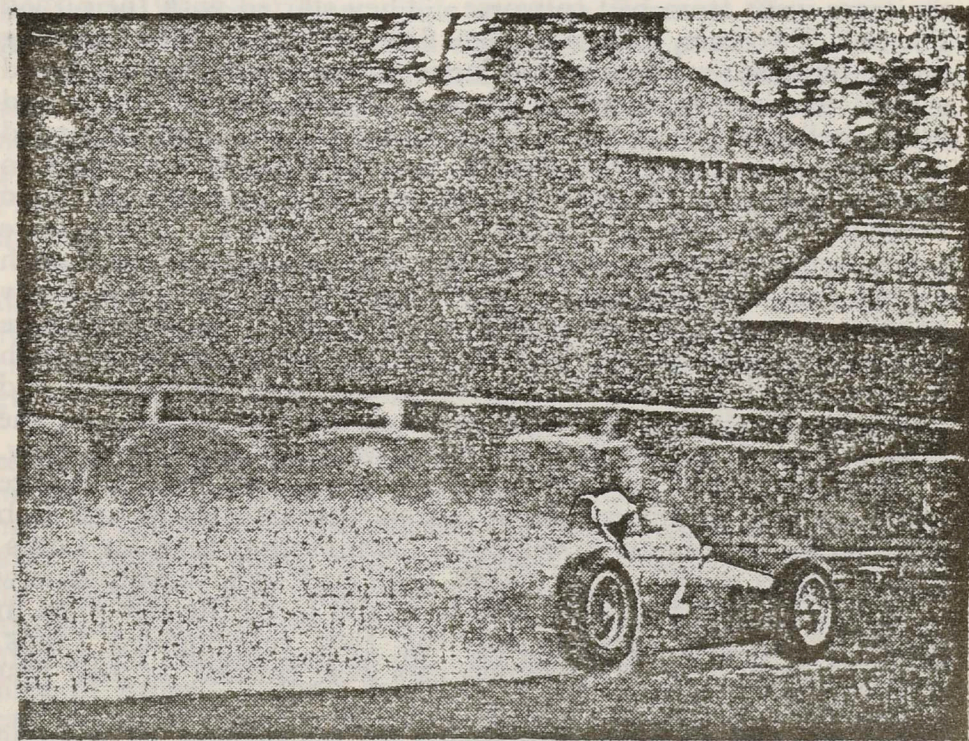
As for tough conditions, anyone who was at Aintree for the British Grand Prix saw a miracle take place on that opening lap when thirty cars went round in such a thick cloud of spray that it was impossible to pick out any one car. Yet no-one hit anyone and they all finished that first unbelievable lap. For a long while Moss drove almost blind, following the leading Ferrari, having to guess which cloud of spray in front of him was the Ferrari and which was a slower car they were lapping. He had to "divine" which side the cloud of spray containing the Ferrari was going to overtake the slower moving cloud of spray, and he just had to follow-through with his fingers crossed for he was having to drive hard to keep up with the Ferrari and once he lost it out of his sights he could never have made up ground again. That was a drive that Moss does not want to experience again, and he admits freely that there were times when he thought of giving up. Of course, he did not give up, for he seldom does, but a lesser man would have carried out the dicey overtaking once, or even twice and then decided that discretion was better than valour. However, with Moss it was neither discretion nor valour, it was motor-racing and a challenge to him. While on the subject of Stirling Moss it is interesting to recall that before the season began, and frequently during the season, he was quoted in interviews as saying how much he hated the new Formula. In 1958 when the Formula was laid down he said he hoped by 1961 he would have retired so that he would not have to drive these new little cars. In 1960 he practically boycotted the new Formula, suggesting that he would not take part in Grand Prix races. He still maintains he has no time for the 1½-litre Formula, yet during 1961 we were able to see Moss at his very best. Against the superior speed of the Ferraris he had his back against the wall, in trying to challenge them with his Lotus, but that is just the situation that brings out the best in him. Make the odds reasonable and he'll put on a reasonable show, but make them impossible and he will do the impossible. The Monte Carlo race and the German Grand Prix at Nurburgring will live for ever in history as the two outstanding performances of the year. We still remember how Nuvolari beat the two German teams with his slow old Alfa Romeo on the Nurburgring in 1935, and later we remember that meteoric drive by Fangio when he dusted-up the Ferrari team in the same race in 1957. At the moment, the way Moss dealt with the Ferrari team, to say nothing of the Porsche team, the works Lotus and works Cooper drivers, in the 1961 German Grand Prix on the Nurburgring is too recent to be history, but I feel sure that in five years' time it will be remembered as a classic.

To return to the young lads of today having it easy, I wonder when the last occasion was when a driver did so much battling as

Baghetti did at Reims. Throughout the three sessions of practice he was the continual prey of Coopers, Lotus and Porsches, for the three regular Ferrari drivers were very much faster and were out on their own, but by dint of some real "scratching" the rest of the runners could keep up with young Baghetti and use his car for slip-streaming down the long straights. The red Ferraris in 1961 were to the rest of the Grand Prix runners like the proverbial red rag to a bull, and the number of times I saw drivers taking-it-out of Baghetti during practice was incredible. Then in the race the same thing happened about one-third of the way down the field and as the race progressed this little lot found themselves battling for the lead, and from that point on the pressure on poor Baghetti became really nasty. The calm way he dealt with all his attackers at all times was an object lesson and never was a victory more deserved, but to suggest that the drivers in 1961 had an easy time is to be looking at Grand Prix racing through very dark glasses. Another occasion when things were rough and tough, unfortunately with disastrous results, was the opening lap and a half in the Italian Grand Prix at Monza. I am very used to seeing racing cars in close company, but when the first seven cars came off the banking at the end of the first lap and went by the grandstands I was petrified; and they were not hanging about either, for the lap speed was over 213 k.p.h. (132 m.p.h.).

During the season there were many memorable occasions that will remain as pleasant memories of 1961, and one of these was the first appearance of the Coventry-Climax V8 engine. This was in August at the Nurburgring when the first one was installed in a Cooper chassis for Jack Brabham. Until this moment the combination of Brabham, the existing World Champion, and Cooper the existing World Champion Car, had been depressing. The Mark II Coventry-Climax 4-cylinder engine was just not powerful enough to enable the works Cooper to challenge the Ferrari or the Lotus, and it was becoming sad to see Brabham not at the front. After a lot of practice trouble the V8 Coventry-Climax-engined car was sorted out and in only a handful of practice laps Brabham got himself on the front row of the starting grid, with second best time. In a rather depressing season for Cooper enthusiasts it was heartening to see the new car on the front row on its first time out. Unfortunately the effort was all wasted as Brabham went off the road just after the start, through no direct fault of his own. However, at the next Grande Epreuve, at Monza, the V8 Cooper lasted a number of laps and there was Brabham mixing it with the Ferrari team, showing that the new engine had the necessary potential and that he still had the

ability to use and match most other drivers. For Ferrari enthusiasts there were even greater moments of joy, for the Maranello engineers produced a brand new engine for the first Grande Epreuve. This was the V6 with the two banks at an included angle of 120-degrees and at the beginning of the season I was able to watch this new car out on test at Modena. It was sounding superb with Ginther using 9,000 r.p.m. but was not without its troubles, for the oiling system was not right. I watched it circle the Modena airport until darkness had fallen and Ginther was going round more from memory than vision. The



It was wet at Aintree for the British Grand Prix and for a long time the cars were enveloped in clouds of spray from the water-logged track. Following a cloud of spray such as this was no easy task for those not in the lead.

potential was obviously there and once the oil circulation could be sorted out the car was obviously going to be very exciting. The first race appearance of the 120-degree engine was Monaco where a single car was entrusted to Ginther as an experiment and it was such a worthwhile experiment that he finished second behind Moss, as mentioned earlier.

At the following Grande Epreuve, at Zandvoort, the Ferrari enthusiasts had the biggest chuckle of the season. At the first practice session there was no sign of the Scuderia Ferrari and all the opposition were hoping that it meant they were not coming. All sorts of suggestions were made as to why they were not there, but during the lunch break the big red transporter arrived, which caused a gloom to descend anyway, but it became even worse when three new 120-degree-engined cars were unloaded. In one race the Scuderia had become confident of their new engine to such an extent that the whole team used them in the next event.

The 1961 season for Porsche enthusiasts was a bad one, for the team went from bad to worse. They started with their 1960 Formula Two cars, and had a new flat-8-cylinder engine running on the test-bed, but that was as far as it ever got. They produced a new chassis with wishbones and coil-springs at the front, and fitted fuel-injection to the old 4-cylinder engines, and later tried disc brakes of their own design, but all these things came to nought and they finished the season with the same old 1960 Formula Two cars with which they had started. There were a few joyous moments, such as when they nearly won the French Grand Prix, and nearly won the Solitude Grand Prix, but nearly winning is not quite the same thing as winning. However, there was some satisfaction in the fact that they could nearly win with a 1960 model Porsche, as they obviously have the drivers, and when the 8-cylinder, the fuel injection, the disc brakes and the new chassis all get in tune we might well see a different story.

The Lotus activities were full of ups and downs, but on balance came out with an improvement overall, thanks to Moss and Rob Walker, who combined to win two Championship races for Lotus, using a 1960 model. The works team had some beautiful new cars that improved on what was supposed to be the last word in small Grand Prix cars, to wit, the 1960 rear-engined Lotus. Unfortunately, both of these new cars were crashed on their first appearance, through no design fault but by "cockpit errors." Jim Clark had already compensated for his damage by winning the first Grand Prix of the season, at Pau, using a 1960 Lotus, and also by making a very fast practice lap before he crashed at Monte Carlo. Innes Ireland made up for his write-off by recovering so well and so rapidly from his injuries that he was able to dust-up the entire Porsche team on their home ground at Solitude. This put Lotus followers at least three feet off the ground for weeks afterwards, and rightly so. At the end of the season Ireland really made up for past errors by winning the United States Grand Prix at Watkins Glen in the 1961 Lotus.

The situation at Bourne never seems to change. The B.R.M. team get new cars, new engines, new drivers, new mechanics, new team managers, but still they do not win races; it's most odd. They seem to do everything extremely well, except win races,

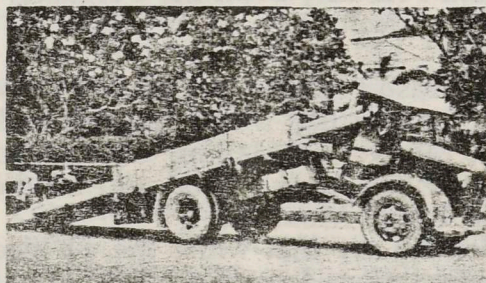
for the cars look right, seem to go right, are always beautifully prepared, and yet never had even a lucky win. The new V8 B.R.M. which appeared briefly at Monza during practice was a joy to behold, incredibly small and compact, beautifully made, and it sounded wonderful, but whether it is going to prove a race winner is another matter. Their 1961 season was certainly not one to bring joy into the hearts of their followers, yet it would be difficult to point a finger at anything particularly wrong anywhere. As can be seen from the results of 1961, printed elsewhere in this issue, the best they did in a Championship race was a third by Brooks at Watkins Glen, while in other Formula One races the two team drivers each scored a singleton third place.

From a technical standpoint the 1961 season was full of interest, with new V6 engines, two new V8 engines, new chassis frames, new suspensions, new gearboxes, and the making of history by a 4-wheel-drive Grand Prix car, when the Ferguson won at Oulton Park, but all will be dealt with in "Trend of Design" next month.

For me the 1961 season holds one incident above all else, and that was the sight of Stirling Moss holding and controlling a 100-m.p.h. spin in the wet at Melling Crossing on the Aintree circuit, during the British Grand Prix, and he didn't touch the grass. Yes, I know, I am a Moss fan!

In conclusion, let me say that while the 1½-litre Formula has come up beyond expectations I am not particularly in favour of it, neither was I in favour of retaining the old 2½-litre Formula. I have no control over the decisions of the F.I.A. and must accept their Formulae along with everyone else, but my choice is still for Formule Libre, with everyone using superchargers, nitromethane, 3-litre or even 5-litre engines, all-enveloping bodies on high-speed circuits and so on. As the title suggests, a Formula Free of Rules. I don't doubt for a moment that the resulting cars would be fantastic and there would probably only be two, or at the most three, drivers capable of driving them to their limit, but what a sight it would be, and what absolute gods those drivers would be.—D. S. J.

TAILPIECE

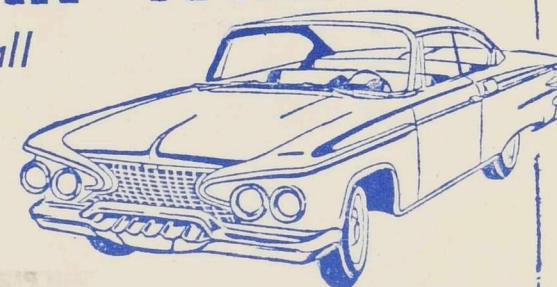


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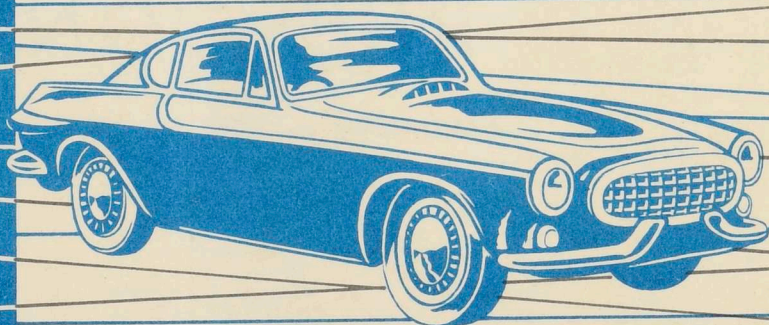
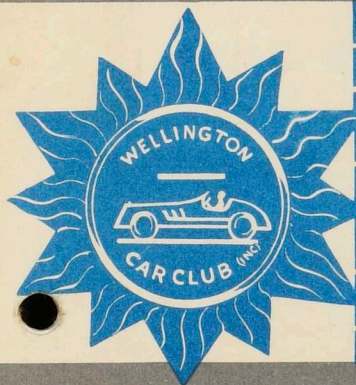
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COMING EVENTS

The committee has decided on the following calendar to take us through to Christmas. As far as possible we have tried to fit in with events to be held by other clubs. If you are keen you should be able to attend an event once a week between ourselves and other clubs.

Sat. June 9th	Easy type Social Trial . . and I mean <u>Social</u> .
Thur. June 21st	Club Night.
Sat. June 23rd	Palmer Head or Makara Hill climb.
Sun. July 8th	English Type Map Rally.
Thur. July 19th	Club Night.
Sat. July 28th	K.L.G. Trial and Social.
Sat. Aug. 11th	Levin Sprint.
Thur. Aug. 16th	Club Night.
Sat. Aug. 25th	Winter 100 Trial.
Sun. Sept. 9th	Duffells Delight. Map reading mess.
Thur. Sept. 20th	Club Night.
Sat. Sept. 29th	Gymkhana.
Sun. Oct. 14th	Honeypot Trial.
Thur. Oct. 18th	Club Night.
Sat. Nov. 10th	Levin Sprint.
Thur. Nov. 15th	Club Night.
Sat. Dec. 1st	Straight Sprint.
Sat. Dec. 15th	Christmas Party and 21st Birthday Celebrations.

February Proposed interclub races at Levin.

EDITORIAL

A small paragraph appeared in the newspapers a couple of weeks ago which I found most disturbing. It was to the effect that a motor cyclist was killed when knocked down by a car. That in itself was bad enough but the most disturbing part was the fact that the car was being chased by the law.

It brought to mind a point that has troubled me for some time. Should traffic officers and police patrols be allowed to chase offenders? The first question that arises is how are law breakers to be caught if they are not to be caught? A major problem I must admit. But hardly insurmountable. After all, there is radio, licence plates etc. which aid a pretty efficient police when the need arises. Well why shouldn't the police chase wrong doers? Several reasons spring to mind. In most cases they are equipped with fairly powerful cars, cars which will in the main not match their power with their handling. On top of that, the majority of the police drivers are largely inexperienced. Which all adds up to a fairly lethal, although legal, weapon in the hands of the police.

Naturally, all this is not to absolve the law breaker from blame or allow him licence to do what he will, how he will or when he will. Unfortunately, a large percentage of people would be likely to be chased who are unstable. When caught perpetrating a misdemeanor they try to get away instead of admitting they are beaten. Such is human nature. But as I said at the start, the police have other ways of apprehending these people other than careering round highways in a distinctly unsafe manner. To revert to my original case. Detail of the accident was notable by its absence. Obviously the police would want as little fuss as possible in the circumstances. So I have no idea what the car was being chased for, but I hesitate to think that it was serious enough to endanger, and in this case take, the life of an innocent road user.

Shame! you say. After all the police car did not hit the motor cyclist. I admit it, but I also suggest that if the chase was not on there would have been one less road death to add to our terrible toll.

NOVICES TRIAL

Results of the trial held before last club night are as follows:-

1st	=	Ian Shepherd	15 lost
1st	=	Kevin Moran	15
3rd	=	S. Mines	20
3rd	=	J. Thetford	20
3rd	=	Dave King	20
6th	=	B. Gwyther	25
6th	=	Geoff. Pickering	25
8th	=	Dick Bright	30
9th	=	G. Weight	35
10th	=	Paul Swinburn	40
11th	=	R. Foster	55
12th	=	Terry Jackson	60
13th	=	D. Hassell	65
14th	=	W. Duncan	75
15th	=	R. Huxford	85

There will be another such event before next club night but it will start at 7p.m. and not 7.30p.m.

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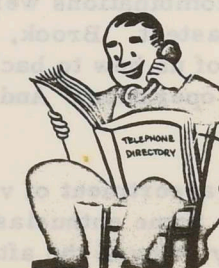
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GYMKHANA

Sunday the 20th. of May turned on exceptionally fine weather for the time of the year, for another very successful Gymkhana. With a moderately loose surface, the building site on the corner of Kingsford Smith St., and Lyall Parade proved a popular venue for the event. Only eighteen entries were received, which I consider a relatively poor turn-out for a popular event on a fine day.

Away with harsh tones and onto the results. Three tests were run during the afternoon, starting with the ever popular Wiggle-Woggle. With plenty of area available, a good lengthy test was welcomed, much tail sliding enjoyed and penalties for flags were plentiful. Being alongside Wellington's scenic drive, the event was rather prominent, and many Sunday afternoon outers choose to stop and spend the afternoon watching the madder members of the club trying to knock over flags. (Not very successful, as only three tins were written off during the afternoon.)

After three runs at the Wiggle-Woggle, the second test was introduced which took the form of a square with four lines of four flags making three paths up and down, and three paths across. From the start you travelled down the first path, up the second and down the third, at the end of which you turned 270° and passed across, back and across again, finishing back in the same corner that you started from. Loose gravel and an undrained puddle produced much tail sliding, hand-brake turns, and evasive action. Being a lengthy test, it proved a time consumer, and so after two runs each, we changed to the third test.

The third test had its problems (for the drivers), as when it was announced, drivers went running for pencil and paper to work out a suitable combination. It was a while before anyone ventured forth, and when they did they all seemed to forget their secret combinations before they started. The test? - two garages back to back forming an H. The start out to one side, each garage to be entered once forward, once reverse in any order. Many combinations were tried, some successful, others not. As the successful combinations were found, it was a test to see who could do them the fastest. Brook, using Peter Slocombe's Herald, showed Peter and the rest of us how to back out, flip roud, and back into a garage in one easy operation. And so as the sun sank in the west, we called it a day.

The usual assortment of vehicles attended, with the noted absence of mini's. Some enthusiastic new members were welcome starters, and thoroughly enjoyed the afternoons event. Those of you who gave it a miss, you missed a good Gymkhana.

Commercial vehicles are becoming the fashion, Dick bringing his van along to make the number of trade vehicles - two. And so to the results. These are final and no correspondence will be entered into (though should be published if sent.)

Class III Over 1500cc Saloons			
Pos	Driver	Time	Notes
1st	J.P. Mansel	31.44	
2nd	M.G. 12	34.70	
3rd	M.G. 12	37.77	
4th	M.G. 12	37.00	
Class IV Open sports			
1st	R. Corfield	38.97	
2nd	M.G. 12	44.26	
3rd	M.G. 12	50.46	
4th	M.G. 12	48.12	

GYMKHANA Sunday 20th May 1962

		Test:			1	2	3	Total	Class	Overall
			Wiggle	Up Down	H				Place	Place
			Woggle	& Across	Garages					
Car										
No.	Driver	Car								
Class I up to 1000cc Saloons										
8	B. Leyland	TR. Herald	23.75	38.38.	41.35	5	1st.	1st.		
4	A.J. Wilson	Renault	26.09	37.36	45.39	13	2nd	2nd		
1	P. Slocombe	TR. Herald	25.71	39.37	42.22	16	3rd	4th		
2	J.V. Swan	Austin A35	25.23	38.86	51.69	20	4th	5th		
7	H. Hollis	TR. Herlad	25.59	42.55	46.60	23	5th	8th		
16	P.C. Powell	Model Y Ford	---	41.00	49.34	32	6th	10th		
13	G.J. Lang	A40 Farina	---	43.77	46.68	34	7th	13th		
18	S.M. Christop- hersen	Morris Minor	---	---	56.63	45	8th	17th		
17	C.E. Morphy	Morris Minor	---	---	69.81	48	9th	18th		
Class II 1000cc to 1500cc Saloons										
5	P.C. Martin	Commer Cob	27.38	38.43	42.07	14	1st.	3rd		
3	R.J. Butters	Austin Van	26.84	38.60	58.27	28	2nd	9th		
11	P. Swinburn	Hillman	27.74	41.76	52.21	33	3rd	12th		
12	N.A. Mullis	Number	30.85	41.40	53.34	34	4th	13th		
Class III Over 1500cc Saloons										
10	J.P. Manuel	Velox	31.46	45.80	57.35	43	1st	16th		
Class IV Open sports										
15	K. Cornford	TR.	---	38.97	39.78	20	1st.	5th		
9	?	M.G. J2	24.70	44.26	44.44	21	2nd	7th		
14	D. Ferguson	M.G. TF	---	39.77	50.46	34	3rd	13th		
6	I.S. Shepherd	M.G. PA	33.00	44.87	48.14	36	4th	15th		

		TEST ONE			TEST TWO			TEST THREE		
1.	P. Slocombe	TR. Herald	25.71	26.84	26.24	39.55	39.37	50.66	47.98	42.22
2.	J.V. Swan	Austin A35	26.94	25.23	27.18	38.86	40.00	51.69	---	---
3.	R.J. Butters	Austin Van	26.84	28.08	27.21	38.75	38.60	59.81	58.27	---
4.	A.J. Wilson	Renault	37.30	26.09	28.31	37.36	37.69	49.66	45.39	55.19
5.	P.C. Martin	Commer Cob	27.38	28.25	28.31	38.48	38.43	45.00	42.49	42.07
6.	I.S. Shepherd	M.G. PA	33.40	33.00	28.74	44.87	40.94*	48.14	61.18	52.42*
7.	H. Hollis	TR Herald	25.59	27.66*	25.76	44.91	42.55	58.34	46.60	---
8.	B. Leyland	TR Herald	24.87	27.41*	23.75	39.50	38.38	56.22	41.35	41.36
9.		M.G. J2	27.35*	25.18	24.70	39.26*	44.51	44.44	51.00	51.32
10	J.P. Manuel	Velox	32.02	33.76	31.46	45.80	45.22*	57.39	57.35	---
11	P. Swinburn	Hillman	31.84	31.94	27.74	41.76	42.09	63.00	52.21	52.50
12	N.A. Mullis	Humber	33.00	30.85	31.67	43.33	41.40	64.14	61.64	53.34
13	G.J. Lang	A40 Farina	---	---	---	43.77	48.64	51.92	49.81	46.68
14	D. Ferguson	M.G. TF	---	---	---	39.77	40.49	50.46	---	---
15	K. Cornford	TR	---	---	---	38.39	42.86	48.00*	39.78	45.07
16	P.C. Powell	Model Y Ford	---	---	---	49.20	41.00	70.88	49.34	51.68
17	C.E. Murphy	Morris Minor	---	---	---	---	---	69.18	---	---
18	S.M. Christop- hersen	Morris Minor	---	---	---	---	---	56.63	---	---

* 5 Penalty points per flag.

TREASURE HUNT

Saturday May was the running of that annual farce, the Treasure Hunt. Twenty-Three cars turned up at the start, Twenty-Two at the finish. Not a bad average. I felt a bit sorry for the bloke that ran his bearing though. One of the items requested was an article for the Bulletin. I said I would publish all of them so I guess I had better do that. Apart from that I arranged for the winners Dick Bright and Alex Wilson to do an article so they will be able to give you a better idea of what went on. Incidentally their's was a very good effort, missing only two things.

Placings in the Treasure Hunt we as follows:-

1.	Dick Bright and Alex Wilson	10
2.	Ray Duffelt and Dave King	15
3.	Dick Butters and John Swan	15
4.	A. Hadler and B. Lister	20
5.	Bob Clover and C. Cogle	20
5.	L. Evans and Ray Gough	20
7.	Peter Martin and Ian Shepherd	25
8.	Barry Drury and H. Shepherd	25
9.	Peter Slocombe and Graham Robson	25
10.	W. Duncan and R. Walker	25
11.	Dave Mouat and Alan Pratt	25
12.	B. Gwyther and Peter Powell	30
13.	L. Stevenson and K. Warner	35
14.	Brook Leyland and Jenny Sheppard	35
15.	Royden Head and R. Young	35
16.	R. Foster and N. McMillan	45
17.	M. Smith and E. Smith	45
18.	Ian Muir and Miriam Glasspole	45
19.	J. Thetford and D. Thetford	50
20.	Alvin Webster and W. Cardno	55
21.	Gordon Sutton and Diana Smith	65

TREASURE HUNT

Not having a power takoff or any provision for running a 'panic' lamp in the 'A30' was the first headache that we experienced. After carefully examining the back of the dash' for a possible source of power (with no success), we decided that if we closed our eyes and took a wild stab with the alligator clip we would have just as big, if not more likely chance of selecting an alluding hot wire. The result was a blown fuse.

LATER:

Our troubles over, we then proceeded up the Ngaio George heading towards Churchill Drive. On arriving at the Crofton Downs turnoff we met up with what appeared to be a fullscale search. Four more cars were pulled in at the curb and bods with flashlights were walking in all directions. After satisfying ourselves that there was no, or no apparent AA sign we then started out for the Karori Bus Terminal, where we, or rather I was expecting some sort of check point.

Establishing the fact that there was not one we then drove to the nearest phone booth, where after finding the correct number we had almost driven ourselves and local residents to distraction with the barrage of instructions etc. issuing backwards and forwards from the car to the phone booth. We then after some headscratching carried on to the Cenotaph (Pharlaps monument) where we spent a frustrating five minutes counting all the trees over six feet high in Parliament grounds.

Proceeding to Maginity Street we counted the parking meters, at the same time starting to look for what proved to be a certain extremely elusive parking meter number 1052.

Outside the Cop shop we made the mistake of choosing the word Gordon, as being the nearest Christain name to it.

Still looking for parking meter 1052 we drove up Tory street and down Ebor street to Shelly's Car Sale. Spotting a car hidden behind the office on the way down we added it to the number of cars we counted in the yard. Next we went to the Mount Victoria look out where we established the distance between here and Singapore, at the same time disturbing a considerable amount of Wellington's youth, and received a well described threat by one bloke as to what he would do if our headlights weren't switched off.

Heading back towards town, we then went to Brookly and found the necessary number on the bus stop shelter at the entrance of

Washington Avenue. We then drove down Happy Valley road where after reaching the end we turned around and retraced our steps to a certain lamppost and took a note of the wording on it, which incidentally was the same as on all the others. Then we drove around the Bays to Island Bay where we counted the number of steps leading to the Surf Club clubrooms.

Next stop was Wakefield Park. I climbed out of the car and headed towards the grass, switched on my torch expecting the park to light up as if by magic, but I found that the batteries could only conjure up enough energy to supply a muddy brown glow from the glove. After walking the length and breadth of the Park counting rugby goal posts we headed to Seatoun and proceeded to count the lights in the tunnel.

HINT:

In our next trial I suggest you bring, apart from a driver and navigator, an adding machine.

At Seatoun we also added a piece of seaweed to our bag of tricks and headed past the two streets named in the instructions, around the Bays and back to town.

Starting looking for the parking meter 1052 at Courtenay Place we worked our way down through town to Hunter Street where we found what we thought to be our first clue to the whereabouts of the meter. We found No 1051. Convinced that 1052 must be in the vicinity we went around the block several times looking at each individual meter until we were blue in the face. The result? No 1052. We then went down the Quay still looking at the numbers until we ended at the Station. Convinced that we had looked at every meter at least four times we gave up. Turning around by the Waterloo Hotel, Alex spotted what must have been the only half dozen meters we hadn't thought of in Wellington and amongst them "Wait for it! 1052" After a wild rejoicing we sat down and worked out what we had left to either find or procure. It amounted to a one section bus ticket, a Woolworths receipt, and an unlikely sounding object called a "musca domestica".

Outside "Wollies" we started to look for one. EASY? We couldn't find one on the footpath, in the doorways, or anywhere. BRAINWAVE! There would be on in the rubbish bin on the lamppost for sure. After pulling out fish and chip papers, old news papers, beer bottles, a pair of old shoes etc., and putting them carefully in a heap on the footpath, we discovered there wasn't one there either and started loading the stuff back in. By this time there was a rapidly growing crowd watching on. Embarrassed, we started to get desperate. Grabbing a

stick, I got down and started digging around the silt at the side of the drain. By this time the crowd now watching seemed of mammoth proportions and were arguing amongst themselves whether we were blind drunk or candidates of the ("Funny Farm"). Finally we dug out what we were looking for. By this time we were so embarrassed we ran to the car, jumped in and drove off at a high speed.

One more item, a "Musca Domestic" Whatever That was. The instruction stated that if we didn't know what it was we could "Go fly a kite", or "go walk on the ceiling". - A HINT - The Answer? - A fly. Where does one find a fly at ten o'clock at night!

Idea	The Taj Mahal.
Answer	No fly.
Result	Problem.
Idea No. 2.	The radiator of the car.
Answer	A fly!
Problem	Can't reach it.
Answer	A screwdriver.
Problem	No screwdriver.
Answer	A stick.
No problem.	

Adding the fly to our bag of goods we went to the Beachcomber for a cup of coffee and a chat finishing off a very enjoyable evening.

(Cont. 13)

The next six pages are (here I am tempted to say padding) duplications of event entry forms. Keep them handy for when you are attending any event. Naturally you will all be attending numerous events in the near future. If you happen to be under 21 do not forget to have them signed by your parent or guardian.

One more request. When filling them in please fill in your full Christian name. It gets things on a much friendlier basis.

EVENT ENTRY FORM

WELLINGTON CAR CLUB INC.

EVENT _____ DATE _____

held under the International Sporting Code
of the F.I.A. and the general competition
rules of the A.N.Z.C.C. Inc.

ENTRY FORM.

Owner of Car _____ Address _____

Entrant of Car _____ Address _____

Driver of Car _____ Address _____

Driver's Civil Driving Licence No. _____ Competition Licence No. _____

I, the undersigned driver of the car, am a financial member of the-
_____ Club Inc.

Passengers _____ Address _____

Make of car _____ Capacity _____ c.c.

