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(INC.)

Bulletin

JANUARY 1964



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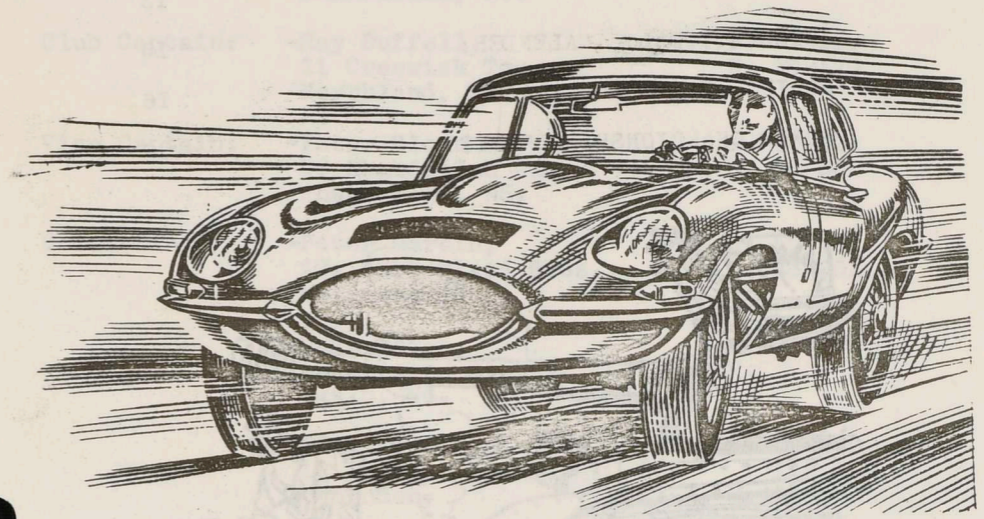
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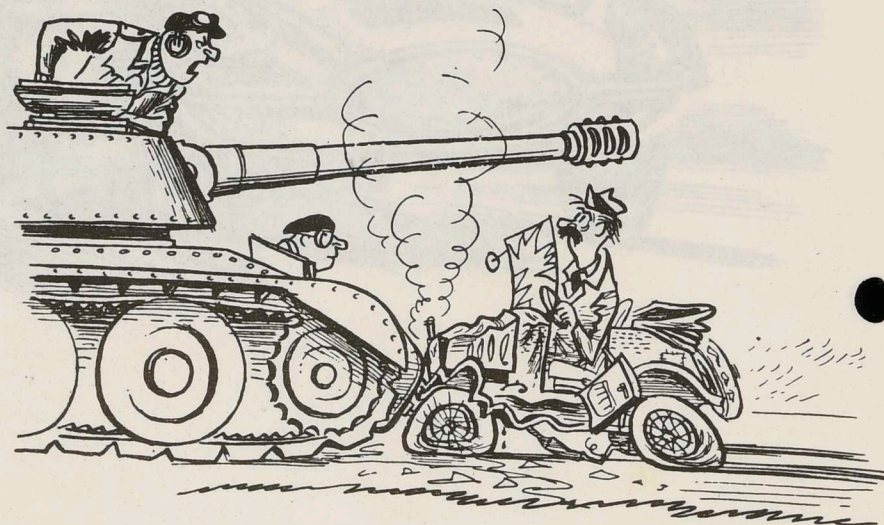
WELLINGTON CAR CLUB (INC.)



P.O. Box 5142.

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"What you've got there, mate, is a chronic case of metal fatigue."

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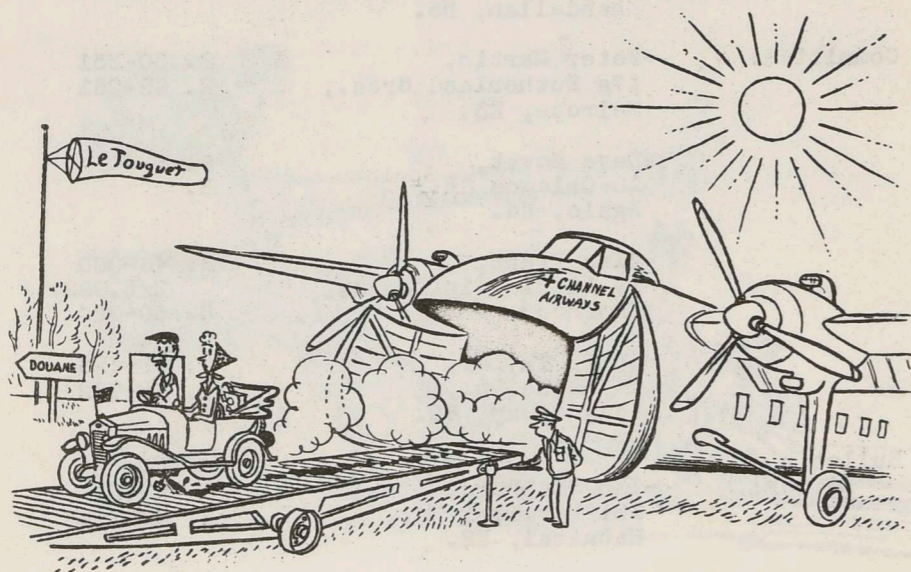
CLUB DIRECTORY



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CLUB CALENDAR

FEBRUARY:	Saturday	8th.	Levin Sprint. (See inside)
	Thursday	20th.	Club Night.
	Saturday	22nd.	Night Trial.
MARCH:	Saturday	7th.	Hillclimb.
	Thursday	19th.	Club Night.
	Saturday	21st.	Social Trial.
APRIL:	Saturday	4th.	Houghton Bay Hillclimb (Gold Star event)
	Thursday	16th.	Annual General Meeting.
MAY:	Saturday	2nd.	Festival Trial (Gold Star event) note change of date.
	Sunday	3rd.	



COMING EVENTS

LEVIN SPRINT:

The first sprint of the year is being held at the Levin Racing Circuit on February the 8th.

Scrutineering will start outside the SOUTH gate at 9:30 am. and cars will enter the circuit at 10:00 am.

All entrants under twenty-one MUST have an entry form signed by a parent or gaurdian before the entry will be accepted.

Please remember the rule requiring all saloon cars to be fitted with an effective muffler. All cars must be equipped with fire extinguisher and crash hats will be worn.

Don't forget.

LEVIN Sprint.
SATURDAY 8th.
9:30 am.

Other Events are as follows:-

The FESTIVAL: The Festival has be postponed until the week-end of MAY 2 & 3rd.

It will have a RALLY SECTION from various parts of the North Island with the routes converging on Waiouru at 6pm. on Saturday evening and will finish in Wellington on Sunday at about 1pm.

You will need your woolies. It's cold in Waiouru at the time of the year.

PUKEKOHE: The Auckland Car Club is running a Club Meeting at Pukekohe on the 22nd. of February. Anyone interested contact the Secretary for entry forms.

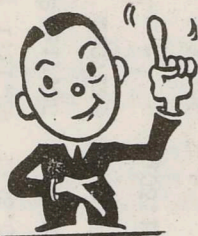
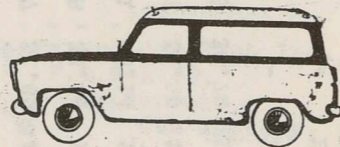
LEVIN INTERNATIONAL MEETING - January 4th, 1964 by Gary Lang.

The International meeting held at Levin on January 4th gave the spectators an excellent day's racing by a highly competitive field. All drivers completed the day with their car's bodywork intact, with the exception of Julia Smith from Otahuhu who decided to play roly-poly with her Volkswagen coming into the straight after being first away in a handicap event. Altogether, the ladies (two), had a bad day, with Ivy Stephenson being disqualified for improving too much on her practice times following her runaway win in a sports car handicap event. Ivy's Buckler is one of the few of these cars still racing and Ivy is a regular competitor at Levin.

A large crowd was present and although only two genuine International drivers (McLaren and Amon) were present, the single-seater events were still exciting.

McLaren's and Mayer's much publicised Coopers were disappointing but may be more at home on faster circuits. Dennis Hulme's Brabham appeared to be able to outrun the Coopers and seemed more suited to the Levin circuit than the Coopers.

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A notable feature of the day's racing was the apparent reliability of all the racing cars as opposed to last year when few of them were running when the chequered flag came down.

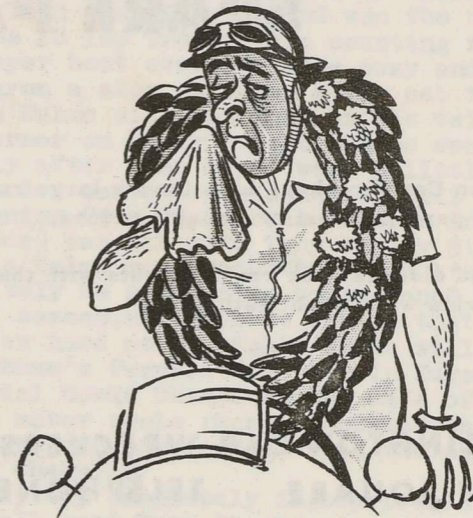
Many enthusiasts were disappointed at the scratching of Frank Matich's Lotus Nineteen, as this would have been the first appearance at Levin of an up-to-date, large capacity sports-racing car.

The most exciting part of the day was undoubtedly Kerry Grant's attempt to bring the saloon car lap record down to 60 secs. Grant lowered the record to 60.2 secs, then to 60 secs dead in a masterful display of driving in his Cortina. Grant must now be the most forceful and among the most experienced drivers on the saloon car circuit despite his relative youth.

Ford Anglias would seem to be the current fashion in small saloon racing and several of these cars were competing, the fastest being Nazer's 1475cc car and Segedin's Team Molyslip car. Dennis Marwood is now part of the Molyslip team but his Humber 80 seems rather worn out and is no longer the fire-breathing dragon it was a couple of seasons ago.

Graham McRae's Humber 80 unfortunately had trouble in practice and was a non-starter but Graham drove a stock Mk3 Zephyr in several races and did a creditable job of handling this car. Graham's Humber has yet to make a racing appearance at Levin but should be well worth watching when it does.

The 2 litre Lotus of Barry Porter made it's debut at Levin and was the fastest sports-racing car present, winning two scratch races.



Bremner's D-type Jaguar appeared to have lost some steam since the last meeting and failed to gain a place all day. Porter, Riley (Lola) and Dawson (Lola) shuffled the first three places around in most of the sports car races and generally cleaned up on the sports car scene.

Jack Nazer from Auckland won the first saloon car scratch race from Dick Langley's newly imported Mini-Cooper S. Mini-Coopers filled 3rd and 4th spots also. Nazer later won a handicap event from 3 Mini-Coopers after an impressive drive from the back line. The finishing order for most other saloon events was Grant 1st and Sprague 2nd.

The heats for the main race, the Vic Hudson Memorial Trophy race, were divided into two races, the smaller cars in one and the larger in the other. The first heat was won by Andrew Buchanan (Brabham), who lead all the way. Rex Flowers (Lotus) snatched 2nd place from Roly Levis (Lotus) at the last minute on the hairpin and Bruce Abernethy brought his antique Cooper into 4th place.

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In the second heat McLaren was first off the grid followed by the young American driver Tim Mayer driving McLaren's second Cooper. Dennis Hulme moved off in 3rd place and set off after the two Coopers. Hulme caught and disposed of Mayer at the hairpin and then did likewise to McLaren at Cabbage Tree corner. Meanwhile, Palmer had also caught and passed Mayer but was re-passed before the finish. Hulme built up a big lead over McLaren and won the heat comfortably.

In the 28 lap Trophy race counting for the Tasman Championship, Mayer beat everyone else away and was trailed by Hulme with McLaren a slow starter. Mayer set the pace in the early laps with Hulme sitting right on his tail waiting for the slightest error on Mayer's part. Hulme went through into the lead shortly after when Mayer went a little wide at the pit bend. The order continued unchanged till the flag came down, Hulme winning from Mayer with McLaren in 3rd spot. John Youl (Cooper) was 4th with Tony Shelly 5th in his Lotus.

Dennis Hulme was undoubtedly the star of the day and will definitely be a force to be reckoned with throughout the rest of the season, although it seemed that Bruce McLaren was not trying as hard as he might. Hulme will make a great addition to Brabham's Formula One team in Europe and is certainly material World Champions are made of.

Three motor cycle races completed the programme and in these Hugh Anderson demonstrated the skill that made him I25cc World Champion.

The day was completely injury free and even the motor cyclists all went home in one piece.

Roll on March 21st.

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-o-

C L U B R O O M S = R U S S E L L T C E .

The first organised Working Bee for the erection of our Clubrooms on the section alongside the Pumping Station, on Russell Tce.. was held last Saturday (1/2/64).

We have waited a long time for this occasion, and feel that the whole Club will still be behind us in support.

Alas, only twelve (12) Club members appeared on Saturday and did more than their share of the work - digging holes for piles. (100 pile holes, dug by 200 Club members = ½ a hole each).

On Sunday morning, three (3) Club members and two (2) young non-club members were present.

Work will carry on during the weeks to come, with evening working bees starting about 6.30 pm. on most nights. If you are available for any of these nights, I suggest you ring Peter Martin at 50-982 or 50351 buisness - 88-261 home, just to make sure that there will be a working bee that night.

We Urgently require a concrete mixer, on the weekends, and/or weeknights. For the working bees you will require a spade, crow-bar, hammer etc. and any other tools you feel would be helpful.

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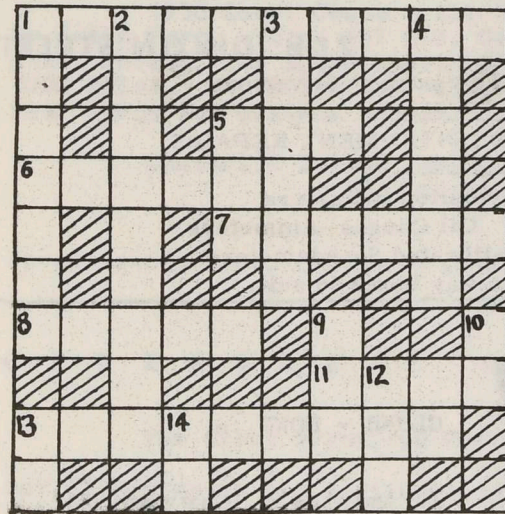
CROSSWORD !

CLUES - DOWN :-

CLUES - ACROSS :-

- | | |
|--|---|
| I. American 'classic' car. | I. America's 'Car Capital'. |
| 5. British motor cycle. (I) | 2. Italian tyre. |
| 6. Site of French Grand Prix. | 3. Site of Bahamas Speed Week. |
| 7. American carburettor. | 4. Sunbeam sports coupe. |
| 8. Grooves around the tyre. | 5. Large British car manufacturer. (I) |
| II. Only Briton to win Gordon Bennett trophy race. | 9. Patron of 'Centro Sud'stable. |
| I3. Pre-war, rear-engined German racing car. | 10. Mercedes 220 -- ,fuel injection saloon. (I) |
| | 12. Small British motor cycle. |
| | 13. Maker of 'Petite' three-wheeler. (I) |
| (I) = Initials. | 14. Italian car, winner of 1925 Mille Miglia. (I) |

by- Gary Lang



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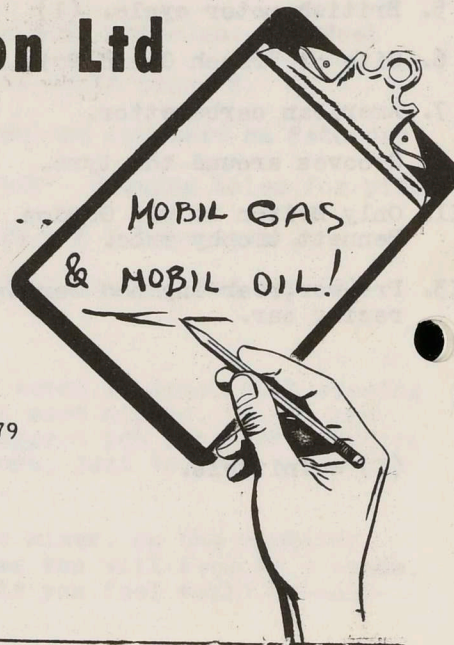
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INTERNATIONAL

CALENDAR, 1964

EUROPEAN RALLY CHAMPIONSHIP

- (European Rally Trophy events in bold)
- January 18-25 **Monte Carlo Rally, Monaco.**
 - February 20-23 **Rally of the Flowers, Italy.**
 - April 2-7 **Portugese Rally, Portugal.**
 - April 20-24 **Tulip Rally, Holland.**
 - May 21-24 **Acropolis Rally, Greece.**
 - May 28-30 **Austrian Alpine Rally, Austria.**
 - June 9-13 **Rally to the Midnight Sun, Sweden.**
 - June 23-28 **Coupe des Alpes, France.**
 - July 30-August 3 **Polish Rally, Poland.**
 - August 14-16 **Rally of the Thousand Lakes, Finland.**
 - August 25-29 **Marathon de la Route, Belgium.**
 - October 1-4 **German Rally (Baden-Baden Rally), Germany.**
 - October 15-18 **Geneva Rally, Switzerland.**
 - November 9-14 **Rally of Great Britain, British Isles.**

(At the present time, there is almost a clash of dates between the Acropolis and the Austrian Rally, and thus the two dates given here are very provisional and it is likely that they will be moved further apart.)