Registration Number _____ Warrant of Fitness number _____

INDEMNITY: I/We have read the supplementary regulations issued for this meeting and agree to be bound by them, and by the general competition rules of the Association of New Zealand Car Clubs Inc. In consideration of the acceptance of this entry or of my being permitted to take part in this meeting, I agree to save harmless and keep indemnified the THE WELLINGTON CAR CLUB (INC.) and the Association of New Zealand Car Clubs Incorporated and their respective Officials, Servants, Representatives and Agents from and against all actions, claims, costs expenses and demands in respect of death, injury, loss of or damage to the person or property of myself, my drivers, passengers, or mechanics, howsoever caused arising out of or in connection with this entry or my taking part in this meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their Officials Representatives, Servants or Agents.

DECLARATION: I declare that the use of the car hereby entered is covered by insurance as required by the New Zealand Transport Act 1949, which is valid for such part of this event as shall take place on roads as defined in the Act.

ENCLOSED HEREWITH please find _____ being entry fee.

NOTE: The signature on this form must be the true signature of the parties concerned.

Date _____ Signature of Owner _____

Date _____ Signature of Entrant _____

Date _____ Signature of Driver _____

Date _____ Signature of Passengers _____

NOTE: If any of the above persons are under the age of 21 years, this entry form must be countersigned by that person's parent or guardian, whose full name and address must also be given.

Signed PARENT/GUARDIAN _____ Full Name _____

Address _____

WELLINGTON CAR CLUB INC. COMPETITION No. _____
EVENT: _____ DATE: _____ ALLOCATED BY: _____
HELD UNDER THE INTERNATIONAL SPORTING CODE OF THE CLUB
F.I.A. AND THE GENERAL COMPETITION RULES OF THE A.N.Z.C.C. INC.

ENTRY FORM
OWNER of car _____ Address _____
ENTRANT of car _____ Address _____
DRIVER of car _____ Address _____
Driver's Civil Driving Licence No. _____ Competition Licence No. _____

I, the undersigned Driver of the Car, am a Financial Member of the: _____ Club Inc.

Make of Car _____ CAPACITY _____ cc.
REGISTRATION NUMBER _____ WARRANT OF FITNESS NUMBER _____

INDEMNITY:

I/We have read the Supplementary Regulations issued for this Meeting and agree to be bound by them and by the General Competition Rules of the Association of New Zealand Car Clubs Inc. in consideration of the acceptance of this Entry. I/We hereby permit to take part in this Meeting, I agree to pay harmless and keep indemnified the WELLINGTON CAR CLUB INC., and the Association of New Zealand Car Clubs incorporated and their respective Officials, Servants, Representatives, and Agents from and against all Actions, Claims, Costs, Expenses and Demands in respect of death, injury, loss of or damage to the person or property of myself, my driver/s or Mechanic/s, howsoever caused arising out of or in connection with this Entry or my taking part in this Meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said Bodies, their Officials, Representatives, Servants or Agents.

DECLARATIONS:

I declare that to the best of my belief the Driver possesses the standard of competence necessary for an event of the type to which this Entry relates and that the car entered is suitable and roadworthy for the event, having regard to the course and the speeds which will be reached.

I declare that the use of the car hereby entered is covered by Insurance as required by the New Zealand Transport Act 1949, which is valid for such part of this event as shall take place on roads as defined in that Act.

I understand that should I at the time of this Event be suffering from any disability whether permanent, temporary or otherwise, which is likely to affect prejudicially my normal control of my automobile, I may not take part unless I have declared such disability to the A.N.Z.C.C. Inc., who have, following such declaration, issued a Licence which permits me to do so.

ENCLOSED HERewith please find _____ being Entry Fee.

NOTE: The Signatures on this Form must be the true signatures of the parties concerned.

Date _____ SIGNATURE OF OWNER _____
Date _____ SIGNATURE OF ENTRANT _____
Date _____ SIGNATURE OF DRIVER _____

NOTE: If any of the above Signatories are under the age of 21 years, this Entry Form must be countersigned by that person's Parent or Guardian, whose full name and address must also be given.

Signed PARENT/GUARDIAN _____ FULL NAME _____
ADDRESS _____

WELLINGTON CAR CLUB INC. COMPETITION N.
EVENT: DATE: ALLOCATED BY:
Held under the International Sporting Code of the F.I.A. and the General Competition Rules of the A.N.Z.C.C. Inc. CLUB
ENTRY FORM

OWNER of car Address

ENTRANT of car Address

DRIVER of car Address

Driver's Civil Driving Licence No. Competition Licence No.

I, the undersigned Driver of the Car, am a Financial Member of the:-

Club Inc.

MAKE OF CAR CAPACITY cc.

REGISTRATION NUMBER WARRANT OF FITNESS NUMBER

INDEMNITY:

I/We have read the Supplementary Regulations issued for this Meeting and agree to be bound by them, and by the General Competition Rules of the Association of New Zealand Car Clubs Inc. in consideration of the acceptance of this Entry or my being permitted to take part in this Meeting, I agree to save harmless and keep indemnified the WELLINGTON CAR CLUB INC., and the Association of New Zealand Car Clubs incorporated and their respective Officials, Servants, Representatives, and Agents from and against all Actions, Claims, Costs, Expenses and Demands in respect of death, injury, loss of or damage to the person or property of myself, my driver/s or Mechanic/s, howsoever caused arising out of or in connection with this Entry or my taking part in this Meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said Bodies, their Officials, Representatives, Servants or Agents.

DECLARATIONS:

I declare that to the best of my belief the Driver possesses the standard of competence necessary for an event of the type to which this Entry relates and that the car entered is suitable and roadworthy for the event, having regard to the course and the speeds which will be reached.

I declare that the use of the car hereby entered is covered by Insurance as required by the New Zealand Transport Act 1949, which is valid for such part of this event as shall take place on roads as defined in that Act.

I understand that should I at the time of this Event be suffering from any disability whether permanent, temporary or otherwise, which is likely to affect prejudicially my normal control of my automobile, I may not take part unless I have declared such disability to the A.N.Z.C.C. Inc., who have, following such declaration, issued a Licence which permits me to do so.

ENCLOSED HERewith please find being Entry Fee.

NOTE: The Signatures on this Form must be the true signatures of the parties concerned.

Date SIGNATURE OF OWNER

Date SIGNATURE OF ENTRANT

Date SIGNATURE OF DRIVER

NOTE: If any of the above Signatories are under the age of 21 years, this Entry Form must be countersigned by that person's Parent or Guardian, whose full name and address must also be given.

Signed PARENT/GUARDIAN FULL NAME

ADDRESS

WELLINGTON CAR CLUB INC. COMPETITION No. _____
EVENT: _____ DATE: _____ ALLOCATED BY: _____
HELD UNDER THE INTERNATIONAL SPORTING CODE OF THE CLUB
F.I.A. AND THE GENERAL COMPETITION RULES OF THE A.N.Z.C.C. INC.

ENTRY FORM
OWNER of car _____ Address _____
ENTRANT of car _____ Address _____
DRIVER of car _____ Address _____
Driver's Civil Driving Licence No. _____ Competition Licence No. _____

I, the undersigned Driver of the Car, am a Financial Member of the:-

_____ Club Inc.

MAKE OF CAR _____ CAPACITY _____ cc.

REGISTRATION NUMBER _____ WARRANT OF FITNESS NUMBER _____

INDEMNITY:

I/We have read the Supplementary Regulations issued for this Meeting and agree to be bound by them, and by the General Competition Rules of the Association of New Zealand Car Clubs Inc. In consideration of the acceptance of this Entry or my being permitted to take part in this Meeting, I agree to save harmless and keep indemnified the WELLINGTON CAR CLUB INC., and the Association of New Zealand Car Clubs incorporated and their respective Officials, Servants, Representatives, and Agents from and against all Actions, Claims, Costs, Expenses and Demands in respect of death, injury, loss of or damage to the person or property of myself, my driver/s or Mechanic/s, howsoever caused arising out of or in connection with this Entry or my taking part in this Meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said Bodies, their Officials, Representatives, Servants or Agents.

DECLARATIONS:

I declare that to the best of my belief the Driver possesses the standard of competence necessary for an event of the type to which this Entry relates and that the car entered is suitable and roadworthy for the event, having regard to the course and the speeds which will be reached.

I declare that the use of the car hereby entered is covered by Insurance as required by the New Zealand Transport Act 1949, which is valid for such part of this event as shall take place on roads as defined in that Act.

I understand that should I at the time of this Event be suffering from any disability whether permanent, temporary or otherwise, which is likely to affect prejudicially my normal control of my automobile, I may not take part unless I have declared such disability to the A.N.Z.C.C. Inc., who have, following such declaration, issued a Licence which permits me to do so.

ENCLOSED HERewith please find _____ being Entry Fee.

NOTE: The Signatures on this Form must be the true signatures of the parties concerned.

Date _____ SIGNATURE OF OWNER _____

Date _____ SIGNATURE OF ENTRANT _____

Date _____ SIGNATURE OF DRIVER _____

NOTE: If any of the above Signatories are under the age of 21 years, this Entry Form must be countersigned by that person's Parent or Guardian, whose full name and address must also be given.

Signed PARENT/GUARDIAN _____ FULL NAME _____

ADDRESS _____

WELLINGTON CAR CLUB INC. COMPETITION No. _____
EVENT: _____ DATE: _____ ALLOCATED BY: _____
HELD UNDER THE INTERNATIONAL SPORTING CODE OF THE CLUB
F.I.A. AND THE GENERAL COMPETITION RULES OF THE A.N.Z.C.C. INC.

ENTRY FORM
OWNER of car _____ Address _____
ENTRANT of car _____ Address _____
DRIVER of car _____ Address _____
Driver's Civil Driving Licence No. _____ Competition Licence No. _____

I, the undersigned Driver of the Car, am a Financial Member of the:-

_____ Club Inc.

MAKE OF CAR _____ CAPACITY _____ cc.

REGISTRATION NUMBER _____ WARRANT OF FITNESS NUMBER _____

INDEMNITY:

I/We have read the Supplementary Regulations issued for this Meeting and agree to be bound by them, and by the General Competition Rules of the Association of New Zealand Car Clubs Inc. In consideration of the acceptance of this Entry or my being permitted to take part in this Meeting, I agree to save harmless and keep indemnified the WELLINGTON CAR CLUB INC., and the Association of New Zealand Car Clubs incorporated and their respective Officials, Servants, Representatives, and Agents from and against all Actions, Claims, Costs, Expenses and Demands in respect of death, injury, loss of or damage to the person or property of myself, my driver/s or Mechanic/s, howsoever caused arising out of or in connection with this Entry or my taking part in this Meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said Bodies, their Officials, Representatives, Servants or Agents.

DECLARATIONS:

I declare that to the best of my belief the Driver possesses the standard of competence necessary for an event of the type to which this Entry relates and that the car entered is suitable and roadworthy for the event, having regard to the course and the speeds which will be reached.

I declare that the use of the car hereby entered is covered by Insurance as required by the New Zealand Transport Act 1949, which is valid for such part of this event as shall take place on roads as defined in that Act.

I understand that should I at the time of this Event be suffering from any disability whether permanent, temporary or otherwise, which is likely to affect prejudicially my normal control of my automobile, I may not take part unless I have declared such disability to the A.N.Z.C.C. Inc., who have, following such declaration, issued a Licence which permits me to do so.

ENCLOSED HERewith please find _____ being Entry Fee.

NOTE: The Signatures on this Form must be the true signatures of the parties concerned.

Date _____ SIGNATURE OF OWNER _____

Date _____ SIGNATURE OF ENTRANT _____

Date _____ SIGNATURE OF DRIVER _____

NOTE: If any of the above Signatories are under the age of 21 years, this Entry Form must be countersigned by that person's Parent or Guardian, whose full name and address must also be given.

Signed PARENT/GUARDIAN _____ FULL NAME _____

ADDRESS _____

WELLINGTON CAR CLUB INC.

EVENT: _____ DATE: _____
 HELD UNDER THE INTERNATIONAL SPORTING CODE OF THE F.I.A. AND THE GENERAL COMPETITION RULES OF THE A.N.Z.C.C. INC.
 ENTRY FORM

OWNER of car _____ Address _____

ENTRANT of car _____ Address _____

DRIVER of car _____ Address _____

Driver's Civil Driving Licence No. _____ Competition Licence No. _____

I, the undersigned Driver of the Car, am a Financial Member of the:-

Club Inc.

MAKE OF CAR _____ CAPACITY _____ cc.

REGISTRATION NUMBER _____ WARRANT OF FITNESS NUMBER _____

INDEMNITY:

I/We have read the Supplementary Regulations issued for this Meeting and agree to be bound by them, and by the General Competition Rules of the Association of New Zealand Car Clubs Inc. in consideration of the acceptance of this Entry or my being permitted to take part in this Meeting, I agree to save harmless and keep indemnified the WELLINGTON CAR CLUB INC., and the Association of New Zealand Car Clubs Incorporated and their respective Officials, Servants, Representatives, and Agents from and against all Actions, Claims, Costs, Expenses and Demands in respect of death, injury, loss of or damage to the person or property of myself, my driver/s or Mechanic/s, howsoever caused arising out of or in connection with this Entry or my taking part in this Meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said Bodies, their Officials, Representatives, Servants or Agents.

DECLARATIONS:

I declare that to the best of my belief the Driver possesses the standard of competence necessary for an event of the type to which this Entry relates and that the car entered is suitable and roadworthy for the event, having regard to the course and the speeds which will be reached.

I declare that the use of the car hereby entered is covered by Insurance as required by the New Zealand Transport Act 1949, which is valid for such part of this event as shall take place on roads as defined in that Act.

I understand that should I at the time of this Event be suffering from any disability whether permanent, temporary or otherwise, which is likely to affect prejudicially my normal control of my automobile, I may not take part unless I have declared such disability to the A.N.Z.C.C. Inc., who have, following such declaration, issued a Licence which permits me to do so.

ENCLOSED HERewith please find _____ being Entry Fee.

NOTE: The Signatures on this Form must be the true signatures of the parties concerned.

Date _____ SIGNATURE OF OWNER _____

Date _____ SIGNATURE OF ENTRANT _____

Date _____ SIGNATURE OF DRIVER _____

NOTE: If any of the above Signatories are under the age of 21 years, this Entry Form must be countersigned by that person's Parent or Guardian, whose full name and address must also be given.

Signed PARENT/GUARDIAN _____ FULL NAME _____

ADDRESS _____

WELLINGTON CAR CLUB INC.

COMPETITION NO. _____

ALLOCATED BY _____

DATE _____

EVENT _____

TRIAL NUMBER _____

ALLOCATED BY _____

BY CLUB _____

OWNER OF CAR _____

ADDRESS _____

ENTRANT OF CAR _____

ADDRESS _____

DRIVER OF CAR _____

ADDRESS _____

DRIVER'S CIVIL DRIVING LICENCE NO. _____

COMPETITION LICENCE NO. _____

I, the undersigned driver of the car, am a financial member of the:-

Club Inc.

PASSENGERS _____

ADDRESS _____

MAKE OF CAR _____

CAPACITY _____ C.C.

REGISTRATION NUMBER _____

WARRANT OF FITNESS NUMBER _____

INDEMNITY:

I/We have read the supplementary regulations issued for this meeting and agree to be bound by them, and by the general competition rules of the Association of New Zealand Car Clubs Inc. In consideration of the acceptance of this entry or of my being permitted to take part in this meeting, I agree to save harmless and keep indemnified the THE WELLINGTON CAR CLUB (INC.) and the Association of New Zealand Car Clubs Incorporated and their respective Officials, Servants, Representatives and Agents from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss of or damage to the person or property of myself, my drivers, passengers, or mechanics, howsoever caused arising out of or in connection with this entry or my taking part in this meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their Officials Representatives, Servants or Agents.

DECLARATION:

I declare that the use of the car hereby entered is covered by insurance as required by the New Zealand Transport Act 1949, which is valid for such part of this event as shall take place on roads as defined in the Act.

ENCLOSED HEREWITH please find _____ being entry fee.

NOTE: The signature on this form must be the true signature of the parties concerned.

DATE _____ SIGNATURE OF OWNER _____

DATE _____ SIGNATURE OF ENTRANT _____

DATE _____ SIGNATURE OF DRIVER _____

DATE _____ SIGNATURE OF PASSENGERS _____

NOTE: If any of the above persons are under the age of 21 years, this entry form must be countersigned by that person's parent or guardian, whose full name and address must also be given.

Signed PARENT/GUARDIAN _____ FULL NAME _____

ADDRESS _____

WELLINGTON CAR CLUB INC.

EVENT _____ DATE _____

TRIAL NUMBER _____

ALLOCATED BY _____

BY CLUB _____

OWNER OF CAR _____ ADDRESS _____

ENTRANT OF CAR _____ ADDRESS _____

DRIVER OF CAR _____ ADDRESS _____

DRIVER'S CIVIL DRIVING LICENCE NO. _____ COMPETITION LICENCE NO. _____

I, the undersigned driver of the car, am a financial member of the:-

Club Inc.

PASSENGERS _____ ADDRESS _____

MAKE OF CAR _____ CAPACITY _____ C.C.

REGISTRATION NUMBER _____ WARRANT OF FITNESS NUMBER _____

INDEMNITY:

I/We have read the supplementary regulations issued for this meeting and agree to be bound by them, and by the general competition rules of the Association of New Zealand Car Clubs Inc. In consideration of the acceptance of this entry or of my being permitted to take part in this meeting, I agree to save harmless and keep indemnified the THE WELLINGTON CAR CLUB (INC.) and the Association of New Zealand Car Clubs Incorporated and their respective Officials, Servants, Representatives and Agents from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss of or damage to the person or property of myself, my drivers, passengers, or mechanics, howsoever caused arising out of or in connection with this entry or my taking part in this meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their Officials Representatives, Servants or Agents.

DECLARATION:

I declare that the use of the car hereby entered is covered by insurance as required by the New Zealand Transport Act 1949, which is valid for such part of this event as shall take place on roads as defined in the Act.

ENCLOSED HEREWITH please find _____ being entry fee.

NOTE: The signature on this form must be the true signature of the parties concerned.

DATE _____ SIGNATURE OF OWNER _____

DATE _____ SIGNATURE OF ENTRANT _____

DATE _____ SIGNATURE OF DRIVER _____

DATE _____ SIGNATURE OF PASSENGERS _____

NOTE: If any of the above persons are under the age of 21 years, this entry form must be countersigned by that person's parent or guardian, whose full name and address must also be given.

Signed PARENT/GUARDIAN _____ FULL NAME _____

ADDRESS _____

THE WELLINGTON CAR CLUB INC.
I, the undersigned driver of the car, am a financial member of the:-
Club Inc.
I have read the supplementary regulations issued for this meeting
and agree to be bound by them, and by the general competition rules of the
Association of New Zealand Car Clubs Inc. In consideration of the acceptance
of this entry or of my being permitted to take part in this meeting, I agree to
save harmless and keep indemnified the THE WELLINGTON CAR CLUB (INC.) and the
Association of New Zealand Car Clubs Incorporated and their respective Officials,
Servants, Representatives and Agents from and against all actions, claims, costs
expenses and demands in respect of death, injury, loss of or damage to the person
or property of myself, my drivers, passengers, or mechanics, howsoever caused
arising out of or in connection with this entry or my taking part in this meeting
and notwithstanding that the same may have been contributed to or occasioned by
the negligence of the said bodies, their Officials Representatives, Servants or
Agents.
I declare that the use of the car hereby entered is covered by insurance
as required by the New Zealand Transport Act 1949, which is valid for such part
of this event as shall take place on roads as defined in the Act.
ENCLOSED HEREWITH please find _____ being entry fee.
NOTE: The signature on this form must be the true signature of the parties
concerned.
Date _____ Signature of Owner _____
Date _____ Signature of Entrant _____
Date _____ Signature of Driver _____
Date _____ Signature of Passengers _____
NOTE: If any of the above persons are under the age of 21 years, this entry form
must be countersigned by that person's parent or guardian, whose full
name and address must also be given.
Signed PARENT/GUARDIAN _____ Full Name _____
Address _____

WELLINGTON CAR CLUB INC.

T R I A L S

EVENT _____ DATE _____

held under the International Sporting Code of the F.I.A. and the general competition rules of the A.N.Z.C.C. Inc.

ENTRY FORM.

Owner of Car _____ Address _____

Entrant of Car _____ Address _____

Driver of Car _____ Address _____

Driver's Civil Driving Licence No. _____ Competition Licence No. _____

I, the undersigned driver of the car, am a financial member of the:-
_____ Club Inc.

Passengers _____ Address _____

Make of car _____ Capacity _____ c.c.

Registration Number _____ Warrant of Fitness number _____

INDEMNITY:
I/We have read the supplementary regulations issued for this meeting and agree to be bound by them, and by the general competition rules of the Association of New Zealand Car Clubs Inc. In consideration of the acceptance of this entry or of my being permitted to take part in this meeting, I agree to save harmless and keep indemnified the THE WELLINGTON CAR CLUB (INC.) and the Association of New Zealand Car Clubs Incorporated and their respective Officials, Servants, Representatives and Agents from and against all actions, claims, costs expenses and demands in respect of death, injury, loss of or damage to the person or property of myself, my drivers, passengers, or mechanics, howsoever caused arising out of or in connection with this entry or my taking part in this meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their Officials Representatives, Servants or Agents.

DECLARATION:
I declare that the use of the car hereby entered is covered by insurance as required by the New Zealand Transport Act 1949, which is valid for such part of this event as shall take place on roads as defined in the Act.

ENCLOSED HEREWITH please find _____ being entry fee.

NOTE: The signature on this form must be the true signature of the parties concerned.

Date _____ Signature of Owner _____

ate _____ Signature of Entrant _____

Date _____ Signature of Driver _____

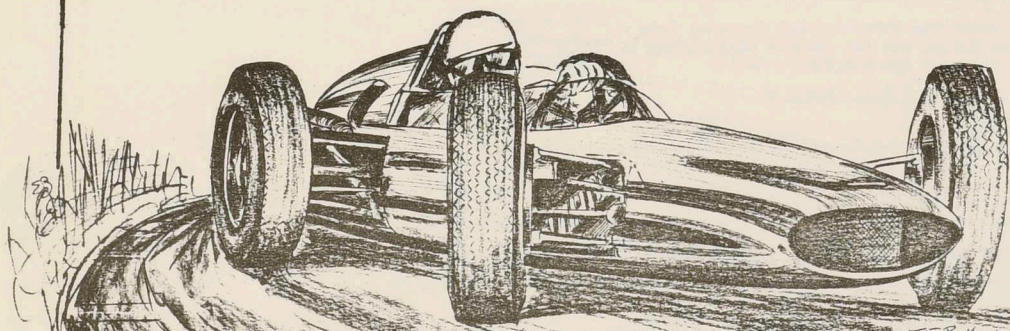
Date _____ Signature of Passengers _____

NOTE: If any of the above persons are under the age of 21 years, this entry form must be countersigned by that person's parent or guardian, whose full name and address must also be given.

Signed PARENT/GUARDIAN _____ Full Name _____

Address _____

Overseas Sketchbook



THE NEW NAME IN FORMULA ONE
"BOWMAKER-GEOMAR RACING TEAM"
WORKS LOLA-CLIMAX V-8"
BUT SURTEES PUSHED TOO HARD AT GOODWOOD
AND WRECKED CAR.

John Surtees and the 'Lola' Formula One (Climax V.8) were expected to be a formidable team this season but so far things haven't turned out that way.

At Goodwood, during the same meeting that Stirling Moss had his recent bad smash, Surtees discovered that Kiwi, Bruce McLaren, is not easily pushed around, and an attempt to push past McLaren in the early stages of the big race ended up in the ditch.

Surtees was unhurt, but the Lola was very badly bent.

Although it is difficult to judge in the early stages at the race, the Lola did not appear to pack enough punch to foot it fairly with the B. R. M. of Hill.

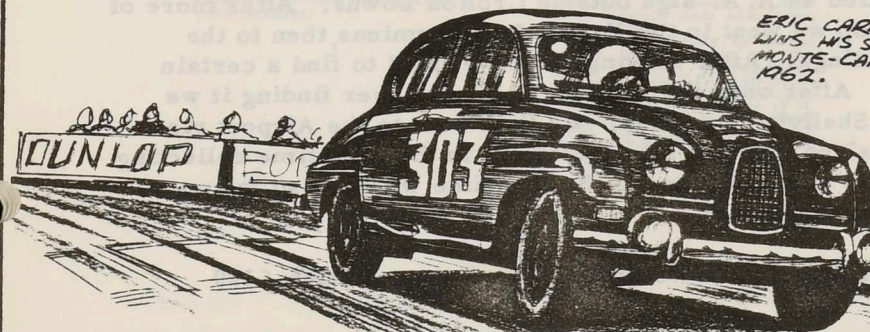
'Mr. Rally', Eric Carlsson, drove his Saab a tremendous 2,500 miles to win this years Monte Carlo Rally.

He did not have it all his own way and was challenged strongly by Bohringer's 220 S.E. Mercedes and an exceptional little Austin - Cooper driven by Finnish driver Aaltonen who finished his challenge in a nasty roll and a sheet of flame. Nobody injured!

Although the Mercedes was much faster than the Saab, Index of performance was on the smaller cars side and gave it a comfortable win.

Carlsson and his Saab now compete in the toughest of them all, the Kenya, Safari Rally.

He'll be hard to beat!



ERIC CARLSSON (SAAB)
WINS HIS SECOND SUCCESSIVE
MONTE-CARLO RALLY.
1962.

Unfortunately, not every competitor came up with a Bulletin article but here are the ones I received.

"A lot of fun and required thought but the application of too much intelligence made simple questions baffling. Thinking proved thirsty work, hence the empty beer bottle and, my word, were we also grateful for those minutes".

"There are many who think Stirling Moss should give up motor racing after his recent 100mph crash. No doubt the cause of the accident, whatever it may be, must have a bearing on his decision. There would be few, we feel who will criticise Moss, should he decide to retire as this last accident was his second bad one within the last two years and the next could well be fatal. However, most people who know Stirling would we feel be very surprised if he does retire as if ever a man was dedicated to motor racing, Stirling is."

"Why do at least 90% of car club members drink alcohol when drinking and driving is definitely discouraged by the authorities. All remarks and suggestions should be forwarded to Phil Wilkinson (Club Bulletin Editor) also organiser of the Treasure Hunt".

"In this Treasure Hunt we managed to find everything we wanted except the organisers and how we would have liked to have found him."

"After leaving the Cement Silos we continued up Ngaio Gorge to be unable to find an A.A. sign outside Crofton Downs. After more of less giving up hop we went to the Karori Bus Terminus, then to the Parliament Buildings. After leaving there we tried to find a certain Parking meter. After once more giving up hope of ever finding it we headed to Tony Shelly's Car Sales. We then went to the Airport via Happy Valley, Island Bay and Mt. Victoria. In the meantime collecting all the other little bits and pieces. By this time we were so fed up we retired to the Beachcomber".

"For Sale One 1947 Standard Excellent condition £120 Phone 18-921".

"Looking forward to another Treasure Hunt."

"A certain Ford 10, driven by A.W. co-piloted by W.C. was found while being driven round the Bays to have the ampmeter discharging at 10 Amps. Therefore with no lights and being driven at a hell of a bat so as to get back. We were wondering whether we were going to end up as

fish food or not".

"For our first trial we enjoyed ourselves very much. What we need now is a new set of bearings".

"Social events like this evening seems to show the club members up in the spirit of co-operation which should persist at all times. Around the city during the course of the evening were to be seen little knots of people peering into little nooks and crannies, and questions can be heard like:- Did you find? What did you make of? Where's the? All I can say is, let there be more of them. Well done Phil. The Pres.

DISTRIBUTOR IS KEPT DRY BY PLASTIC BAG

A correspondent of the "Motor" has found that his Mini-Minor stops during heavy rain due to water entering the distributor, which is mounted directly behind the grille. After trying several remedies, such as coating the leads with silicone grease and remounting the number plate directly in front of the distributor he has found what may be the best idea; cover the distributor with a small polythene bag and seal it with insulation tape. The bag is easily removed and provides a perfect seal against the weather.

M.G. Car Club Win Gymkhana

Provisional winners of the interclub motor gymkhana held last Sunday are the MG Car Club, Wellington Centre, team, with 907 points lost. The event was held on the former showgrounds at the corner of Kingsford Smith Street and Lyall Bay Parade and was run this year by the Volkswagen Owners' Club.

Results were:-
Provisional results: M.G. Car Club Wellington Centre, 907 points lost, 1; Wellington Car Club, 1702 points, 2; Volkswagen Owners' Club (Wellington), 1715 points, 3; Hutt Valley Motoring Club, 2103 points, 4; Wairarapa Car Club, 2729 points, 5; Standard Triumph Auto Association, 5420 points, 6. Although carrying no special award, the following are the best individual performances: R. Bradley (M.G.C.C.) 441 points lost, 1; M. Young (V.W.O.C.), 565 points, 2; S. R. Young (V.W.O.C.), 569 points, 3; D. S. Smith (Wai. C.C.), 641 points, 4; B. Spragg (V.W.O.C.), 668 points, 5.

SAFETY BELTS ARE LIFE SAVERS

Ever been in a car which stopped suddenly from 20 miles an hour?

Of course you have.

Solid impact isn't it? In fact, you probably just saved yourself from leaving the seat: you saw it coming and braced yourself.

Well imagine such a stop from 55 miles an hour--- the maximum open road speed limited. Quite a jolt, don't you think. Especially if you happened to be completely unprepared for it.

And you'd get an ever bigger jolt if you hit a car at that speed.

Countless people have undergone that experience.

Some of them are dead. Other owe their lives to a simple strip of nylon called a safety belt.

If could save you life.

Already hundred have been fitted in Auckland and Wellington. Don't be the odd man out.

You owe it not only to yourself.....but to your passengers.

* * * *

1962 MOBILGAS ECONOMY RUN

I noticed in the Bulletin sent out prior to the Economy Run that I was "elected" to write an article about it. I suppose that having been fortunate to have been selected as a participant this is a very small penalty to pay.

For my co-driver, Don Tregoweth, and myself, the event started on the Friday afternoon 6th April when we reported at the inter-island ferry wharf with the car to cross to Picton. Fortunately the crossing was a calm one and was pleasantly passed in the saloon in the company of the other competitors and officials. Blenheim was the destination for Friday night. This was arranged so as we would arrive in time for dinner.

On Saturday morning we had an easy trip to Nelson to report in at the official compound where we lost our car till the run commenced on Wednesday morning. At the compound we were weighted in and received a very nice overnight bag which contained a route guide, cigarets, biscuits, sweets etc. The worst part of the run then commenced - the waiting around till Wednesday morning. During this time we went through our route guide working out the times we should arrive at various points so as to give us a guide as to whether we were early or late when we arrived at that point. There were on an average about one check every 5 or 6 miles and as the total route was 727.4 miles you can imagine there were many calculations to be done.

Monday morning was spent checking the speed error on all the cars, I think every car had some error and on mine it was out by 3 mph at 30 and 5 mph at 55.

At last Wednesday morning arrived and the first car was flagged off at 9.00 am by the Mayor of Nelson. Our departure time was 9.12 am.

The car started well without any choke and got away to a good although sluggish start. The first days run was for Nelson to Greymouth via Murchinson, Mangahua where there was a compulsory stop to take on fuel and Westport. We had been lucky all day in that we had not been held up at any of the many oneway bridges. Our luck left us though on entering Greymouth as here we had to cross three railway crossings and at each one we were held up while a train slowly dawdled across, and each time it was the same train that held us up. It was lucky for that engine driver he did not hear what was being said.

The journey on Thursday was the most interesting from a scenic point of view - if you could take time off from concentrating on driving to admire it. We crossed over the Lewis Pass to Hamner for the lunch break and then on to Christchurch. The speeds on this day did not allow for any loitering. To keep to time necessitated driving to the speed limits all the way and we had to keep to time as the last section of 10 miles before the timing point had an average set of 50 mph. There was no hope of making up lost time on that stretch.

The last day from Christchurch to Dunedin required a very early start so as to allow for a reasonably early finish. This meant getting up at 4.30. Breakfast was at the King Edward Barracks where the cars were impounded and we started while it was still dark at 6.20am. Again high average speeds were set so that travelling at 50-55 was necessary on the open road to make up for the numerous times we had to slow down to cross over railway crossings or go through the 30mph areas. The last 10 miles before reaching Dunedin is very hilly. Luckily the last 3 or 4 are downhill as we were several minutes late at the start of the down hill section. The speedo was indicating 60 mph (true 55) all the way down. We were due at the timing check at 12.20.32 and made it with only a few seconds to spare. From the timing point we drove through Dunedin city to the refueling station at an average of 18pmh after the refueling the cars were parked in a side of the Octogan especially reserved.

The run although most enjoyable had been a strain on all the entrants so it was good to relax at the prize giving social afterwards. This took the form of a buffet tea at the new and tastefully appointed Students Union Hall. A most sumptuous feast was provided by the sponsors.

The organisers of the run easily maintained the high standard which has been set on previous runs. I thought that we were well and comfortably cared for and to be provided each day with biscuits or chocolate to eat on the run and the very good meals provided was greatly appreciated.

This year all the cars competing were fitted with safety belts. This fact was well publicised and it is hoped that other car owners will follow suit. I was all in favour of having them installed and found them comfortable and unobtrusive to use.

Although I like to maintain a fairly high average speed when travelling I thought that some of the speeds we had to do were higher than what I would have done by choice on some sections.

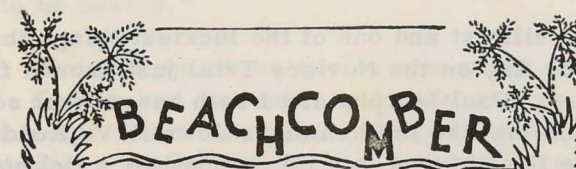
This applies mainly to the first day, local knowledge of the road conditions would have helped here however. The run on the whole was fairly tough and not conclusive to obtaining the best miles per gallon figures. Some competitors gained very good miles per gallon figures and so deserve the highest credit.

It amazes me to hear at times the insinuation that the event is not quite above board. I can assure anyone who thinks that, that this is not so. At time I wondered if it was an economy run or a road race. I thought that the conditions of the event were every bit as hard as the average motorist would face. The route sheet was well set out and was similar to an A. A. loose leaf itinerary with written instructions like a simple trial.

Percy Lupp the secretary of the A. N. Z. C. C. had the job of being lead car. He had to put up direction signs if there was any doubt about the route and there soon developed a keen rivalry between him and the trail car who had the job of taking them down toward the end of the run signs were to be seen in all sorts of impossible places.

This is an event we could thoroughly recommend to any-one to compete in. There is plenty of rivalry and a good competing spirit was shown by all.

We thoroughly enjoyed the event.



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CON ROD CORNER

Heard an interesting comment from a Herald owner. Asked if he was going to fit white rubber bumper strips to his 948 Herald his caustic comment was, "What for? I don't drive a refrigerator."

It is good to see such a large number of M.G. boys competing these days. They have the cars for the job and they use them. I'm not so sure about this travelling in convoy though. People immediately think "Cowboys".

Congratulations to Tony Shelly on his recent successes overseas. N.Z. is certainly getting on the map among the racing fraternity. Even the Aussies are envious. A recent letter from an Australian enthusiast to 'Motoring News' bewailed the fact that they were lagging behind us but they did not intend to leave it that way. They could succeed too. They seem to have more money than we do which counts a lot. They also have a young bloke named Jack Brabham to help them.

One of the Treasure Hunt competitors thought he was seeing things. Each time he came to one of the seats in Parliament grounds it would get up and run off in different directions.

Herald Coupes have got a very efficient reverse lock out. Just ask our Gymkhana entrants.

Saw two of the silliest and one of the luckiest things the other night. I was checking for Ray on the Novices Trial just around from the end of Happy Valley Road. Paul Murphy and I both heard what sounded like a sporty machine coming like the hammers down H.V. Road. We resolved to give what we thought was a trial competitor a ticking off, but we were mistaken. It turned out to be a blue Sunbeam Alpine. It fairly screeched round the corner, accelerated off towards Island Bay in a manner that could only be described as "Bloody Dangerous". There must be another road that leads back towards Brooklyn because about 10 minutes later the performance was repeated, equally dangerously. Sure enough, 10 minutes later round it goes again. This time he very nearly lost it rounding the point out of Ohiro Bay. So much for the first silly action. The second arrived with the advent of a Police patrol car. He parked himself fair across the entrance to H.V. Road. Nothing to do with the Sunbeam - he was radioing HQ. about some other matter. The lucky side of the story? The Sunbeam did not do a fourth tour. If it had they would still be sorting out the mess. If any club members happen to know the owner of the Alpine give him a good kick for me. He drove with utter contempt for other road users.

It was good to see Hugo Hollis giving the boys a lesson in smooth but rapid driving at the Gymkhana.

Talking of Gymkhanas, the recent interclub was one of the best run events I have attended to many moons. Full marks to the V.W. Club.

I was interested to see a woman circulating in a Zephyr at the recent Hutt Club Levin Sprint. F.T.D. was put up by Rex Flowers in the Gemini which appeared to be going well. Among Wellington Club members competing were Keith Ward, Murray Charles, Dave Mowat, Bob Clover, Pat Diederick and David Slater.

Mini car business is booming. Honda is the latest to enter the market. Or at least they will soon. It will be powered by a 360 c.c. motor, presumably their motor cycle engine A 70 m.p.h., 30 b.h.p., two seater will be available for export. Rootes should be announcing something soon while the American Ford Cardinal, perhaps not a mini-car in the true sense, is on the way.

In a pre-crash interview Stirling Moss has this to say: "To drive British I have to put up with outdated and inferior machinery. I would not change to foreign cars even though it is frustrating and disheartening to know that if I did I could be world champion. I believe I am a better and faster driver because I am not. Where can you go and what can you do when you have reached this goal? Everyone is waiting for you to be beaten."

Frankly the above quoted comments smack a little of sour grapes. Cooper and Vanwall are hardly foreign cars. Moss's personality and temperament have been his greatest hurdles to the world championship. As for the second part of his assumption, well if it is hard to become world champion once surely it is twice as hard to pull it off twice.

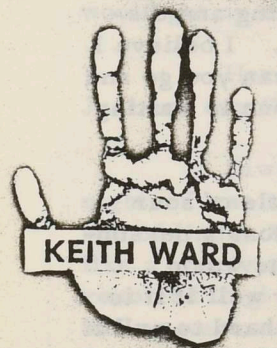
Looks like the ideal trial car is on the way. B.M.C. are building a Jeep type version of the Mini called the mini-Moke. It has a de-tuned Mini-Cooper engine. Whacko!

Chev. have announced the Monza-Spyder. They have doubled the normal Corvair's output to 150 p.h.b. by the simple expedient of adding a super-charger.

Talking of Monzas, have you seen the one round town. It looks rather smooth. It has been quite a good month for exotic machinery. First there was the DB4 and the E type at Independents. The E Type

is certainly desirable but it is a pity it was in such close proximity with the Aston. I am afraid it made the Jag. look a bit cheap. I suppose for the price it should. Value for money there is just nothing to touch the Jag. I have not seen it myself, but I am assured that there is a Masser 3500 G. T. around. It belongs to Bill Thomasen.

We welcome the following new members: Mrs. Betty Ahradson, Jim Algie, Bruce Cook, Graham Duff, Ronald Foster, Edward Fulton, Miss Hilary Goodacre, Jan Hector, Mickael Kershaw, Errol Key, David McKimey, Ian Meldrum, Bob Newsom, Geoff. Pickering, Allan Roache, Chris Swan, Ian Taylor, Noel Mullis.



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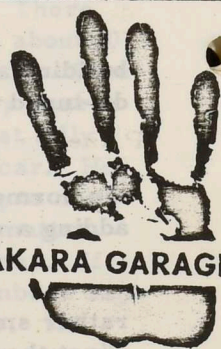
by

KEITH WARD

PHONE 27-710

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MAKARA GARAGE

Levin Motor Racing Club Inc.,
P.O. Box 57,
LEVIN.

May 16th, 1962.

The Secretary,
Wellington Car Club Inc.,
P.O. Box 5142,
WELLINGTON.

Dear Sir,

re Oxford Motors Trophy Trial - 1962

Date: Saturday, June 23rd, 1962.

Time: Competitors are asked to be at the start at 1.00 p.m.
The first car away will leave at 1.30 p.m.

Duration: Approximately 160 miles, and 6 hours.

Start: & Botanical Gardens, Cambridge Street, Levin (Cross Railway
Finish: at Post Office and take first turn south).

Entries: All entries will be accepted at the Start.

Entry Fee: One pound (£1) per car.

Meals: Competitors should bring their own tea. There will be a one hour break during the Trial for this purpose. Supper will be provided after the event, while the results are being worked out.

Maps: Participants will require copy of the A. A. North Island Touring Map, Sheet 4. Also, a street map of Palmerston North City could be useful.

Prizemoney:

First:	£10.0.0. and Trophy
Second:	£5.0.0.
Third:	£3.0.0.
Fourth:	£1.0.0.

This is an open invitation to members of your Club to compete in this event, held annually by the Levin Motor Racing Club. Everyone who competed last year considered it one of the best trials of the season, and you may be sure that this years event will be as good, and very

probably even better. It will be run over public roads in the Manawatu and Northern Wairarapa districts.

We would be very grateful if you could have the details of this event published in your monthly newsletter.

Yours faithfully,
The Organisers:
Wilson Lattey & Geoff Thompson.

COMING EVENTS

June 21st Club Night

June 23rd Palmer Head Hill Climb Invitation

Scrutineering will commence at 9 a.m. Practice at 10 a.m. There will be two practice runs followed by as many official runs as possible. The number of runs directly hinges on the time that scrutineering finishes. Please be early.

(N.B.) There will be a working bee on the weekend of the 16th. We are not sure what day yet but if you can give a hand ring Brook or myself or any of the committee.

OTHER CLUBS

June 23rd Otago Sports Car Club Hepolite-Wicropein Gold Star Trial Entry forms from me.

June 24th Hutt Valley Club. Winter Cup Day Trial.

June 30th Hutt Valley Club. Mangaroa Hill Climb.

July 14th Auckland Car Club. Hepolite Trial Entry forms from me.

July 14th Hutt Valley Club. Beach Races.

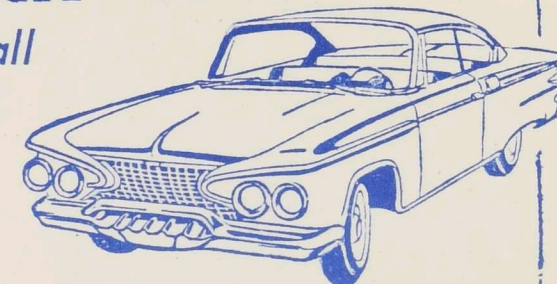
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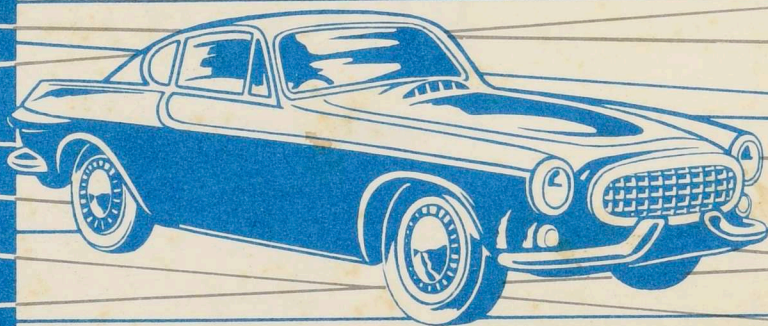
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Bulletin

SEPTEMBER 1962



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CLUB OFFICIALS:

Phone:

President:	- Brook Leyland.	
Secretary:	- Kingsley Foulkes, 9 Pinelands Ave., Seatoun.	B. 86-059 H. 17-597
Treasurer:	- John Swan, 20 Boxhill, Khandallah.	B. 53-371 H. 36-658
Club Captain:	- Paul Morgan, 13 Retter St., Johnsonville.	H. 75-388
Vice Captain:	- Ray Duffell, 11 Creswick Tce., Wellington.	B. 71-139 H. 28-479
Committee:	- Peter Martin, 17a Sutherland Cres., Melrose.	B. 50-982 H. 88-261
	- Dave Mowat, 10 Orleans St., Ngāio.	B. 47-800 Ext. 8150 H. 36-981
	- Peter Slcombe, 96 Khandallah, Khandallah.	B. 42-021 H. 36-207
	- Ian Watson, 36 Crawford Rd., Wellington.	H. 79-505
Bulletin Editors:	- Ian Shepherd, 101 Hataitai Rd., Hataitai.	B. 53-453 H. 82742
	- Peter Martin, (As Above)	

COMING EVENTS

As far as possible, we have tried to fit in events to be held by other clubs.

- Sept. Sat. 1st. H.V.M.C. Foote Cup, Night Trial.
Sun. 9th. Duffell's Delight (Map Reading Mess).
Thur. 20th. Club Night.
Sun. 23rd. Day Trial, Wairarapa Car Club.
Sat. 29th. Gymkhana.
Oct. Sun. 14th. Honeypot Trial.
Thur. 18th. Club Night.
Nov. Sat. 10th. Levin Sprint.
Thur. 15th. Club Night.
Sat. 24th. National Levin Races.
Dec. Sat. 1st. Straight Sprint.
Sat. 15th. Xmas Party & 21st. Celebrations.
February Proposed interclub races at Levin.

EDITORIAL

Some of you may have seen a report in the local newspapers about the incident when a woman was taken to a mental hospital, well there is a rumour about that the same thing has happened out at Johnsonville. This time though it was our ex-bulletin editor. The rumour goes on to say that there is a special ward out at Porirua for ex-bulletin editors, and apparently it is becoming pretty full. At least four from this club have been locked up there under such excuses as 'getting more important jobs' etc.

The editorship has been hoisted upon Ian Shepherd and committee member Peter Martin who will endeavour to keep your bulletin at the high standard that Phil has brought it. Phil has given us many warnings about this job and the great lack of support from club members, so we will now issue a warning. Don't under any circumstances win any of the coming events, because if you do, we will be down on you for an article for the bulletin and will not give you a moment's peace until we get it.

So much for the light side of things; now for the serious side. One of the first articles I've received after taking on this job was a letter from a club member which is printed following this editorial. I quite agree with him and although this question was brought up not so long ago, it seems to have been forgotten. The 'Marshall's Pool' appears to be only a name with nothing to go with it, and although forms were handed out to make a list of those willing to help, only a few were filled in and returned. A meeting was also held but it appeared to fall through because of the fact that nothing was organised and it became a lot of questions with without answers.

Now the Chief Marshall is Club Captain, Paul Morgan, who took over the job from Vryn Evans, so perhaps it would be possible for him, or some of the other members who have had all types of marshalling experience, to form a list of 'Do's' and 'Don't's' about the job. I am sure a written list is better than just telling the bod's on the day what to do and what not to do. I am always ready, as are a lot of other members, to marshal when I am not entered, but I have never been told definitely what to do when. Also some points on crowd control would make this sometimes nasty job a lot more pleasant.

I am glad the letter mentioned came, for it made this job a lot more interesting, and I hope I have aroused enough interest in other members to hear what they think, or even better, see it in writing.

After all, the more letters we have to print, all the less work we have to do.

LETTERS TO THE EDITOR.

The Bulletin Editor,
Wellington Car Club,

Dear Sir,

Those members who cannot participate in Motor Sport, whether they don't have a suitable vehicle, or for other reasons, should look to help in running of club events. Unfortunately, those who don't compete, are, in many cases, un-willing to offer their services in other directions. This brings me to the subject of Marshalls, a job no one seems to like to under-take. Surely, a number of members who are in the Marshall's Pool are interested enough in Marshalling, and would be willing to learn more about the job? Could not the Head Marshall organise a few instructional evenings, with a view to teaching Marshalls a bit more. Marshalling is an important job, and I think more experienced and reliable people are needed for this job. I know this job also involves the supervision of the public which most times is extremely difficult. They don't seem to realize the dangerous nature of motor racing, and the club doesn't want an incident involving a member of the public, to make them realize this fact. Therefore the Marshall must be more efficient. Does the club have a Head Marshall to undertake this training? If there is, I am sure a member of the more seriously minded members of the club would get together to undertake this job. A clear hill or track gives the competitor a fair go, not that I am a competitor, but I fully realize the importance of the Marshall, a job at which I consider myself to be fairly experienced, having done a number of seasons in circuit racing, as well as Hill-climbing and Sprints.

I am etc.,

T.L.J.

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COMING EVENTS (detail).

Duffell's Delight.

Once again Ray Duffell presents for your enjoyment, another ever so popular "Map Reading Madness".

Date Sunday September 9th.

Start Bus Barnes - Aotea Quay.

Time 1.30p.m.

Duration Approx. 3hrs.

Maps Wellington - N.Z.M.S. 17, ESSENTIAL.

See you on Sunday the 9th. September.



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The Wairarapa Car Club has asked us to insert the following notice for your information.

Wairarapa Car Club - Day Trial.

Date Sunday September 23rd.

Start Outside Featherston Motor's service station - Featherston -

Time 10.0am.

Distance Approx. 50 miles.

Duration 5hrs.

Entries Received on the day; 10/- entry fee.

Timing By competitors sealed watch or clock.

Finish At Featherston.

Bring your lunch. Petrol etc. will be available before and after the trial.

A.W.Vowell - organizer.

-O-O-O-

GYMKHANA....

Date Saturday September 29th.

Venue Yet to be arranged.

Full particulars will be available at September Club Night; Thursday September 23rd. Attendance at Club Night is therefore essential. (If unable to attend Club Night, a committee member will have the information you will require.

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IMPORTANT

Nov. Sat. 10th., Levin Races.- This date will be changed, possibly being put forward a week; as Renwick Races are to be held on the 10th.

As usual, a party will be made up from our club, to fly to Blenheim on the day. We will be chartering a plane, leaving Wellington Airport at 8 a.m., and returning about 8 p.m. This year the rates are 10/- cheaper than ever before; the fare being £3-0-0 return, with transport to and from the races included. £1-0-0 Dep. is to be paid to John Swan as soon as possible.- First in, first served.

If demand requires, two aircraft will be chartered.

Renwick

N.Z. Gold Star Race.
Different circuit from last year.
Days program includes six races.
Prospectus from the secretary.
Entries close on Oct. 25th.

N.Z. Grande Prix

Prospectus available from the secretary.

CON. ROD CORNER

Well things are certainly perking up in the F.I. drivers championship. There is quite a change from last year when the main interest was which Ferrari would come home first. Stirling Moss excluded of course. This is the first year for some little time when most of the races are not virtually decided before they start. Your guess is as good as mine as to which driver will head the list. The same goes for the cars of course, Only Lola and Ferrari of the main contenders failing to notch a win at this stage. I will stick my neck out and pick Jim Clark as the new champ. Naturally I hope I am wrong and that Bruce McLaren pulls it off. Reliability will be his chief asset.

Some interesting things have been arriving in the mail box from the Winterless north recently. Probably most of you received pamphlets from the Colin Murray racing school. If you have not, the brief details are that an Englishman named Colin Murray with considerable "sporting" driving experience is starting a school for tyro racing drivers and is to be based at Auckland. Average reaction seems to indicate that it is a good idea but a few more details would be required before good money would be parted with. Personally I hope he succeeds but I agree that the details supplied are a bit thin.

The other items of interest from that way are several copies of a motor magazine called "The Motorman". Many of you will have heard of it I am sure. Put out by a young chap it has some very interesting reading in it. Naturally it costs him a lot of time and money to produce the finished article. Just as naturally he wants to recoup the money part if he can. Consequently, for the modest sum of 10/- you can receive a years subscription to this excellent magazine. Be in, I am going to. One never knows how this thing will grow. If he keeps his enthusiasm up and gets the support he deserves, we could at last have a worthwhile local motoring journal.

The habit of tearing up and down the road at Hill Climbs without exhausts is growing. It certainly does not enhance our reputation with the locals at all.

Rumour has it that Chris Amon has a 2½ litre Cooper. I hope so. That would be interesting. Another interesting feature next season will be the mass of 3.8's hurtling round the tracks. It was hard enough to pass one last year. Three or four would be impossible. That is if the big boys can get away in front of some of the tiny but effective machines that have them on.

Have you arranged an advertisement in the Bulletin yet? Why not? Not good enough you know. Get cracking.

There will be a tendence now that Brook has left us for a while for the club to fold up a bit. It is only when a person that did as much as he has done leaves, that full appreccation of what he has done comes home. The easy way is to put the onus on the committee to keep things going. Quite rightly so. But that does not stop every one of you from pitching in and helping. Organising an event now and then would be a help.

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The following is the first in a series of articles written by L.Watson and sent to us from England.

The Montagu Motor Museum at Beaulieu : Hampshire.

by L.Watson.

On the 21st. of May I visited the Motor Car and Cycle Museum at Beaulieu. Beaulieu is situated in the New Forest and consists of a little village, with of course the Motor Museum situated in Lord Montagu's Estate as the main point of interest. There are tree or four long wooden buildings all joined together in which are housed the various cars and motor cycles. The cars range from such cars as an 1895 1h.p. Knight, to the 1000 h.p. Sunbeam which was the first vehicle to exceed 200 m.p.h. Also such cars as the 1954 Jaguar D-Type which finished 2nd. at LeMans that year, the Mercedes-Benz W.196 which Fangio won the 1954 and 1955 World Championship in. Unusual cars like the Rolls Royce Silver Ghost, The Fiat Tipo 51A which has the radiator mounted behind the engine, and John Bolster's Chain-driven sprint special 'Bloody Mary', which was based on G.N. and Frazer-Nash components.

Cars which are now but memorys such as the Alldays & Onions, Amilcar-italiana, A.V.Monocar, Brushmobile, Clement-Panhard, Stirling Dogcast, and many others. Also cars which reigned supreme on and off the race tracks during the 1920's and 30's. Thefabulous Bugatti, the Aston Martin 1½ litre "LeMans" which came 1st. and 2nd. in its class at the 1931 LeMans. The Alfa-Romeo 8C-2300E, the car on show finishing 2nd. to the winning Lagonda in the 1935 LeMans, and of course the magnificent old Bentleys. On show was an immaculate 4½ litre blower Bentley with a LeMans Replica 4 seater body and that masive supercharger slung between the front wheels, very impresive.

Of the record breakers, as well as the 1000 h.p. Sunbeam, there was the 350 h.p. Sunbeam in which Sir Malcolm Campbell held the world record at eventually 150.87 m.p.h. in 1925. The other record breaker was the 930 h.p. Golden Arrow in which Sir Henry Segrave raised the record to 231 m.p.h. in 1929. In one corner is a memorial to the late John Michel Hawthorn, and Peter John Collins. There are various trophys on display which both Michel and Peter won, inclding Mikes 1958 World Championship Cup. Also two paintings, one of the epic dual between Mike and Fangio at Rheims in 1953, with both cars screaming down the straight at Rheims, with Mike slightly in Front. The other painting is, I think, of Peter Collin's

winning the 1958 British Grand Prix with either Tony Brooks or Stirling Moss chasing him in a Vanwall.

In another part of the building, there are scale models of all the famous Grand Prix cars on display, from the 1906 Renault which won the French Grand Prix at 63 m.p.h., to the 1959/60 Cooper Climax. Also of interest was Donald Campbell's famous jet speedboat "Bluebird", and in the Motor Bike display the 1954 350cc A.J.S. in which New Zealander Rod Coleman won the Junior T.T. in the Isle of Man. In all, a very interesting and enjoyable afternoon.

Next month, we hope to publish L. Watson's account of the R.A.C. Hill Climb Championship at Wiscombe Park Devon.



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EASY TYPE SOCIAL TRIAL

June 9th

Why is it that when ever we enter in a so called "easy" trial we invariable get lost or make some other silly mistake. This one was no exception.

Starting at the cement silos the run first headed north on the Hutt Road to Petone. At least we didn't get lost on that part. At Petone the fun started, first with a section around the narrow streets of Petone and then up to Normandale.

On coming down the hill we headed across the Melling Bridge with some busy navigating to bring us out at Silverstream via all the minor streets with many intersections to keep us busy. The first section ended at the gravel road behind the Haywards Sub-station.

Section 2 was more in the nature of a rally section with long distances of the same milages per hour, going over Haywards, and south around Paremata to Porirua and then to Tawa for some more back roads before reaching Johnsonville and end of section 2.

A true rally section from Johnsonville to Breaker Bay Hall ended this trial with a very good supper to go with it.

One thing I don't think is fair and that is to expect me to work out 2.6 miles at 120% of 3.7 miles in 11.5 minutes. Nevertheless my congratulations go to the organisers John Swan and partners in crime.

No	Crew.	Check	No 1	No 2	No 3	No 4	No 5	No 6	No 7	No 8	Place
1	P. Huxford K. Moran	20	3	00	10			20	20	20	12
2	P. Swinburn E. Asbridge	0	4	10	16			16	15	14	8
3	E. King D. King	3	6	10	20			20	20	20	13
4	P. Morgan Sue Law	0	2	1	6			7	5	5	2
5	D. Bright A. Wilson	2	1	1	3			20	8	9	6
6	P. Martin I. Shepherd	0	2	3	3			9	5	7	3
7	G. Robson A. Pratt	20	9	8	20			20	20	20	15
8	B. Tabart J. Pitcairn	20	5	20	1			3	2	0	7
9	B. Leyland K. Foulkes	0	2	1	0			1	4	0	1
10	L. Evans T. James	2	7	8	19			20	6	20	10
11	K. Cornford G. Ashbridge	20	20	20	0			20	20	20	16
12	B. Clover C. Cogle	0	1	5	4			9	8	7	4
13	R. Pike C. Hogg	10	12	20	20			20	20	20	17
14	J. Manuel M. Wright	0	7	0	0			7	20	4	5
15	P. Julian R. Lynchburns	2	6	8	4			20	20	20	9
16	B. Newson H. Head	2	2	20	6			20	20	20	11
17	D. McCarthy K. Torbit	20	2	3	20			20	18	20	14

MAP READING TRIAL

The last trial that Brook will organise, until his big trial in England shortly, was set down as a map reading one.

At the Cement Silos we were handed a piece of paper with lots of numbers on it. After much folding of maps we headed to Cornwell Street off Waterloo Quay. There we found a big clear number which was the first in a series of six our missing map reference. Easy! we thought as we headed to the top of Weld Street, Wadestown. Down to the entrance to Wiltons Bushwe went then up into Karori to Fletchers Lookout, where dirty looks were received from a very irate looking family trying to walk up the one-car wide lane through the trees. They didn't even seem very happy when we came straight down again!

Over to the other side of Karori we went to Campbell Street where cars coming in the wrong direction were have quite a job locating the number. Every one had difficulty in locating the number at the next stop which was at the Lower Karori Reservoir. The number had been spirited away by some darling little neighbourhood children who only replaced it under threat of violence. You big bully you!

The first completed map reference took us to Ohiro Bay where we found Ray complete with brand new Herald!

After giving Ray our mileage we headed on round the coast missing a number at Princess Bay. We stopped and walked back to it, (must save those miles you know).

Arthurs Nose was where our next number was, sounds painful but there were cars parked there before we got there. After continuing around the coast we cut inland behind the De Havilland works through a great puddle of mud, with several schoolboys directing up through the deepest part, and on to Palmer Head.

At the bottom of Palmer Head Road we joined the Sunday traffic for a leisurely drive around the coast to the check at Kau Bay.

From there our route took us behind the Gas Works to Hataitai Park where we took a little excursion into the Works Camp before finding the right road.

The memorial to Admiral Byrd was the next land mark to bevisited Here we were ~~dan~~ treated to a demonstration of how the wonderful steering lock of a Triumph Herald Coupe was not quite good enough to get around in one sweep. When the traffic jam cleared we headed for the look-out, where there was several parked cars obviously getting in early to avoid the last minute after-dark rush.

After visiting the look-out three times we found the number and headed off to the Beachcomber; where Brock worked out the results.

Honest, fellows I didn't pay him a thing!

The results apparently went to England with Brook so I'm sorry but I don't have the full results. (Ed.)

PALMER HEAD HILLCIMB

Saturday 23rd June

ON saturday 23rd June the club held a hillclimb on the popular Palmer Head Hill road. The day was fine but bitterly cold, particularly in the pits at the top of the hill. Twenty seven entries tried themselves and their cars. Most impressive thing was the Jaguar invasion from Wairapapa, both Hamish Buchanan and Tim Beetham competing in recently aquired 3.8s. Hamish found the urge a bit much at one stage and motored gently into the surroundings. Rex Flowers in the sports Lotus also made contact with a bank after putting up farstest time of the day.

The day also heralded the first appearance of Dick Butters latest machine the Liteweight Special(whitebait). However the clutch kept slipping badly and catching fire which curtailed his activites somewhat.

The organisation went well and all competitors who kept going got in six runs and everbodyenjoyed themselves immensely.

The results follow on the next page:

F.T.D.

I	J. Norwood	M.G. Midget	56.50	56.00	59.88	56.51	55.69	58.20	55.69
2	D. Walker	M.G.A. 1500	54.66	54.61	53.57	53.06	69.36	53.68	53.03
3	P. Diederich	M.G.A. 1500	56.01	53.96	53.29	53.65	54.06	53.92	53.29
4	G. Sands	M.G.A. 1600	56.16	54.14	55.45	56.08	54.28	54.95	54.14
5	K. Cornford	T.R. 2	54.24	53.73	53.53	53.43	53.23	52.87	52.87
6	B. Harvie	T.R. 2	57.54	55.54	53.63	51.44	51.61	52.77	51.44
7	D. Dunlop	A.35	56.41	55.16	55.11	55.46	55.63	57.74	55.11
8	L. Reader	Austin-Ford	54.86	53.80	52.79	52.97	53.62	52.59	52.58
9	C. Norwood	M.G. Midget	57.00	-	-	57.13	56.26	53.53	55.53
10	H. McLeod	V.W.	62.53	62.28	61.55	60.91	60.97	62.95	60.91
11	G. Pickering	Zephyr	64.20	65.95	65.30	64.79	-	-	64.20
12	L. Reeves	T.R. 2	70.05	51.80	51.17	50.68	51.31	50.37	50.68
14	B. Leyland	A.70	64.57	65.34	63.67	-	-	-	63.67
15	K. Ward	Humber 30	-	56.59	56.51	56.35	57.50	56.04	55.51
16	P. Ransome	Lancer	54.83	53.61	54.15	52.58	53.68	52.32	52.32
17	R. Flowers	Lotus	43.94	47.24	40.87	-	-	-	46.87
18	B. Thompson	Prefect	65.90	64.72	65.41	64.72	65.96	64.31	64.72
19	P. Brackley	M.G. Midget	63.59	59.27	74.81	61.34	59.76	60.24	59.27
20	P. Slocombe	Herald Coupe	-	70.67	68.24	67.71	66.10	-	66.10
21	H. Buchanan	3.8 Jaguar	-	51.17	50.29	50.03	-	49.74	49.74
22	T. Beetham	3.8 Jaguar	-	50.83	49.60	49.84	-	50.08	49.60
23	N. Whittaker	Daimler S.P. 250	-	-	50.03	49.53	49.24	49.22	49.22
24	D. Slater	Mini-Austin	-	-	88.13	65.79	65.19	65.34	65.19
25	R. Osten	Sunbeam Alpine	-	-	-	56.39	55.13	-	55.13
26	T. Watnough	M.G.A.	-	-	-	54.08	53.72	53.70	53.70
27	R. Butters	Lightweight Spl.	-	-	-	65.12	59.19	66.10	59.19
28			-	-	-	-	65.32	-	65.32

(The Morgan Minute Muddle)

The route was very interesting, especially when you were like us, and saw most of it twice by having to go over it again after getting lost. From the start at the Cement Silos we went up Onslow Road and around many blocks in Khandallah following a route much to complicated to describe on paper, before going down the Old Porirua Road to proceed to Thorndon and up and down alleys I would have sworn were for Pedestrians only.