Other International Rallies

- January 8-10 **Welsh Rally, Wales.**
- February 7-9 **Rallye des Routes du Nord, France.**
- February 7-9 **Winter Rally, Canada.**
- February 14-16 **Snow Rally, Finland.**
- February 22-23 **Criterium "Neige et Glace," France.**
- March 13-15 **Stuttgart-Solitude-Lyon-Charbonnieres Rally, Germany.**
- March 26-30 **East African Safari, East Africa.**
- March 27-31 **Circuit of Ireland, Eire.**
- April 11-12 **Criterium Alpin "Fleurs et Parfums," France.**
- April 18-24 **Trans-Canadian Rally (Shell 4000), Canada.**
- May 1-3 **Rally of Spain, Spain.**
- May 2-3 **Rally of Picardy, France.**
- May 7-10 **Wiesbaden Rally, Germany.**
- May 18-20 **Scottish Rally, Scotland.**
- May 23-24 **Rally of Lorraine, France.**
- May 30-31 **Police Rally, Belgium.**
- June 6-7 **Rally of Catalonia, Spain.**
- June 6-7 **Journalists Rally, Italy.**
- June 11-14 **Rhodesian Rally, Southern Rhodesia.**
- June 12-14 **Sardinian Rally, Sardinia, Italy.**
- June 27-28 **Rally of Mont Blanc, France.**
- July 3-5 **Triefels Rally, Germany.**
- July 10-12 **Rally of the Adriatic, Yugoslavia.**
- October 10-25 **Tour d'Europe, Germany.**
- October 24-25 **Rally of the Two Catalonias, Spain.**
- November 7-8 **Tour of Corsica, Corsica, France.**
- November 28-29 **Criterium des Cevennes, France.**

FORMULA 1

- (World Championship events in bold capitals)
- March 14 **Lombank Trophy race, Snetterton.**
 - March 30 **Goodwood "100"**
 - April 5 **Pau G.P., France (may be F2 and F3 race instead).**
 - April 12 **Syracuse G.P., Sicily.**
 - April 18 **Aintree "200".**
 - April 26 **Brussels G.P., Belgium.**
 - May 2 **International Trophy, Silverstone.**
 - May 10 **MONACO G.P., Monte Carlo.**
 - May 17 **Rome G.P., Italy (may be F2 race).**
 - May 24 **DUTCH G.P., Zandvoort.**
 - May 24 **Berlin G.P., Germany.**
 - June 14 **BELGIAN G.P., Spa-Francorchamps.**
 - June 28 **FRENCH G.P., Rouen.**
 - July 4 **Reims G.P.**
 - July 11 **EUROPEAN G.P., Brands Hatch.**
 - July 19 **Solitude G.P., Germany.**
 - August 2 **GERMAN G.P., Nurburgring.**
 - August 16 **Mediterranean G.P., Sicily.**
 - August 23 **AUSTRIAN G.P., Zeltweg.**
 - September 6 **ITALIAN G.P., Monza.**
 - September 13 **Pescara G.P., Italy.**
 - September 19 **Gold Cup race, Oulton Park.**
 - October 4 **UNITED STATES G.P., Watkins Glen.**
 - October 25 **MEXICAN G.P., Mexico City.**
 - December 26 **SOUTH AFRICAN G.P., East London.**

TASMAN CHAMPIONSHIP

- January 4 **Levin, New Zealand.**
- January 11 **New Zealand G.P.**
- January 18 **Lady Wigram Trophy, New Zealand.**
- January 25 **Invercargill meeting, New Zealand.**
- February 9 **Australian G.P.**
- February 16 **Warwick Farm meeting, Australia.**
- February 23 **Lakeside meeting, Australia.**
- February 29 **or**
- March 2/3 **Longford meeting, Tasmania.**

There followed the best punch-up since Louis lowered Schmelling. Neither of these guys had ever heard of the Marquis of Queensbury. Big John threw a haymaker - Fryer ducked. Fryer knew it was on it's way because somehow Big John still had the big bunch of keys in his mitt and they were making like jingle bells as he swung. Fryer finished things by dumping the drum on Big John's foot and while Big John was ad-libbing the twist, Fryer filled up Made Marion's washing machine hose with gravel and bent it over Big John's skull, who instantly made like a blown fuse. When he opened his blinkers again, Big John realised that he had tried to buck superior organisation and the upshot of the whole deal was that he joined Hood's mob, where his talent was soon put to work.

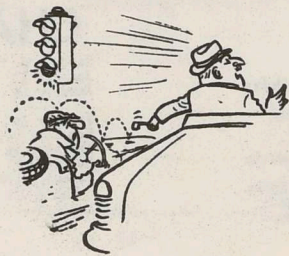
It so happened that it was Made Marion's birthday and Robin knew he would have to come up with a presentation, so he sent Big John into town to pick up something. Big John soon arrived back with a brand new Sunbeam Rapier that had been lying around the local parking lot as though nobody wanted it.

He soon had it re-sprayed and fitted with new plates, and after he had cut a set of keys for it, Robin wheeled it into town and arrived at the clip joint where Made Marion was singing the late-late show. When he arrived, Made Marion was in her dressing room adjusting her G-string. (She accompanied herself on the violin.) Hood sang two choruses of "Happy Happy Birthday" and presented her with the keys.

"And it's even got a Jack Brabham conversion yet" he announced.

"Crazy Dad", cried Made Marion, "I'm really wheeling at last. Hand me that Auckland Car Club membership form."

She was really struck by this wonderful gift. Hood had already presented mink coats, diamonds, and such like, but this was, as far as she was concerned, the mostest. One of the boys had even constructed a driving licence and a set of ownership papers to go with it. Money was no object to Robin, he knew he could go into any bank in town and make a withdrawal - between sundown and sunup.

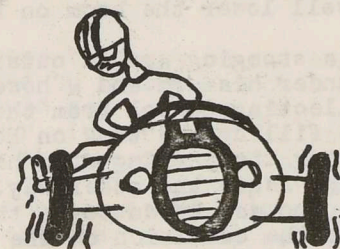


ROBIN THE HOOD

This Robin the Hood was nothing but a king-sized hgv who had his headquarters in Shirkwood Forest. He was a big-time operator who owned a luxurious pad equipped with hot and cold running chambermaids. As President of his own firm called Robbing Hood and his Beery Men Ltd., he and his boys were there to see if you wanted anyone creased or if you needed a fix. Their stock of dope was the most and ranged from nitro methane for Ford 10 Specials to cocaine for far out cats who had been turned on. They wore the zaniest sets of groppy mocker in British Racing Green, with 10" cuffs and double breasted hats that looked like the south view of Rangitoto.

He lived there with his favourite tomato called Made Marion who also sang at the local clip-joint. She acted as affront for his mob on some jobs and it was agreed by one and all that she had the best front for this spot. When she operated on a number like "Mean to Me" it was like Sarah, Ella, and Bille all rolled into one.

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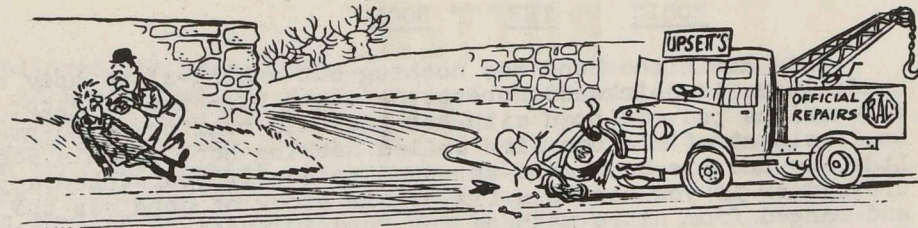
New tyres

Retreads

ON TIME PAYMENT

Punctures

Wheel Balancing



Hood's right hand man was Fryer Tuck. He was called Fryer because everyone knew that if the Feds caught him they'd fry him in the chair for some of the shiv jobs he had done.

One of the most profitable lines that Hood had dropped on to lately was arranging overseas funds for the locals who wanted new cars. Although he only coined 20% on these deals it was steady income and there was no chance of the Gendarmes catching up with it because most of them had got their new cars through him anyway, so they couldn't very well lower the boom on him.

One night Fryer was stooging around outside the local flea-pit with a 44 gallon drum under his arm and a hose off Made's washing machine, and he was collecting petrol from the cars parked there so Hood and the boys could fill up the tank on Hood's new Porsche Carrera. As he was leaving the parking area he ran into another big ugly who was climbing the fence the other way. This palooka was none other than Big Bad John who was known to be the best car converter in the bussiness. After the collision on the fence top, Fryer and Big John both fell to earth outside the fence.

"Meathead," roared Fryer. "Why don't yuz whatch where yuz are going."

"If you wanta keep your enamel-ware just fade fast before you stop a bunch of fives under your hooter," replied Big John picking up the bunch of master keys which had fallen out of his pocket.

Now Fryer was the original ten minute egg and at this remark he blrw his top hose.

.. 18 ..

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Robin's latest business transaction was arranging overseas funds for a bird-brain who wanted to import a Cooper Mini 'S'. The waggon duly arrived and Robin could see a few easy potatoes coming his way by coping the mods. for pirating them to other aspiring Mini owners. He went along to the owner and informed him of his problem. What happened? The owner gave him no help at all. In fact his reply was something like "I am not concerned with your predicament Jack, as my personal circumstances are eminently satisfactory".

What the birdbrain forgot was that Robin was the Handicapper at the next club day at Pukeohe. He never did figure how a standard Mogomobile could have burned him off there.

It's a funny old world. Everyone believes that Robin Hood and the boys robbed the rich to give to the non-rich. It just goes to show what a good publicity agent can do.

B.W.
(reproduced from
Auckland Car Club.)

WORLD CHAMPIONSHIP PLACINGS

	Monaco G.P.	Belgian G.P.	Dutch G.P.	French G.P.	British G.P.	German G.P.	Italian G.P.*	American G.P.	Mexican G.P.	S. African G.P.	Best Six	Total
J. Clark	—	9	9	9	9	6	9	4	9	9	54	73
G. Hill	9	—	—	—	4	—	—	9	3	4	29	29
R. Ginther	6	3	2	—	3	4	6	6	4	—	29	34
J. Surtees	3	—	4	—	6	9	—	—	—	—	22	22
D. Gurney	—	4	6	2	—	—	—	—	1	6	19	19
B. McLaren	4	6	—	—	—	—	4	—	—	3	17	17
J. Brabham	—	—	—	3	—	—	2	3	6	—	14	14
A. Maggs	2	—	—	6	—	—	1	—	—	—	9	9
I. Ireland	—	—	3	—	—	—	3	N.S.	N.S.	N.S.	6	6
L. Bandini	N.S.	N.S.	N.S.	—	2	—	—	2	—	2	6	6
J. Bonnier	—	2	—	—	—	1	—	—	2	1	6	—
J. Hall	—	—	—	—	1	2	—	—	—	N.S.	3	—
G. Mitter	N.S.	N.S.	—	N.S.	N.S.	3	N.S.	N.S.	N.S.	N.S.	3	3
G. de Beaufort	N.S.	1	—	N.S.	—	—	N.S.	1	—	—	2	2
T. Taylor	1	—	—	—	—	—	N.S.	—	—	—	1	1
L. Scarfiotti	N.S.	N.S.	1	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	1	1
J. Siffert	—	—	—	1	—	—	—	—	—	N.S.	1	1
A. Settember	N.S.	—	N.S.	—	—	—	N.S.	N.S.	N.S.	N.S.	—	—
I. Burgess	N.S.	N.S.	N.S.	N.S.	—	—	N.S.	N.S.	N.S.	N.S.	—	—
G. Baghetti	N.S.	—	—	N.S.	N.S.	N.S.	—	—	—	N.S.	—	—
P. Hill	N.S.	—	—	—	N.S.	N.S.	—	—	—	N.S.	—	—
C. Amon	N.S.	—	—	—	—	—	N.S.	N.S.	—	N.S.	—	—
M. Hailwood	N.S.	N.S.	N.S.	N.S.	—	N.S.	—	N.S.	N.S.	N.S.	—	—
M. Gregory	N.S.	N.S.	N.S.	—	—	N.S.	—	—	—	N.S.	—	—
B. Anderson	N.S.	N.S.	N.S.	N.S.	—	N.S.	—	N.S.	N.S.	N.S.	—	—
J. Campbell-Jones	N.S.	N.S.	N.S.	N.S.	—	N.S.	N.S.	N.S.	N.S.	N.S.	—	—
I. Raby	N.S.	N.S.	N.S.	N.S.	—	N.S.	N.S.	N.S.	N.S.	N.S.	—	—
W. Mairesse	—	—	N.S.	N.S.	N.S.	—	N.S.	N.S.	N.S.	N.S.	—	—
M. Trintignant	—	N.S.	N.S.	—	N.S.	N.S.	—	N.S.	N.S.	N.S.	—	—
L. Bianchi	N.S.	—	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—
B. Collomb	N.S.	N.S.	N.S.	N.S.	N.S.	—	N.S.	N.S.	N.S.	N.S.	—	—
A. Cabral	N.S.	N.S.	N.S.	N.S.	N.S.	—	N.S.	N.S.	N.S.	N.S.	—	—
M. Spence	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	N.S.	N.S.	N.S.	—	—
P. Rodriguez	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—	N.S.	—	—
H. Sharp	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—	N.S.	—	—
R. Ward	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	N.S.	N.S.	—	—
P. Broeker	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	N.S.	N.S.	—	—
M. Solana	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	N.S.	—	—
J. Love	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—	—
E. Pieterse	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—	—
B. Nieman	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—	—
D. Prophet	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—	—
D. Serrurier	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—	—
S. Tingle	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—	—
P. de Klerk	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—	—
T. Blokdyk	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	—	—	—

Notes: N.S. shows races in which a driver has non-started.

N.B. At a C.S.I. meeting at the time of the Italian G.P. Graham Hill's much disputed 4 points at the French G.P. were taken away from him

* The placings in the Italian G.P. are based on the official results although most journalists present disagreed with several of the placings.