Section 3 is where the trouble started, as it went through Karori then to Johnsonville via. Makara, and our night of removing cars from ditches began. It was possible, but only just, to keep to the averages, but impossible to make up time, and after town every one was trying to. Some over did it. To my knowledge, a Mini lost a rear bumper, an Austin cracked a sump, and a Zepher modified a front mudguard on this section.

But worse was to come. Sections 4 & 5 Took us from Johnsonville to Newlands, Down the Gorge and out through Petone to the Waterloo area, then back through the Hutt to a car parking area on the side of the Hutt river complete with check. From the check, the route led north to Upper Hutt, along the western Hutt Road, then over to Pinehaven and Mangeroa, only to come out at Trentham. It was on this stretch that we removed our second car from a ditch, a Mini which had missed a corner.

This section led us over Moonshine on the way to the Nagtitoa Domain at Paramata, and at last we got the half-hour break we had been expecting for the last two hours.

The worst was now over, for the second to last section went north to Plimmerton, south to the city lights via. Porirua East, with a quick trip into this, and through Johnsonville to another small set of diversions in Wadestown, and so to Check 7. The most interesting points of this last section, was the fact that one direction was printed twice, while an average was missed out Completely!

The short final section was a straight run to the Beachcomber, with the Check inside with the door locked, and us outside in the cold unable to check in.

If the times had been divided into sections, as were the route sheets, and any time lost being made irrecoverable, then the trial would have been a lot safer and more enjoyable. As it was, it was spoilt by this, and by soom poor mistakes in the organisation.

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Levin Sprint

The latest Levin Sprint, held on Sat. Aug. 11th., attracted a record entry of 33 cars, and fun appeared to be had by one and all.

The first run was a little late in starting, because of the large number of cars to be scrutineered, the sheep which had to be rounded up, and the 10 speed extention boys who had a practice run. Only the first run was a standing start, the rest being flying starts from the hairpin.

The weather was a little on the cold side, with a spot of rain in the middle of the day. As there was only a little wind, it did not send people looking for cover, and also only made the track a little slippery for a large Chev. that was having a run at the time. A little to slippery, as he was seen to ventur into the grass several times.

A bit of excitment was provided by a petrol union working loose on McRae's Massarri causing a fire to start. Quick work soon had it extinguished. An example of foolishness was shown by every one gathering round the fire, and the danger of an explosion. A little burnt paint work was all that resulted.

The results are as follows:

Fastest Time of the Day:

N Whittaker	Daimler SP 250	1-06-06
G McRae	Massarri	1-06-65
P Slocombe	Lite Weight Spl.	1-07-75

Saloons up to 1000cc:

M Charles	A 40	1-10-54
N McDougall	Mini-Minor	1-12-41
D Dunlop	A 35	1-13-31

Saloons up to 2000cc:

M Parsons	Humber	1-14-13
H. McLeod	V.W.	1-14-37
D Mowat	Sunbeam Rapier	1-14-60

Saloons over 2000cc:

J Shirer	Zodiac	1-18-85
B Davies	Chev.	1-22-67

(cont)

Sports Cars under 1000cc:

P Brackley	MG Midget	1-17-81
J Minis	MG Midget	1-21-83

Sports Cars 1000cc to 2000cc:

G McRae	Massarri	1-06-65
B Harvie	TR 2	1-08-51
J Mackintosh	MG TF	1-09-15
P Ransom	Lancer	1-09-22
P Diederich	MGA	1-09-62
B Tabart	TR 3A	1-15-20

Sports Cars Over 2000cc:

N Whittaker	Daimler SP 250	1-06-06
R Read	XK 120	1-18-41

Racing Cars:

P Slocombe	Lite	Weight	Spl	1-07-75
R Butters	"	"	"	1-07-84
J Swan	"	"	"	1-12-35

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AUGUST CLUB NIGHT


A normal sized crowd assembled at the R.S.A. Hall for August club night which ran much the same as usual.

Films were shown, three of them re-runs and the others were "premières". If any club member knows of any new sources of films would they please pass on the information to a committee member. Also the Club Captain, Paul Morgan has asked for any ideas for livening up the Club Night so, once again, if any ideas please contact a committee member.

One section of the films was quite interesting in that it was a run around a circuit in England on a racing cycle with the rev-counter in view and not once did the needle drop below 5,500rpm. in any gear and one was a first gear hairpin. The other proved that to compete in international rallies much money is needed to replace various body parts wiped off on fences and walls because we saw more cars written off in three films than in a years supply of newspapers.

The new system of raffling was used once again with great success with three "winners" washing up the dishes while the fourth walked off with the prize, a foot operated tyre pump, but I have noticed that the luck ones are not so quick to claim their "prizes" as they used to be.

The only other thing to come up was the advertises for the bulletin and coming events both of which more can be found elsewhere in this issue.



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A.A. Weirarapa Jubilee Rally

(June 3rd. & 4th.)

Early in June, the Wairarapa Car Club ran its first major rally - one of the best organised and run rallies I have been on. It started in Masterton on Friday night of Queens Birthday weekend and covered some 350 miles, all in the Wairarapa. They've got roads we haven't seen yet. The first section was a straight forward run, north through Eketahuna to Hamua. This was followed by a detour, made necessary through a bridge being down. The detour took us over the first horror stretch. One of those roads with a grass sump cleaner at 29.5mph, Must have been good in the Mark 7 Jaguar. The remainder of the section took us by grid references to Alfredton and thence by Highway (?) 52, to Pongoroa. From there a small goat track (10.7 miles at 14.10 m.p.h.), took us over some mountain to a welcome supper break at Pahiatua. The next section took us to the west side of the Wairarapa and then back east again with a map reading section, followed by a slow sleep inducing run to the breakfast break at Carterton.

After fooding, one of two driving tests was held, and then we proceeded by straight forward runs to Martinborough, thence toward Lake Ferry, up through a herd of cows, Te Maire Rd., a herd of bulls, and into Featherston. The last part was through some familiar trial country, west of the main road, and ended up in Masterton at about mid-day. One more driving test was then held, after which the crews went their various ways whilst awaiting the results.

As stated, the organisation of this rally was really excellent and it was a pity the effort put into it was not rewarded by a better entry, there being only 21 starters. The Wellington area was well represented, and quite successful also, providing the winner and 8 out of the first 10 place getters.

RESULTS: 1st. G.Wall / M.Fowler Mini Minor.
2nd. R.Izard / Triumph Herald.
3rd. J.Collier / W.Fry Simca.

The only Wellington Car Club representatives were that intrepid pair, Peter Martin and Ian Shepherd in the Commer, who finished 10th. overall and 3rd. in the driving tests, which, by the way, were won by Tommy Doyle, Singer and accessories.

The keenest man in the Wairarapa Jubilee Rally must have been the map reader who rode side-saddle in the rear of a Triumph Herald Coupe.

Ever wondered when travelling through a herd of cows in a Mini, what would happen if one of these monsters became amorous.



No, they have not lost their way. Peter Martin and Ian Shepherd negotiate a pass on the mountain, referred to in the article.

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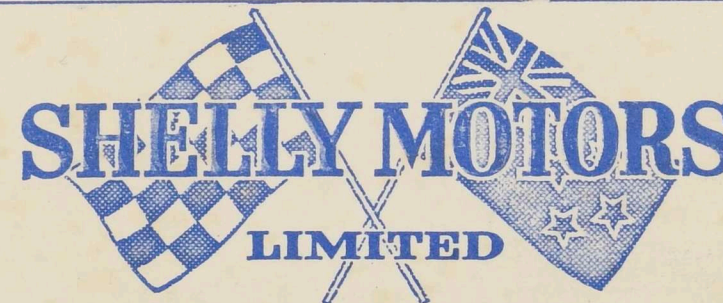


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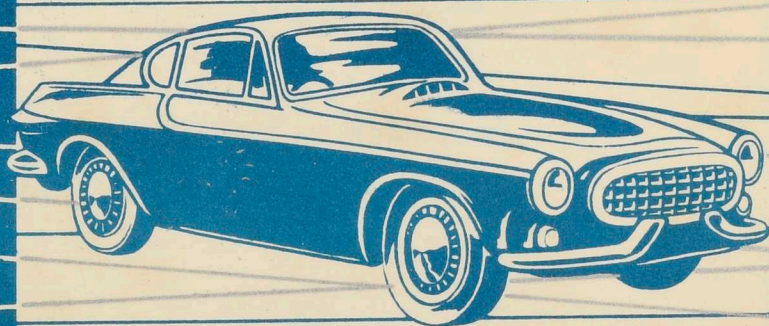
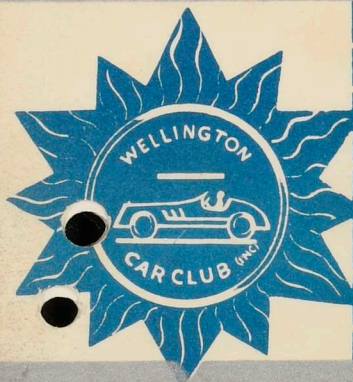
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CLUB DIRECTORY

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	- Dave Mowat, 10 Orleans St., Ngāio.	H. 36-981
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	- Ian Watson, 36 Crawford Rd., Kilbirnie.	H. 79-505
Bulletin Editors:	- Ian Shepherd, 101 Hataitai Rd., Hataitai.	B. 53-453 H. 82-742
	- Peter Martin. (As above)	

CLUB CALENDER

Oct. Sun. 14th. Honeypot Trial (see page 6)
Thur. 18th. Club Night.

Nov. Sat. 10th. Renwick National. (see page 7)
Sat. 17th. W.C.C. Levin Sprint. (note new date)
Sat. 24th. Levin National.

Dec. Sat. 1st. W.C.C. Straight Sprint.
Sat. 15th. Ohakea National.
Sat. 15th. Xmas Party & 21st. Celebrations.
(22nd. if not the 15th.)

Jan. Sat. 5th. N.Z. Grand Prix.

Feb. Proposed interclub races at Levin.

By the way. What are you doing on Nov. 5th.? We had a cracker of a Barbecue last year. Lets have another one this year. Of course this will have to go before the Committee, so see you at the Oct. Club Night for more details.

EDITORIAL

Did you know that the club has well over two hundred members? I would be quite surprised if you did not, because we are very proud of the fact and take every opportunity to tell people, but this is not the theme of this editorial. We have these members and of course are always on the look-out for more. The point is, where do all these people disappear to after they have paid their subscription and have been entered on the club membership roll.

The average turnout to a trial or Sunday run is usually about the ten or twelve car mark. Sometimes less and sometimes more, depending on the size of the event. There is an average of about three members to each of these vehicles, which makes about thirty members. Plus the organiser and marshalls, say another six or eight, (you must realise that I am only taking a general number, as the size of the event governs the number needed.) So on the whole, the average number of members at a non-speed event is around the forty mark. Of these, some are different members at different times, but there is always that core of old reliables who are there every time.

This is of course only one side of the clubs activities. Another side is the speed events which attract an entirely different set of members, although they are still organised and attended by the old faithfuls. At these events you have around twenty five entrants, with of course only one member per entry, plus onlookers, (mainly those without suitable cars to enter.) So once again you are lucky if you can count more than forty heads at a meeting. Now you have eighty or so in attendance at club nights, and it is these two groups that make up this number. As always there are the exceptions where people can not make the club night because of other commitments, and the same goes for those events during the week-ends.

One type of event not yet mentioned is the gymkhana, and this seems to be the meeting place of the two fractions, speed and non-speed. An opportunity to compete against one another on even terms, with the guy who can handle his car better, coming out the victor.

So we are left with the question 'Where have all the members gone?' (Sung to the tune of that popular song.) Some just physically can not make it because of such little things as they happen to be in England etc., and others don't have the time they used to have when they joined. But I am sure that the population of New Zealand has not dropped so much, that half the membership of the club has gone overseas.

All this has just been a sneaky way of disguising the old plea of "please try to turn up to more events." But when you come to think of it, why should I worry? You, the people who stay at home, are the losers, while I, the man who goes, is the one who has more chances of getting his name on a cup at the end of the year.

Ed.

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COMING EVENTS

HONEYPOT TRIAL

This popular annual event has come around again. This year, the trial is being organised by Dave Mowat and Hillary Goodacre, and sounds to be a good one.

DATE: Sunday 14th. October.

START: Ngaio Station. (In the parking area below the station).

TIME: 9-00 am. (first car away at 9-30).

DISTANCE: 170 miles. (round figures).

FINISH: Bottom of Ngaranga Gorge.

MAP: Inch to mile map 157, of Otaki. Essential.

SURFACE: Mainly sealed surface.

Don't forget your lunch, the map, your navigator, your time-keeper and your driver. (And the car of course).

Petrol and Food for car and crew will be available at the lunch break. (So don't forget some money).

See you Sunday 14th. October, at the Ngaio Railway Station at 9-00 am.

RENWICK = NATIONAL

Have you booked your seat for the flight to Blenheim ?

You Haven't ! Then grab the nearest pound note you can lay your hands on, and run along to see John Swan. You'll find him, looking at all the girls walking up and down the street, at Quality Paints in Courtenay Place, opposite Hoosons. Hurry and don't miss out. The total fare will be £3.

Renwick: N.Z. Gold Star Race.

New Circuit.

Days program includes six races.

??

Why the blank cover ?

No Advertiser.?

No. Its not that there isn't an Advertiser, its just that I havent found one yet.

Purhaps you know of someone. It would be very helpful if you could give us some suggestions. Dream on it and let us know.

PAST EVENTS

TREASURE HUNT - MAP READING TRIAL.

(Sunday 9th. Sept.)

Once again Ray Duffell has done the impossible; provided an enjoyable Sunday afternoon's fun, with all the enjoyment of a full scale trial, minus the hard work. It is a pity that more club members did not turn out to compete, because it was one of the most delightful afternoons I have spent. (Most likley because we won the thing).

The idea of the trial was to drive from the start to various points around town that were given to us by map references. The route to be taken, was the shortest route between the points at an average speed of 20 mph. The social aspect of the trial was provided by the fact that Peter Ahrens had his Singer Gazelle full of kids, and even I had my girl friend with me.

The start was of course the Bus Barns and soon after 2 pm the first car, John Swan, was away. We, being number 3, were after him two minutes later. The first map reference was at the top of Boxhill in Khandalla, and so we tackled the Old Porirua Road as being the shortest way only to be held up by a guy who was determined to ride up the hill on his bike and wasn't getting out of the way for anyone. We arrived at the first point to find several (two, to be exact) other cars trying to count the wires of a concrete fence, without looking as though they had found the first clue.

Clue: Concrete Restrainer with _ wires.

Answer: 3.

Writing this down in the appropriate space, we travelled to the next point on our sheet, a stretch of road in Newlands, with the Newlands Hall along side of it.

Clue: 940

Answer: 1.

The date 1940 was written above the door of the hall. It was here, while waiting for the rest of the five minutes allowance for finding clues to pass, we noticed several other trial cars drive up, write down the number, then drive off again. "Forgotten the five minute allowance" we said to ourselves, rubbing our hands in glee. And so it turned out to be, with some very sheepish looking crews at the end of the trial.

The next unusual incident was the drive down the gorge and along the Hutt Road at the average speed of 20 mph. I'm sure that we got more queer looks and nasty comments than if we had been travelling at 80 mph, even though we had our nearside wheels in the ditch. We met up with drains and pot-holes that I did not know even existed. The cop on duty would have liked to have stopped us I'm sure, but he was so surprised to see someone keeping to the law, that by the time he had his book out, we were all gone.

Our keeping to the average speed turned out for the best, as a check was waiting at the next point, the Kaiwarawara Railway Station.

Clue: Bare and charred, it had _ arms.

Answer: 7.

John Swan was also at this point, and after studying a burnt and charred lampost, we came to a joint agreement that the answer was 7, which gave us the first hidden reference as a spot on Creswick Tce. A spot near the organisers lair.

Clue: One eleventh house or 'A' house.

Answer: 3.

At the end of the Cres. there happened to be the numbers 33 & 33A Creswick Tce. So much for that one.

Hill St., next door to Parliament, turned up with the next reference.

Clue: Square pole lower fixings.

Answer: 2.

Well I ask you, although I didn't bother to count them, (after all, I've only got ten fingers), there were plenty of square posts around. So we picked a likely one, counted the number of fixings, decided the answer was wrong, took a guess, and proceeded on our way.

Grid reference number 6 led us to the top of Owhiro Rd. where Ray was waiting to take our time, and watch us crawl around looking for the next clue.

Clue: 8 Drain Holes in _ rows.

Answer: 2.

8 Drain Holes in a concrete wall, in two rows of 4. This gave the next hidden reference as the bottom of the valley road. As we were only guessing one of the numbers of the reference, we had several different spots to look, and therefore did not find the clue, although we did look in the right place as well as the wrong ones. The clue turned out to be one of the organisers specials. You had to ask him to find out the answer.

Clue: No coke minus 80.

Answer: 3.

You were meant to find a petrol pump with the words "Clean Burning Europa 83". Yet another number to guess. This was turning out to be a guessing game rather than a treasure hunt.

The next three clues were found with out much difficulty, with the first being a telephone number next to the western gates of Athletic Park.

Clue: Phone 8_005.

Answer:

The second was at the end of Athens St. in Mirimar.

Clue: Athens East minus 2.

Answer: 2.

There was a sign post, 'Athens Street E.4.' Also here, was the third check point waiting to take our time. While waiting here, Peter and John started working out the answer for the next clue in advance, and they were right too.

Clue: Quarter first flight.

Answer: 3.

As they said, there were twelve steps in the first flight of steps on the path up to Massey Memorial. On to the next reference at Seatoun.

Clue: Canary number minus 7.

Answer: 4.

This one had us stopped for the full five minutes because although there was a yellow door, no one seemed to be able to find the number on it.

It must have been 11, because the answer turned out to be 4. But it was not having this number for certain, that just about led us astray. The last clue to find, turned out to be an easy one.

Clue: Field Hall less 265.

Answer: 4.

This was at the western end of the subway at Rongotai. Field and Hall - Builders, have premises here at number 269. With this information, we knew that the finish was either at the Beachcom as did several other members, or at Herd St. Post Office. Luckily we tried the latter first, and thence came upon the end.

SUPPORT YOUR ADVERTISERS.

Results of Map Reading Trial.

Car Competitor No.	Car	Checks			Finish Mileage	Total	Place		
		1	2	3					
1	J.Swan	Austin A35	5L	50L	50L	60L	60+	275	2
2	P.Ahradsen	Singer Gazelle	25L	70L	90L	90L	50+	325	4
3	P.Martin	Commer Van	15L	45L	45L	60L	20+	185	1
4	E.Robson	Morris Minor	90E	100E	100E	80E	10-	380	6
5	M.Smith	Mini Minor	90E	100E	100E	100E	40+	430	7
6	A.Wilson	Renault 750	100E	100E	100E	100E	50+	450	8
7	R.Clover	Morris 1000	5L	45L	90L	100L	100+	340	5
8	T.Wallace	Austin A50	5L	75L	60L	100L	50+	290	3

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WINTER 100

A trial, according to Webster's Dictionary, is a severe test. A car trial, therefore, should be a test of car. But in the recent Winter 100 (25/8/62) it was a severe test of relationship between driver and navigator. In my own case the trial evened out and the latter named won the trial for me.

A sure tip to all young couples is, if entering trials, make sure you do not know the person who is sitting next to you. Then you cannot sever any relationship which did not exist.

Still seriously, this event was an excellent test for you, who did enter, to cut your teeth on if you were a learner, or a post graduate course for others.

The route was to keep as near as possible to the south of a given route, to the Seatoun Wharf. The second section was to keep as near as possible to the north of the same route, and ended at Herd Street Post Office. Here a map was given out, a complicated thing to explain, but if, and only if, you could follow this you would have arrived at No.9 platform at the Railway Station after passing through Aro Street, Northland and Wadestown areas.

From here we got onto a normal square type trial which took us around the Hutt Valley finding streets which our old type map did not show. At the Melling Station on the way home, my navigator came in for a bit of a tongue lashing, as did the organiser, only to be discovered that the driver did not read the instructions properly.

Coffee was once more to be had at the Beachcomber where Pan-cakes seemed to be in big demand. (My thanks to John Sutton for his service).

All in all a good event, well planned, well organised and well worth while. Thanks Ian (Watson) and assistants.

Results appear on the next two pages.

M = Missed Check
L = Late
E = Early
WT = Wrong Time

Car No.	1	2	3	4	5	6	7	8	9	10	11
1	A.D.Jones/A.W.Vowell	M25	E25	M25	L25	M25	L20	M25	L14	M25	M25
2	D.Lawson/E.Olivercrona	M25	M25	M25	0	M25	E4	M25	L25	L25	M25
3	Pete Martin/Ian Shepherd	M25	L2	E8	L4	M25	L8	0	L2	L8	0
4	Paul Morgan/Sue Waugh	M25	L4	E10	E2	M25	M25	M25	E16	L2	0
5	Carl Smith/B.H.Sister	M25	Retired								
6	P.W.Abradsen/B.Abradsen	M25	M25	M25	M25	M25	M25	M25	M25	M25	M25
7	Alex Wilson/B.K.Guigh	M25	Retired								
8	A.N.Hooper/	M25	M25	M25	E4	M25	L2	M25	L25	M25	L25
9	L.J.Reader/P.H.Spiretto	M25	Retired								
10	M.McDougall/R.D.Newson	M25	Retired								
11	Bob Clover/Nerille Watson	M25	Retired								
12		M25	Retired								
13	Dick Bright/Stewart Robertson	M25	M25	M25	E8	M25	L24	M25	L25	M25	M25
14	Dave Mowat/Hillary Goodacre	M25	0	E6	E2	0	E12	M25	L8	M25	M25

Car No.	12	13	14	15	16	17	18	19	20	21	22	23	24	25	Total	
1	M25	L20	L 4	L 4	L 8	L 4	0	L 4	L12	L16	E 4	E 8	M50	E28	446	
2	M25	L25	0	L 4	L 4	0	0	0	0	0	E20	E16	L16	E28	367	
3	L14	L18	0	E 8	L 4	L 4	L12	L 8	L 8	L 8	M50	L12	WT50	WT50	343	2nd.
4	E 2	E10	L 4	0	L12	L 4	L 4	L12	L36	L24	0	0	L 8	E50	325	1st.
5	Retired															
6	M25	M25	M50	L 4	E 8	L12	L20	L40	M50	L40	L12	L16	L16	E28	646	
7	Retired															
8	M25	L25	0	0	0	L24	L24	L40	E12	L16	M50	E 8	L 8	E44	507	
9	Retired															
10	Retired															
11	Retired															
12	Retired															
13	L25	L25	L 4	0	0	L13	L16	L28	M50	L44	L24	M50	M50	WT50	635	
14	L18	L18	M50	E 4	0	0	0	L12	L16	L 8	E 8	E 8	0	E48	350	3rd.
	Norwich St.	No.9 Platform	De-Restriction sign	Grand National	Melling Station	Normandale	Parazyn St.	Beach & King St.	Rossiter St.	Maru & Tawhai St.	Stokes Valley Rd.	Melling Station	30 MPH sign	Beachcomber		

Results of the Morgan Minute Muddle (Hollis Trophy) Article in last months Bulletin.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Pickering/Godfrey	L O S T W I T H O U T T R A C E															
Hixsford/Hixsford	0	0	30L	50MC	26L	Retired										
Dright/Wilson	50MC	4L	48L	50MC	46L	20L	22L	24L	42L	42L	0	18L	20L	28L	20L	434 5th
Mowat/Goodacre	50MC	2L	12L	50MC	4E	6E	14L	24L	12L	2L	4E	8L	12L	16L	8L	224 2nd
Gestro/Robson	6L	0	14L	50MC	12L	Retired										
Smith/Smith	6L	24L	48L	50MC	50L	50L	50L	50L	50L	50L	0	10L	12L	24L	36L	610 6th
Clover/Cloble	0	4L	18L	50MC	14L	42L	44L	44L	42L	46L	25L	25L	25L	25L	26L	430 4th
Martin/Shepherd	50MC	9L	18L	50MC	12L	12L	18L	26L	22L	30L	0	10L	12L	30L	16L	215 1st
Head/Julien	50MC	2L	6L	6L	2L	30L	8L	14L	34L	34L	0	14L	18L	0	5E	225 3rd

Khandallah
 Lambton Quay
 Wadestown
 Creswick Tce.
 Makara
 J'ville
 Lower Hutt
 Pinehaven
 Cottle St.
 Ngaitoa Domain
 M.O.W.
 Porirua
 J'ville
 Hill St.
 Finish

GYMKHANA

(Saturday 29th. Sept)

The day turned out fine and warm, and so my dreams vanished for a mud Gymkhana at the top of Wright's Hill. There was a good attendance, seventeen entrants, and we got off to a late start after the stop-watch failed, and another had to be fetched. Peter Martin and Dave Mowat added interest to the afternoon when they exchanged vehicles, each one putting in another entry. The surprising fact is that each driver set a faster time in the tests when driving the commercial van.

There were three driving tests, the first requiring the driver to weave in and out of a row of flags placed in a straight line, turn around the final flag and return to the start. Points were assessed on the basis of elapsed time and the number of flags knocked over, each of which incurs a penalty. In this test A.Pratt set the fastest time.

The second test was almost identical except that the distance had to be covered in reverse. Surprisingly, Peter was able to set fastest time in the van despite the lack of visibility towards the rear.

The third test required each contestant to drive into two "garages" marked out with flags, each garage requiring to be entered twice, once forwards and once reverse. In this test also, Pratt's Mini Minor (its first outing) proved to be the fastest, although the van took the next two fastest times.

This next bit has nothing to do with the Gymkhana, but is put here to full in space. Are you an advertiser? Do you know somebody that we haven't got that might be interested? You do. Then please let us know. If you keep on just sitting there, we will never know.

Results of the Gymkhana appear on the next page.

Results of the Gymkhana.

Class 1, under 1200 cc.

		Test 1	Test 2	Test 3	Class 0/all	Place
G.Huxford	- A30	28.57	38.83	---	8=	13=
R.Clover	- Minor 1000	27.59	39.39	50.22	2=	6=
Miss R.Shepherd	- Morris Minor	33.47	53.73	1.14.00	10	16
G.Lang	- A40 Farina	28.91	35.25	---	6	10=
I.Shepherd	- Moris Minor	27.30	46.56	48.94	2=	6=
A.Pratt	- Mini Minor	24.41	23.98	41.84	1	1
G.Robson	- Moris Minor	28.21	50.70	1.01.84	8=	13=
A.Wilson	- Renault 750	27.72	38.04	56.74	2=	9=
A.Pratt	- Moris Minor	27.88	35.62	58.48	5	12
G.Robson	- Mini Minor	25.96	50.44	1.04.34	7	6=

Class 2, 1200 cc - 2000 cc.

P.Martin	- Commer Van	25.57	33.01	45.03	1	2
D.Mowat	- Sunbeam Rapier	25.74	38.39	58.24	4	5
D.King	- Riley	29.16	47.35	1.06.34	6	15
T.Wallace	- A50	29.08	44.64	52.87	5	10=
P.Martin	- Sunbeam Rapier	24.74	36.00	48.48	3	4
D.Mowat	- Commer Van	24.70	35.02	47.94	2	3
J.Manuel	- Velox	29.65	---	---	7	17



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SEPTEMBER CLUB NIGHT

Those were the days, when men were men and cars needed courage to drive them. The nerve that the drivers of those pre-first World War cars must have been quite considerable as the cars did everything in their power to kill their drivers except turn around and swallow them whole.

One of the films shown on club night was that Shell classic, 'The Golden Age of Motor Racing, 1902-1914.' This is the first of a series covering the growth of motor racing, which we have seen over a period of time. The way in which these monsters, some were as much as twenty litres, handled, was terrifying to those who are used to precise steering and good suspension, and the 'hit or miss' navigation of those times appears very funny on the screen. It was quite common to see a car proceeding down the wrong side of the fence, or take two or more shots at the same corner to get round. The feats that these men performed were quite fantastic. Changing ten to fifteen tyres, or completely respoking a wheel, were just part of the game. I still think that they must have got sore necks through having to look around the engine instead of over it.

Other films shown were the Standard Triumph film on the proto-types of the TR4 with twin overhead cam engines at Le Mans, a race that is becoming to be dominated by large enteries of coupes. A film on the 1956 Tulip Rally was presented by Castrol and the main feature appeared to be the number of cars that rolled over, were pushed upright, and then carried on. 'Jetobatics', a N.Z. Film Unit's reel on the jet aerobatic team training at Ohakea for the opening of Wellington Airport, provided a change of pace.

The raffle turned out to be thirty shillings of petrol from Fields Service Station, and appeared to sell as many tickets as usual. The attendance seemed to be the same as usual, with the same faces as last month. Except, of course, for those new members and I would like to take this opportunity to welcome you to the club.

TYRE MAINTENANCE

Recent investigations into tyre wear and general wheel behaviour at medium and high speeds have proved that not enough car owners pay sufficient attention to this vitally important aspect of motoring.

At 50 mph, tyres sustain forces equal to a 16 lb hammer blow, 10 times a second, 36,000 times when wheels are only 3 oz. out of balance. Imagine the danger when this force is multiplied as weight of unbalance and speed is increased. Statistics have proved that the average wheel is 4 oz. out of balance. Only 10% of New Zealand motorists have their wheels regularly checked. The incidence is much higher overseas, the U.S. has 90% and the Continent 75%. When this unbalance is checked against tyre wear, the results can be both costly and dangerous.

It is a fact that tyres on improperly balanced wheels wear twice as fast. Heavy uneven pounding causes abnormal friction and heatload and can result in a loss of 30% of tyre life.

Wheel wobble can also interfere with steering and make road adhesion irregular. Vibration causes metal fatigue and wears and weakens parts in steering and suspension with the result that driving becomes a constant strain. Many fatal accidents have been caused by faulty steering which is a most important factor in instant control. Properly balanced wheels which respond instantly in a crisis can be the means of preventing such accidents.

It has been said that a chain is only as strong as its weakest link, so it is logical to assume if a car's wheels are correctly balanced it follows that strain on steering and brakes is reduced accordingly.

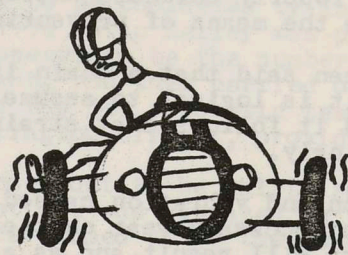
Distortion and vibration caused by imbalance weakens parts and causes unnecessary wear on tie rod ends, king-pins, etc. A general slackness will result and as a consequence, annoying rattles and squeaks are the order of the day. Loss of power and speed must also be reckoned with as well as loss of tyre adhesion in cornering.

Now to the important question of correct wheel balance. For low speeds as in ordinary motoring, and incidentally low speed wobble, wheels must be statically balanced. When wheels cease to revolve balance is seen to be perfectly even on statically balanced wheels.