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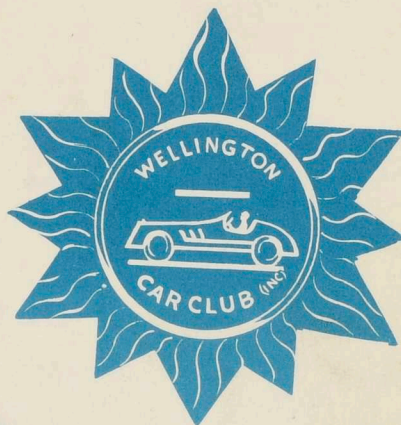
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Bulletin

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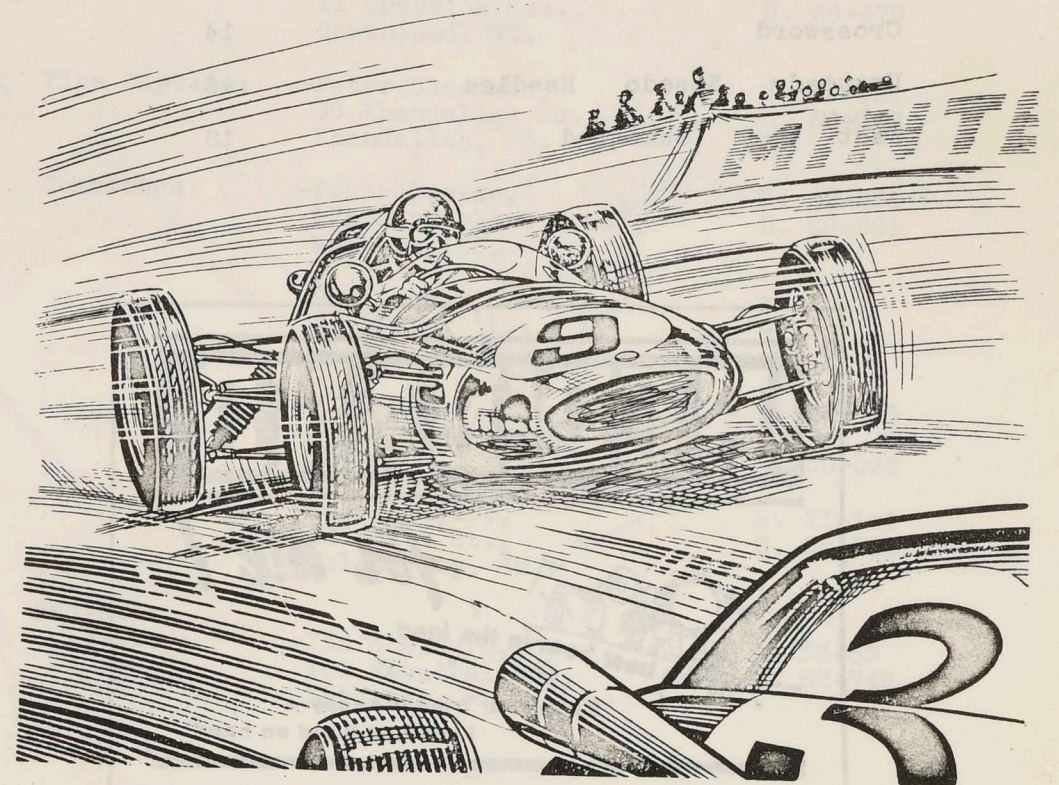
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Eastbourne. B. -
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PALMER HEAD HILLCLIMB Saturday 7th.

This popular Hillclimb has once again been obtained for the club's first hillclimb of the year, 1964.

This hill is always a very interesting hill for both the drivers and spectators alike.

One way to get a good view of the whole hill is to marshall. With the rotating system of marshalls where the marshalls are moved to a new spot after each run you get a fine view of all the corners of the hill. Some, I might add give a larger than life size view of the more wilder drivers.

A Working Bee will be necessary to check the condition of the hill the week before the run. Therefore a bee will be held on the Sunday before the run. Sunday the 1st. of March. Please bring spades and gorse slashers.

If in doubt ring one of the Club Committee members.

PAST EVENTS

LEVIN SPIRIT

8th Feb. '64.

Overall Results:

1 st.	Bruce Abernethy	Cooper	56.91
2 nd.	Dick Butters.	Cooper	1:02.07
3 rd.	Barry Wilkes	Tbex	1:04.55
4 th.	Brian Watson	Bagnall Jaguar	1:06.83
5 th.	J.Swan	Lightweight Special	1-07.05

Saloons under 1,000cc.

1st.	G.B.Roberts	Mini Minor 980cc.	1:08.15	32
2nd.	Hamish McLeod	Mini 850cc.	1:10.59	34
3rd.	Jim Algie	Anglia 997cc.	1:12.08	10

Saloons over 1,000 cc.

1st.	Mike Frost	Mini Minor 1100cc.	1:08.08	14
2nd.	Dave McDougall	Cortina 1498cc.	1:09.74	20
3rd.	Bruce Cook	Porsche 1582cc.	1:11.17	16

Sports under 1500cc.

1st.	Barry Wilkes	Tbex 1498 cc.	1:04.55	25
2nd.	R.Grace	M.G.A. 1489cc.	1:07.73	30
3rd.	I.Mcrae	Ford 10 Special 1172.	1:14.84	21

Sports over 1500cc.

1st.	Brian Watson	Bagnall Jaguar 3442cc.	1:06.83	11
2nd.	I, McLellan	Allard 2267cc.	1:08.10	24
3rd.	Geoff Sands	M.G.A. 1600 1622cc.	1:11.61	15

Racing Cars

1st.	Bruce Abernethy	Cooper 1500cc.	56.91	14
2nd.	Dick Butters	Cooper 500cc.	1:02.07	6
3rd.	John Swan	Lightweight Special 500cc.	1:07.03	28

Other Entries:

J.Peterson (extension)	Cooper 1500cc.	1:11.57	1
Dave King	Austin Mini 848cc.	1:14.91	12
John Shirer	Zodiac 2553cc.	1:16.50	17
P.E.Froggatt	Zephyr 2553cc.	1:17.66	18
Simon Taylor	Jaguar Sports 3442cc.	1:13.08	19
Neil Hawker	Cortina 1498cc.	1:12.81	22
Colin Taylor	Gazelle 1494cc.	1:15.62	23
Simon Taylor	Mini Austin 850cc.	1:20.49	26
Gerard Pinuet	M.G.A.1600cc.	1:17.63	27
M.Ravenscraft	Morris 997cc.	1:16.73	29
H.D.Fields	Cooper 1500cc.	1:07.80	31
Alex Wilson	Anglia 997cc.	1:18.75	33

For Sale..... Special Shorrock Supercharger for 105E Anglia (or Cortina) 1½" carb. twin V. Drive. Fully re-conditioned.

New Bearings etc. at cost of £40.	Gives 100 m.p.h.	£100.0.0.
Special cyl. head ported with larger valves.		20.0.0.
4 Branch and special Induction Manifold.		12.0.0.
		<u>£132.0.0.</u>

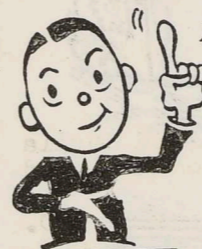
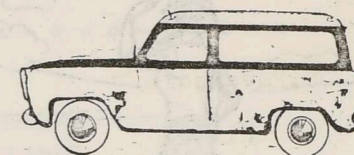
Terms arranged.

1st 0 - 1,100 c.c. Auckland Cup
1st 0 - 1,000 c.c. Grand Prix.

Draper, Box 122, Pukekohe. Phone 492 S. Home.
" 1156. Bus.

1.	1-22.16	1-14.36	1-14.44	<u>1-11.57</u>		
6.	1-12.14	1-03.63	1-02.71	1-02.36	<u>1-02.07</u>	1-06.02
10.	1-21.48	1-14.05	1-13.84	1-12.91	1-13.08	<u>1-12.08</u>
11.	1-13.71	<u>1-06.83</u>	1-03.45	1-09.20	1-08.39	1-06.52 1-07.77
12.	1-28.40	1-13.71	1-16.83	1-16.55	1-16.43	1-16.55 <u>1-16.43/1-15.91</u>
13.	1-00.60	58.57	1-16.74	<u>58.91</u>	57.69	
14.	1-16.34	1-08.84	1-09.20	1-08.53	1-08.93	<u>1-08.08</u>
15.	1-17.89	<u>1-11.61</u>	1-13.31	1-11.75		
16.	1-19.95	1-13.36	1-12.05	<u>1-11.17</u>	1-11.57	1-26.38
17.	1-26.00	1-17.59	<u>1-16.50</u>	1-17.00	1-17.18	1-16.69
18.	1-27.39	1-21.16	1-21.28	1-19.63	1-19.65	<u>1-17.66</u>
19.	1-24.95	1-16.64	1-16.73	1-14.98	1-14.78	<u>1-13.08</u>
20.	1-15.73	<u>1-09.74</u>	1-10.91	1-10.08	1-10.26	1-10.06

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21.	1-19.09	1-25.19	1-16.54	1-15.04	<u>1-14.64</u>	1-14.88
22.	1-19.95	<u>1-12.81</u>	1-12.91	1-13.20		
23.	1-17.94	1-18.36	1-17.22	1-17.22	<u>1-15.32</u>	1-16.70
24.	1-16.06	1-12.62	1-10.07	1-10.33	1-09.17	1-08.57 <u>1-08.10</u>
25.	1-12.33	<u>1-04.55</u>	1-10.58	chashed.		
26.	1-33.84	1-24.14	1-22.76	1-22.10	<u>1-20.49</u>	
27.	1-17.63	1-53.86				
28.	1-14.78	<u>1-07.05</u>	1-10.03	1-09.94	1-07.77	1-07.93
29.	1-25.62	1-19.18	1-18.22	1-17.75	<u>1-16.73</u>	1-17.36
30.	1-15.99	<u>1-07.73</u>	1-08.88	1-08.06		
31.	1-19.00	1-09.04	<u>1-07.84</u>			
32.	1-16.17	1-13.03	1-10.78	1-10.17	<u>1-08.15</u>	1-40.85
33.		1-20.55	1-19.61	1-19.41	<u>1-18.75</u>	
34.		1-12.85	1-11.68	1-11.42	<u>1-10.59</u>	

BUILDING REPORT 18/2/54.

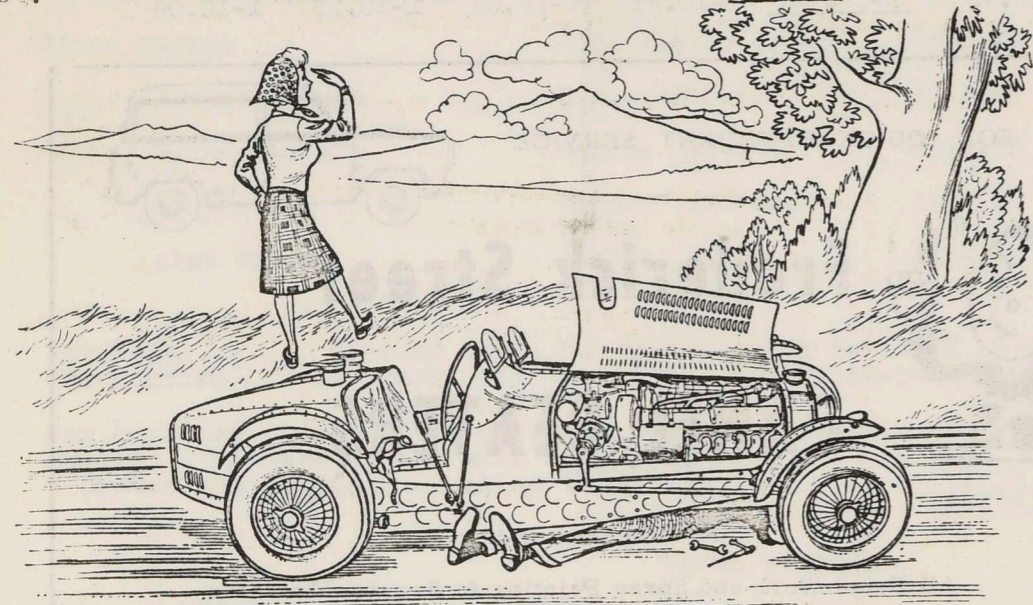
With the Building Permit issued, work on the Clubrooms has been going on as fast as possible. With a fair amount of excavation to do, we were certainly glad to have the loan of a Bulldozer (and Driver) last Saturday Afternoon. Piles are the next move, and with two-thirds of the pile holes dug, members are recommended to bring a spade when doing their bit at future working bees. Trenches for water and drainage have also to be dug at this stage.

The next step, of setting the piles in their holes, will commence almost immediately. Therefore shovels and wheelbarrows will be required from next weekend on. Crowbars and hammers will also be useful for cleaning up the timber etc. If you haven't any useful tools, come up all the same: We always have a few spare ones.

WORK NIGHTS: MONDAYS, TUESDAYS, WEDNESDAYS, 6.30 pm. till dark.
WEEKENDS: SATURDAY MORNINGS, SUNDAY AFTERNOONS.

We hope to have power on the section very shortly, so with the aid of floodlights, the above working nights can be extended.
(Has anyone any floodlights we can borrow.)

If you have a Transport problem to and from the site, tools to lend, or want some information: Ring a Committee Member.



"One thing about a breakdown—it gives you a chance to look at the scenery."

FACTS AND FIGURES AT A GLANCE

Acceleration through the gears:

0-3 m.p.h.	2 1/4 minutes
0-6 m.p.h. (on down grade)	10 minutes
Standing start 1/4 mile	Three quarters of an hour

Speeds in the gears:

Automatic transmission with single ratio provides maximum speed of 6 m.p.h.

Overall fuel consumption:

Average.	Two nosebags of oats and one bale of hay.
Range.	20 miles per day at above consumption.

Tank capacity: Limitless

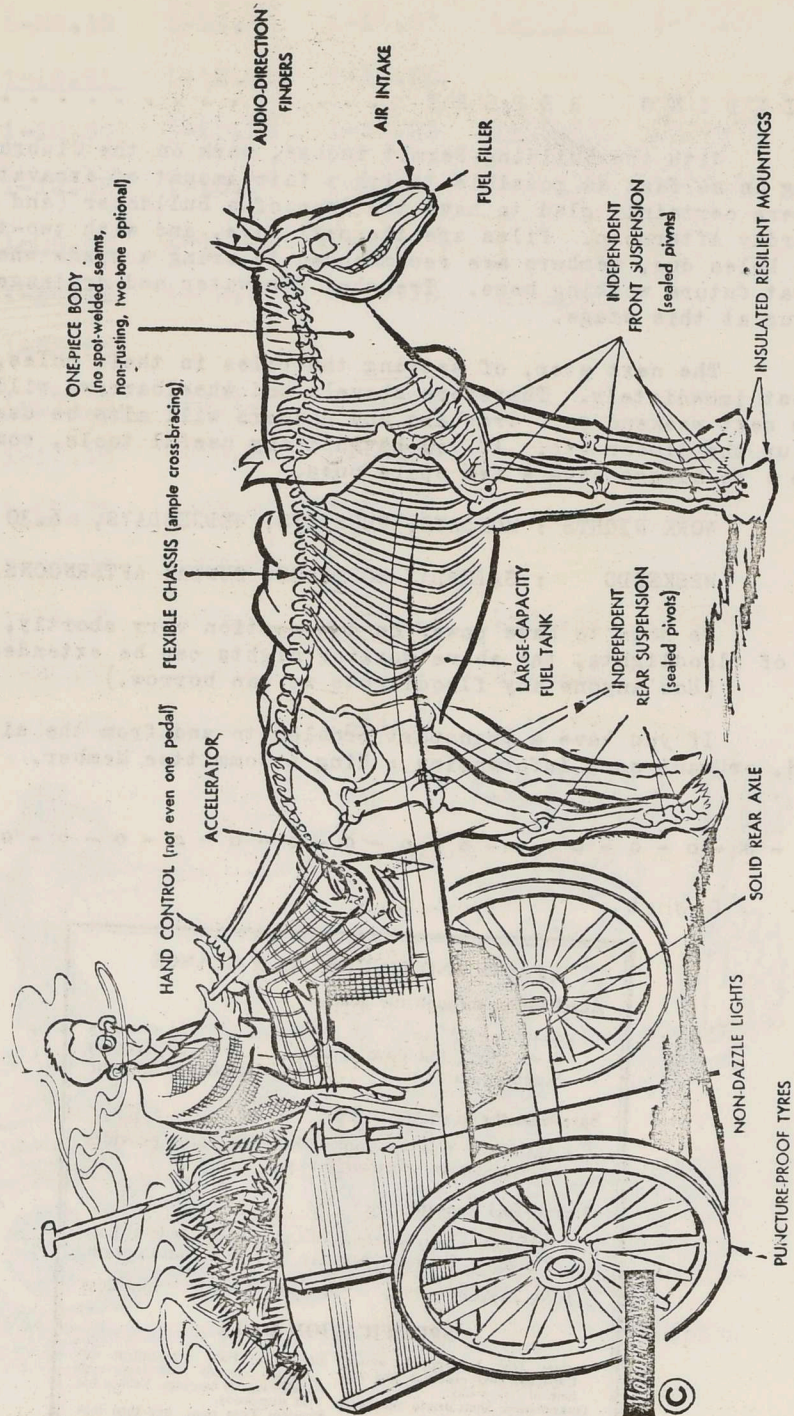
SPECIFICATION DATA

Engine: One horsepower motor.	Suspension: Fully independent suspension on all four legs, with sealed-for-life bearings. Vehicle has no suspension.
Capacity: two nosebags and one bale of hay a day.	Steering: Twin reins, one turn lock to lock. Turning circle, 120ft.
Transmission: Shaft driven automatic transmission.	Tyres: Steel bands shrunk on to 4 1/2 in. wood rimmed wheels.
Brakes: Four hooves with self strapping action and two-leading hooves.	