On the other hand Dynamical balancing is the answer for high speed motoring. A wheel cannot be dynamically balanced until it is first statically in balance. It must then be balanced dynamically by balancing the wheel. Then the statically balanced weights must be removed, and the wheel must be again statically balanced so that the outside of the wheel is in balance dynamically with the inside, because when first statically balanced, the dynamic weights were not on the wheel. This will sound involved to the ordinary motorist and it is definitely not a job for the do-it-yourself boys.

Wheels can only be correctly balanced on a static and dynamic balancing machine.

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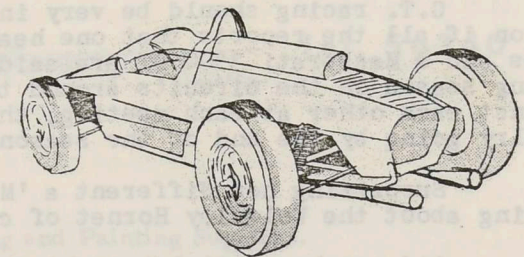
When will we see the new Honda G.P. car? This car, if it keeps up the example set by the Honda racing motor bikes on the circuits of Europe, should be a winner. It is said to be an eight cylinder car, and of course has the engine sited in the back, as is common practise these days. From the rear it appears to be very similar to the first of the rear engined Ferraris, although it has a covering just to the rear of the driver in the style of the V.8 Cooper; and this leads me to think that the eight cylinders will be in the Vee formation that is giving everyone so much power these days.

As can be seen, the car follows much the same pattern as all the other contenders for world championship events, but one thing is certain, and that is that the engineering of the car will be perfect. After the first major success of the Honda motor bikes at the Isle of Man, the British engineers were invited to pull one of the engines down, a chance they grabbed. And they came to the conclusion that the only thing with which they could compare it, was a watch.

The Japanese are going all out to produce top class cars and the drivers to go with them. They have constructed a 3.7 mile circuit at Suzuka for the training of their drivers and the testing of their cars. The first Grand Prix of Japan will be held there on November the 2nd., and the F.I.A. confirmation of this date along with the type of cars to race, is expected to be announced soon. The organisers are inviting all the world's best cars and drivers to attend. The circuit has accommodation for 200,000 people.

Japan's first G.P. car!

Artist's impression of the new 8-cylinder Grand Prix Honda, now being built for next season's Formula 1 races, shows it to follow current design layout.



CON ROD CORNER

Saw one of the Chevrolet Corvair Monza's around town again. Very low and sleek, and surprisingly small. It's only about the size of a Hillman, but it has the same fault as certain other rear engined, air-cooled motor cars. It makes a lot of mechanical noises from the outside.

After all Dominion Motor's security measures in covering up their showroom windows for the preveiw of the new Morris 1100, it all seems to have been wasted. Two of them were seen running around town three days before the 'official' appearance.

Tony Shelly has been doing alright overseas. The last race we heard about was a Formular 1 event in which he finished fifth, the first four cylinder car home. He is returning to New Zealand for the coming racing season and will have a 2½ litre Coventry Climax engine in his Formular 1 Lotus.

Did you know that there was a measured mile in Wellington? It is used for checking the taxi meters, and is around Oriental Bay. The start is opposite the Central Fire Station and is marked by a yellow line painted on the road. The route from this line is around past Oriental Bay, keeping under the trolly bus wires, and without cutting the first corner, and bearing left round the bays where the trolly bus lines go up the hill. (By the Orient Boys Hostel) At the first corner after this, opposite the men's convenience, can be found two white lines painted on the sea wall. In line with this is the end of the mile. There are another two lines painted on the stone wall opposite. This is the start of a similar mile, this time finishing just before the fire station with a white paint mark on the cerbing.

G.T. racing should be very interesting this coming season if all the reports that one hears are true. Two Jaguar E types and a Masserati 3500 GT are said to be going to make a full racing season on the circuits around the country. If they compete against each other at each meeting, there should be a good rivalry going by the end of the season.

Surprising how different a 'Mini' with wings looks. I'm talking about the Wolesley Hornet of course.

Did you hear at club night that a car firm was giving a 10% cut to all customers who produced a club membership card when dealing with the firm. I heard of another firm who will allow 10/- on each deal, but I'm not sure who it is. One way to find out is to try all of them one after another. Who knows, perhaps all of them do. (Support your advertisers).

Chris Amon has been driving over in Australia for Scuderia Veloce, a racing team run by the well known driver, David McKay. And it is said that he will be bringing back a 2½ litre Cooper.

The calander has been announced for the Gold Star racing championship, and is as follows:-

1962	Nov.	10th. Marlborough	National
		24th. Levin	National
1963	Dec.	15th. Ohakea	National
		5th. New Zealand	Grand Prix
		12th. Levin	International
		19th. Lady Wigram	International
	Feb.	25th. Teretonga	International
		2nd. Waimate 50	National

The Australian Grand Prix is to be at Sandown Park on the 4th. of November 1962.

Watch Standard Triumph.



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PLEASE

Remember, all entry forms for any event, when the member is under 21 years, must be signed by a parent or guardian. If not, it will have to be refused. There were a set of entry forms printed in a previous bulletin, or if you have mislaid those, you should be able to get one from the secretary, Kingsley Foulkes. But make sure that you ask for the right type, as there are different ones for speed and non-speed events.

Would you please, when filling out these forms that you have just dug out of the pile of discarded bulletins, PRINT your name in the top lines, and only sign the bottom portion. As you will see in the results of a trial, in a different part of this issue, there are several names missing. This is because the writing (if you can call it that) was illegible, and I wouldn't swear to the correct spelling of those that are there. To make the bulletin more friendly, could you please put your first name, or if you are shy about it, a nickname would be even better. Any names that can not be read, will not be recorded for the cups at the end of the year.

THANKYOU

A special thankyou to our projectorist for the loan of the projector, and for operating it at our September Club Night.

-H.E.W. Silver-

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The Association of New Zealand Car Clubs Incorporated, has asked that the following information be published for your information.

*** 581. COMPETITION LICENCES, 1962/63 SEASON:**

Please note that all Competition Licences as issued by A.N.Z.C.C., (both A.N.Z.C.C. National Licence and F.I.A. International Licence) expire on the 31st July, 1962.

Application for Renewal of existing Licences may be made forthwith, and the 1962/63 season Licences will be issued early in July.

1962/63 season Licences are valid from 1st August 1962 until the 31st July 1963.

Please note that Applications for Licences received prior to 31st July 1962, will be issued with a Licence valid up to 31st July 1962, unless prominently and specifically marked :- "APPLICATION FOR 1962/63 SEASON."

The 1962/63 season Licences are identifiable as follows :-

A.N.Z.C.C. (National) Competition Licence : Yellow in colour, and prefixed "63" to the Licence Number.

F.I.A. (International) Competitor/Driver Licence: White in colour, and bearing a number higher than "F.I.A. 1700".

*** 582. PROTECTIVE HELMETS:**

SUBJECT TO THEIR BEING IN GOOD ORDER AND CONDITION, and the correct head fitting, Protective Helmets bearing any one of the following Standard Specification numbers, are approved by the A.N.Z.C.C. Inc., for use by drivers in automobile Speed and Racing events - viz.,

British Standard Specification No.	2495
British Standard Specification No.	1869
New Zealand Standard Specification No.	1214

Subject to the abovementioned conditions, R.N.Z.A.F. Protective Helmets are also approved for the abovementioned purposes, PROVIDED THAT these Helmets are complete with the correct and proper RNZAF inner lining.

PLEASE NOTE WELL that Protective Helmets bearing any one of the following Standard Specification Numbers, ARE NOT APPROVED by the A.N.Z.C.C. for use by drivers in automobile Speed and Racing events - viz

British Standard Specification No.	2001
New Zealand Standard Specification No.	1215

(These Helmets are made for use by motorcyclists whilst travelling on the highway - and are NOT of the required standard for automobile Speed and Racing events.)

When adequate supplies of the abovementioned 'Approved' Helmets are available in New Zealand, no other type of Protective Helmet will be permitted for use by drivers of automobiles in Speed and Racing events held under the jurisdiction of the A.N.Z.C.C.

Protective Helmets built to New Zealand Standard Specification No 1214, appear to be in reasonable supply at present. Every endeavour is being made to ensure that adequate supplies of all of the Approved Helmets will be available for purchase in New Zealand, prior to 1st January 1963.

* 583. PROTECTIVE ROLL BARS

At the present time, Specifications for Protective Roll-Bars - (which it is intended will be a compulsory fitting on all single seat racing cars, and a recommended fitting on all open Sports cars) are being prepared.

Full details of these requirements will be available shortly. It is suggested that competitors likely to be affected, should be 'alerted' in regard to these impending requirements.

* 584. SAFETY BELTS:

After due deliberation in duly constituted Meeting, the Executive Committee have made the following recommendation : -

"That the A.N.Z.C.C. recommends that Safety Belts complying with B.S. 3254, or N.Z.S.S. 1662, be provided, maintained and used by drivers of Saloon Cars when such cars are used for racing."

* 586. USE OF PUBLIC ROADS FOR TESTING CARS & PRACTICE:

We have recently received correspondence from the Commissioner of Transport, expressing considerable concern regarding the use by competitors (and others) of public roads, for the purpose of testing cars and for practice - more particularly immediately prior to and following Road Races held during the past racing season.

In some cases, where proof has been established, action has been taken against offenders.

In the interests of safety generally - and also to preserve the good name of Motor Sport in New Zealand, ALL Member Clubs and ALL Members of Member Clubs of the Association are enjoined to take all possible steps to stamp out all illegal practices involving the use of motor vehicles, on public roads.

Disciplinary action against offenders can and will be taken in future cases reported and proved.

* 587. COMPETITION LICENCE DECLARATION FORMS:

The attention of Club Officials and competitors is drawn to the conditions governing the use of - and the penalties for mis-use of A.N.Z.C.C. "Competition Licence Declaration Forms". These conditions are clearly set out on that Form, and these should be read and understood by persons making such Declaration.

Evidence exists to prove that many persons signing one of these Declaration Forms, do so without first having read and understood the implications.

* 589. PARTICIPATION IN OVERSEAS EVENTS:

The attention of Members of Member Clubs is drawn to the provisions of the National Competition Rules (Rule 72 - last sentence) governing Entry for International Competitions held outside the territory of the A.N.Z.C.C.

This (international) Rule provides that the approval of the A.N.Z.C.C. must be obtained by Members holding a Licence issued by the A.N.Z.C.C., prior to making an Entry for an International Competition held outside New Zealand.

* 593. PARTICIPATION IN EVENTS BY MINORS:

The N. C. R's prescribe that an Entry Form (for ANY and ALL events) signed by a person under the age of 21 years, must be countersigned by that person's Parent or Guardian.

Member Clubs are requested to promulgate this requirement to prospective competitors - through Club Bulletins and Magazines, together with the suggestion that junior members should uplift Entry Forms for (post entry) events, prior to the date of such meetings - in order that a Parent/Guardian signature can be obtained.

* 594. STANDING SUPPLEMENTARY REGULATIONS FOR TRIALS & RALLIES:

After very thorough investigation, and consideration of all submissions as lodged by Member Clubs, the proposed Standing Supplementary Regulations for Trials and Rallies have now been finalised.

These will be despatched to Member Clubs in the very near future, and as proposed at the last Annual Meeting, these Regulations will be offered for ratification and adoption at the 15th Annual General Council Meeting.

* 595. INFORMATION ON FIRE EXTINGUISHERS:

The following illuminating information has been supplied to us, and is passed on for your guidance :

1. Fires are classified into types - the following of which are likely to be encountered in or about Motor Vehicles :-

CLASS "B" Fuel Fires.

CLASS "C" Electrical Fires

2. The following types of Fire Extinguishers are approved for dealing with the types of fires as indicated :-

<p><u>"CARBONIC"</u> 2½ lbs. Dry Powder, Co2 impelled) Price with mounting Clip - £4.9.6) Total weight - 5½ lbs.) Rechargeable - Cost of Kit 17/6)</p>	<p>APPROVED FOR <u>CLASS "B" & "C"</u> <u>FIRES.</u></p>
---	--

"PYRENE" Carbon Tetrachloride APPROVED FOR CLASS "C" FIRES ONLY.

Note: This type of fire extinguisher could be lethal in the case of petrol fires.

3. BOTH of the above types of fire extinguishers should be used with great care in saloon cars, when the driver or any person is trapped in the vehicle.

* 597. TRIALS AND RALLIES - "SEALED WATCH SYSTEM"

An anomaly in the "Sealed Watch" system of timing Trials and Rallies has been brought to our notice. On at least one occasion (in a major event) this has been the cause of Check and Control Points closing prior to the correct time. Details are as follows :

- (a) The competitor is using his "Sealed Watch" - which is the Official time for that car.
- (b) Marshals are using "normal time of day" - as indicated on their watches, for the purpose of determining when a Check or Control is to be closed.
- (c) Since there can be considerable variations in the time as indicated on the Marshal's watch and the Competitor's watch (the latter being the Official Time for that car), great care should be exercised to ensure that Check and Control Points do not close prior to the correct time - which is in fact the time as indicated on the competitor's "sealed watch", and not as shown on the Marshal's watch.

598. AMENDMENT TO NATIONAL COMPETITION RULES 1961. (Rules No.117b & 117c.)

After due deliberation in duly constituted Meeting, the ANZCC Executive Committee have, by vested authority, Resolved --

" That with effect as from the 16th September 1962, the whole of Rule No. 117b (National Competition Licence) and Rule 117c (F.I.A. International Licence) be and are hereby deleted from the National Competition Rules of the ANZCC, and further, that those Rules so deleted be and are now hereby replaced by the following new Rules --

117b. NATIONAL COMPETITION LICENCE.

This Licence is valid only in the territory of the ACN that issues it. In the territory of the ANZCC it is granted in the following categories :-

BASIC: Required for straight sprints and national rallies and trials. It is also a pre-requisite for obtaining Extensions - Speed Extension and subsequently Racing Extension. No competition licence is required by drivers in the abovenamed events if such events are classified as "Closed Competition".

SPEED EXTENSION: Required for national hillclimbs and non-straight sprints. It is also a pre-requisite for obtaining a Racing Extension. Application for Extensions (either Speed or Racing) to a Competition Licence must be made on the approved ANZCC Form of Application (obtainable from Member Club Secretaries). If required by the applicant, an ANZCC Competition Licence Temporary Cover Note will be issued for use while a Licence is in transit for endorsement of Extensions.

The Basic Competition Licence may be extended by the ANZCC for participation in the abovenamed Speed events, provided that the holder of such Licence gives a Member Club Licence Panel a satisfactory demonstration of ability in at least one Hillclimb or equivalent event approved for the purpose by the ANZCC, and an affirmative recommendation to that effect is forwarded in writing to the ANZCC by the Member Club Licence Panel.

RACING EXTENSION: Required for all national racing events, and subject to the undermentioned provisions, is a pre-requisite for obtaining an F.I.A. Competitor/Driver Licence. A Competition Licence duly extended for Speed events may be further extended by the ANZCC (upon receipt of two affirmative recommendations from a Member Club Licence Panel) for participation in National racing events, subject to the following provisions :-

- (a) The applicant, being the holder of a Competition Licence duly extended for Speed events, must give two separate demonstrations of ability to two independent Club Licence Panels, which demonstrations must be conducted at different meetings. Observations for Racing Extensions may not be conducted at an International meeting or the practice period thereof.
- (b) Before being observed for a Racing Extension, the applicant must produce for examination, a valid Medical Certificate (Rule 124b).
- (c) While undergoing observations as required by (a) above, AND upon gaining a Racing Extension, the car driven by such applicant (or holder of Licence, as applicable) will be indented by the provision of three white strips 10" X 1-1/2" on a contrasting background, mounted horizontally in a prominent position on the rear of such car.
- (d) The identification strips described in (c) above, will be maintained on each car driven in races by the holder of a Racing Extension issued under these Rules, until such time as the removal of such identification strips is recommended in writing to the ANZCC by a Member Club Licence Panel.
- (e) Upon issue of a Racing Extension, the Competition Licence will be prominently over stamped -

<p>RESTRICTED TO SALOON CAR) OR RESTRICTED TO SPORTS CAR)</p>	<p>To comply with the type of car used by the applicant at the time of his demonstration. This information must be supplied to ANZCC by Member Club Licence Panels.</p>
---	---

OR if no restriction of the types as listed above is to apply, then the Extension will be issued without such over stamping.
- (f) Upon the recommendation of a Member Club Licence Panel, the Steward of the Meeting may grant permission for the applicant to compete in the remainder of the Meeting at which he is being observed for either Speed or racing extension.
- (g) Full details of the classification and grading of all Licences as Issued, will be maintained by the ANZCC, and these details will be prominently shown on each Licence as appropriate.
- (h) Applications for the RENEWAL of expired Licences will be issued in the same classification and grading as the Licence last held by the applicant. (e.g. If the applicant held an Open Licence, it will be renewed as such - without additional restrictions.)

117c. F.I.A. COMPETITOR/DRIVER (INTERNATIONAL) LICENCE:

This Licence is required for all International Events, and is issued by the ANZCC in two categories - viz., "Restricted to Trials and Rallies" and "Open for all events".

To be eligible for an F.I.A. Competitor/Driver Licence "Restricted to Trials and Rallies", such Competitor/Driver must hold an ANZCC National Competition Licence (Basic or higher grading).

To be eligible for an F.I.A. Competitor/Driver Licence "Open for all events", such Competitor/Driver must first hold an ANZCC National Competition Licence with racing extension, from which the removal of the identification strips (as detailed in Rule 117b above) has been duly authorised by a Member Club Licence Panel, and notified in writing to the ANZCC.

Upon the issue of an F.I.A. International Competitor/Driver Licence, the car driven in races by the holder of such Licence will be identified by the provision of three white strips 10" X 1-1/2" on a contrasting background, mounted horizontally in a prominent position on the rear of such car.

The identification strips as mentioned above, will be maintained on each car driven in races by the holder of the F.I.A. Competitor/Driver Licence, until such time as the removal of such identification strips is recommended in writing to the ANZCC, by a Member Club Licence Panel.

Upon issue, F.I.A. Competitor/Driver Licences issued under these Rules will be prominently over stamped - "Restricted to Saloon Car" OR "Restricted to Sports Car", to comply with the type of car used by the applicant at the time of gaining Racing Extension to his National Competition Licence. If no restriction of the types listed above is to apply, then the Licence will be issued without such over stamping.

Full details of the classification and grading of all Licences as issued, will be maintained by the ANZCC, and such details will be prominently shown on each Licence as appropriate.

Applications for the RENEWAL of an expired Licence will be issued in the same classification and grading as the Licence last held by the applicant. (e.g., if the applicant held an "Open" Licence, it will be renewed as such - without additional restrictions.) "

599. IDENTIFICATION OF COMPETITION LICENCES.

Competition Licences issued by ANZCC, valid for the 1962/63 season are identifiable as follows :-

ANZCC NATIONAL COMPETITION LICENCE:

- (a) Yellow in colour, and bearing the prefix "63" to the Licence number.
- (b) All Licences are issued bearing three identification strips (applicable to Racing Extension). Where and when appropriate, these three strips are over stamped "Deleted" (together with date and signature).
- (c) Licences issued to minors are over stamped with a Red Arrow, drawing your attention to the fact that the holder is under 21 years of age. (See N.C.R.'s Rule No. 73b (e)).
- (d) Licences over stamped "Restricted to Saloon Car" are valid for drivers of Saloon cars only.
- (e) Licences over stamped "Restricted to Sports Car" are valid for drivers of both Saloon & Sports cars.
- (f) Licences carrying no such over stamping are "Open" and are valid for drivers of any type of car.
- (g) Licences bearing three identification strips (not "Deleted") indicate that the car driven in races by the holder of that Licence, must be identified with three white strips.

F.I.A. COMPETITOR/DRIVER INTERNATIONAL LICENCE:

- (1) White in colour, and bearing a date stamp (left hand top corner, in Red)

1962
1963

 and a Licence number higher than "F.I.A. 1700"
- (2) Where appropriate, F. I. A. Licences are over stamped with three identification strips (which will be further stamped "Deleted" (together with date and signature) at the appropriate time.)
- (3) Clauses (c), (d), (e), (f) and (g) (applicable to National Competition Licences) above, also apply to F. I. A. Licences.

600. COMPETITION LICENCE APPLICATION FORMS:

New Competition Licence Application forms - designed to handle all the various aspects of the new system as detailed in this Newsletter, will shortly be forwarded to all Member Clubs and Stewards.

It is particularly requested that when applicants are making application for Competition Licences (either National or International) that ALL particulars be completely and clearly given. This will preclude delays - frustrating to the applicant, if an incomplete form has to be returned for completion or inclusion of the appropriate fee.

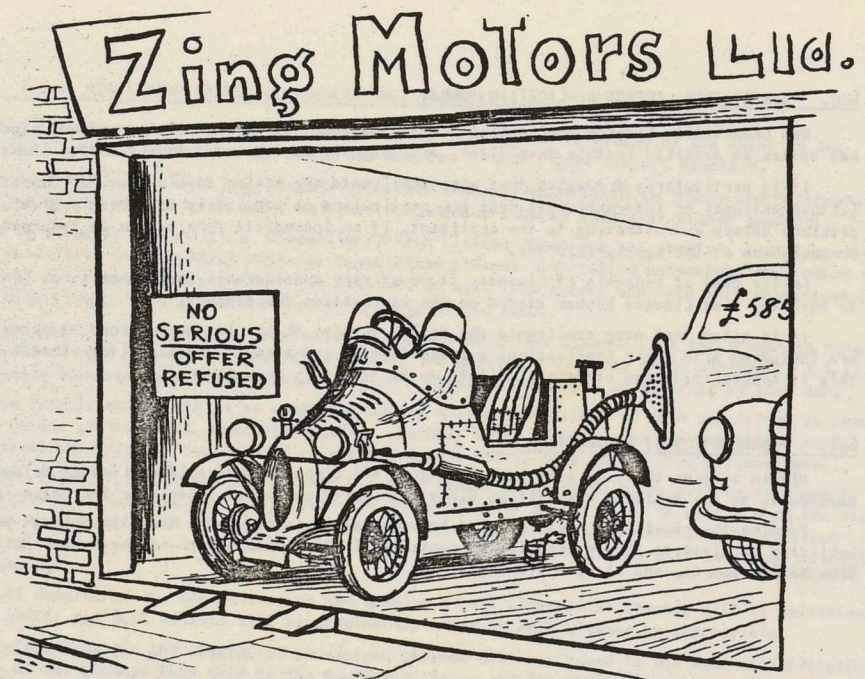
In the case of renewals of Licence, it is of very considerable assistance to us (in checking records) to have the last Licence Number stated on the application for renewal.

It is noted that many applicants who desire to have their Licence returned as speedily as possible, are including with their Application, a pre-addressed and stamped envelope (for airmail postage - 4d.) This is appreciated, and certainly assists us to give very prompt service.

601. PROMULGATION OF INFORMATION:

Within a short time, we will be issuing to all Clubs and Competition Licence Holders, printed amendments to the National Competition Rules - prepared on gummed paper, for inclusion in Rule Books.

Pending the receipt of these printed amendments, it is requested that the fullest possible publicity be given to the information as contained in this Newsletter - through Club Bulletins, on Club Notice Boards, and at Club evenings.

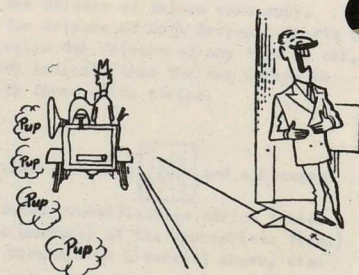


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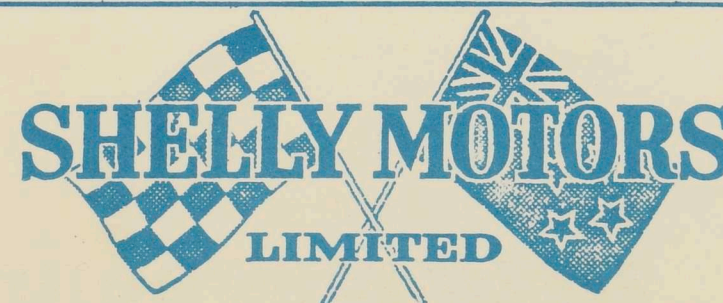
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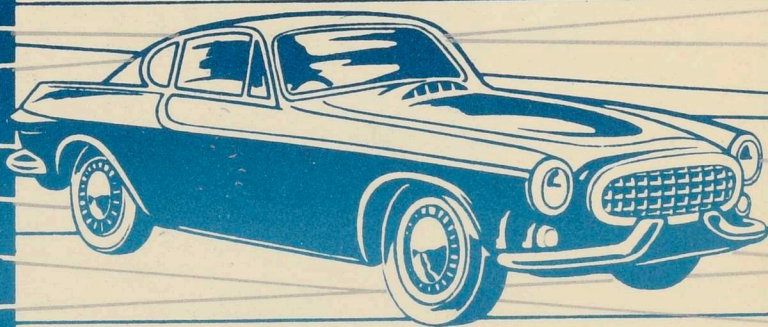
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WELLINGTON
CAR CLUB
(INC.)

Bulletin

NOVEMBER 1962



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CLUB DIRECTORY

President:	- Brook Leyland.	Phone:
Secretary:	- Kingsley Foulkes, 7 Pinelands Ave., Seatoun.	B. 86-059 H. 17-597
Treasurer:	- John Swan, 20 Boxhill, Khandallah.	B. 53-371 H. 36-658
Club Captain:	- Paul Morgan, 13 Retter St., Johnsonville.	H. 75-388
Vice Captain:	- Ray Duffell, 11 Creswick Tce., Northland.	B. 71-129 H. 23-479
Committee:	- Peter Martin, 17a Sutherland Cres., Melrose.	B. 50-982 H. 38-261
	- Dave Mowat, 10 Orleans St., Ngalo.	H. 26-981
	- Peter Slocombe, 96 Khandallah Rd., Khandallah.	B. 42-021 H. 26-207
	- Ian Watson, 36 Crawford Rd., Kilbirnie.	H. 79-505
Bulletin Editors:	- Ian Shepherd, 101 Hataitai Rd., Hataitai.	B. 53-453 H. 82-742
	- Peter Martin. (As above)	

CLUB CALENDER

<u>NOV.</u>	Thur.	15th.	Club Night. (R.S.A. Hall, Mahora St. Kilbirnie)
	Sat.	24th.	Levin National Meeting.
<u>DEC.</u>	Sat.	1st.	W.C.C. Straight Sprint. (Te Maire Rd. Featherston)
	Sat.	15th.	Ohakea National Meeting.
	Sat.	15th.	Christmas Party. (See coming events inside)
<u>JAN.</u>	Sat.	5th.	N.Z. Grand Prix.
<u>FEB.</u>			Proposed interclub races at Levin.

NOTE: There will be no Club Night in December. (But ther will be a Christmas Party.)

The first Club Night in the New Year will be on Thursday January the 17th. 1963.

EDITORIAL

Summer is here again and with it is the 'speed season'. Conversation is turning from such topics as average speeds, checks, and controls, too twin S.O's., high lift cams., and the like. Of course the A.N.Z.C.C. has brought out a host of new regulations to make life harder, so as your entry is likely to be refused if it does not comply, it would be advisable to check up on them before that next sprint. They were printed in last month's bulletin, (and some more this month), and it is certain that most of you have not read them properly. (I know that I've only skipped through them.)

It is surprising the variation in 'tuning for speed' that is to be seen at a typical sprint meeting, ranging from the stock saloon with no muffler, to the saloon that is no longer a road car at all but is a special car that is transported by trailer only. We haven't heard of one of these in the club yet, but we do know of several that are very nearly in that classification for they are so low that they have to be lifted over the tram lines when going down Manners Street.

500 racing seems to be making a come back in the club and these should lend a bit of variety to the coming sprints, for the last seasons results show a lack of previous entries. However, if the owners can get their machines running sweetly, we should be in for a bit of enjoyable sport, especially in the wet where a roof and windscreen wipers does tend to keep the driver a little drier than those in open cars.

Sports cars seem to be in the minority to the enclosed saloons in this club. Maybe it is because of the greater comfort and the fact that most of the increased performance is achieved by our own work, or could it just be the rather inflated price tags of the open car that puts it out of reach for 'the man in the street'. Being a club that caters for all types of cars and motor sport, it is one of the advantages we enjoy over the 'one car' car clubs who restrict membership to one manufacture's products. The varied nature of our members cars helps the club to cater for a wider range of sporting people. It is because of this that the club has grown to what it is.

As we see it, this season should be as successful for the club as in past years, and the club should continue to prosper.

Ed.

The Bulletin Editor,
Wellington Car Club Inc.,
P.O.Box 5142,
Wellington.

P.O.Box 275,
Blenheim.

Dear Sir,

I would like to refer you to your Editorial in the September issue of the Club Bulletin, wherein reference was made to the Marshalls Pool.

In your third paragraph mention is made to the fact that the Marshalls Pool appears to be a name, with nothing to go with it and forms were sent out to Club members, and that only a few were filled in returned, a meeting was held, but it appeared to fall through, because of the fact nothing was organised, and it became a lot of questions without answers. Furthermore a written list is better than verbal advice on the day etc etc.

I am not sure as to whether you are meaning that when the Pool was first thought of and eventually promulgated (despite certain resistance from the then Committee) by myself, that it was never organised; or whether I handed over the job to the Committee and from there on, the Pool fell into doldrums.

Firstly, perhaps I could help you regarding the initial setting up of this idea.

When the Marshalls Pool was eventually started, a list of those people who filled in the forms, was placed upon a Master sheet, together with the number of Meetings attended, because this then formed an easy method of knowing where to contact Marshalls, and also if my memory serves correctly, there was (or is) a Cup or Trophy awarded at the end of the year for the Marshall who scored the highest number of attendances. If there is not a Cup, again relying on memory, it had been thought of, but unfortunately due to my transfer to the South Island just after the Pool was formed, the progression of the idea has not been followed by me.

Mr Morgan had offered to carry on the Marshalls Pool, and in my opinion, he is very capable to further the Pool, especially as he has a keen interest in Club affairs for many years now.

When I had to call upon the Marshalls, then formed, briefing was carried out, usually just prior to a Club meeting, and again, at the Event. If memory serves correctly, the Editor was on the List I held, and if he did not receive his instructions very clearly, it was perhaps because he was not listening.

What happened to the Marshalls Pool after I left Wellington, I naturally cannot say, but the comments contained in the Editorial, would lead one to assume, that it has progressed very little.

Your member 'T.L.J.' sounds to be a very keen type, and the comment made regarding instructional evenings, was being under development by me, just before my move, coupled with that excellent Marshalling Film, available from one of the Oil Companies, I believe, was going to promote the knowledge of Marshalls.

Mr Morgan was handed over the necessary paperwork I had prepared, and I thought that the information thus given him, was sufficient for him to progress the matter accordingly.

For your information, at a National Promoters of Motor Races meeting I attended this year at CH_CH, the question was raised of Flag Marshalls and observers, and it was agreed by all in attendance unanimously that this very important adjunct to Motor Racing should have properly trained Flag Marshalls and Observers, and that Course Instruction be established. The Chairman of this Meeting Mr.P.Lupp had commented upon the fact that the Wellington Car Club (Inc.) had initiated this scheme, for its own Events, and hoped other Clubs would follow suit.

Please do not treat this letter to you as reprisal, nor treat it as harsh criticism of your Editorial, but I feel your comments were such as to have Members believe that, from the very outset the Marshalls Pool, was disorganised, which would be very far from the truth.

May I take this opportunity of wishing the Committee, Members, and the Club as a whole, the very best of success throughout the year and I notice that from a letter sent to the Marlborough Car Club (Inc.) quite a few Members are coming down to view the days Racing at Renwick on Nov. 10th. and I hope they are treated to a days enjoyable Sport.

Yours faithfully,

(signed) Vryn.S.Evans

The Bulletin Editor,
Wellington Car Club Inc.,
Wellington.

Dear Sir,

I have observed with great interest that in our club the idea of clubrooms has been revived and seemingly tossed about.

Personally I am all in favour of clubrooms and can think of nothing, bar a race venue, which would encourage motor sport in the Wellington area more. I would like to draw the club members attention to the manner and methods in which Canterbury have tackled a project which undoubtedly interests every Car Club member, that of building a Racing Circuit. Enclosed is an extract from the above clubs Oct. Bulletin which I hope you may find space to republish.

Yours faithfully,
G.K.

The following is the article.

THE STORY

In November 1960, a special General Meeting of all club members was called. The purpose of this meeting - to discuss the possibility of the Canterbury Car Club leasing land from the Templeton Domains Board with the view to building its own circuit. All present at this meeting were enthusiastic about the idea but not many of us had any idea at the time, of the work or the cost involved in building a suitable racing circuit.

The next move came from the council when at the Annual General Meeting in August, 1961, they leased part of the land that is now shared by the Speedway Association from the Templeton Domains Board. An agreement had been reached with the Speedway Association for both clubs to use a common car park but other than that no other facilities would be shared. With this move the council began to plan and lay out with a surveyor a suitable circuit to fit in the area of land that we had leased. When this was completed, a contractor was approached to give a quotes for a 1½ mile clay track and another quote for a sealed track, in both cases the track would be 40ft wide. In due course the club received these quotes and it was realised that a 1½ mile sealed track was far beyond our means.

While the area has a natural supply of metal there was little or no top soil. The contractors pointed out that they would need a considerable supply of clay to be used in the construction of the track. Clay was quoted at approximately 4/- a cubic yard but because of the distance that it would have to be carried the cost would be at least double that to the club. This was one item

that the club members could help with. Charlie Dorn managed to locate a considerable supply of clay in Halswell and club members got together, scrounged begged and borrowed any trucks they could and together with the help of Farrier Waimak and two of Guthrie's trucks, moved the majority of this clay.

About thirty members who could not lay their hands on a truck helped at the track site in leveling the clay as it arrived and making a suitable ramp for the trucks to drive up when dumping their load. At one stage the transport department took a rather unhealthy interest in the quality of the trucks that we were using. There were one or two conflicting ideas as to whether or not a dealer's driver plate would allow him to drive a truck regardless of its licencing condition, and unfortunately three trucks had to be parked at the track site and could not be used. Ron Sylvester at the same time did the community a good service by putting two young motor cyclists back on the straight and narrow.

Again, in May, 1962, a special meeting was called for all club members to discuss the progress that had been made in the track up to date and discuss the finance involved. A sealed track at this stage seemed to be far beyond the Club's finances and the meeting suggested that a dirt track of $\frac{3}{4}$ or $\frac{7}{8}$ mile should be entered into and quotes got from various contractors. There were some members however, who felt that a clay track or dirt track would not be suitable for the drivers or the spectators and both would soon lose interest. Here Basil Campion and Ron Sylvester worked tirelessly to show the Club that we could have a sealed circuit of approximately a mile with the finances we had available. Two graders a bulldozer and various other equipment was borrowed, or got by other means out to the circuit site and members started to lay out the track themselves.

By the time of the Annual General Meeting in August this year Ron Sylvester and Basil Campion had done enough ground work to be able to convince the club that it was practical for us to build a mile long sealed circuit. Everyone present at the General Meeting enthusiastically voted for Ron's proposals and Mr. Finney moved that debentures or a loan of £1,500 by the Club should be entered into, to complete the circuit. At the same time it was agreed that the in-field area should be levelled and grass sown for two reasons.

1. The general appearance of the circuit.
2. The Club would be able to use it for Gymkhanas.

With this new found support Ron and Basil both feel that the Club will have a sealed circuit of approximately one mile long before Christmas or soon after, and a dream that has been with many

motor racing enthusiasts of Canterbury for many years will have developed into reality. Provided the opening meeting is timed to fit in nicely with the major events of the coming racing season and well organised, the track should have an auspicious opening and in the future the Club and the Province will have an asset that could make this district one of the most motor sport minded in the country.

With wise administration, and a tight reign on any tendency to overdo the number of meetings per year, thereby giving the public too much of a good thing, the project could be an excellent source of revenue to the Club.

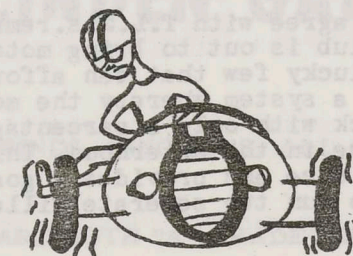
The above makes clubrooms sound like chicken feed.

But seriously, there are many possibilities in our club having clubrooms.

Perhaps you have some ideas on the subject. Why don't you start the ball rolling by writing us a letter.

Ed.

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THE BULLETIN EDITOR,
WELLINGTON CAR CLUB (INC.),
P.O. BOX 5142,
WELLINGTON.

Dear Sir,

Recently I attended a Hillclimb run by the H.V.M.C. and was amazed to see the number of cars competing which were totally unsuitable for competition. In my opinion these drivers were not only wasting their own time, but that also of the more potential machine owners. I am sure that most of the latter will agree with me in saying that Hillclimb entries should be restricted only to MODIFIED saloons, sports, and racing. This way the field is whittled down to the cars in the real Competition Class and this makes it more interesting than seeing a lot of old "bombs" chugging up the hill. In other words separate the sheep from the lambs. Don't you agree that it would be better for a field of twelve worthy Competition Cars to have ten or twelve runs each during the day than an assorted field of thirty to have four or five runs each? I think that the Public would appreciate the sport more, as would the drivers who bring their cars from out of Wellington and only achieve three runs in a day, after which they would probably only be starting to get warmed up.

I hope this letter will be given some thought.

I am etc.

T.L.J.

The editors agree with T.L.J.'s remarks about "modified" cars only, but the club is out to bring motor sport to all of the members, not to the lucky few that can afford expensive machinery. However we feel that a system whereby the morning is open to all cars to try their luck with only a percentage who qualify by making fast runs, to continue in the afternoon. This gives everyone a chance to gain experience and provides a goal to the novices. The other way would be to run two separate hillclimbs for the good and the learning.

COMING EVENTS

STRAIGHT SPRINT.

As you all know, our Club is holding a Straight Sprint on Te Maire Road, Featherston, on Saturday December 1st.

The most important factor of the day will be a reasonable number of marshalls that are essential on this road. Any one of you that would like to go, but have no transport, please contact one of your committee members as soon as possible.

Date. December 1st.

Place. Te Maire Road, Featherston.

How to get there. Turn right at Featherston to follow Martinborough signs, then second right after crossing river bridge.

Scrutineering will start at 9.00 a.m.

A reminder that a reasonable number of marshalls will be required. Contact the Committee for transport.

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CHRISTMAS PARTY.

CHRISTMAS PARTY.

SAT. 15th. DEC.

SAT. 15th. DEC.

CHRISTMAS PARTY.

SAT. 15th. DEC.

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CHRISTMAS PARTY.

SAT. 15th. DEC.

CHRISTMAS PARTY.

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TO BE HELD IN THE MIRAMAR NORTH SCHOOL HALL.

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ADMISSION TICKETS AVAILABLE FROM COMMITTEE MEMBERS.

ADMISSION BY TICKET ONLY.

ADMISSION BY TICKET ONLY.

DID YOU KNOW ? DID YOU KNOW ? DID YOU KNOW ? DID YOU KNOW ?

Dave Mowat and Hillary Goodacre are Engaged!

May I take this opportunity, on behalf of all the Club Members, of wishing Dave and Hillary all the best for the future.

LEVIN NATIONAL MEETING.

A days enjoyable motor racing at Levin.

Date. 24th. November.

Time. 10 oclock.

Make a day of the North Islands first meeting of the 1962/63 season.

OHAKEA NATIONAL RACES.

The Ohakea Trophy Races will be held at Ohakea on Saturday 15th. December.

If you are going to this meeting, don't hang round after its over, but get straight back to Wellington for our Christmas Party.

(Tickets for the party, available from Committee Members.)

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PAST EVENTS

HONEY POT TRIAL.

(Sunday October 14th.)

One would think that the turn out for one of the major trials on the Club Calender, with a cup for the winner, would be greater than five. However, this is all that turned up at the Naigo Railway Station to compete in the trial that Dave Mowat and Hillary Goodacre had spent so much time setting. If the turn out to trials does not get any better, then the Club might just as well turn up its toes and die. The Clubs main aim is to promote Motor Sport, but little towards this aim is being done by the Members.

The five that did start were given an interesting route which led around the Naigo and Khandallah area, and then along the Burma Road to Johnsonville where more 'around the houses' navigation awaited them. Newlands was next on the list, along a route which led in the end, back to a check in Johnsonville. But there was still plenty of the first section route sheet left, and it led us on a nice drive down the Gorge and along the Hutt Road to Petone, a quick visit before being led on to the first Control outside one of the organisers' homes.

Section two appeared quite short on paper but it led north to Upper Hutt then deep into the backwoods of Pinehaven, over several gravel roads, then back down the hill to Upper Hutt and the Control, hidden in a mass of route instructions.

We were getting quite expert on the side roads of Upper Hutt as section three led us a dance around the area before leading us over the Akatarawa Hill to Waikanae and lunch break. The lunch stop was not scheduled for here, but owing to the poor turn-out, Dave decided to cut the trial short and save the best bit of the run for a later date. Therefore we had an hours stop for lunch, and when we reported back for the afternoons run, we were heading south.

Apart from a couple of map references just before lunch, the navigating had been of the "left at T" style, but now we were into the big time. A list of latitude and longitude lines to be crossed on the essential map, led us south to Paraparaumu via the Otaihanga road, then more of the usual map references, making a twisting line through Raumati South to Highway No.1 and the next Control at Paekakariki, who gave us sheet number six.

(A whole section had been missed because of the shortening of the trial.) On skimming through sheet six, we came upon the words 'Final check', but we had a lot of miles to cover before we saw that Control. Apart from a very small diversion at Pukerua Bay, the route led straight to Titahi Bay where we did eight left turns, one after another, yet did not end up going round in a circle. This had us wondering, but never the less it worked out, so we did not worry about it but carried on to come across the organisers' busy changing a wheel after having a puncture. With great big grins on our faces, we passed them by, continued south to do a couple of loops around Tawa before heading down the Gorge to that 'Final check'.

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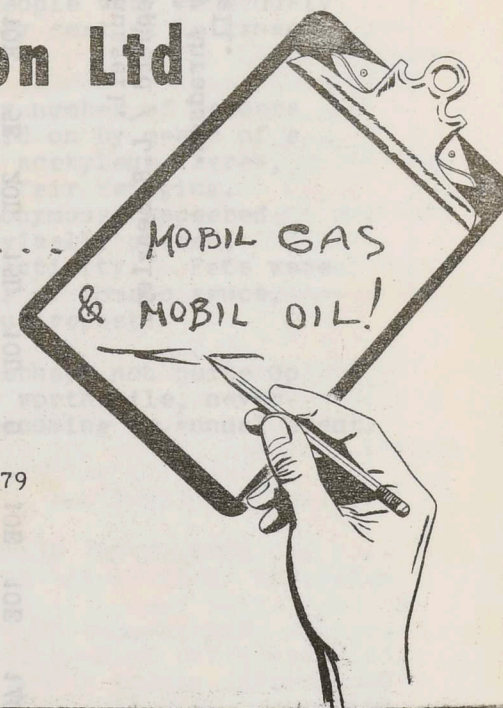
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BARBECUE.

Consultations among the committee members on the Saturday morning decided us to change the venue from the rather exposed one originally chosen, to one more suited to the damp conditions.

All things considered, a goodly number of members turned out in festive mood. Music, laid on by means of a tape recorder, light by some "borrowed" acetylene flares, plus refreshments, soon got the whole affair swinging. One or two persons, who shall remain anonymous, appeared with Chinese Clacker, which, when strategically placed, caused some merriment and diversionary activity. Fats were in the form of lots of saveloys and lots of tomato sauce, all wrapped up in bread, a most delicious repast.



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OCTOBER CLUB NIGHT.

Owing to unforeseen circumstances, a full report on the
October Club Night can not be given.

(One member of the Bulletin staff had to leave early,
while the other member wasn't even there.)

However, we do know that a very interesting and amusing
talk was given by Tony Shelly on his seasons experiences on the
Continental racing circuits. The talk was enjoyed by all who were
there.

CON ROD CORNER

A SUPER Surper Seven Lotus is now available in England.
It is basically the Lotus Seven chassis equipped with the new
Ford 116E 1,500 cc engine, and Girling 9½ inch disc brakes on the
front. The engine has two Weber 40 DCOE carburettors on a special
Lotus manifold. The five main bearing engine produces 90 bhp, and
costs only £645 in a kit form.

The 1963 Australian Grand Prix is to be held at Warwick
Farm on the 10th. of February. (Not to be confused with the 1962
G.P. which is being held on the 4th. November 1962.)

Ford of America have just released details of their new
experimental sports car, the Mustang. The mechanical design follows
that of the European cars with fully independent suspension, four
speed gear-box, and the engine behind the driver.

Ford describe the engine position as midship, (behind the
driver and ahead of the rear axle) and it is a 1,500 cc V4,
developed from German Tannus 12M, another Ford product. It delivers
106 hp giving 117 mph and can do up to 35 miles per gallon in
normal driving. The body is only 28.8 inches high, low enough to go
under a normal table, while it is 39.4 inches at its highest point,
and 154 inches overall; less than 13 feet!

The cockpit seats two, in bucket seats that are part of
the body, while in front of the driver are five cowlings containing a
full set of instruments, and being identical, could be quite
confusing. The gear lever is between the two seats, and just behind
it is a large button, - the Horn.

In interests of safety, the R.A.C. in England has done
away with the Le Mans type start. The reason given is that when
saloons are raced, they are often fitted with seat belts, and in
this type of start in order to gain a few seconds, many drivers
are tempted to drive off without fastening them.

Most of the overseas drivers who are to compete in the
International meetings in this country have been named, along with
the cars they will be driving.

Bruce McLaren will be the only Cooper driver with a 2.7
litre engine.

Graham Hill will be driving the Ferguson at Pukekohe.

Innes Ireland's car for Pukekohe is not certain, but he
should be driving the Ferguson at the other International meetings.

John Surtees will have a Bowmaker Lola 2.7 litre.
 Tony Maggs will be driving the same.
 Jack Brabham will have his own car with a 2.7 litre

engine.

Jim Clark is very doubtfull, but if he comes he will have a Lotus.

Australian entries are not signed up but should be very good.

David McKay with the ex-McLaren car of last year, a Cooper 2.7 litre.

Lex Davidson with a similar machine, ex-Surtees.

Bid Stilwell with a Cooper 2.5 litre.

Arnold Glass with a B.R.M. containing a powerful 3.5 litre Buick.

New Zealand's hope rests on the following.

Angus Hyslop has a 2.5 litre Cooper which won at Renwick.

Pat Hoare is said to be entered although the V12 Ferrari is for sale.


Jim Palmer of Hamilton has a Lotus 24 with a 1.5 Ford with a single overhead cam engine.

Lionel Bulcraig has the ex-Stilwell 3 litre Aston Martin.

Chris Amon is driving a 2.5 Cooper.

Tony Shelly has the Lotus 18 he has just brought back from England with a 2.5 Climax engine.

Ricardo Rodriguez, one of the two Mexican brothers who have been reaping successes all over Europe, died after crashing his Lotus in Mexico City. He won the 1957 Mexican Drivers Championship at the age of fifteen, and has been racing Ferrari sports in Europe. His motto was "Start first, stay first, end first."



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TROPHY POINTS

Below are the points to date for the following Trophies:

The Morgan Trophy; awarded on points gained as organiser or marshall at events.

The Hansen Trophy; awarded on points gained competing in any event.

The Clapperton Trophy; is awarded on non speed events only.

As all non-speed events are finished for this year, the Clapperton Trophy points list is complete and is as follows.

P Martin	28	C Taylor	2	R Pike	1
I Shepherd	24	A Webster	2	M Wright	1
A. Wilson	16	E Fulton	2	D McCarthy	1
R Butters	14	B Lister	2	J Paviour Smith	1
J Swan	12	L Evans	2	N Wilson	1
B Leyland	12	G Lang	2	B Barker	1
A Pratt	11	D Ferguson	2	R Shepherd Miss	1
R Clover	10	R Newson	2		
D Mowat	10	B Russell	2		
D King	8	D Holloway	1		
G Robson	3	D Hester	1		
R Bright	7	M Charles	1		
J Manuel	7	P Swan Miss	1		
P Morgan	7	D Lawson	1		
C Swan	7	J Norwood	1		
R Duffell	6	D Slater	1		
G Wall	5	R Rimmer	1		
P Wilkinson	5	W Duncan	1		
R Head	5	L Stevenson Miss	1		
K Cornford	4	B Leyland Mrs	1		
K Foulkes	4	R Young	1		
P Slocombe	4	R Foster	1		
E Parsons	4	I Muir	1		
T Wallace	4	J Thetford	1		
M Smith	4	G Sutton	1		
P Powell	3	H Hollis	1		
K Ward	3	S Chris tophersen	1		
T Jackson	3	C Murphy	1		
M Fowler	3	K Moran	1		
G Huxford	3	G Ashbridge	1		
P Swinburn	3	B Tabart	1		
P Julian	3	J Pitcairn	1		
P Ahardsen	3	T James	1		

With two speed events to come, the Levin Sprint on the 17th. Nov. and the straight sprint on Dec. 1st., the positions at the head of the 'Morgan' and 'Hansen' Trophy lists are:

Morgan Trophy.

R Duffell 34
J Swan 26
P Morgan 18
P Slocombe 16

Hansen Trophy.

P Martin 28
R Butters 25
I Shepherd 24
D Mowat 17

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THE MOTORING OF TOMORROW.

What will the motoring of tomorrow be like? This question has been the subject of many articles in the car magazines, and we are still only guessing. But one thing is certain. The gas turbine engined car will be in the picture.

Several of the car manufacturers on both sides of the Atlantic have developed gas turbine cars, and now they are becoming practical propositions, both in the way they compare with conventional cars, and also in cost. But before you start digging in your pocket, they will be expensive at first, and also hard to get.

The four main contenders appear to be Rover and Austin in England, and Ford and Crysler in America. Of course there are the usual amount of specially built cars equipped with gas turbine engines for use as experimental cars, but only the four above seem to be really working on this line of future transport. Rover have laid claim to building the first gas turbine car in 1950, the Jet 1, and since then have gone on developing this car until their latest model, the T 4., a five seater saloon capable of over 100 mph., powered by a 140 hp. gas turbine. (The same performance as if powered by a 200 hp. piston engine).

Austin brought out a gas turbined Austin Princess with a slightly longer bonnet soon after Rover appeared, but since this car was built, they have diverted their research towards heavy transport and industrial installations, and have produced several different types of lorries powered by these engines.

Ford are the quietest of the four as they have not yet brought out any samples of their work, but it is practically certain that they are working on the subject, unless they are fooling everybody and are working on something entirely different.

Crysler is the forth one in the field, and they appear to be taking the middle of the road. While Rover are building their car with an entirely new body, The Crysler engineers have put their engine in a stock body with only a few changes to the grille for the air intake. The engine which they are now testing, their third series, is once again a 140 hp. rating, and weighs only two thirds the weight of the conventional engine it replaces, while their fourth series weighs only 350 lbs., half that of the piston engine.

The gas turbine engine is a direct development of those used in jet-prop aircraft, with air entering at the front of the engine and being compressed by the compressor. This compression, to several times atmospheric pressure, also raises the temperature, so that high temperature, high pressure air, enters the burner or combustion chamber and is ignited by the single spark-plug. Once the engine is started, the firing action is continuous, and the spark-plug is not needed. The burning gases expand, as in a piston engine, and force their way past two turbines. The first drives the compressor at the front, to suck in more air, while the other is connected to the driving wheels through a chain of reduction gears which are very necessary as the turbines run up to 60,000 rpm. without much trouble. The hot gases used to be a problem with the first experimental cars, but now these are used to provide pre-heating to the incoming air by way of a heat exchanger sited between the compressor and the combustion chamber. This new development has also eased another problem of these engines, that of fuel consumption. In early stages of development, designers thought themselves lucky to get four to five mpg. But now, although not in the fuel economy class, they are about average with the larger classes of cars, with which they compare favourably in such matters as engine power and size, and speed.

On the performance side of these cars, they are quite outstanding. The driving takes perhaps a little more foresight if one is to play dragging off at the lights. But even driven normally, after the first few yards they have the drop on the conventional car. There is a slight lag as one accelerates, as the turbine picks up from idling speed of 20,000 rpm., to where the power comes in at 35,000 rpm. Sounds fantastic to us, who spend many hours trying to get another couple of hundred out of our piston engines, which peak at around (if we're lucky) 5,000 to 6,000 rpm. At 10 mph. the piston engined car would be ahead. At 20 mph. it would still be leading by a small margin. At 30 mph. the cars would be side by side. It is above this range that the turbine comes into its own, because, unlike the piston engine where the torque graph flattens off at the top and then begins to fall, the torque line of a turbine rises in a straight line and is only limited by the amount of revolutions that the engine will stand.

The other side of the performance which had the designers worried, was the bringing of the car back to a stop from the high speeds that these engines will do. This has been overcome in two ways. One, the most obvious, is to fit very good

brakes, and the discs fitted to the Rover come under this category, while Chrysler has come up with a very smart idea where when the foot is lifted from the accelerator, the jets which direct the hot gasses into the driving turbine, change in angle until they are trying to turn the turbine in the opposite direction, and by this means, provides a braking effort greater than that of a high compression piston engine that are fitted to many cars in use today.

Mechanical simplicity is another advantage that is gained with the use of a gas turbine. It is said to have at least 200 less parts than a conventional engine, and they are now said to run for the full length of their life, on the oil that is put into the tank at the time the engine is assembled. They run on the dry sump system as they have no large mass such as a crankshaft and big ends to lubricate. (There is no mention of the life of one of these units.)

The main shaft on which the compressor, Turbines, and gears, train, all run on plain bearings, and as there is no sudden thrusts as in a piston engine, the life of these bearings is a lot longer. Repairs could be quite expensive if anything should go wrong, as the engines are built out of more specialised metals than the engines need these days, as the combustion takes place at over 1,700 degrees, and if a blade should come adrift at 60,000 rpm., there would be a few bits and pieces to pick up, once you got the car to stop.

The noise is comparable with that of an ordinary car at idling speeds and the whine climbs slightly with acceleration. But because of the fact that the engine should be in perfect balance, there is not the feeling that the engine is about to fly to pieces as in the piston which is trying to tear its self apart. The turbine burns 95% of its fuel. (Anything from peanut butter oil, to very high octane or pure alcohol.) There is very little waste gas to cause air pollution, and the heat exchanger brings the temperature down to a little higher than the exhaust of those cars around town today. Don't ask me why there is no water cooling necessary, but the car will not overheat even in the hottest weather around town. On the opposite end of the scale, the car will start in the coldest weather with no trouble, needs no alteration for these extremes of climate.

Either someone is pulling my leg, or it is the car we have been waiting for.

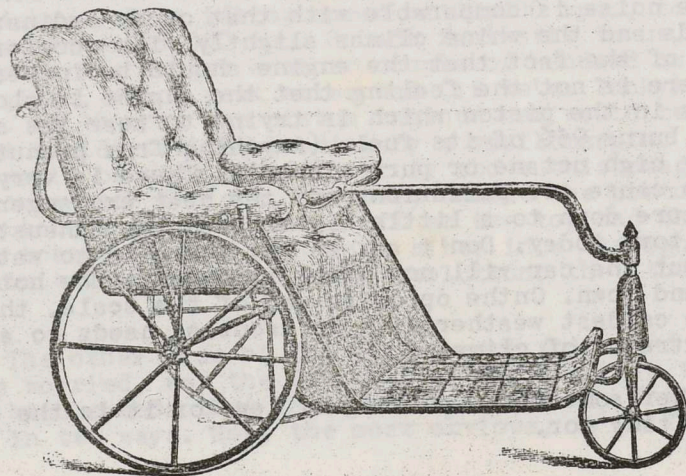
THE NEXT GRAND PRIX (By our Motoring Correspondent).

All this is in strict confidence. Motor racing, which makes a noise like all the hounds out of hell when operating at fuel bore, is always a Hush Hush affair. Next season is always going to produce the miracle racer of all time - a twelve-and-a-half cylinder five-wheeled electronically-steered machine looking like a tuatara and pointed at both ends like a Ngaruawahia canoe. It could be amphibious, too, and a condition of entry may well be that it should cross the Tasman under its own sail, which would undoubtedly result in a saving of wear and tear on tyres.

The Wellington Car Club (Inc.) Bulletin is privileged to present a few pre-entries. Have you any Sterling? A rolling wheel gathers no Moss. Blabham will be driving the same old 2½-flagon Whooper for which he was refused a warrant of fitness last year, and Boost MacHarum with a revolutionary home-grown car containing no engine at all, is expected to corner exceptionally well because of a specially bent chassis. The coveted Lady Wigram Trophy will be presented by Bill Brophy, an ex-traffic cop who in the last Birthday Honours won the B.R.M. for overtaking and stopping a runaway perambulator in Willis Street, Wellington, at a time when taxis were unobtainable.

But we have, exclusive to the Bulletin, pre-pictures of some of the machines confidently expected to burn up next year's tracks.

The Commiserati Formula 3

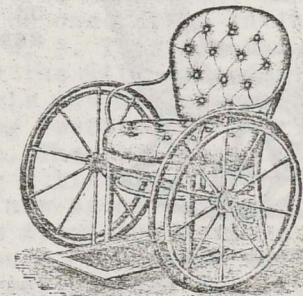


The Commiserati Formula 3. Italian mechanical genius has reduced this car to the simple basic principles of automotive engineering. Why use four wheels when three will do? What's all this notion of huddling over a wheel when simple handlebar steering could be controlled by Professor Jimmy Edwards using his moustache alone. And look! Put your foot down on the floorboards and nothing at all is going to happen! Driver Edwards will be leaning over backwards to remain in the fore.

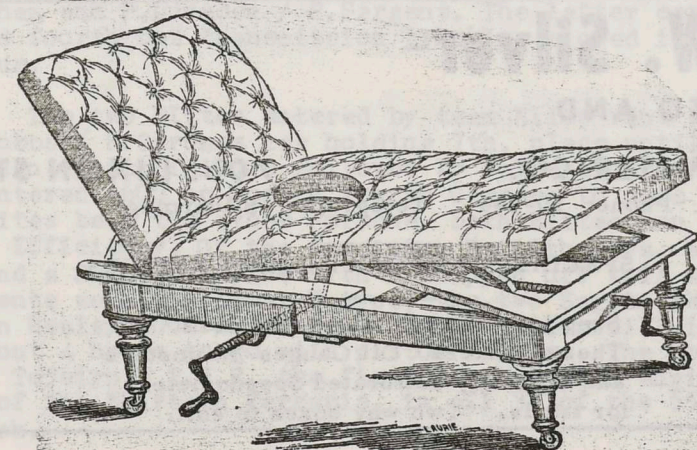
Something new, something different. Conventional in design - yet with a difference.

All four wheels run together, thus obviating the distinct disadvantage of the front wheels crossing the finishing line ahead of the back wheels. Some stop-watch judges are silly about little things like that. Nor is there any need for the driver to watch the lap flags. Every time he laps, he bites a button off the well-cushioned upholstery. Autographed, these do much to pay for tyres, fuel, etc.

The Bathchair Bottler



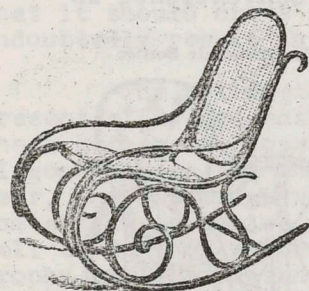
But here's a racing car that gets to rockbottom. It's the Downcaster Climax.



The Downcaster Climax

Take a look at those wheels, yes, take a good swivel at them. And observe that the machine can be cranked from the front or the side. The inclined plane of the radiator or water end assists take-off in a high wind. Fall-out is another matter. Details of the engine are still secret. But in technical jargon, she's a one-pot job.

Claiming diplomatic immunity and press privilege, your correspondent intends to report the next Grand Prix in a remarkable vehicle of his grandfather's invention. It's the Quaffer-Gaffer Rock-and-Roll, suitable for towing at high speed on grass or over snow. Towed upside-down at sea it makes a useful whitebait net.



The Quaffer-Gaffer Rock-and-Roll

-H.E.W. Silver-

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SIXTH LE MANS WIN TO FERRARI

By L. Watson.

Le Mans 1962, I think will be remembered, for myself anyway, for the dust, the heat, (it was over 100 degrees in the shade), and the fine performance of the two E Jags and the experimental Aston Martin, type 212. I travelled from London to Le Mans with 240 other keen enthusiasts by train, boat train and bus. We all left on Friday night and returned on Monday morning after 3 nights of sleeping on train, boat, and bus.

The combination of Phil Hill, Oliver Gendebien, and one 4 litre sports racing Ferrari, proved to be once again invincible at Le Mans, leading home the Ferraris 1, 2, 3. This was the 6th. Ferrari victory at Le Mans, the third for the Hill / Gendebien team and the fourth for Gendebien. Ferraris now having won in 1949, 54, 58, 60, 61 and 1962. The winning Ferrari covered 331 laps at an average speed of 115.239 m.p.h. The race was notable for an initial tussle between the winning 4 litre V-12 Ferrari with Gendebien driving and G.Hill in the new Aston Martin. R.Genther carried on the good work in the Aston but various troubles eventually put it out after 4 hours. The chase was taken up by the Rodriguez brothers in a rear-engined 2.4 litre Ferrari, but when this car fell out in the early hours of Sunday morning, the issue was no longer in doubt. British hopes were not high before the race, but two of the E-type Jaguars (3 started but one dropped out very early with engine trouble) finished in fourth and fifth places overall driven by R.Salvadori / Briggs Cunningham and P.Lumsden / P.Sargent. The latter car would have finished fourth but transmission troubles slowed it down in the last hour.

The two Elites entered by team Elite went extremely well and D.Hobbs / F.Gardnes car holding 7th. place untill the last hour, when dynamo failure followed by valve trouble allowed the works entered 1600 cc Porsch Abarth Carrera to pass it, though both Elites beat the other Porsche. Both Elites won the Index of Thermal Efficiency. Of the remaining British cars, a Morgan was 13th. and a Sunbeam Alpine with a chopped off tail was 15th. Retirements were the other E-type, the two Zagato Aston Martin's, a Austin Healey 3000 which went really well untill it went out with about 4 hours to go with piston failure. The Coventy Climax engined Tojeiro a T.V.R. the first car out with engine failure, plus 8 of the thirteen Ferraris, in all 37 of the 55 cars failed to finish.

On the practise day on the Wednesday before the race P.Hill went around in 3.55.1, some 3.6 seconds under M.Hawthorns 1957 lap record at a speed of 123.084 mph. M.Parkes was next fastest in 4.00.9, the Rodriguez brothers in 4.02.2 and the Hansgen / McLaren Maserati 151 in 4.05.5. In Thursdays practice P.Hill was fractionally slower than his previous time, but Parkes improved to 3.53.6 and D.Thompson took the Cunningham Maserati around in 3.59.1 being timed at 174.5 mph down Mulsanne straight, (somewhat slower than the 190 mph claimed for this car). But the big sensation of the second practise was G.Hill who did 3.59.8 in the heavy G.T. Aston Martin with a speed of 168.9 mph. Other interesting maximum speeds included R.Salvador's 155.25 mph in the E-type, Kerguen's 164.5 mph in the Zagato Aston, P.Hills 167.67 mph in the Ferrari and Laur eau's 113.02 mph in his Bonnet. The Charles / Coundley E-type was credited with a lap of 3.56.2 later corrected to 4.02.5, which made the timing suspect.