"M.N." Special
Christmas Road Test

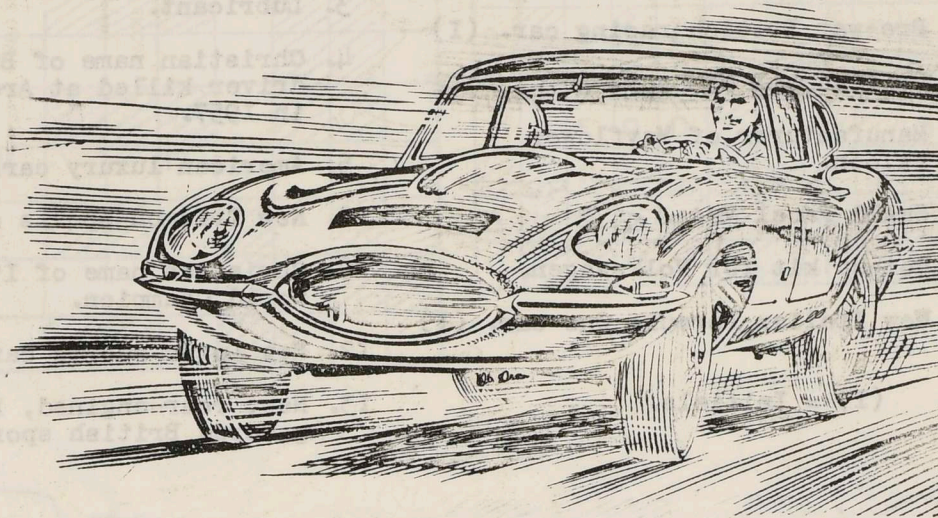
We try one horsepower
and two wheels

(With exclusive cut-away drawing of the power unit)



Good visibility, simple controls and notable economy, but
poor overall performance

REFLECTIONS ON
AN E-TYPE + + +



O to own a Jaguar!
O what a status taguar,
In every glossy maguar -
O what a cause to braguar;
O what a critic's gaguar,
Sleek as the sleekest naguar,
Proud as the proudest staguar,
Top of the topmost craguar.
But to my Bank a snaguar -
Like to a bull a red raguar,
A cash - consuming draguar;
So Fare thee well,

O Jaguar!

(J.W.Cohen "The Motor")

CROSSWORD !

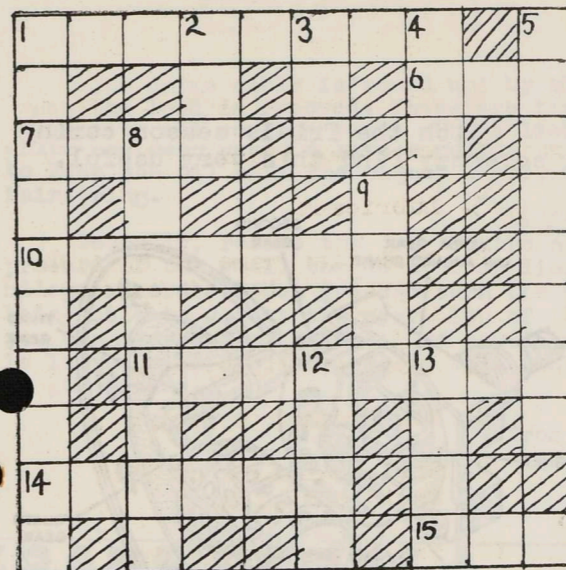
CLUES - ACROSS :-

- I. English supercharger.
6. Pre-war British racing car. (I)
7. British oil company.
10. Manufacturer of Mayflower saloon.
11. Small Facel Vega.
14. Hot-up kit for Volkswagen.
15. New Italian Formula One car. (I)

(I) = Initials.

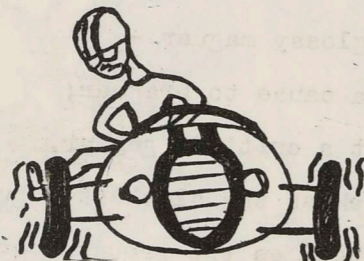
CLUES - DOWN :-

1. English racing circuit.
2. American truck.
3. Lubricant.
4. Christian name of British driver killed at Ardmore in 1957.
5. American luxury car.
8. New Triumph sports car.
9. Christian name of 1961 World Champion.
12. New Lotus sports car.
13. New, rear-engined, Ford V8 powered British sports coupe.



D	U	E	S	E	N	B	E	R	G
E	N	A	A						
T	G	B	S	A	P				
R	H	E	I	M	S				
O	L	C	A	R	T	E	R		
I	B	U	R						
T	R	E	A	D	D	S			
	R			E	D	G	E		
A	U	T	O	U	N	I	O	N	
C	M								

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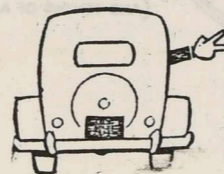
New tyres

Retreads

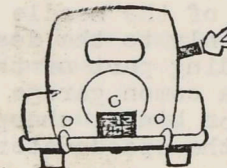
ON TIME PAYMENT

Punctures

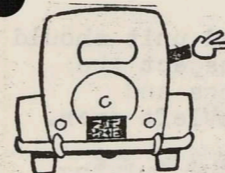
Wheel Balancing



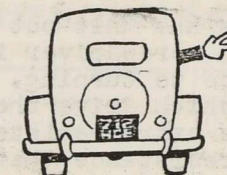
I had a cigarette between these two fingers, but it blew away



All my friends say that I am Winston Churchill's double



I am Winston Churchill



I am not Winston Churchill, but I am finding serious fault with your driving

* * *

**Unsteady Speedo.
Needles**

As taken from the Jan 1964
"Motor World"

"What is the cause of
'wander' of the speedo-
meter needle?

I have owned nine or
ten cars - most from new
and several of them quite
expensive (but all British) -
and most of them have devel-
oped this 'wandering' or
'to-and-froing' over a fair-
ly wide range of steady
speeds.

My present car - a 1958
Wolsely 6/90 with about
35,000 miles behind it - has
lately developed this 'wander'
in the 35 - 60 mph. range.
Can the trouble be cured with-
out completely replacing the
cable or speedometer, or both."

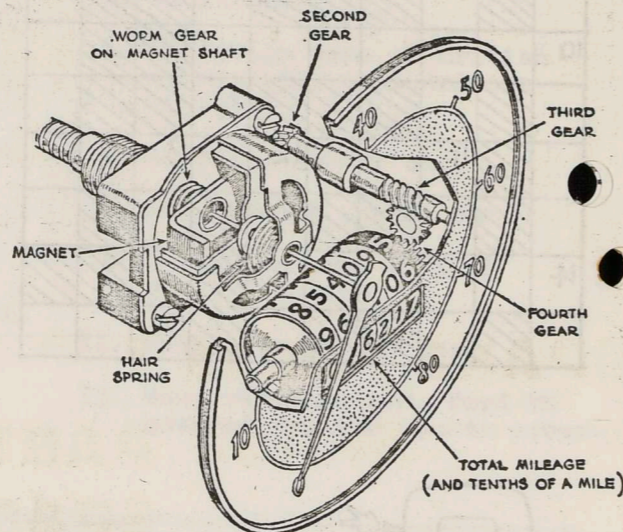
J.B.M. Dunedin

Answer: "Wander" of the needle so noticeable in some English speed-
ometers is due mainly to the design. The culprit is the odometer
(the milage recording part of the speedometer) and not the cable,
as appears to be a comon garage diagnosis. Of course, you should
check the cable for kinks, sharp bends, and sufficient lubricant
before attacking the speedometer head.

If the drive appears to be in good order, the head unit should
be removed for inspection. You could dismantle and inspect the
head unit yourself if you are handy at "unpicking" things and
putting them back together again without having pieces left over.

When you have the unit out of it's casing, turn the driving
point with a small screwdriver inserted into the hollow drive and
note the resistance to turning. If you watch the action of the
pawl and ratchet which drive the milage recording gear wheel you
may notice ther is extra resistance to turnig when the pawl engages.
It is this extra resistance that slows the speed of the magnet
wheel temporarily, allowing the needle to swing towards zero.
When the recording stroke is completed, the resistance is suddenly
removed and the magnet wheel speeds up above the speed of the car.

With the Trials season coming
some may find this very useful.



A TYPICAL modern speedo-
meter assembly.

The drive cable is 'wound up' by the extra load and unwinds
when the load is removed. There are two remedies you can apply:
Lubricate all working parts with a little sewing machine oil to
which has been added a little polyether disphide, but be careful
to keep the oil off the magnet wheel, it's metal cover, and the
hairspring.

Secondly, reduce the drag of the odometer by easing off the
pressure of the small tongue that applies the resistance to the
milage recorder. When you can turn the drive continuously without
being able to detect the operation of the odometer by "feel",
you can reassemble the unit and try it on the car. If your luck
is in you will find the needle will record as steady as a rock
all speeds.

From Troubles and Technicalities
by "Ignition"

SPARE PARTS !

SPARE PARTS!

SPARE PARTS !

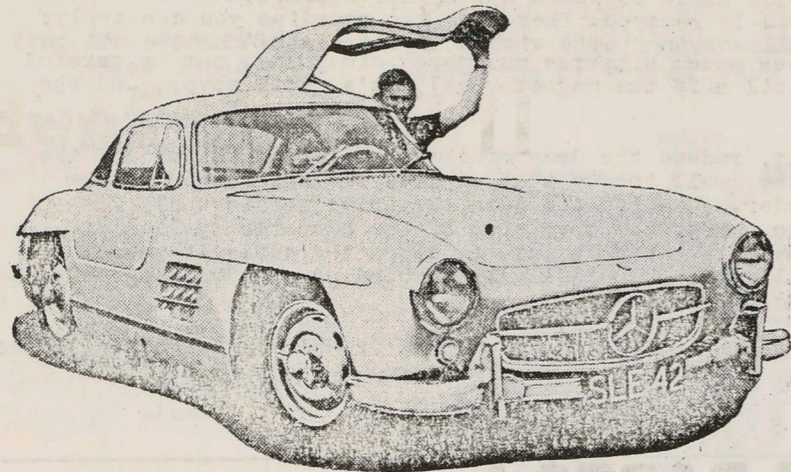
Wellington Car Wreckers Ltd. have a large range of both
new and used parts at most reasonable prices.

Call in and discuss your requirements with them.
Friendly service with no obligations.

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55 MARTIN SQUARE TELEPHONE 54325

Fast But Outdated

(By BRUCE McLAREN)



The big silver 300 SL Mercedes coupe in Tommy Atkins's Chessington garage beside his GP Cooper usually serves as a coat rack for the mechanics, but the other day curiosity got the better of me and I took it for a run. It certainly is quite a motor car.

After seven years the 300 SL still had all the fierce punch that dominated the motor racing world in 1955. That year Fangio and Moss swept the board in the GP cars, and Stirling drove a 300 SLR sports car, basically similar to Tommy's car, in his epic blind to win the Mille Miglia averaging just over 100 miles per hour over the back roads of Italy.

Some cars look fast before you climb in, and the 300 SL is one of these. The gull-wing doors hinge upwards and look, as the name suggests, like a gull in flight. The cockpit is tailored for comfort and control.

To aid the driver as he slithers into the bucket seat the steering wheel hinges back and clicks firmly into place when the driver is settled. It was a left hand drive, as the German factory never produced a 300 SL with right hand drive.

The crowded English roads are hardly the place to put a thoroughbred like the 300 SL through its paces, but occasional burst left me in no doubt of the car's potential.

Oddly enough, and this will shake the enthusiast, at low speed the car felt exactly like an International truck my father once owned, but as the revs rose the car changed character.

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PHONE 2940.

The steering became lighter, and the gearbox purred instead of the irritating howl it put up at low speed. Everything about the car seemed to underline the fact that it was meant to go fast.

From first to second gear the change was slow, but things start happening in second gear and the accelerating is quite staggering. Up to third and 100 miles per hour came onto the speedometer quite comfortably. I should imagine 110 miles per hour would be a reasonable ceiling for third gear, while in top it is reputed to clock 150 miles per hour.

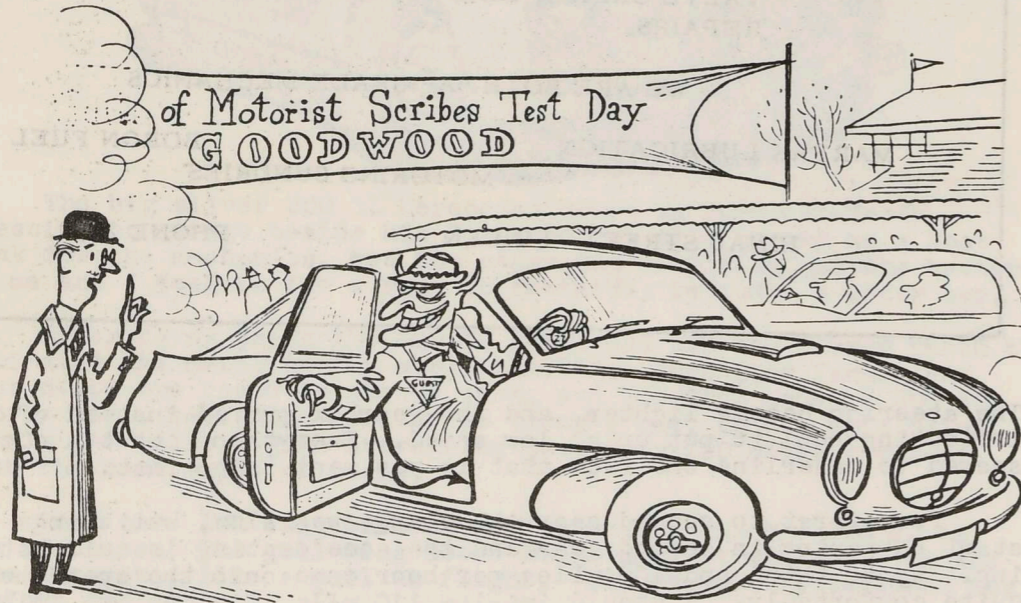
According to my stop watch it took only 8.4 sec. to accelerate to 60 miles per hour. Tommy has entered the car in a sprint and his best run was a creditable 13 sec. for the quarter mile.

The 300 SL is the first car I have driven for some time that is not fitted with disc brakes. The big drums stopped the car, but under heavy braking it was inclined to wander. When the car was introduced it was far ahead of anything in its class but nowadays Ferraris, Aston Martins, and Jaguars do the same things, and better, and what is more the Jaguar does it far more cheaply. I suppose that can be put down to progress.

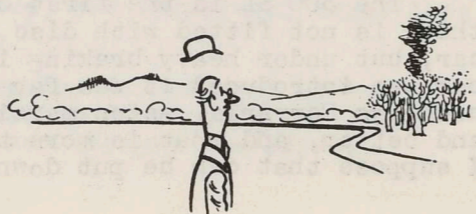
The Mercedes required constant attention when driving fast, and lost marks when compared with my E-type, which matches the pace, but almost drives it's self.

Being a closed coupe the 300 SL needs, and has, a good ventilation system. The luggage room behind the bucket seats is reasonable but not capacious. If you had the money to buy one of these cars, you would not need to worry about the rather low fuel milage. The precision built twin-cam engine runs in very thin sewing machine oil.

A few years ago the 300 SL would have been a pleasure to drive fast on the road, but with the recent advent of cheaper and smoother sports and touring cars, I think I can see why Tommy prefers to drive his M.G.A. coupe, and uses the Mercedes only occasionally.



"... and I know that you, Sir, as a distinguished foreign journalist, will bear in mind that this is the only one of these we've made, and not exceed 2,500 revs. in any gear..."



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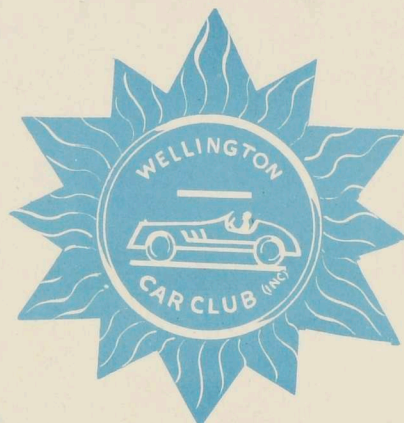
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WELLINGTON
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(INC.)

Bulletin

MARCH 1964



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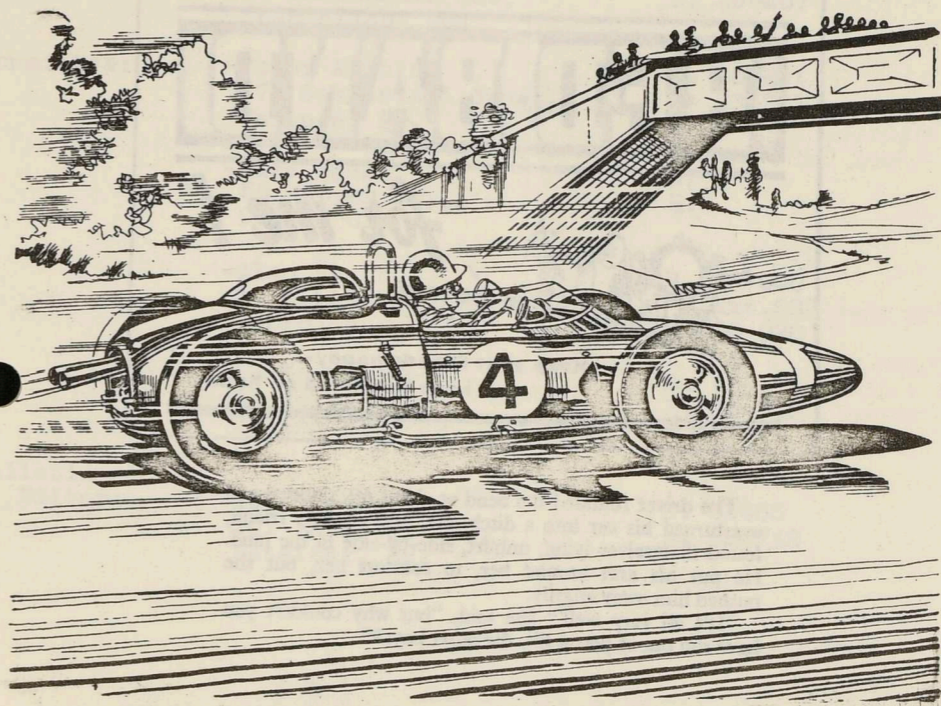
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RED BAND

for me!



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Keep your friends happy—
keep Red Band on hand

The driver rounded the bend at about 60, skidded and overturned his car into a ditch. He, and his lady friend, found themselves lying, unhurt, side-by-side in the mud. He put his arm around her, to comfort her, but she pushed him away angrily.

"It's all very well," she said, "but why couldn't you have run out of petrol like the other boys?"

CLUB DIRECTORY



President:	-Brook Leyland, 7 Marana Tce., Eastbourne.	B. - H. 8501 Eastbourne
Secretary:	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E5.	B. - H. 17-597
Treasurer:	-John Swan, 20 Boxhill, Khandallah, N5.	B. 53-371 H. 36-658
Club Captain:	-Ray Duffell, 11 Creswick Tce., Northland, W2.	B. 71-139 H. 28-479
Vice Captain:	-Peter Slocombe, 96 Khandallah Rd., Khandallah, N5.	B. 42-021 H. 36-207
Committee:	-Peter Martin, 17a Sutherland Cres., Melrose, E3.	B. 50-351 H. 88-261
	-Dave Mowat, 55 Hopper St.,, City, C1.	B. - H. -
	-Alan Pratt, 19 Little Pipitea St., Thorndon,	B. 46-000 Ext.882 H. 50-020
	-Colin Taylor, 14 Seine St., Island Bay, S2.	B. 41-126 H. 85-702
Bulletin Editor:	-Ian Shepherd, 101 Hataitai Rd., Hataitai, E2.	B. 53453 H. 82-742

CLUB CALENDAR

The Last two events under the present Committee are as follows:-

APRIL:
Saturday 4th. Houghton Bay Hillclimb (Gold Star event)
Tuesday 15th. Annual General Meeting.

Also to be held is the following:-

May: Saturday 2nd. Shell Gold
Sunday 3rd. Star Trial.

Dear Sir,

The above Club is holding a Bent Sprint on Sunday, April 5th, in which members of your Club are invited to compete.

Venue - Loopline Road, Opaki, Masterton.
Scrutineering - 9 a.m. until 12.30 p.m.
Entry fee - 10/- per car.

Current Competition Licence with Speed Extension will be necessary. There will be no observations for Speed Extensions.

Regulation crash helmets and fire extinguishers will also be necessary.

WAIRARAPA CAR CLUB, P.O.BOX 19, MARSTERTON.

Dear Sir/Madam,

Members of your Club are invited to compete at the Standing and Flying Quarter Mile Sprint, to be held on the Main Drain Rd., Glen Oroua, on Saturday, April 18th, 1964.

VENUE : MAIN DRAIN RD. GLEN OROUA. DATE : April 18th, 1964.

Scrutineering : 10 a.m.
Practice : 11-12 noon.

Crash Hats, Licences, etc. necessary.

MANAWATU CAR CLUB, P.O.BOX 542 PALMERSTON NORTH.

+ 4 +

COMING EVENTS

NOTICE OF 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, Kilbirne, on Tuesday 15th. April 1964 commencing at 8 p.m.

The Agenda is as follows:

Last years Minutes

Apologies

Presidents Report

Presentation of Accounts

General

Election of Officers

The Following Club Officers will not be standing for re-election.

Peter Slocombe

Vice-Captain

Kingsley Foulkes

Secretary (But will stand for Committee Member)

The Following Club Officers will be standing for re-election

Brook Leyland

John Swan

Ray Duffell

Peter Martin

Dave Mowat

Alan Pratt

Colin Taylor

+ 5 +

Nomination Form

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

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

Nominors Signature _____

This form has been included to enable anyone who can not attend the Annual General Meeting to nominate any member they think fit for the job. HOWEVER the person nominated must accept the nomination either in writing or in person on the night so if the person you wish to nominate cannot attend get them to sign the above form.

Persons nominated must have been members for at least one year.

BUILDING NEWS BUILDING NEWS BUILDING NEWS

A LARGE working bee will be held on,

SATURDAY 11th. of APRIL.

SUN 26th
 ALL members are needed as the piles have now been laid and the flooring is next.

+ 6 +

THIS MEANS YOU

PAST EVENTS

PALMER HEAD

HILLCLIMB

7th. March 1964.

Overall Placings:

1st.	P.Slocombe	Lotus 18 1340cc.	40.37
2nd.	B.Abernathy	Cooper 1500cc	40.98
3rd.	Dick Butters	Cooper 500cc.	44.15
4th.	L.Crawford	Masararri 1620cc.	45.02
5th.	J.Mines	J.R.M. Special 997cc.	47.69

Saloons under 1,660cc.

1st.	Jim Algie	Anglia 997cc.	55.62	4
2nd.	Gary Huxford	A.40 997cc.	56.2	9
3rd.	Alex Wilson	Anglia 997cc.	1-00.00	8
4th.	Ian Shepherd	Renault Gordini 845cc.	1-00.99	20
5th.	J.Little	Anglia 997cc.	1-04.38	7
6th.	Dave King	Austin Mini 848cc.	1-04.65	23
7th.	Dave Money	Austin Mini 848cc.	1-05.61	22
8th.	T.Eve	Anglia 997cc.	1-10.06	2

Saloons over 1,000cc. under 1,500cc.

1st.	Mike Frost	Mini Minor 1100cc.	51.04	12
2nd.	Dave McDougall	Cortina 1498cc.	51.11	11
3rd.	Neil Hawker	Cortina 1500cc.	56.11	25
4th.	J.Pierson	Simca 1290cc.	1-00.40	15
5th.	Pearce	Simca 1290cc.	1-02.90	33
6th.	Brook Leyland	Morris 1100 1100cc.	1-03.11	30

+ 7 +

Saloons over 1,500cc.

1st.	W. MacPherson	Humber 80	1700cc.	51.95	21
2nd.	Tim Beetham	Jaguar	3442	52.30	31
3rd.	John Shirer	Zephyr Zodiac	2553cc.	54.28	19
4th.	P. Froggatt	Zephyr	2400cc.	56.24	24

Sports up to 1,500cc

1st.	J. Mines	J.R.M. Ford	997cc.	47.65	28
2nd.	Peter Ransom	Lancer	1172cc.	49.32	29
3rd.	Kevin McCarthy	Lomac	1172cc.	49.44	32
4th.	Lester Reader	Austin-Ford	1172cc.	49.52	3
5th.	Bill Jenkins	Ford Special	1172cc.	51.82	10
6th.	I. McRae	Badger Special	1172cc.	53.02	27
7th.	Alan Packer	Stanford Ford	1172cc.	57.88	1

Sports over 1,500cc.

1st.	Lance Crawford	Masararri	1620cc.	45.02	16
2nd.	Brian Watson	Bagnall Jaguar	3,442cc.	47.80	28
3rd.	Graham McRae	M.G.A. 1600	1588cc.	51.66	17
4th.	J. McLellan	Allard	2267cc.	51.97	18
5th.	Simon Taylor	Jaguar XK 120	3442cc.	52.23	18

R Racing Cars.

1st.	Peter Slocombe	Lotus 18	1340cc.	40.37	14
2nd.	Bruce Abernathy	Cooper	1500cc.	40.98	13
3rd.	Dick Butters	Cooper	500cc.	44.15	6

1.	-58.14	-58.60	-58.18	-58.14	-57.88
2.	1-10.82	1-10.98	1-10.46	1-10.72	<u>1-10.06</u>
3.	-51.04	-50.77	-50.15	50.78	-49.52
4.	-	-56.17	-56.04	-55.62	-
5.	-54.83	-52.90	-52.52	-51.97	52.44
6.	54.60	45.92	<u>44.15</u>	44.67	44.30
7.	1-04.88	<u>1-04.38</u>	1-06.00	1-05.51	1-05.01
8.	1-01.51	1-00.89	<u>1-00.00</u>	1-00.44	1.0012
9.	57.74	56.56	-	56.31	<u>56.20</u>
10.	53.33	54.45	1-00.62	52.98	<u>51.82</u>
11.	<u>51.11</u>	51.46	51.64	-	-
12.	51.70	51.11	51.81	51.53	<u>51.04</u>
13.	-	-	42.50	<u>40.98</u>	-
14.	42.34	42.03	41.23	-	<u>40.37</u>
15.	1-06.03	1-04.76	1-03.59	1-00.87	<u>1-00.40</u>
16.	45.49	45.69	45.43	<u>45.02</u>	-
17.	52.70	53.62	51.71	<u>51.66</u>	51.71
18.	54.46	53.72	57.68	<u>52.23</u>	53.00
19.	<u>54.28</u>	55.55	54.71	55.03	56.30
20.	1-02.39	1-02.49	1-02.96	<u>1-00.99</u>	1-01.07
21.	54.51	54.16	53.43	52.94	<u>51.95</u>
22.	1-07.37	1-07.51	1-06.76	<u>1-05.61</u>	1-05.78
23.	1-05.42	1-04.76	1-05.26	1-05.54	<u>1-04.65</u>
24.	58.80	58.77	57.06	56.32	<u>56.24</u>
25.	56.96	56.54	56.60	<u>56.11</u>	57.67
26.	<u>47.69</u>	48.40	47.90	48.14	48.58
27.	53.50	<u>53.02</u>	-	-	-

28.	49.91	48.28	49.38	<u>47.80</u>	-
29.	50.80	51.20	50.02	<u>49.32</u>	-
30.	1-03.12	1-04.26	1-04.12	<u>103.11</u>	-
31.	51.66	49.91	50.21	<u>49.44</u>	-
32.	54.43	52.98	53.38	<u>52.30</u>	2-14.48
33.	-	-	<u>1-02.90</u>	1-04.19	-

Palmer Head Hillolimb Marshalls;

C.Swan	Graham Robson	Ian Pinkerton	Dave Mowat
Colin Taylor	P.Riggs	Pat Tollan	Hillary Mowat
John Swan	Allan Pratt	Dave McKinney	John Mawhinnie
J.Manuel	Ted King	Peter Martin	Ray Duffell
B.Leyland	Kay Foulkes		

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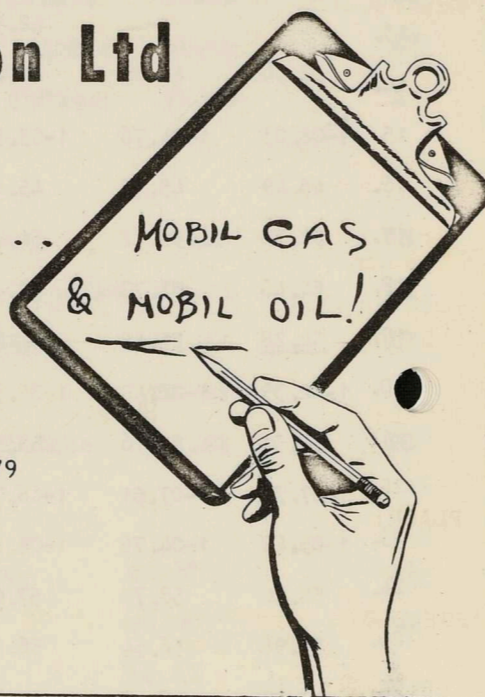
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Driver.

Burma Rd. Khandallah.	+33	+51	+41	-	-9	-18	-21	-12	-6	+111	252	5th.
Dunedin Rd. Tawa.	-	+60	+56	-	-9	-21	-9	-21	+114	308	7th.	
Porirua East. CONTROL.	+41	+15	+32	+15	+4	+6	-5	-3	+56	172	5rd.	
Ohariu Rd.	-	-	-	+1	-	-	-1	-3	-	10	1st.	
Makara.	-	-	-	-	+4	+6	-5	-3	+56	172	5rd.	
Karori Park. CONTROL.	-	-	-	-	-	-	-	-	-	-	-	-
Britomart St. Berhampore.	-12	-9	-21	-9	-3	-12	+84	131	666	182	4th.	
Gore St. Seatoun.	-6	-21	+114	308	7th.							
Herd St. CONTROL.	+111	252	5th.									
TOTAL:	252	308	10	172	131	666	182	460	517	895	539	10th.
PLACE:	5th.	7th.	1st.	5rd.	2nd.	11th.	4th.	8th.	9th.	12th.	10th.	6th.

MARSHALLS: Ray Duffell, Brook Leyland, Jenny Leyland, Peter Martin, Ted King.