During the race P.Hill set up a new out right lap record of 3.57.6 or 126.54 mph. Much fastest then anything else on the straight was McLaren's Maserati at 176 mph.

A really enjoyable event in beautifull weather, watched by 1 think the usual 500,000 people. The only bad mark was during the scrutineering, when the 2 Lotus's, 23's, were refused entry due to having 6 studs on the rear wheels and 4 on the front, and has caused much bad feeling on both sides, a court action now pending. Like everybody else who went , we would all like to come again and see this, the longest race in the world.

PLEASE.

Owing to an acute shortage of money, neither of the Bulletin staff could make the trip to Renwick, so could one of the many who did go and would like to see his name in print, please write us a full report.

How about a few more first or nick-names on the entry forms please.

THANK YOU

The Committee would like to thank Tom Fox for the arrangments he made for the eats for the barbecue.

The editors thanks go to G.Sutton for his report on the Ford Mustang.

Also to the three members who sent letters this month and helped to add life to the Bulletin.

Our thanks to John Swan for his views on the barbecue.

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In consequence of the holding of the recent Annual Meeting of the A.N.Z.C.C., at Dunedin, the following matters are brought to your attention:

* 602. PROTECTIVE ROLL BARS:

At the September Meeting of the Executive Committee, it was Resolved that the Specifications for Protective Roll Bars (as discussed at the Annual Meeting) be adopted as the recommended standards, where Roll Bars are fitted.

Please note that these Specifications are recommended and are not compulsory. They are:

PROTECTIVE ROLL BARS:

1. On all open single seat racing cars, used for Racing, the fitting and maintenance of a Protective Roll Bar, satisfying the following requirements, is recommended.
2. The Roll Bar will:
 - (a) Not overhang the Driver's head
 - (b) Exceed the height of the Drivers head and crash helmet, when the driver is seated at the steering wheel of the car.
 - (c) Exceed the width of the Driver's shoulders when the driver is seated at the steering wheel of the car.
3. In addition to the abovementioned minimum dimensions, the Protective Roll Bar will be constructed, braced, permanently attached to main members of the cars construction, and maintained in a condition suitable and sufficient to amply support the total weight of the car and to prevent the driver from being crushed should the car involuntarily become inverted while being driven at speed.
4. In addition to being recommended for all open single seat racing cars, the fitting and maintenance of a Protective Roll Bar satisfying the abovementioned requirements, on all cars which are used for Racing and which cars do not have a permanent and strong metal protection over the drivers compartment is recommended.

* 603. STANDING SUPPLEMENTARY REGULATIONS (Trials):

These Regulations have now been printed in booklet form (similar to the N.C.R.'s) and are available as follows:

1 copy	-	2/6 each	(cash with order, post free)			
20 copies	-	2/- each	(cash with order plus postage - -			
(Minimum Order)			To Postal Zone 1	Zone 2	Zone 3	Zone 4
20 copies		2/-		1/9	1/3	1/3
40 copies		3/-		2/9	2/-	2/-
60 copies		3/-		2/9	2/-	2/-
80 copies		4/9		4/3	3/3	3/3
100 copies		4/9		4/3	3/3	3/3

Copies purchased in bulk, by Member Clubs are non-returnable.)

It is suggested that with advantage to all concerned, Member Clubs could purchase bulk supplies (at 2/- per copy) and resell these to users at the retail price of 2/6 per copy.

* 604. GOLD STAR STATUS AND TITLES FOR MEETINGS 1962/63:

These are as set out in the Minutes of the 15th Annual Meeting (Pages 8 and 9).

* 605. THE OPERATION OF TRIALS AND RALLIES:

Prior to, at, and subsequent to the A.N.Z.C.C. recent Annual Meeting, a considerable amount of disturbing publicity has been given to the matter of

- (a) The disturbance caused to residents domiciled adjacent to the route of a Trial or Rally - and more particularly at night, and at Check and Control Points, and -
- (b) The damage to secondary roads caused by the passage of Trial or Rally cars - particularly in wet weather.
- (c) The illegal usage of lighting on cars used in Trials and Rallies.
- (d) The driving of cars used in Rallies and Trials, at illegal speeds.

Already, warnings have been issued by some Local Bodies as well as by the Transport Department.

If we are to continue enjoying the unrestricted use of public roads for Trials and Rallies, immediate and adequate steps will have to be taken to remove all grounds for complaint.

It should be noted that in England, the routes for Rallies and Trials are very restricted by what are known as "Black Spots" - through which Rallies and Trials may not pass. In addition, the maximum speed for Rallies and Trials held on Roads and Highways in England is 30 M.P.H.

Even at the expense of reducing the amount of pleasure we gain from our Trials and Rallies, it would be prudent for us to re-mould our activities, in order to prevent the introduction of further restrictions by the Authorities.

To recapitulate, the following points should be closely watched by all concerned:

- (a) Start and finish Trials and Rallies away from built up residential areas.
- (b) Locate check and control points to avoid establishing a hazard (for other road users as well as competitors), and in areas well clear of any residence (to avoid disturbance by noise - particularly at night)
- (c) Keep off secondary roads which will be damaged by the passage of Trial or Rally Cars - more especially if wet weather conditions would aggravate this situation.
- (d) Lighting on Trials and Rally (and official) cars must comply and be used only in accordance with the Traffic Regulations

NOTE: Special care must be exercised if Spot Lights are used.

The Traffic Regulations 1956, Regulation 38 (d) states inter-alia that:

"Not more than one ... spotlight which has a movable beam ... may be used only for the purposes or occasions for which ... the headlamps are not suitable, and must be used in a reasonable manner so as not to interfere with the vision of other users of the road and so as not to cause annoyance to any person."

- (e) Driving at speeds in excess of the legal speed limit is not condoned, and can lead only to the conviction of the offender, and disrepute to the Sport as a whole.

*611. LANDS AND SURVEY DEPT. MAPS:

After protracted negotiations by A.N.Z.C.C., the Surveyor-General of the Department of Lands and Survey, has advised us that he is prepared to grant a discount of 33 1/3% on L. & S. Maps purchased by Member Clubs of A.N.Z.C.C.

The following provisions are laid down by the Department:

1. Purchases are to be made through the Secretary of the Affiliated Club.
2. For each order the Secretary must certify that the Club is Affiliated to A.N.Z.C.C. Inc.
3. For each order the purchaser certifies that the maps are for the use of Club Members only.

NOTE: In application, it will be noted that all the above provisions can be achieved in a brief letter addressed to your local branch of the Department, which letter could be handed to your Member desiring the maps, for his action (and payment as appropriate)

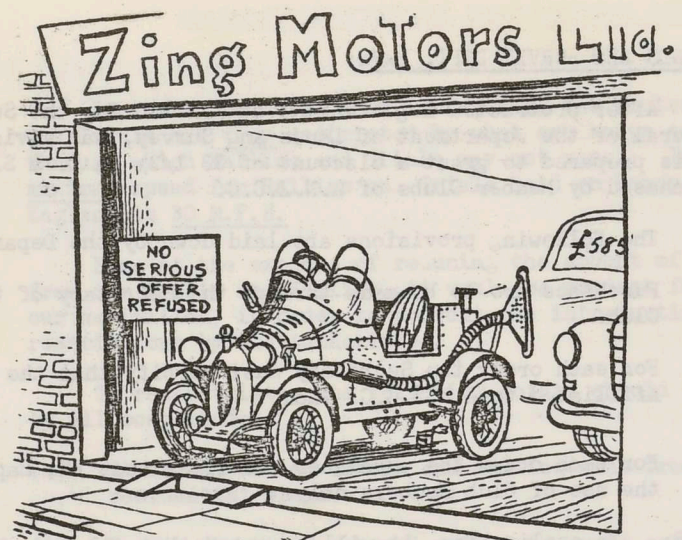
STOP PRESS

Sealing Grand Prix Circuit

AUCKLAND, Nov. 19 (P.A.)
—Fine weather, large numbers of machines on the job, and accurate time-tabling have resulted in most of the construction and metalling of the new 2.21-mile £53,000 New Zealand international Grand Prix motor racing circuit at Pukekohe being completed in less than a fortnight. All that remained for the contractors when work began this morning was to complete a 7000 cubic yard cut into a hill short of the pit straight and metal this and the northern straight.
Hot mix bitumen sealing will take about 10 days or longer if the weather breaks.

Big Entries In Car Racing

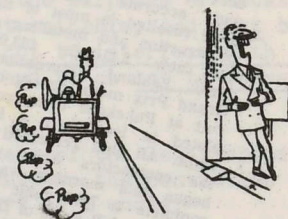
LEVIN, Nov. 19 (P.A.)—
There has been a record number of entries for the Levin motor races on Saturday. The 90 entries for the Levin name" including previous "big" international events. The increase in entries, says Levin Motor Racing Club committee member, Mr. R. W. Frost, is due to the "growing popularity" of the sport in New Zealand.



FOR SALE C-TYPE JAGUAR

- + Recently overhauled and resprayed.
- + 5 spare wheels and tyres.
- + Spare diff. and brake spares, etc.
- + Spare parts worth £300.
- + 14sec. standing 1/4 mile.
- + 140 m.p.h. +
- ++ £1075 the lot.

Phone 7676 Timaru, or
write Young, 40 Sefton St. Timaru.



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232 ORIENTAL PARADE, WELLINGTON

Car Clubs Social Rendezvous

WE ARE OPEN

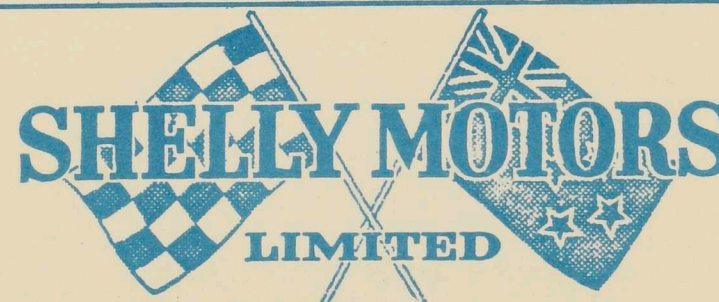
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FORMULA SEVEN

the ***NEW*** SUPERSHELL

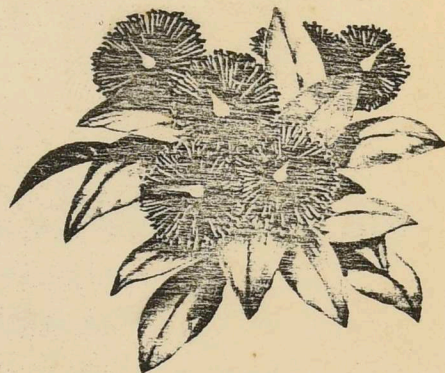
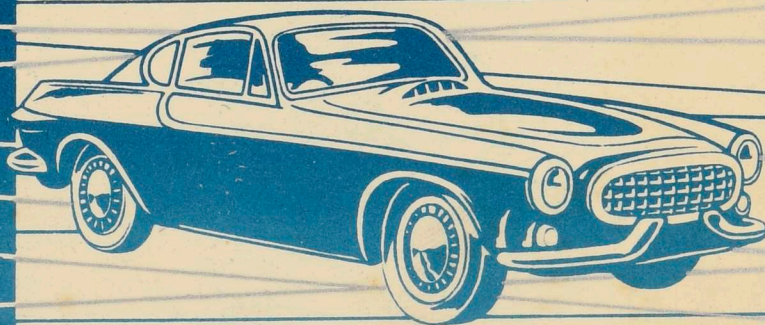
It has to be good to be



WELLINGTON
CAR CLUB
(INC.)

Bulletin

DECEMBER 1962



Christmas Greetings

at **REES-JONES**

LANDMARK — WILLIAM MORTON

SERAGLIO — CODY

*Leading in
Comfort, Quality & Style*

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David Ferguson

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CLUB DIRECTORY

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Vice Captain:	- Ray Duffell, 11 Creswick Tce., Northland.	B. 71-139 H. 28-479
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Bulletin		
Editors:	- Ian Shepherd, 101 Hataitai Rd., Hataitai.	B. 53-453 H. 82-742
	- Peter Martin. (As above)	

CLUB CALENDAR

DEC. Saturday 15th. W.C.C. Christmas Party.
Saturday 15th. Ohakea Races.

JAN. Saturday 5th. N.Z. Grand Prix.
Thursday 17th. Club Night.

(R.S.A. Hall, Mahora St.)

FEB. Proposed interclub races at Levin.

To start the year off, it is proposed to hold a Gymkhana and a economy run, in January and early February.

In respect of the coming holiday period, the January issue of this Bulletin will not be out till towards the end of that month. Articles would be very welcome and would speed up or put forward, the delivery date. It takes time finding and compiling articles by yourself.

Our thanks go to those of you who have helped us in making your Bulletin a more lively one.

A Merry Christmas to you all.

EDITORIAL

Do you feel the joy of giving? That warm glow that everyone is meant to feel at this time of the year. Or do you dread the other "benefits" of the Christmas season. Those long queues of traffic to and from the beaches each week-end, the crowds of travellers that pack the highways and byways, all out to enjoy themselves. Nose to tail for mile after mile and woe betide any speed fiend who tries to pass.

Some of us have to cope with this type of travelling because we have no other choice. There is always some reason why we have to take our life into our hands and venture forth on the Queen's Highway. It might be that the 'better half' decides it would be a good time to do the rounds of the relatives, or perhaps, a chance to dodge the relatives that are doing the rounds. However, be it a trip up north to see the Grand Prix or a run into the country to take Grandma a piece of Christmas cake, few of us are able to find a good enough excuse to stay at home and just be bone lazy.

There is of course the other half of the Club, to whom the Christmas holiday period is a long waited for joy. There are long queues just waiting to be passed and what better sport is there than queue jumping. Of course there is, as in most things, more than one side to this sport. There is Mr.Slow Motorist in his 10hp. saloon travelling at 40mph. in the company of one other average motorist doing exactly the same thing, and they are both quite content to travel from A to B in this manner.

It is these two at the head of the queue that cause all of the trouble, because behind them is a large group who come under the heading of 'Mr.Frustrated Motorist'. He usually has a somewhat larger car than the first group although not over powered, so he has to sit behind the trouble makers as he does not have the power to overtake. So he sits and abuses.

Now we have the third group in which the luckier, or more in debt, types of the Club reside. These are the ones with the sporty type of machinery that are found on the tail end of the queue, waiting for a chance to pass. As soon as there is a gap, he is out on the outside and moving down the queue ready to pull back into line. So 'Mr.Sporting Motorist' has his fun while Mr.Frustrated Motorist and Mr.Slow Motorist sit there shaking their fists at him. One, because he's "trying to run me off the road" and two, because he's a "speed fiend".

We are not trying to take sides, because all are at fault, although perhaps not breaking the law. Mr.Slow Motorist is certainly not breaking the speed limit but would be more popular if he would pull into the side of the road to let any fast traffic past. Not just put one wheel in the ditch but really stop. The second group, Mr.Frustrated Motorist, is only so because of the first group, and if you do away with the first group you do away with the second. However, he should when in a queue, leave a gap from the car in front, big enough for an overtaking car to pull into. Mr.Sporty Motorist is usually travelling over the speed limit at some time, so we are not all angels.

However, we wish you all A HAPPY CHRISTMAS and ALL THE BEST FOR THE NEW YEAR with a special wish for safe motoring over this merry season. I for one have solved my Christmas motoring troubles; I'm not going away.

Ed.

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CHRISTMAS PARTY

Did you know that the Club Christmas Party is on Saturday
15th. of December??????

Did you know that admission is by ticket only ??????

Did you know that tickets have been available from Committee Members for the past month ??????

Did you know tha..... No you don't because it hasn't been announced yet.

For your entertainment at the coming Christmas Party, we proudly present:-

THE GIANTS OF JASS

So be there for that one social event when everyone comes.

The Christmas Party.

To be held at or in the Miramar North School Hall.

On Saturday the 15th. of December.

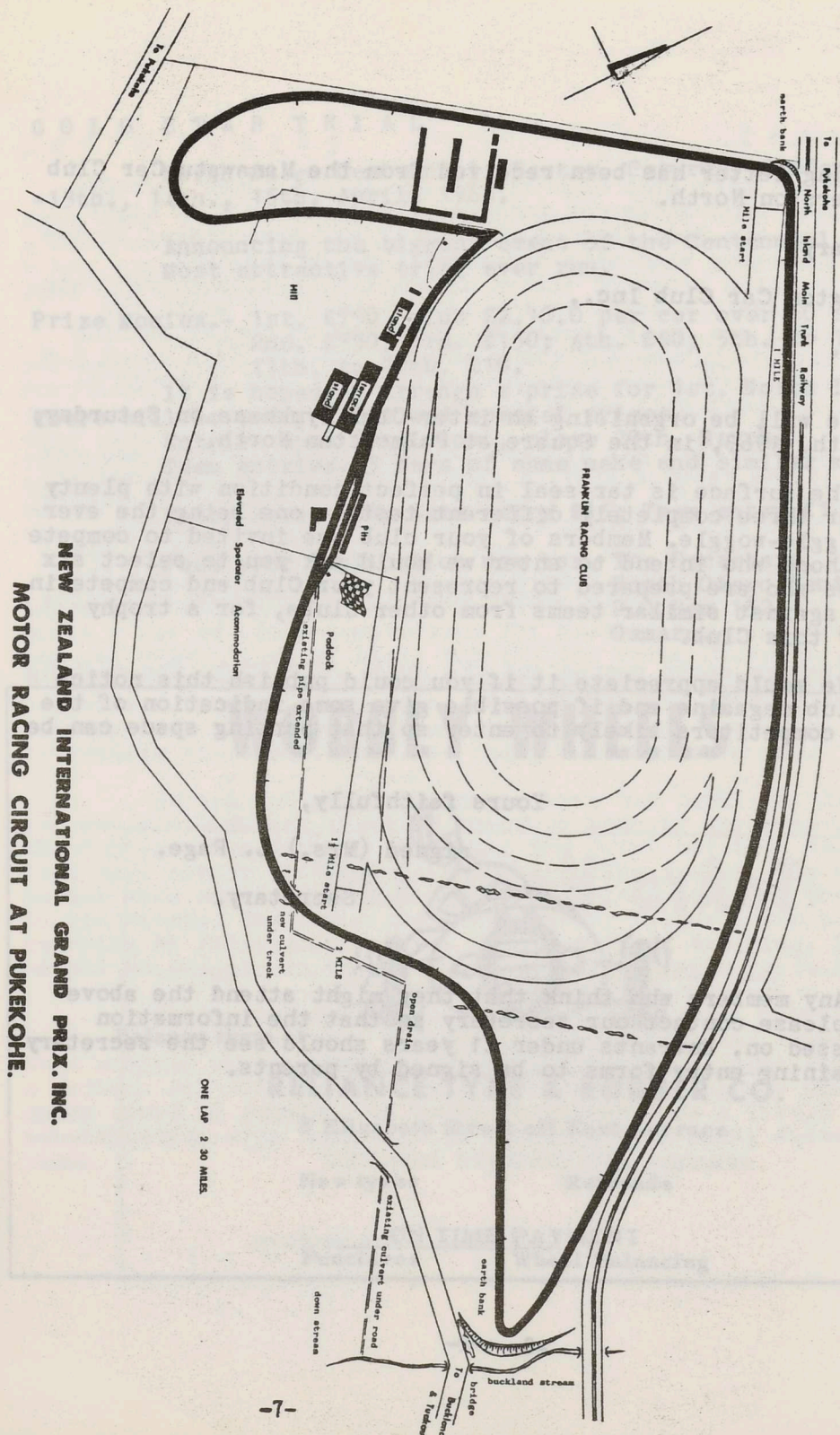
Introducing THE GIANTS OF JASS.

Admission by ticket only.

If you have not yet bought your ticket, don't delay. Either ring or call on your nearest Committee Member.

The one event of the year when we can really all get together.

Wishing you all a MERRY CHRISTMAS and a HAPPY NEW YEAR.....



The following letter has been received from the Manawatu Car Club Inc., Palmerston North.

The Secretary,

The Wellington Car Club Inc.,

Wellington.

Dear Sir,

We will be organising an inter-Club Gymkhana on Saturday, January 26th. 1963, in the Square at Palmerston North.

The surface is tar-seal in perfect condition with plenty of area for three completely different tests - one being the ever popular Wiggle-wobble. Members of your club are invited to compete and from those who intend to enter we would ask you to select six competitors who are prepared to represent your Club and compete in all tests against similar teams from other Clubs, for a trophy donated by this Club.

We would appreciate it if you could publish this notice in your Club magazine and if possible give some indication of the number of competitors likely to enter so that parking space can be reserved.

Yours faithfully,

signed (Mrs.) L. Page.

Secretary.

Any members who think that they might attend the above meeting, please contact our secretary so that the information may be passed on. Entrants under 21 years should see the secretary about obtaining entry forms to be signed by parents.

GOLD STAR TRIAL

North Otago Centennial. Easter. Saturday-Sunday-Monday-
-13th., 14th., 15th. April, 1963.

Announcing the biggest event of the Centennial year.
Most attractive trial ever run.

Prize Monies.- 1st. £750, plus £2.10.0 per car over 60 starters.
2nd. £350; 3rd. £150; 4th. £50; 5th. to 10th. £20;
11th. to 20th. £10.

It is hoped to arrange a prize for 1st. North Island crew.
There will be team, trade and special prizes.

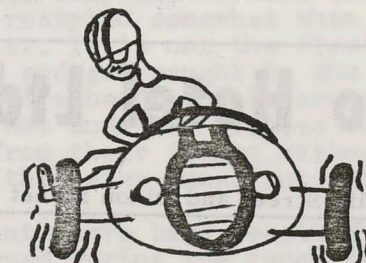
Entries open 23rd. Nov., close 20th. March.

Team entries: 3 cars of same make and similar model.

Entry Fees, £10; Late entry £15; Team entry £1 per car.

Post your application now to:- The Secretary,
North Otago Centennial Trial,
P.O.Box 152,
Oamaru.

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CLUB NIGHT

Did you know that Club Nights are on the third Thursday of every month? Apparently not many do. The November Club Night was notable for the fact that only a few of you were there. It was a very quiet meeting with only two films, one on the 1962 Indianapolis which appeared almost an exact copy of the 1961 race. There was once again a crash on the main straight in which the Bardahal Special was again involved. There was no Cooper running this year, but Dan Gurney entered a special powered by a Buick V.6 saloon engine in a typical rear-engined chassis, and although it did not win, it kept well up in the running.

The other film was titled "British Racing Green", and was about four of the various British racing circuits. All classes of racing was shown ranging from a group of vintage sports and racers, through the hard driven saloon cars, to the high skill of the professional drivers in the G.T. and F.1. cars. The nature of the circuits is high above the standard of any we have here, and the way the cars could be drifted under control, provided an enjoyable film.

After an early supper and the usual chit-chat, the meeting closed a lot earlier than usual.

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Prop. Jim Smither.

LEVIN SPRINT

17/11/62.

The record entry present at the last Levin Sprint did not last long. The entry of forty cars that ran at this Sprint created a new record for Sprints held by this Club. The day was once again a hot sunny day as is usual at this venue, and more than one red face was seen on the way home.

The entry consisted mainly of saloons and a large representation of M.G.'s. from the Wellington M.G. Centre. Scrutineering was late getting under way as usual and the large number of entries delayed things even more. Speed extensions were popular owing to the fact that some people wished to race at the Levin Race Meeting on the following week-end so there was a total of seven drivers to be observed before the official runs could be got under way. All extensions were passed after due discussion by the speed observers.

The entries were mainly of the small car class of either under the 1000cc. class or of the 1001-2000cc. class and there was quite a lot of close competition for fastest time in each class. The two 500cc. cars of Dicky Butters and Peter Slocombe attended the but Peter was unlucky enough to have braking troubles with his Mk. 9 Cooper and in spite of spending most of the day running around the country side trying to locate either people or parts, he was unable to rectify the trouble and was therefore unable to run.

He was not the only one to have bad luck. No. 34, an Austin A35 had its bodywork restyled somewhat when it inverted itself on the Cabbage Tree Corner. It is not the first car that has tried to take that corner wide and got caught in the gravel. The car rolled on its side and smashed a headlight before turning up the right way on its wheels. The front and rear windows followed the usual A35 practise by falling from their frames without breaking. The car was unable to compete in the later runs, but was able to be driven home.

Some complaints have been received about unmuffled cars being driven on the road during the lunch break and several have been stopped by the traffic department while on their way home from a Sprint. All this is adverse advertising for the car club and motor sport in general, so could we please have a little more consideration with some sort of muffling when being driven on the road.

R & W BUTTERS LINDEN GARAGE

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WE ARE BOTH "A" GRADE MECHANICS

MARFAK LUBRICATION

BORON FUEL

MOTERING SUNDRIES

HINAU STREET, LINDEN.

PHONE 2940.

The organisers thanks go to Allen Pratt who provided transport for the Clerk of the course and to Peter Powell and Graham Robson who marshalled at the pits gate during the day. The scrutineers also deserve applause for the difficult job they carried out. To anyone else who helped in any way, these thanks also apply.

Owing to the late start and the large number of entries, there was only time for three runs, one standing start and two flying starts from the hairpin. Even with the cars being pushed through as quickly as possible, the runs took the event through to 4.30pm. when people dispersed to their various haunts, with the M.G.'s. travelling back to town in convoy as usual. It's bad enough being passed by one sports car, but six or seven one after another kind of gets on the nerves a bit.

The results follow on the next few pages.

Car No.

Saloons under 1000cc.

28	Brian Ax	A40.	1-13-68
23	J.R.Parker	A35.	1-19-85
11	Bob Clover	Morris 1000.	1-21-85
19	Hamish McLeod	Mini Austin.	1-22-31
3	R.L.Bryson	A35.	1-24-07
42	Terry Jackson	A40.	1-24-70
24	J.Hendry	Renault.	1-27-74
14	G.Huxford	A30.	1-28-23
15	Ian Pinkerton	Morris 1000.	1-28-52
5	G.J.Ax	Morris Series E.	1-29-78
12	Alex Wilson	Renault.	1-29-97

Saloons 1000cc. to 1600cc.

39	R.W.Fuller	Humber 80.	1-13-64
10	Dave Mowat	Sunbeam Rapier.	1-14-40
33	B.M.Parker	Humber 80.	1-16-46
20	R.Staniforth	Herald 1200.	1-16-48
40	A.R.Sutton	Hillman.	1-16-71
30	P.G.Blooke	Ford Thames.	1-20-78
1	Peter Martin	Commer Cob.	1-26-56
16	David King	Riley.	1-30-22

Saloons over 1600cc.

44	Grady Thomson	Zepher	1-08-48
27	John Shires	Zodiac.	1-16-56
26	John Blyth	Zepher.	1-17-58

Car No.

Sports up to 1500cc.

22	B. Harvie	M.G.A.	1-07-15
38	Peter Ransom	Lancer.	1-07-60
37	R. Grace	M.G.A.	1-08-69
32	D. Walker	M.G.A.	1-12-10
31	D. Teagle	M.G.T.F.	1-13-09
25	Wilson Latley	M.G.A.	1-19-21
2	H.L. Crawford	M.G.A.	1-21-17
21	B. Fitzgerald	Special.	1-28-88
7	H.W. Rose	Mistral.	1-30-33
6	Hans Rose	Mistral.	1-30-84

Sports over 1500cc.

36	G.C. Mansill	M.G.A.	1-08-56
35	A.L. Walmough	M.G.A.	1-09-14
29	Sands	M.G.A.	1-10-57
4	John Manuel	Allard.	1-11-42
43	E.W. Daniell	Triumph.	1-13-52

Racing

41	Dick Butters	Lightweight Spl.	1-06-45
18	J. Swan	Lightweight Spl.	1-13-52

Standing. Flying.....

Car No.

1	1-37-63	1-29-26	1-27-47	1-26-56	1-27-87	1-26-93
2	1-31-42	1-21-17				
3	1-33-17	1-24-07				
4	1-16-86	1-12-63	1-15-60	1-11-52	1-12-85	1-11-42
5	1-38-51	1-29-78				
6	1-50-95	1-38-04			1-30-84	
7	1-34-31	1-30-83				
10	1-24-65	1-17-32	1-17-79	1-16-71	1-15-48	1-14-40
11	1-34-43	1-23-07	1-24-15	1-22-06	1-23-44	1-21-85
12	1-36-57	1-29-97				
14	1-35-79	1-28-23	1-30-22	1-29-60		
15	1-37-66	1-28-52				
16	1-42-14	1-31-30	1-30-55	1-29-80	1-32-14	1-30-22
18	1-21-63	1-15-42	1-15-20	1-13-62		
19	1-33-51	1-23-91	1-23-37	1-22-31		
20	1-27-74	1-21-46	1-18-56	1-18-52	1-16-48	
21	1-28-88					
22	1-16-74	1-09-58	1-09-22	1-17-03	1-08-80	1-07-15
23	1-31-22	1-20-10	1-20-75	1-19-85	1-21-37	1-19-95
24	1-37-68	1-27-74	1-28-60	1-32-81		
25	1-27-87	1-19-21	1-19-97			
26	1-25-12	1-18-41	1-18-44	1-17-58		
27	1-24-34	1-16-56	1-17-80	1-17-48		
28	1-24-76	1-15-34	1-16-44	1-14-60	1-14-49	1-13-68
29	1-19-04	1-11-22	1-12-16	1-10-57	1-10-95	1-09-21
30	1-31-51	1-22-64	1-22-92	1-22-05	1-21-02	1-20-78
31	1-21-16	1-13-49	1-13-09	1-13-15		
32	1-21-08	1-15-72	1-14-94	1-14-69	1-12-10	1-12-26
33	1-25-43	1-16-46	1-17-00	1-16-76		
35	1-19-71	1-09-14	1-13-57	1-15-44	1-09-65	
36	1-26-22	1-09-72	1-09-52	1-08-56		
37	1-17-38	1-09-54	1-09-76	1-09-27	1-10-16	1-08-69
38	1-15-42	1-09-11	1-09-44	1-09-88	1-07-60	1-08-44
39	1-20-66	1-14-03	1-13-64	1-13-67		
40	1-25-08	1-17-23	1-19-56	1-16-71		
41	1-14-26	1-08-01	1-06-74	1-06-45		
42	1-35-82	1-24-70	1-26-63	1-26-21		
43			1-13-52	1-26-21		
44			1-09-23	1-08-48		

STRAIGHT SPRINT

1/12/62

For the first time in several years, the Club held a straight sprint at Te Maire Road, Featherston. Again, for the first time in several years, it rained at a speed event. In the morning, the weather was fine but cloudy, and the running out of the wire etc. was soon completed only to find that there was a fault some where along the communication wire. Ray Duffle and steward for the day, Ray Haines, did a wonderful job looking for the fault. It was well over half an hour before the fault was found and fixed.

A good entry of twenty one cars, with entries from both Wellington and the surrounding country, attended. Two standing starts were held in the morning before lunch, one north and one south. During the lunch break, a Rapier motor car ran over a control box for the timing gear by the side of the road. A rapid trip was made into Featherston for rapid repairs before the after-noon runs started. Four runs were made in the afternoon, one standing and the others flying. During the afternoon, rain made life sad for the Marshalls doing the timing and guarding all farm gates on the road. The organisers thanks go to these people for a grand job.

It's good to see our President, Brook Leyland, back from overseas. Brook was Clerk of the course for the day.