CROSSWORD !

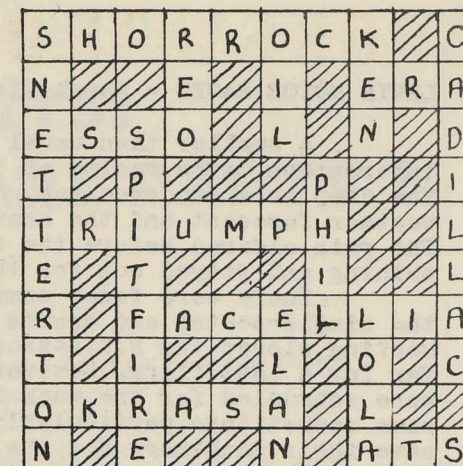
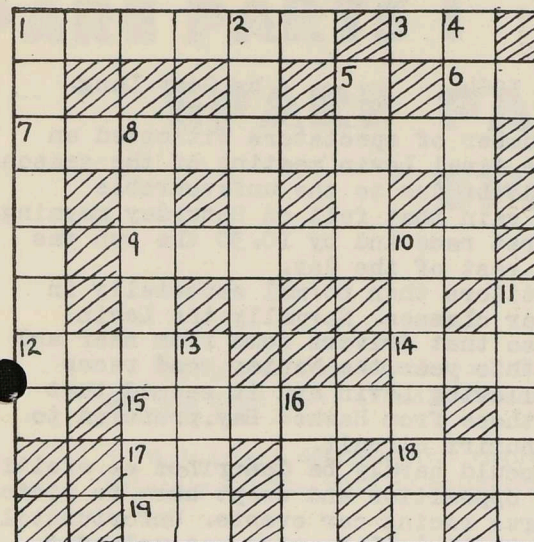
CLUES - ACROSS :-

- 1. World Champion 1954 to 1957.
- 3. Small French sports car. (I)
- 6. Vintage Italian sports car. (I)
- 7. American carburettor.
- 9. American Indianapolis driver.
- 12. General Motors car made in Germany.
- 14. Mercedes sports-racing car of 1954-55. (I)
- 15. Lago -----.
- 18. Pre-war Riley.
- 17. Triumph sports car. (I)
- 19. Late model Holden. (I)

CLUES - DOWN :-

- 1. Four wheel drive racing car.
- 2. Bubble car.
- 4. Caltex petrol.
- 5. Small Fairthorpe car.
- 8. American sports car.
- 10. English car manufacturer.
- 11. Wolfgang Von -----.
- 13. Studebaker compact car.
- 16. German car manufacturer. (I)

(I) = Initials.



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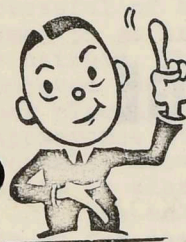
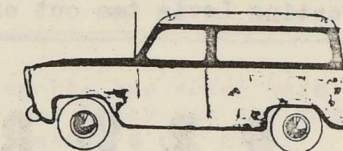
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LEVIN MOTOR RACES - March 21st 1964.

by Gary Lang.

A smaller than usual number of spectators witnessed an interesting day's racing at the final Levin meeting of the season. The drop in attendance was no doubt due to the unfavourable weather forecast and the heavy rain that fell on Saturday morning. The rain cleared before the first race and by 10.30 the sun was shining and stayed out for the rest of the day.

There were fewer competitors than normal especially in the single-seater and sports car classes. Normally the Levin meeting closes the N.Z. season so that drivers come from near and far for a last fling. However, this year, the Napier road races were scheduled for the week following Levin and it seemed that some competitors, particularly those from Hawkes Bay, preferred to save their machinery for the Ahuriri circuit.

The racing car events could hardly be described as exciting. Tony Shelly encountered little opposition and swept home to victory at a decreasing pace in the three racing car events. Unfortunately Jimmy Palmer's Cooper and Tony Shelly's Lola were not unloaded from the boat in time for the meeting after competing in Australia. Shelly was able to use his Lotus but Palmer was without a car.

A constant duel between Roly Levis (Lotus) and Andrew Buchanan (Brabham) enlivened the single-seater events slightly. These two cars stayed locked together almost all day, Buchanan defeating Levis two out of three times.

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55 MARTIN SQUARE

TELEPHONE 54325

The only competitive cars on the sports car scene were the two Lolas of Johnny Riley and Red Dawson. Riley was the most successful of the two, winning two events. Dawson's car never seemed to go properly after it was shunted in the tail by Riley at the hairpin. The bob-tailed Coopers of Doug Smyth and Colin Ngan completed their umpteenth meeting successfully and gained several minor placings. The 7 litre HWM sports-racing car made a welcome reappearance at Levin after an absence of several years. Newcomer Donnelly drove this monster with considerable skill and verve despite an alarming high speed spin at the end of the main straight.

The saloons arrived in considerable quantity and more than made up for the lack of lustre in the other classes. As was expected Kerry Grant reigned supreme and lowered the lap record for saloons three times, eventually leaving it at a fantastic 58.4 secs. Grant's Cortina must now be considered unbeatable in a scratch race even on high speed circuits. Enthusiasts would no doubt welcome the visit of works-prepared Cooper Minis or Cortinas driven by G.P. pilots or Sears, Whitmore & Co as these would seem to be the only cars capable of opposing Grant.

+ 15 +

The 'Driver of the day' award must certainly go to Red Dawson for his amazing performance in a Corvette powered Willys coupe. No Willys has ever moved like this one and its acceleration out of the corners was fantastic. The relatively high position of the steering wheel on this car gave spectators an excellent view of Dawson sawing at the wheel as this machine broadsided through the corners using all of the track and some of the grass.

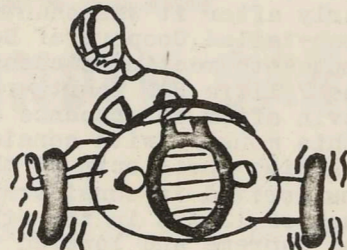
Auckland lady motorist Julia Smith appeared on the scene again with her Volkswagen and this time managed to keep out of everyone's way without inverting her vehicle. There were numerous rapid Anglias competing and all seemed fairly potent, especially the one of local driver B. Faloon, who carried on undaunted as he lost it completely on a wet track at Lake bend during the first saloon race.

The Chevrolet coupe of Rod Coppins sported the Tec-mec motor beneath its bonnet but was not the threat it was at first believed to be. Event 15, a saloon handicap race saw the only near accident of the saloon field when D. Dawson's Mini spun coming into the straight and went up on two wheels but just managed to avoid tipping.

Five motor cycle races completed the day's programme and only two riders managed to part company with their machines and they were fortunately uninjured.

Next November seems an awful long way off.

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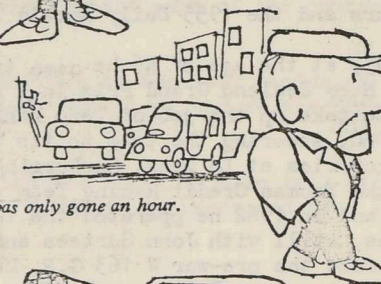
HOW QUICK CAN YOU DIE

HERE is what happens when a car travelling at 55 m.p.h. crashes into a solid immovable tree:

- One-tenth of a second
Front bumper and chrome grille collapse. Slivers of metal penetrate tree to a depth of 1½ inches.
 - Two-tenths of a second
Bonnet crumples, smashes into windscreen. Spinning rear wheels leave road; fenders hit tree, forcing rear parts out over front doors. Driver's body moves at vehicle's original speed (20 times the normal force of gravity, his body weighs 3,200lb). His legs snap at knees.
 - Three-tenths of a second
Driver's body is off seat . . . torso upright, broken knees pressing against dashboard. Steering wheel bends in his grip . . . his head is near sunvisor . . . chest above steering column.
 - Four-tenths of a second
Car's front 24 inches have been demolished, but rear end is travelling at 35 m.p.h. Driver's body is travelling at 55 m.p.h. . . engine block hits tree.
 - Five-tenths of a second
Driver's fear-frozen hands bend steering column into almost vertical position. Gravity impales him on steering shaft . . . jagged steel pierces lung, intercostal arteries . . . lungs fill with blood.
 - Six-tenths of a second
Driver's feet are ripped out of his shoes. The brake pedal shears off at floorboards . . . chassis bends in middle. The driver's head smashes into windscreen . . . rear of car begins downward fall, spinning wheels dig into ground.
 - Seven-tenths of a second
The entire car body is forced out of shape . . . hinges tear, doors open. The seat rams forward, pinning driver against steel of steering shaft. Blood chokes him, he is dead.
- Time elapsed — seven-tenths of a second.



He parked his car on a bombed site with several other cars.



He was only gone an hour.



When he came back it was really gone.

+ 17 +

REG PARNELL

Everyone in motor racing was saddened to hear of the death of Reg Parnell, at the age of 52. This was especially unfortunate as his death came only a few days after he had announced ambitious plans for 1964 which would have made him one of the most successful private owners in Formula 1 racing.

Reg Parnell had one of the longest and most varied careers of any British racing driver, running from 1934 to 1957 and covering most of the famous Grand Prix and sports cars of the era. His career started on an M.G. Magnette and he soon made a name for himself at Britain's two principal tracks, Brooklands and Donington, although other drivers steered clear of him for he had a tendency for hairy driving.

In 1950 he had doubtful distinction of driving the V-16 B.R.M. He also drove a works Alfa Romeo in the 'royal' British and European G.P. of 1950 where he finished third. In 1951 he finished third in the French G.P. in Tony Vandervell's 4½-litre Ferrari and drove a heroic race in the British G.P. to finish fifth in the B.R.M. which was roasting him alive.

In 1952 he joined the Aston Martin sports car team and he gained several more victories with the team, including the 1953 British Empire Trophy, the 1954 Goodwood Nine Hours and the 1955 Daily Herald Trophy at Oulton Park.

In 1957 at the age of 46 he came to New Zealand and won both the Dunedin Trophy and the New Zealand Grand Prix in a Ferrari, and then he decided to retire from active racing to take up the job of Team Manager to the Aston Martin team. He did this job until 1960, steering the team to its World Sports Car Championship victory in 1959 with victories at Le Mans, Nurburging 1,000 kms. and the Tourist Trophy. For 1961 he ran the Yeoman Credit Racing Team with John Surtees and Roy Salvadori driving F.1 Coopers and in 1962 he operated the team under the Brownaker-Yeoman title with the new F.1 Lolas, still with John Surtees and Roy Salvadori as drivers. He was chosen to demonstrate the pre-war W 163 G.P. Mercedes to the crowds at the International Trophy meeting that year. Last year he formed his own team and raced the 1962 Lolas under his own name with Chris Amon and Mike Hailwood as drivers, and as you may have read in Track Topics last week he was planning to run the two Lotus 25s in ~~the~~ 1964 with the same drivers, as well as an entirely new B.R.M. engined car.

FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE
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AROUND THE CIRCUIT

with BRUCE MCLAREN

Monte Carlo (Monaco)

How about gritting your teeth and coming for a lap with me?

First corner on the circuit is the tricky 30m.p.h. Gasworks hairpin, then up through the gears and down to third again for the right hander at St. Devote around the 80m.p.h. leading out of the Cassino.

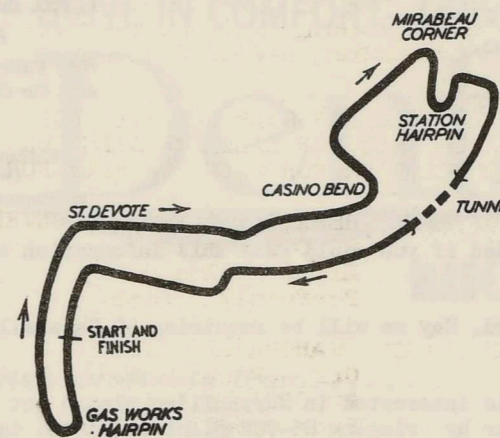
We touch 100m.p.h. up the hill, and then start hanging the tail out and concentrating for the 80m.p.h. right hander at the Cassino. Then ~~we~~ through the square and we are accelerating down past the street cafes to the right hander at Mirabeau and full throttle down at the hairpin.

Down through the box to first for the 30m.p.h. turn, up to second at full noise for the double right hander out on the sea front, and up to top gear and a plunge into the tunnel bursting out again at around 100m.p.h.

Before the chicane we touch 120m.p.h. on the fastest part of the course and slow ~~to~~ slightly for the 100m.p.h. chicane.

Up to top and 110m.p.h. and we shoot up the ramp to the left hander at Tobacconist's corner, then full throttle to 9,000revs in third, then top, and we are flashing past the back of the pits and the finish line again.

This tour of Monaco has taken us 1min. 38sec for the 1.95 mile trip averaging ~~some~~ somewhere around 85-90m.p.h. between stone walls, wharf bollards, and tree lined streets.



TIM MAYER

Tim Mayer, the 25 year old Pennsylvanian driver, died when his Cooper crashed while practising at Longford in Tasmania for the South Pacific Championship race there. Exact details of the accident are not yet available but the car hit a tree and Mayer was thrown out of the car, dying on his way to hospital. This accident seems so needlessly cruel, for the young American was on the point of achieving the ambition of almost every racing driver - a work's drive in Formula 1 racing.

Although he has not previously driven Formula 1 cars his handling of Formula Junior cars and big sports - racing cars obviously convinced John Cooper that he was the sort of driver that the team was looking for, and he was first of all made second driver to Bruce McLaren in the team of 2½-litre cars for the 'down under' season and then promoted to the Formula 1 team. In the Tasman season he finished third in the New Zealand G.P. and fourth in the Australian G.P., and was impressing everyone out here with his and consistent lapping.

Although he had had little opportunity to make an impression on the European motor racing scene Tim Mayer was obviously destined for great things in motor racing.



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Wellington Car Club (Inc.)

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

Dear Sir,

We would be pleased if you would pass this information on to your Club Members.

On the 2nd and 3rd. May we will be requiring 40 Marshalls for our Gold Star Trial.

Would those people interested in Marshalling please get in touch with me at the above address or by ringing 85-702 night or 41-126 day.

Thanking you for your co-operation in this matter.

From Colin Taylor

+ 20 +



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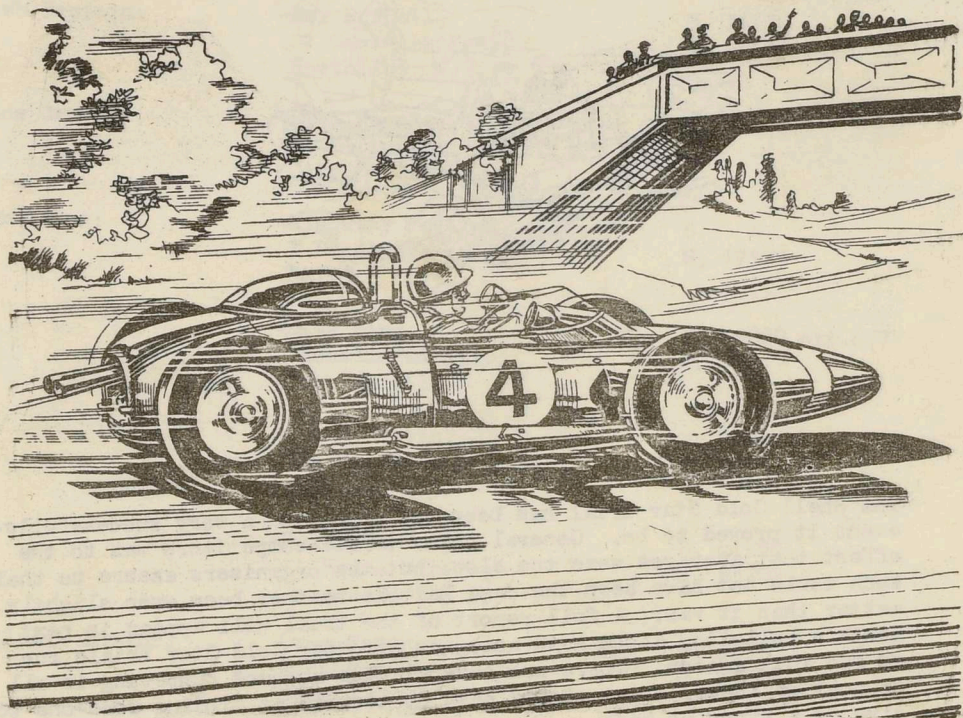
It has to be good to be



May 1964.

WELLINGTON CAR CLUB (INC.)

P.O. Box 5142.

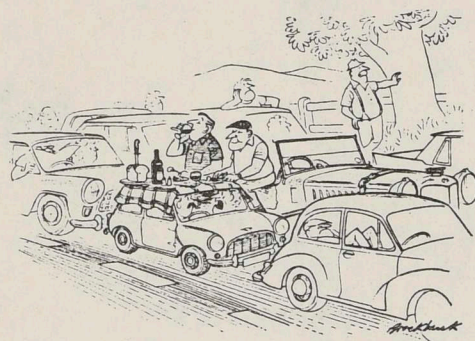


+++STOP PRESS+++

Results Monaco Grand Prix 10-5-64. First round of the 1964 World Championship.

2. Graham Hill	B.R.M.
2. Richie Ginther	B.R.M.
3. Peter Arundell	Lotus
4. Jimmy Clark	Lotus
5. Jo Bonnier	Cooper
6. Mike Hailwood	Lotus-B.R.M.

Retirements included Bruce McLaren, Jack Brabham and Dan Gurney



The Shell Gold Star Trial has been and gone, and a very successfully-run event it proved to be. General comment from competitors was to the effect that averages were too slow, but the organisers assure us that such would not have been the case had the weather been even slightly vetter than it was. A full report of the trial will appear in next month's bulletin, along with accounts of other Gold Star trials run so far this season. There are several club-members competing in all or most of these, so we should have no trouble in finding some-one to give us a story on each.

CLUB DIRECTORY



President:	-Brook Leyland, 7 Marana Tce., Eastbourne.	B. 692145 H. 8501 Eastbourne
Secretary:	-Alan Pratt, 19 Little Pipitea St., Thorndon, N.1.	B. 46000 ext. 884 H. 50020
Treasurer:	-John Swan, 20 Boxhill, Khandallah, N.5.	B. 53371 H. 36658
Club Captain:	-Ray Duffell, 11 Creswick Tce., Northland, W.2.	B. 71139 H. 28479
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Committee:	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E.5.	B. - H. 17597
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	-Peter Martin, 17a Sutherland Cres., Melrose, E.3.	B. 50351 H. 88261
	-Colin Taylor, 14 Seine Street, Island Bay, S.2.	B. 41126 H. 85702
Bulletin Editor:	-Dave McKinney, 9 Barker St., City.	B. 54610 H. 53873

CLUB CALENDAR

May 24	Grass gymkhana
June 13	Levin sprint
June 28	Winter 100 Trial
July 11	Treasure Hunt
July 25	Hillclimb - Game Farm Road.
August 9	Sporting Trial
August 22	Trial
September 6	Economy Run
September 19	Levin sprint
October 4	Trial
October 18	Honeypot Trial - 150 miles
November 7	Barbecue
November 21	Levin sprint
December 5	Straight sprint
December 19	Christmas Party

We are still looking for a venue for the sporting trial on 9 August. What we want is a large, rounded hillside that the owner doesn't mind being churned up a bit. Anyone knowing of such a paddock please get in touch with a committee member as soon as possible.

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COMING EVENTS

Our Club is holding a Standing & Flying $\frac{1}{4}$ Mile Sprint on Sunday, 17th May 1964, in which members of your Club are invited to compete. (10a.m. to 5 p.m.)

Venue	Cornwall Road, East Taratahi.
Scrutineering	9 a.m.
Entry Fee	10/-

Speed Extension not necessary, but current Competition Licence, regulation crash helmet, fire extinguisher, will be required.

NOTE. As this is a new venue, directions for reaching same are as follows - Continue on main highway north through Carterton and turn right into Cornwall Road at first X roads north of Waingawa Freezing Works entrance.

WAIRARAPA CAR CLUB INC.

The Hamilton Car Club are holding a race meeting on a new 1.1-mile circuit through the streets of Matamata. Date is May 23rd.

H.E.W. Silver-

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Don't forget the May club-night on Tuesday the 19th. The Wankel man will be there to give us what we are sure will be a very interesting talk.

PAST EVENTS

Our annual Gold Star hillclimb was run off successfully at Houghton Bay on April 4th. A total of 45 competitors took part, amongst them visitors from Auckland, Taranaki, Hawkes Bay and the Wairarapa. Dickie Butters returned Fastest Time of Day in his Cooper, a well-deserved reward for several years of enthusiastic competition.

The day was fortunately without serious incident. Both Lotuses - Kevin McCarton's Mk VI and Mid Beckett's Mk VII - stopped within feet of the bank at the second hairpin, and Doc Cowie's Mini-Cooper held a spectacular spinning manoeuvre over the finishing line, but otherwise the runs went off without a hitch.

As at Palmer Head, radio communication was used, and once again proved to be a most satisfactory time-saving device.

Results of the event follow:-

Houghton Bay results:

FTD	R. J. Butters	Cooper	45.68sec
2	H. L. Crawford	Masarrari	47.70
3	A. R. Gilbertson	Mini-Cooper	48.57
4	G. B. A. Cowie	Mini-Cooper	49.30
5	B. Watson	Bagnall-Jaguar	49.36
6	R. N. Wakelin	Cooper	49.54
7	H. W. J. Buchanan	Jaguar	50.14
8	C. M. Jennings	Jennings	50.29
9	J. R. Mines	J.R.M.-Ford	50.31
10	M. G. Frost	Morris Mini	50.49

Saloons under 1000 cc:

1:	1.Neil McDougall	Mini	59.03	55.23	54.14	<u>53.42</u>	53.55
2:	9.Jim Algie	Anglia	55.68	55.42	54.89	55.28	<u>54.78</u>
3:	3.Tim Beetham	Anglia	56.72	56.61	56.48	55.96	<u>55.06</u>
4:	8.Gary Huxford	A.40	55.69	55.09	<u>55.29</u>	-	-
5:	36.Peter Wyness	Mini-C.	57.17	56.82	<u>57.62</u>	57.10	<u>56.20</u>
6:	2.Gary Voice	A.40	59.82	59.76	<u>59.18</u>	60.20	<u>59.50</u>
7:	42.Alistair Vowell	Mini	61.53	60.20	<u>61.23</u>	60.21	<u>60.10</u>
8:	30.Ian Shepherd	Gordini	63.90	68.55	66.62	65.80	<u>62.07</u>
9:	6.Graham Robson	Anglia	65.02	63.84	63.47	63.14	<u>62.65</u>

Saloons 1001-2000 cc:

1:	41 Tony Gilbertson	Mini-C.	50.30	49.31	49.60	48.59	<u>48.57</u>
2:	10 Graham Cowie	Mini-C.	49.57	49.70	49.86	49.73	<u>49.30</u>
3:	7 Mike Frost	Mini	50.80	51.48	51.50	51.24	<u>50.49</u>
4:	29 Dave McDougall	Cortina	51.16	51.21	<u>51.28</u>	51.42	-
5:	15 Bruce Cook	Porsche	53.18	53.09	<u>51.93</u>	52.11	<u>51.47</u>
6:	12 Evan Parsons	Humber	55.79	53.36	53.22	52.54	<u>52.00</u>
7:	11 Bill McPherson	Humber	53.27	52.41	52.53	<u>52.07</u>	<u>52.16</u>
8:	4 Alex Wilson	Anglia	-	52.86	53.83	<u>53.66</u>	<u>52.50</u>
9:	20 Bob Gibbons	Mini-C.	54.50	56.64	52.96	52.64	<u>52.56</u>
10:	40 Allan Harvie	Morris	56.60	53.90	54.04	53.26	<u>52.57</u>
11:	39 Kevin Cornford	Humber	59.03	58.44	62.39	<u>57.56</u>	<u>57.68</u>

Saloons over 2000cc:

1:	19 Hamish Buchanan	Jaguar	51.42	51.46	50.66	<u>50.14</u>	-
2:	18 Mark Jennings	Jennings	53.96	51.48	51.09	51.86	<u>50.29</u>
3:	43 Alistair McLeod	Jaguar	50.98	50.91	<u>50.70</u>	51.06	<u>50.90</u>
4:	17 Murray Charles	Jaguar	54.22	54.02	<u>54.80</u>	54.07	<u>53.74</u>
5:	14 John Shirer	Zodiac	57.25	56.61	<u>55.96</u>	56.28	<u>56.02</u>

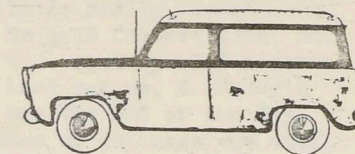


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Sports-cars under 2000 cc:

1: 24	Lance Crawford	Masarrari	48.71	-	<u>47.79</u>	-	-
2: 32	John Mines	J.R.M.-Ford	52.86	51.11	<u>52.46</u>	51.15	<u>50.31</u>
3: 28	Dauntsey Teagle	Sprite	52.70	52.71	51.40	50.96	<u>50.74</u>
4: 27	Russell Grace	MGA	51.55	51.04	<u>50.75</u>	51.20	<u>50.89</u>
5: 25	Lester Reader	Ford Sp.	51.57	51.21	51.75	51.20	<u>50.90</u>
6: 23	Peter Ransom	Lancer	52.27	51.68	51.90	<u>51.32</u>	<u>51.34</u>
7: 22	Geoff Sands	M.G.A.	52.57	52.29	52.03	51.80	<u>51.44</u>
8: 26	Mid Beckett	Lotus 7	-	-	-	57.07	<u>51.48</u>
9: 35	T. Wyness	M.G.B.	53.29	52.98	52.58	52.16	<u>52.07</u>
10: 44	John Mackintosh	M.G.A.	<u>54.60</u>	<u>53.24</u>	52.67	52.78	<u>52.72</u>
11: 45	Kevin McCarton	Lotus 6	-	59.90	55.44	53.97	<u>52.92</u>
12: 37	M. Wyness	Midget	56.74	56.20	56.21	55.55	<u>55.49</u>
13: 33	Joe Donovan	Mistral	58.27	57.44	57.71	<u>57.70</u>	-

Sports-cars over 2000 cc:

1: 58	Brian Watson	Bagnall	51.65	50.74	51.02	49.46	<u>49.36</u>
2: 38	N. S. Cheetham	'Healey	53.10	55.64	<u>53.30</u>	53.82	-
3: 34	Simon Taylor	XK-120	56.18	-	54.98	54.70	<u>53.94</u>

Racing-cars:

1: 5	Dick Butters	Cooper	47.46	46.78	<u>45.68</u>	46.31	<u>47.00</u>
2: 31	R. N. Wakelin	Cooper	55.78	53.36	<u>49.54</u>	-	<u>6</u>

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(9)

NORTHERN SPORTS CAR CLUB HILLCLIMB CHAMPIONSHIPS

+++from our Auckland reporter t.L.J.

On Sunday 22nd March the Northern Sports Car Club held their Championship hillclimb event at Birdwood Road, Massey, on a gravel course, six-tenths of a mile long, something after the style of Wellington's Judgeford. Twenty-eight cars competing allowed one practice and three official runs.

Once everything got under way, the cars came up with little time between them. Garth Souness driving his Ford-Corvette put up the fastest time of 51.9 seconds, followed by a Daimler with 53.0 and a Daimler Sp250 with 53.3. The organisation struck me as being a bit poor. During the first run, while a Mistral was coming up the hill, a Mk 11 Zephyr, apparently arriving late, and with no concern of the marshalls, came down the hill. Luckily they spotted each other and a head-on crash was averted.

In the second run things warmed up. A couple of 500 c.c. specials, which had failed in previous attempts to make the top of the hill, came to the picture with 51.2 and the ex-Smith Cooper- Holden made 50.3, as did an Austin-Healey.

There were seven Minis and one Mini-Cooper. The fastest of these was Harrison's Mini-Minor with 53.9. Two stock Mk 111 Zephyrs were uninteresting, as was a Morris Oxford and a Zephyr 4. Mack's red and white Super Minx which went fairly well at Pukekohe in January was disappointing with 54.1. There was only one A40 there, and it had a special aluminium bonnet, but apparently nothing under it.

On the top corner during the second run, the Mistral which had earlier averted the Zephyr, failed to do so with a post, and came to a halt wedged against it, luckily suffering little bodily damage. Garth Souness spun off twice in two attempts to gain fastest time, but finally another Ford-Corvette - K. McGreal's - put up 49.3 seconds and everyone thought that was that. But the last car up, J. Macey's 500 c.c. J.B.S. put up 48.0 seconds and that was the end of the day.

Although it was a closed event, the number of hot cars was still disappointing. The two Corvettes and two Mk 11 Zephyrs were the only respectable ones from such a large club. Steve Radisch, unknown up till now with a Mk 11 Zephyr, has bought all Sprague's gear - widened wheels, suspension, Webbers and all, and he managed about 51 seconds, but it is not sounding as nice, or going as well as when Ernie had it.

A large paddock area, complete with portable screened lavatories, was used for the pits. Warm weather greeted a couple of hundred spectators, and the money tins were passed around. It is a poor hill for spectators, the best viewing being at the top of the climb.

So the order of the day was first: J. Macey (J.B.S.), second: K. McGreal (Ford-Corvette), Murray Lucas (TR3) third and B. P. Aislaibie (Cooper- Holden) fourth.

Members are reminded that car badges are available for hire at £1. We hope to have windscreen transfers available in the near future

THOMASEN WINS PUKEKOHE MEETING

====from Auckland correspondent T.L.J.

On 4th April the Auckland Car Club, in conjunction with Rothman's, held their autumn race meeting which attracted well over one hundred entries. Fastest man of the day was Bill Thomasen in his 2½-litre Cooper-Climax, leading home Roly Levis (Lotus) by twenty seconds in the main Invitation race. Andrew Buchanan was unable to start after pranging the Brabham at Rothman's during practice.

In the saloon class Kerry Grant (Lotus-Cortina) and Rod Coppins (Corvette Chev) were the main crowd-pleasers. In the main saloon race, Grant got away poorly and the order upon reaching the hairpin was Coppins, Ivan Segedin (Anglia) then Grant. Coppins pulled away from Segedin and Grant along the main straight, but then at the end of the first lap Segedin pulled out, leaving the Lotus-Cortina second. Everyone was looking forward to seeing Grant beaten by this extremely fast coupe of Coppins when Grant suddenly caught up and passed along the main straight at speeds which must have been approaching 120 m.p.h. Grant finished half a lap ahead of the ailing Chev. Meanwhile Jack Nazer just lost a battle with Joe Hayes (Lotus-Cortina) to come home fourth.

In the sports classes, Johnny Riley and Red Dawson in their Lolas cleaned up the fields, only real opposition coming from Ken Kay's Kato Special and Donnelly's aero-engined H.W.M., which later threw a con-rod.

Grahame Harvey in the 'Golden Holden' had a fairly good day, taking several placings. I had a close look at this car in the pits at lunch time. I understood it to be an Australian-modified car, but large writing on the side of the bonnet proclaims it to be 'tuned and modified by Automotive Specialists, Otahuhu'. This much-bored car revs at 6000, has a Jaguar gearbox, travels at 120 m.p.h. down the main straight and 90 through Rothman's.

There were four Corvettes racing, and I think that if Rod Coppins's can be made to keep going fast, it would spreadeagle Grant on a fast circuit. Paul Fahey, the No. 2 Lotus-Cortina man, challenged Grant but fell in when he pranged in the first race. There was the usual battery of Minis, and the quite fast A40 of Brian Ax. Of the Humber 80s, Marwood's was the fastest, but his luck seems to have run out. F. Radisch's Zephyr, sporting Sprague's gear, had a surprising burst of acceleration but faded out fairly early in the piece.