Results of the straight sprint follow.

-H.E.W. Silver-

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Car No.

Saloons under 1000cc.

Secs.

12	T.S.Crawford	Austin 850.	12.78
1	Gary Huxford	A30.	14.24
6	Alex Wilson	Renault.	14.3
4	Graham Robson	Morris Minor.	14.31
5	John Hendry	Renault.	14.34

Saloons 1000cc. to 1600cc.

8	Dave Mowat	Sunbeam Rapier.	10.26
15	Basil Drake	Sunbeam Alpine.	10.28
21	Kevin Cornford	Humber 80.	10.41
18	R.Staniforth	Herald Coupe.	11.11
7	M.C.Bell	Prefect.	16.2

Saloons over 1600cc.

16	Tim Beetham	3.8 Jag.	8.17
2	Bob Gibbons	XK150 Jag.	8.51
9	Trevor Downes	XK120 Jag.	8.51
11	A.H.Paul	3.4 Jag.	8.96

Sports up to 1500cc.

27	Dave Slater	M.G.A.	10.23
17	P.T.Ransom	Lancer.	10.62
19	Danny Teagle	M.G.T.F.	11.07

Sports over 1500cc.

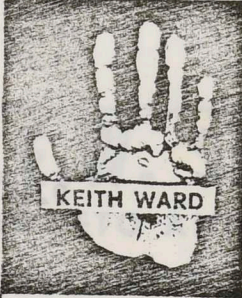
14	John Manuel	Allard.	9.49
20	E.D.Daniell	T.R.2.	9.49

Racing (each in a class of there own)


3	Peter Slocombe	Cooper 500.	9.22
10	G.Easterbrook-Smith	Maserati 3 litre S/C.	8.8

Car No.	Standing	Flying.....				
1	24.78	24.56	23.4	14.6	14.58	14.24
2	19.15	18.38	18.99	8.64	9.02	8.51
3	16.45	17.34	17.57	9.59	9.49	9.22
4	24.30	24.57	23.92	14.82	14.41	14.31
5	25.15	25.06	24.49	14.5	14.69	14.34
6	24.25	24.60	23.9	14.3	14.34	
7	28.30	28.08	27.39	16.42	16.52	16.2
8	20.24	20.42	20.54	10.50	10.5	10.26
9	17.69	18.22	18.18	9.06	8.86	8.51
10	16.02	15.07	15.61	8.8		
11	19.84	19.40	19.67	9.35	9.6	8.96
12	23.06	23.47	19.42	12.97	12.86	12.78
14	13.49	18.15	17.84	9.49		
15	20.91	20.33	21.04	10.58	10.59	10.28
16	17.70	17.31	17.46	8.17	8.51	8.2
17	13.87	18.69	18.98	11.07	11.01	10.62
18	19.45	19.25	19.23	11.16	11.31	11.11
19		21.24	20.59	11.15	11.34	11.07
20		18.42	18.38	9.9	9.49	
21			19.22	10.41	13.31	
27			19.99	10.85	10.23	10.37

.....



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TROPHIES

All events for the current years trophy lists are now completed. The following are the final points for the trophies.

The Morgan Trophy is awarded on points gained as organiser or marshall at an event.

The Hansen Trophy is gained on points awarded competing in any event

The Clapperton Trophy is awarded on non speed events only. As the complete and final list was published last month, only the first three are as follows: Peter Martin, 28 points, 1st.; Ian Shepherd, 24 points, 2nd.; Allan Wilson, 16 points, 3rd..

The Morgan Trophy.....

R Duffell	42	J Mawhinnie	8	H Goodacre Miss.	2
J Swan	32	I Watson	8	R Shepherd Miss.	2
K Foulkes	20	T James	6	G Davidson	2
P Martin	20	A Pratt	6	D Shields	2
P Morgan	18	G Weight	6	R McLaughlan	2
B Leyland	16	J Leyland Mrs.	4	P Swinburn	2
P Slocombe	16	R Scampton	4	G Thompson	2
P Wilkinson	14	L Scott	4	D McKinney	2
I Sheperd	12	B Sutherland	4	P Powell	2
D Mowat	12	J Algie	2		
R Butters	10	R Clover	2		
D King	10	M Charles	2		
C Swan	9				

The Club ran 17 events this year comprising:-

- 3 Gymkhanas
- 4 Sprints (3 at Levin, 1 at Te Maire Rd.)
- 7 Trials
- 2 Hillclimbs
- 1 Treasure Hunt

The Hansen Trophy

R Butters	31	G McRae	7	D Teagle	3
P Martin	30	P Morgan	7	K Morgan	3
D Mowat	25	C Swan	7	P Swinburn	3
I Shepherd	24	R Duffell	6	P Julian	3
A Wilson	21	T Jackson	6	P Ahradsen	3
J Swan	17	P Wilkinson	6	T Downes	3
P Slocombe	15	D Evans	5	R Gibbons	3
J Manuel	15	R Head	5	D Rouse	2
R Clover	14	J Norwood	5	B Lister	2
B Leyland	14	G Wall	5	G Lang	2
K Ward	14	E Parsons	4	D Ferguson	2
M Charles	12	N Hawker	4	R Newson	2
A Pratt	12	M Smith	4	B Russell	2
A Beetham	11	C Ngan	4	B Drake	2
G Robson	11	K Foulkes	4	P Swan Miss.	1
D Slater	10	B Tabart	4	J Leyland Mrs.	1
G Huxford	9	T Wallace	4	J Thetford	1
D King	9	G Thompson	4	G Sutton	1
P Diederich	9	G Easterbrook-Smith	4	H Hollis	1
K Cornford	8	C Taylor	3	J Pitcairn	1
B Harvie	8	P Powell	3	T James	1
R Osten	8	N Wilson	3	R Pike	1
A McLeod	8	B Watson	3	M Wright	1
R Bright	7	M Fowler	3	J Paviour-Smith	1
				R Shepherd Miss.	1

R. A. C. HILL CLIMB CHAMPIONSHIP.

by L. Watson.

I was lucky enough on Sunday afternoon May 20th. to come upon the R.A.C. Hill Climb Championship being held at Wiscombe Park, Devon. As I had plenty of time I stayed and watched it untill about 4.30p.m. when it started to rain. As I was camping out, and did not want to get to wet, I left then.

There were about 100 cars competing of every make and kind, from an old Becke Powerplus, which won the Shelsley Walsh Hillclimb in 1927,28,29, to the 2,500cc B.R.M.Marsh. T.Marsh broke his old Hillclimb record twice, ending up with a time of 45.49 for the 1,000 yards. The Marsh B.R.M. is a very interesting car, looking in some ways like a cooper. The chassis is of T.Marsh's own design, and the old 4 cylinder 2½ litre B.R.M. engine is fitted. For this hill he used only low gear, getting about 8,200 revs., which was just over 90 m.p.h. The Hillclimb circuit is pretty permanant, in that they have most of the things laid on permanantly, such as a bridge crossing the track, and the stands for the loud speaker system.

The organisation was very good, and there was very little wait between runs. The 'Climb' starts on a slight downward slope for about the first fifty yards, then there is a sharp left hander and quite a long straight with a nice little hump in the middle. The track then turns a sharp right, and twists its way up to a really sharp hairpin and over the finishing line. As the championship runs were not run until after the rain started, there runs were much slower. The eventual championship winner was Ray Fielding driving the Dan Gurney 2½ litre B.R.M. now painted a paler green. This was the car which Dan Gurney raced at Ardmore in 1961. T.Marsh was fourth, as apparently on the championship runs, the motor died out half way up the hill, on both ascents costing him 2 or 3 seconds each time. there were many interesting cars competing such as, about 3 or 4 Lotus Elites, Lotus 7's, a Lotus F.J. and two Elva F.J.'s one with a front mounted D.K.W. engine, plus Elva Couriers, and the 1,500cc sports racer. A lot of cooper Minis competed, a Cooper Monaco, three or four Cooper Nortons and Japs, Cooper F.J.'s, and one 2½ litre Cooper Climax, and a 1,500cc Supercharged Cooper. Of sports racing machines there were two Aston Martin D.B.½'s, an Aston Martin engined Tojeiro, and a Lister Jag. There was also a Vintage class, and here there were some very interesting cars, three E.R.A's, one fitted with dual rear wheels, a two seater Riley special, an Alta, a 2.2 litre blown Bugatti. Also an immaculate massive Bentley, I am not sure which model. In all a very good days Hillclimb, and very well run, and organised.

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CONROD CORNER

It is now certain that the Christchurch driver, Pat Hoare, will not be racing this season. He had hoped to run at Pukekohe in the Grand Prix if he could obtain one of the new rear-engined Ferrari's, but as one of these was not forthcoming, he has retired from active motor racing.

The Cooper that Chris Amon from Bulls was doing so well in at the Levin meeting, is a 1959 model that he got in Australia from David McKay, and has to its credit the 1959 Grand Prix of the United States.

Bruce McLaren, the driver who has done much to popularise New Zealand overseas, has finished third in the British Racing Drivers Club Gold Star Award. The top driver is Graham Hill of course, with a total of 301.5 points, with Jim Clark of Lotus second with 248 points. Bruce McLaren's total is 205.5 driving his Cooper, and John Surtee's 137 made him fourth.

While reading a British motoring newspaper that is printed and airmailed out here every week, I was most surprised to come across a half page report of the Renwick 50 complete with pictures. The paper had been published only twelve days after the event which is amazing for a report on a meeting thirteen thousand miles away. Annoying too, because the paper is meant to provide overseas news, and leave the local sruff to us.

The sporting scene that was beginning to look up this year is again suffering from knock backs, mainly through various firms withdrawing from the sport. It is believed that Porsche will not be racing next year as it claims that research for a suitable car would be too expensive. They have withdrawn their entries for the South African Grand Prix.

This is a very democratic country we live in. A traffic officer was seen to chalk the tyres of a fellow officer's car which was parked on a wound down meter. We did not stay to see if he returned in five minutes to give it a ticket. To other officers of the same force have been seen sharing the same motor-cycle, one riding on the back. I wonder if they take turns in who sits in front.

We have a long way to go before we catch up with London in the way of parking meters. Their total is now 11,000, of which 850 allow about four to five hours parking. They could have Wellington's 2,500 too; none of the motorists will miss them.

Wellington Car Club members did all right at the Levin meeting as far as places went. Tony Shelly won the main event, while others gained at least another first, a second and four fourths. I'm sorry I don't have full results, but those I do know of.

.....

An important event of interest to all club members, is the recent marriage of our CLUB CAPTAIN, PAUL MORGAN. This happy event took place on Saturday 24th. of November, the same day as Levin.

The best of happiness for you both in the future.

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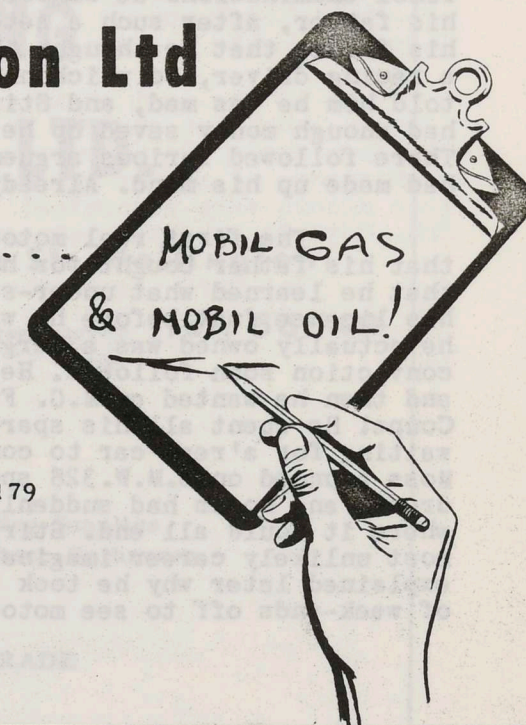
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THE BEGINNING OF MOSS by T.L.J.

Stirling Crauford Moss had his first ride in a racing car when he was but five years old. He was strapped into the passenger seat and was driven around the outer circuit at Brooklands by his father, Alfred Moss. The earliest things he can remember all centre around the boom of engines and the shapes of huge racing cars looming up high on the bankings at Brooklands. But even at an earlier age, Stirling began having daily workouts in the gymnasium. Stirlings physical fitness became almost an obsession with his father, and boxing and riding became his two favorite games. His mother taught him to ride, and between the years 1936, when he was six, and 1946, when he was sixteen, Stirling won hundreds of cups and awards, and also a great deal of money.

At school, Stirling began thinking about what to do in life. The only suggestion forth-coming at home was to be a dentist, like his father, but Moss Jnr. wasn't thrilled at the thought, but it seemed to him a sound profession, so he decided to become a dentist. Then, at the age of eleven he had a very serious illness, and lost the best part of two years education, and failed his final examinations at school. He was hardly surprised, and nor was his father, after such a set-back. It was then that Stirling told his father that he thought that he would like to have a go at being a racing driver, to which his father promptly turned around and told him he was mad, and Stirling reminded him that he was once. He had enough money saved up he said to buy a Cooper 500 racing Car. There followed furious arguments for weeks on end, but Stirling had made up his mind. Already Stirling could drive well enough.

The first real motoring he did, was in an old Austin 7 that his father bought for him for £15. It was in this vehicle that he learned what under-steer and over-steer were. He obtained his license just before he was sixteen, and the first road machine he actually owned was a Morgan, and of course the first driving conviction soon followed. He soon became tired of the Morgan though, and then he wanted an M.G. Finally it came, and it was an M.G.T.B. Coupe! He spent all his spare time reading and dreaming about cars, waiting for a 'real' car to come along. When the opportunity came Moss pounced on B.M.W. 328 sports. He was then 17 years old, and his dreams and hopes had suddenly crystalized, and he began to wonder where it would all end. Stirling gave up and then entered into the most unlikely career imaginable for him- the Hotel Business. Moss explained later why he took this up- "I thought I would get plenty of week-ends off to see motor-racing"

In 1948, Moss sold his B.M.W. for exactly £1000 and announced his intention of buying a Cooper racing car. So the Moss family prepared to go back into Motor-racing. His first drive was at Prescott Hill-climb, where he set up a new record of 50.01 secs for the class, but of course this was short lived when Eric Brandon and Clive Lones beat this with 49.98 secs. But Moss was not down hearted, for "Motor Sport" conceded, "Moss drove his Cooper really stirringly." The magazine "Light Car" really put its finger on something in saying "S.Moss, 18, wrote his name in the book of people to watch."

Moss had embarked on his racing career.

(The above is the first of a series of articles on Stirling Moss, and also other drivers, which are gratefully coming to hand from Club Member T.L.J.)



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Minis no longer have it their own way in England. Here is one mans answer, although a rather expensive one.

A N A B A R T H I S T H E A N S W E R

"At last I have the answer to the mad Mini driver. I, too, suffered from the antics of these 'must pass all' maniacs. When in Italy this year, the answer came to me in the shape of a hotted-up Fiat 600. I decided to go one better and have the 'ultimate deterrent', so I made a special order at the Abarth factory. A Bialbero d.o.h.c. 982cc. engine was fitted in a Fiat 600 body which after this was coach finished.

Other special equipment includes transistorised ignition, electrically variable shock absorbers, power assisted brakes, hydraulic throttle, five 50 X 12 Dunlop c.41 tyres, extra lights and a lot of sound proofing. Outwardly this is a normal Fiat 600 even down to the name plates. Only the twin exhaust and the cast aluminium sump tray betray the secret. The Mini owner seems to resent being overtaken by a 'Fiat 600' and the Mini Cooper owner apparently cannot believe that anything so small could out-accelerate, out-corner and generally run rings around his vehicle. So my favourite pastime is now Mini-baiting.

At the cost of over £2,500, this, I agree, is an expensive 120mph. joke, but the car is wonderfully tractable in traffic or on the open roads. It is very quiet and very comfortable, and has the performance of almost any G.T. car, and the relatively high fifth gear allows very economical running, from over 60mpg. at 30 to 40 mph. down to approximately 40mpg. at a constant 110 to 120mph.

The word 'fantastic' is a perfect description of this car, and it is worth every penny of what it cost. So if the B.M.C. Mini bothers you and you have £2.500 to spare, then this is the car for you.

HOW THE FOREIGN VISITOR TO CONDUCT THE CAR SELFDIVEN IN TOKYO

At the rise of the hand of policeman, stop rapidly. Do not pass him or otherwise disrespect him.

When a passenger of the foot hove in sight, tootle the horn trumpet to him melodiously at first. If he still obstacles your passage, tootle him with vigour and express by word of mouth the warning, "Hi hi !"

Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go soothingly by, or stop by the roadside till he pass away.

Give big space to the festive dog that make sport in the roadway. Avoid entanglement of dog with your wheel-spokes.

Go soothingly on the grease-mud, as there lurk the skid demon. Press the brake of the foot as you roll around the corners to save the collapse and tie-up.

-- Vouched for in Japan by H.Allen Smith in his book "How to Write Without Knowing Nothing."

JUST FOR THE LAUGH

At a cemetery entrance outside Chicago, Ill. "Owing to employment difficulties gravedigging will for the present be done by a skeleton staff."

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The license plate on a hearse operated by a Connecticut undertaker....."U-2".

-0-0-0-0-0-0-0-0-0-0-

A highway sign in the midwest U.S.A. warning motorists that they were approaching an army camp. "Please drive slowly. Don't kill your soldiers." And scrawled underneath in crayon, "Be a big-game hunter. Wait for an officer."

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"Now, my man," said the judge to the prisoner, "if you wish, you may challenge any member of the jury."

"Well sir, I'm not exactly in the pink of condition, but I believe I can lick that little fellow at the end of the front row."

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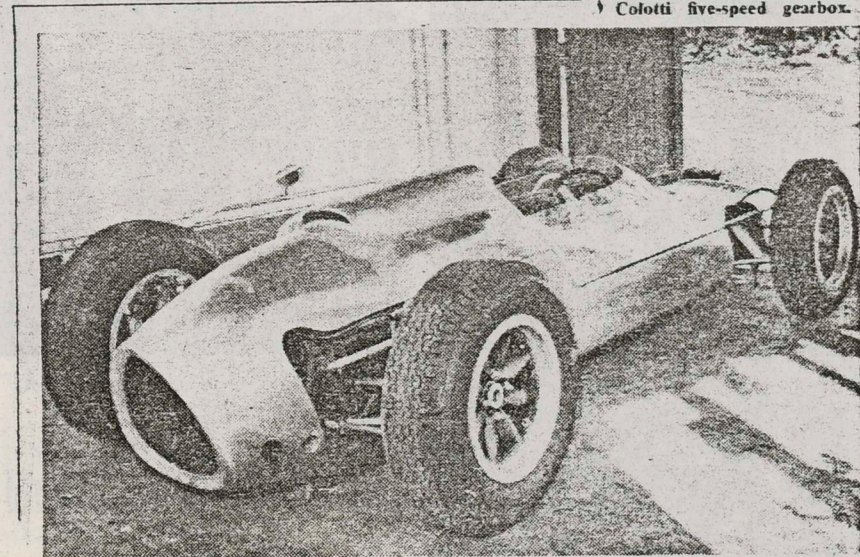
No Merger Plans
LONDON, Dec. 9 — Rolls Royce and the British Motor Corporation said last week they had "no plan to merge" any part of their interests.

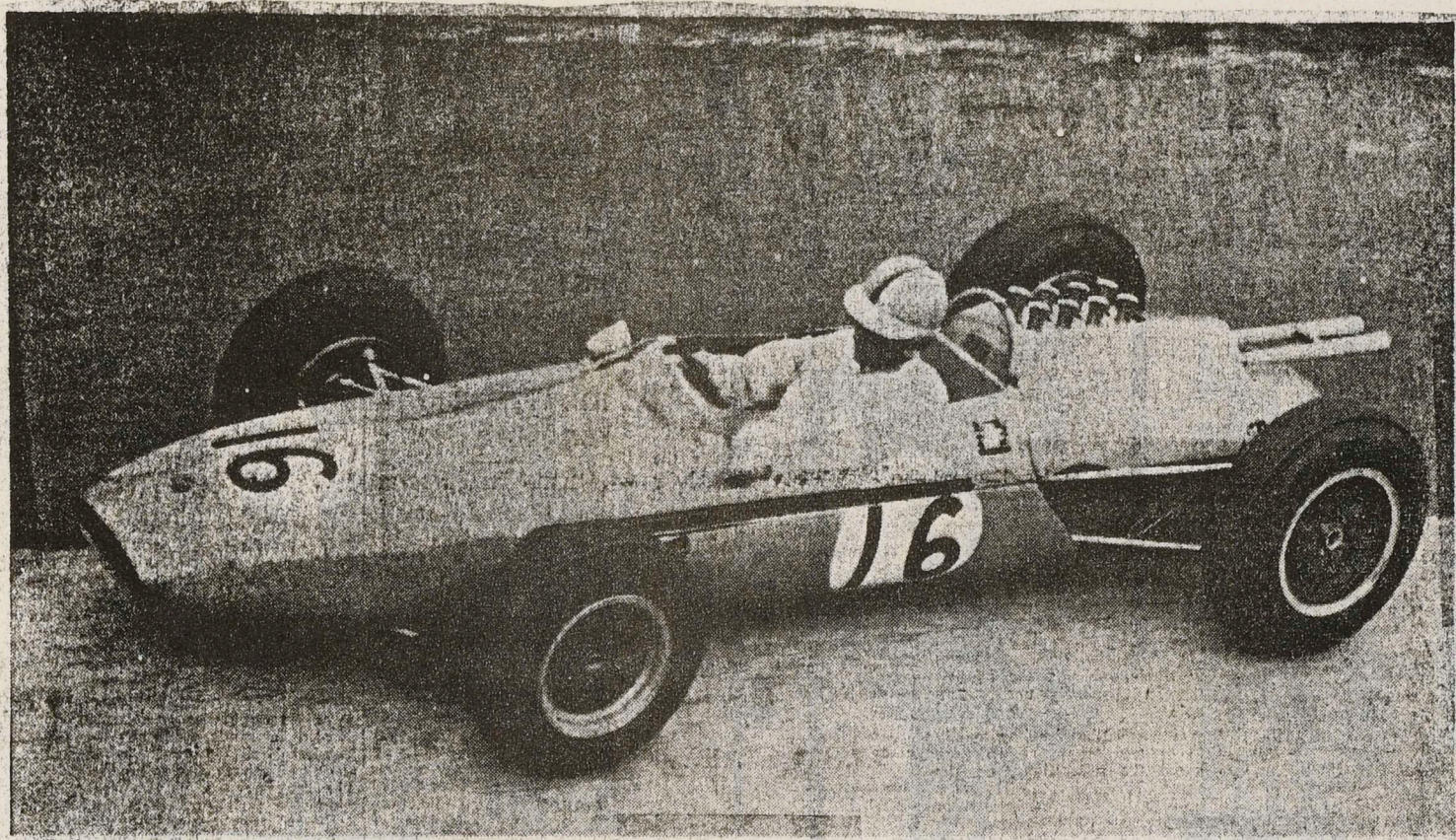


"YUMPING," a pastime dear to Scandinavian rallyists, was seen practised to the full for the first time in this country during the R.A.C. Rally. Olle Dahl/Gunnar Palm, of Sweden, who drove very quickly until they crashed their Saab on the 16th special stage, demonstrate the art at Carron Valley. Only six of the 28 stages were proved "leanable";—this was *not* one of them!

BUSINESS END

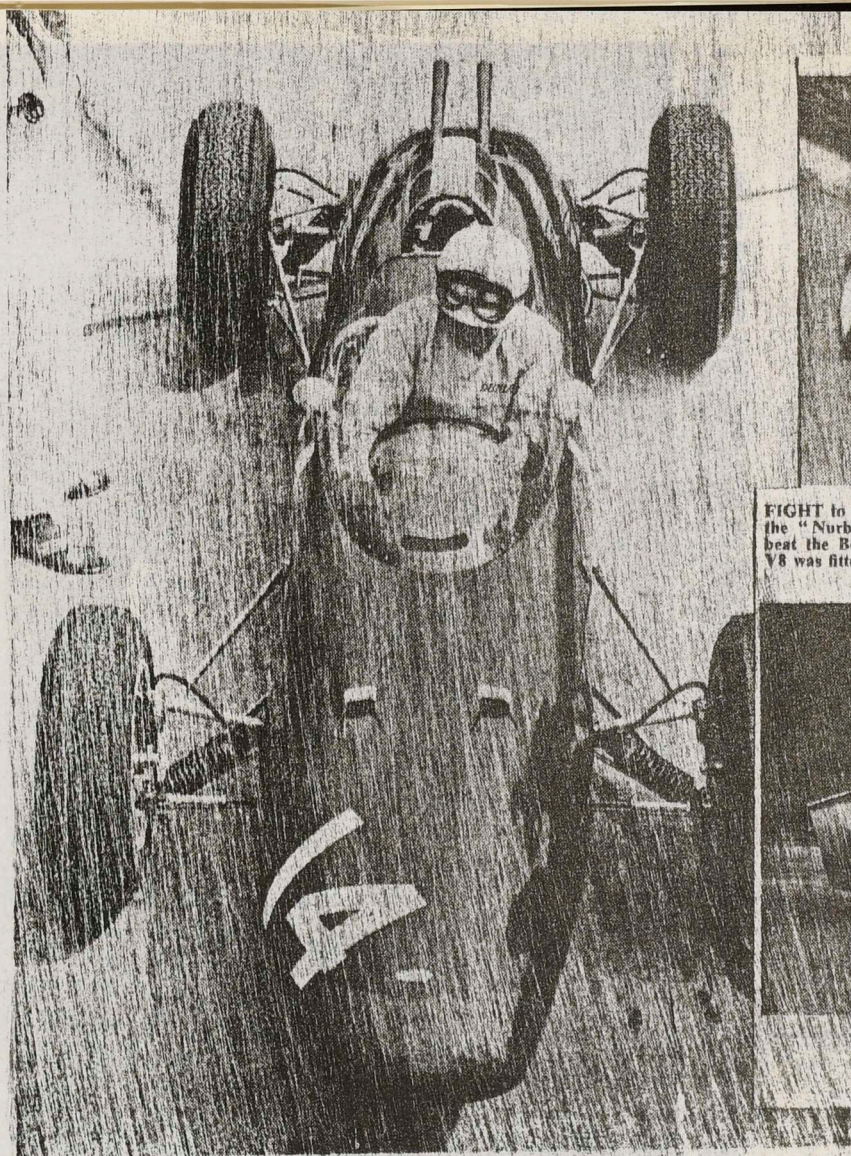
of Bruce McLaren's new Formula Libre Cooper, showing the squat tail and well-packed bonnet, housing the 2.7-litre 4-cylinder Coventry Climax engine and Colotti five-speed gearbox.



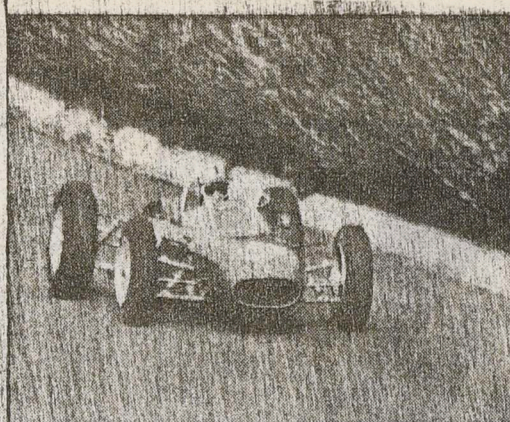


FIRST TIME OUT: Jack Brabham in his new Formula 1 car on the Karussell corner at Nurburgring, during practice for the German Grand Prix. He was dogged by engine trouble, and retired from the race with a broken throttle control. This was the Brabham's only retirement during its short 1962 season.

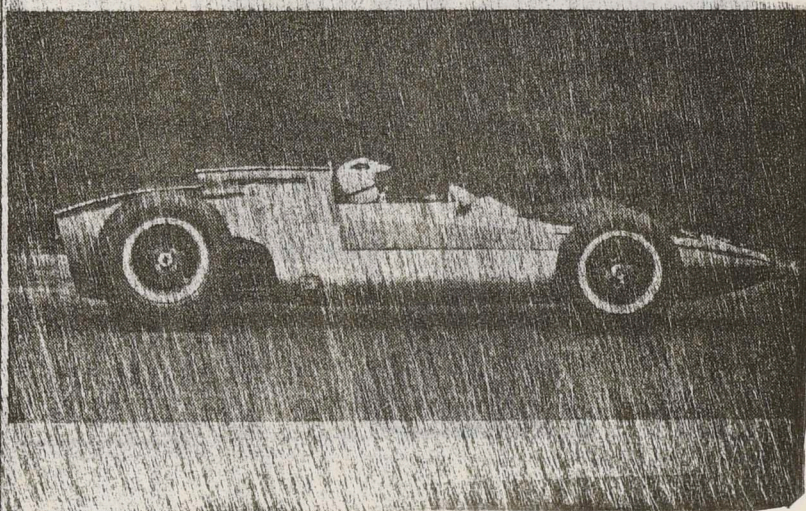
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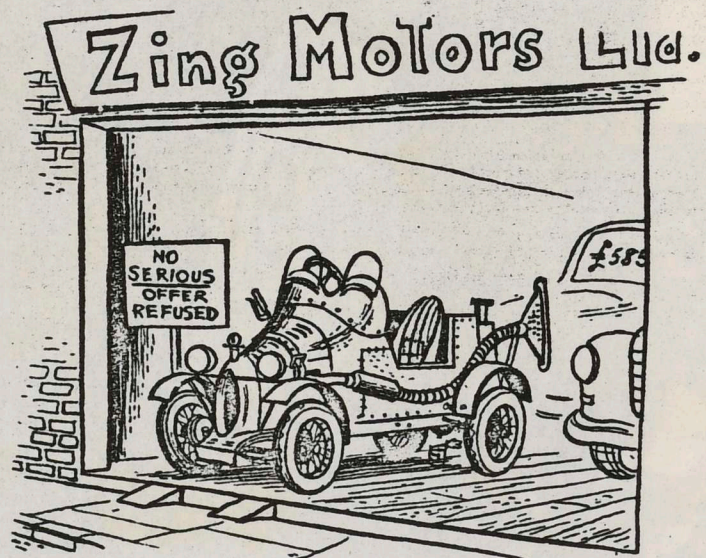
CLIMAX from nose to tail, the Formula 1 Lola epitomizes modern Grand Prix design technique. The bodywork is of fibreglass, mounted on a tubular space frame.



FIGHT to the finish for third place was fought by Willy Mairesse in the "Nurburg" Ferrari (above) and Bruce McLaren (below), who beat the Belgian home by 2/5ths of a second. The Cooper-Climax V8 was fitted with extra large fuel tanks, the lower body panels being left unpainted.



-30-



WANTED

WANTED

WANTED

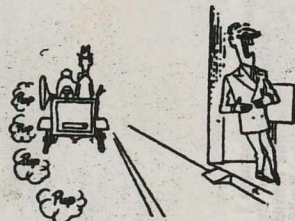
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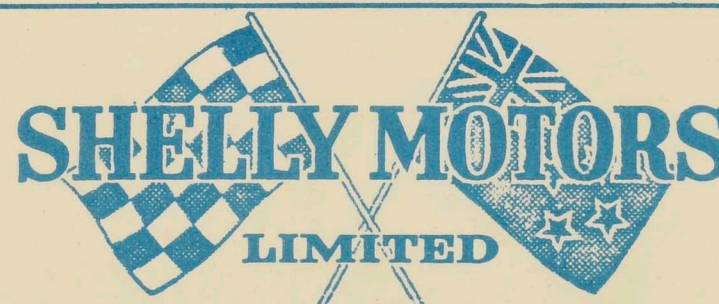
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