There was a race for single-carb machines, in which Ralph Emson's Fiat 1500 cleaned up Marwood in a 1959 Fairlane.

It rained intermittently throughout the day and this made the track very greasy. First casualty was Buchanan at Rothman's, and then a large DeSoto had its bodywork remodelled when it came to grief at the exit of the same corner. A Hillman and a Mini piled at Station Corner, and numerous saloons, as well as Maurice Smith's Lola, spun into the bales at the Elbow.

Thomasen had a lucky escape when a Daimler SP250 almost landed on top of him at The Elbow, a very similar incident to the Brabham/Shelly argument at the G.P.

Funniest incident of the day was when Grant jumped the flag at the start and reached the hairpin before he realised his mistake. He motored back to do it properly.

Looked with interest at a Mini-Minor with a giant Weber sitting in the parcel-shelf under the speedo. Had to look again to realise it was mounted on the engine!

There were sixteen races throughout the day, instead of the 21 hoped for, as practice took an hour longer than anticipated because of some horses on the track.

A crowd of about 5000 attended, and a good day was had by all.

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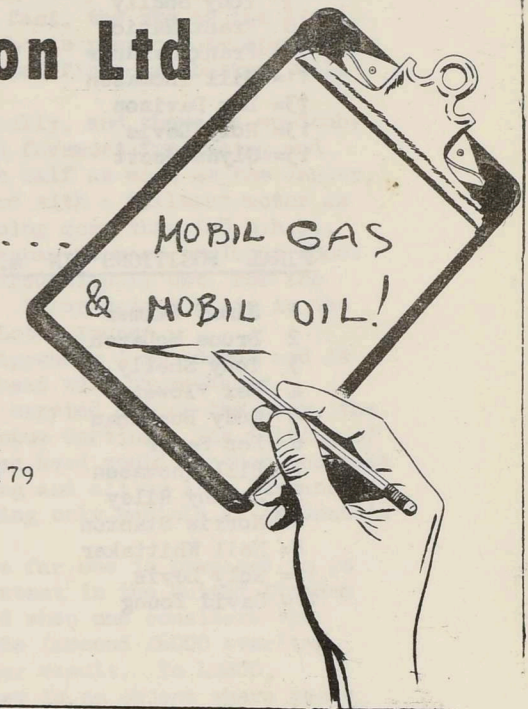
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FINAL POSITIONS IN TASMAN CHAMPIONSHIP:

1	Bruce McLaren	39
2	Jack Brabham	33
3	Denis Hulme	23
4	Timmy Mayer	23
5	John Youl	21
6	Graham Hill	12
7	Bib Stillwell	10
8	Jimmy Palmer	9
9	Tony Shelly	9
10	Frank Matich	4
11=	Frank Gardner	2
11=	Bill Thomasen	2
13=	Lex Davison	1
13=	Roly Levis	1
13=	Glynn Scott	1

FINAL POSITIONS IN A. N. Z. C. C. GOLD STAR :

1	Jimmy Palmer	Cooper-Climax 2.5	41
2	Bruce McLaren	Cooper-Climax 2.5	40
3	Tony Shelly	Lotus-Climax 2.5	33
4	Rex Flowers	Lotus-Ford 1.5	16
5	Andy Buchanan	Brabham-Ford 1650cc	14
6	Ken Sager	Lotus-Ford 1500cc	6
7	Bill Thomasen	Cooper-Climax 2.5	4
8=	Johnny Riley	Lola-Ford 1.6	3
8=	Morrie Stanton	Stanton-Corvette 4.6	3
8=	Neil Whittaker	Cooper-Climax 2.0	3
11=	Roly Levis	Lotus-Ford 1650cc	2
11=	David Young	Cooper-Ford 1.5	2

+++++HAVE YOU PAID YOUR SUB? +++++

+++++THE 1963/64 SEASON THROUGH THE EYES OF A FORMER CHAMPION

By Ray Archibald +++++

Looking back on the past season's saloon car racing one cannot but be impressed with the rise of Ford products to the place of honour once indisputedly Jaguar's. No-one is more qualified to analyse this situation than Ray Archibald, who says:-

"To ensure success in saloon car racing today it is necessary to spend a very considerable sum of money. IN fact, the sky is the limit, and amongst the top-flight drivers the one who is prepared to spend the greatest amount on his car, or who has the most financial backer, will win.

"One must view the question reallistically, and there is no doubt that the Lotus Cortina is produced first and foremost for racing and the Jaguar is not. The Lotus Cortina weighs half as much as the Jaguar, and the type raced by Kerry Grant is equipped with a Willment motor as fitted to Formula type single-seaters producing more than 140 b.h.p., and designed solely for racing. The 3.8. Jaguar we race produces about 240 b.h.p., but weighs about 28 cwt as compared with 14 cwt. for the Lotus-Cortina, which has an aluminium body. Power/weight ratio is the crux of the question and this is where the Lotus scores.

"The 3.8 we race is only modified to Appendix J standards and is still a touring car. If a D-Type cylinder head with three Weber carburettors was fitted, and more stripping carried out on the body, the car would no doubt have the edge over the Lotus Cortina. The fitting of the lightweight motor with the 20/40 cylinder head would further increase the lead. My car is used for general touring and all my long distance trips. I do not wish to make it into a racing only vehicle as is Grant's Lotus Cortina.

"In brief it is just a question of how far one is prepared to go as regards expenditure. The Galaxie-3.8 contest in the United Kingdom has proved the superiority of the former and when one considers the size of the motor and the cost of the Galaxie (around £6000 sterling for the racing version) there can be no other result. To LESCO, wealthy backers of the Kerry Grant car, money is no object where racing is concerned. A dynamometer was installed for the purpose of testing and tuning racing motors.

"Jaguar have been winning Saloon Car events for very many years now, and obviously this state of affairs, pleasant though it is, cannot go on forever."

....From the "Jaguar Driver".

RESULTS OF NEW ZEALAND RACING DRIVERS' CLUB CHAMPIONSHIPS FOR 1963/64:

Racing-cars:

1 Jimmy Palmer	Hamilton	cooper-Climax 2.5	46
2 Tony Shelly	Wellington	Lotus-Climax 2.5	43
3 Bruce McLaren	Auckland	Cooper-Climax 2.5	40
4 Rex Flowers	Lower Hutt	Lotus-Ford 1500cc	16
5 Andy Buchanan	Masterton	Brabham-Ford 1650cc	14
6 Ken Sager	Auckland	Lotus-Ford 1500cc	6
7 Bill Thomasen	Papakura	Cooper-Climax 2.5	4
8 Neil Whittaker	Upper Hutt	Cooper-Climax 2.0	3
9= Roly Levis	Putaruru	Lotus-Ford 1650cc	2
9= David Young	Timaru	Cooper-Ford 1500cc	2

Sports-cars:

1=Barry Porter	St. Andrews	Lotus-Climax XV 2.0	44
1= Johnny Riley	Papatoetoe	Lola-Ford 1592cc	44
3 Gary Bremer	Patea	Jaguar 'D' 3.8	18
4= 'Red' Dawson	Manurewa	Lola-Climax 1220cc	11
4= Bob Stewart	Christchurch	Sunbeam Alpine 1.6	11
6 Morrie Stanton	Christchurch	Stanton-Corvette 4.6	10
7 Basil Campion	Christchurch	Lotus-Climax XI 1100cc	7
8= Brian Taylor	Invercargill	Triumph TR 2 2.0	3
8= F. S. McLean	Gore	Buckler-Ford 1172cc	3
10 Ken Kay	Morrinsville	Kato Special 1340cc	2
11= G. W. Alexander	Christchurch	M.G. 'TF'	1
11= David Morrison	Invercargill	Austin-Healey 2.7	1
11= Colin Ngan	Lower Hutt	Cooper-Climax 1220cc	1

Saloons:

1 Kerry Grant	Palmerston Nth.	Lotus-Cortina 1650cc	42
2 Ernie Sprague	Timaru	Zephyr 2553cc	37
3 Paul Fahey	Manurewa	Lotus-Cortina 1558cc	20
4 Ray Archibald	Christchurch	Jaguar 3.8	14
5 Dennis Simmons	Morrinsville	Anglia 1650cc	12
6 Ivan Segedin	Hamilton	Anglia 1650cc	10
7 Dick Langley	Napier	Mini-Cooper 1150cc	5
8 Ian Dow	Geraldine	Jaguar 3.8	4
9= Bob Franicevic	Humber	Humber '80' 1675cc	3
9= Arthur Moffatt	Ashburton	Lotus-Cortina 1558cc	3
9= Jim Mullins	Leeston	Mini-Cooper 1150cc	3
12 Morrie Hogan	Ohakune	Allardette 1494cc	1

CON-ROD CORNER:

Graham McRae is selling the M.G.A. and starting the construction of another special.

Don Walker, formerly club bulletin-editor, is returning to New Zealand next month after three years in England. He will be bringing back one or two pieces of very potent machinery.

Making a now-rare appearance at Houghton Bay was Murray Charles in his latest acquisition, an ex-Archibald 3.4 Jaguar. Murray is getting a first-class name for himself after his work on the heads of various hot cars all over the country.

First time out for Bob Gibbons's new S-Type Mini-Cooper was at Houghton Bay. Bob's best time was 52.26 seconds, faster than he recorded with his XK 120 at the first Houghton Bay climb in 1952.

Ian Pinkerton has bought the ex-Wyness, ex-Dunlop, ex-Charles A35.

Rotorua driver Ross Baker, who did rather well in hillclimbs and races with a Mistral last year, is working on a new special for next season.

There is reputed to be a competition-prepared Ford Galaxie on the way to these shores. Should make next year's saloon races interesting.

Kerry Grant, the national saloon champion, will race the Lotus-Cortina again next year. He also plans to make his single-seater debut in the near future.

Graham Robson's Staride should make an appearance in the very near future.

There is a rumour going around that Bruce McLaren will bring out one of the new GT Lola-Fords for racing here next year.

The North Island Motor Rally will be on again this Labour weekend.

A member of the Northern Sports Car Club has a Sunbeam Alpine with a twin-cam M.G.A. motor! Wellington club-member John Chrystall has gone one better by dropping an M.G.B. donk in his Austin A50!

Bill Thomasen is negotiating for the importation of a late-model slim-line 2.5 Cooper for next season. Jim Palmer will race the 2.5 Brabham that Jack used for this year's Tasman series.

THE INTERNATIONAL SCENE.

Chris Amon seems to be really on form. At silverstone earlier this month he gained a well-deserved fifth place after a race-long battle with Innes Ireland (B.R.P.-B.R.M.), Trevor Taylor (Lojus-B.R.M.), Mike Hailwood (Lotus-B.R.M.) and the Centro-Sud B.R.M.s of Tony Maggs and Giancarlo Baghetti. Chris was driving the Reg Parnell Team's Lojus-B.R.M..

The race was won by Jack Brabham, his second international Formula 1 victory in two weeks. He also won at Aintree in April. Graham Hill was second at Silverstone after a tremendous battle with Brabham which had gone on right from the start. Early leaders Clark and Gurney retired, leaving Peter Arundell in the second works Lotus in third place. Phil Hill in a Cooper was fourth after a very steady drive. McLaren in the No. 1 Cooper was not happy with the new car's suspension, but held fourth place early in the race,

McLaren has won both the Aintree and Silverstone sports-car races in his ex-Penske Cooper Monaco. Graham Hill won the GT race in a 259LM Ferrari, and Jack Sears was victorious in the touring event, with Dan Gurney second in another Galaxie. The Tyrrell team Coopers of young Jackie Stewart and Warwick Banks were first and second in the Formula 3 race. Stewart, a 24-year-old Scot, seems assured of winning every F3 race this season.

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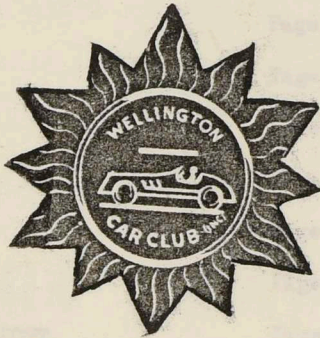
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JUNE 1964

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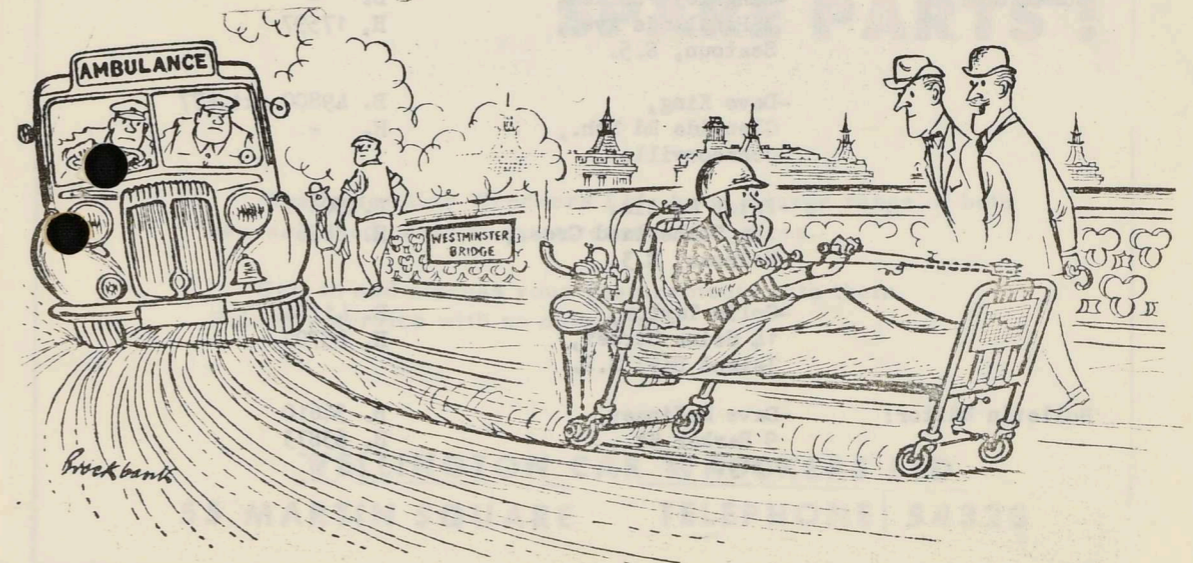


BULLETIN

P.O. Box 5142.

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"I see young Stirling's broken out."

CLUB DIRECTORY



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Vice Captain:	-Dave Mowat, 55 Hopper St., City.	B. 54472 H. -
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We apologise for the rather nasty presentation of last month's Bulletin, due to our trying to have it posted out before the May club-night. As you probably realise, you now have a new editor, who has already discovered that the job is a lot bigger than it appears from the outside. Therefore we would appreciate any contributions you think may interest you fellow club-members.

It will be our policy over the months to try and present a bigger, brighter and more interesting Bulletin, but as is fairly obvious, this costs more money. So the future of this magazine as a comparable production to those of other clubs, depends on the old story of more advertisers.

Your committee, editor and certain members are always on the lookout for opportunities to sell advertising space in the Bulletin, but are continually faced with the question, "Will I obtain sufficient patronage from your members to cover the cost of the advertisement?"

Therefore it is up to you, the club-member, to support our advertisers, and tell them, "I saw it in the Car Club Bulletin". It is obvious that if we don't support the advertisers, they won't support us.

How many of you have approached your own firm with a view to selling advertising space? Full details regarding costs, etc., are available from the editor.

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PAST EVENTS

PALMER HEAD GYMKHANA 24/5/64

The gymkhana held in the pit area attracted 16 entries. The first test was a circular wiggle-woggle, forwards for the first 2 runs, and in reverse for the third run. B.M.C. Minis filled the top 3 places both ways.

The second required accuracy in dropping stones, one into each of four tins for 2 runs, and removing the only stone from each tin for the third run.

Test three should be called the Herald test rather than the back-to-back garaging test.

Up to and including 1100c.c. :-

Car No.	Driver	Car	Class Position	Overall Position
1	David King	Austin 850	6=	11
2	K. Porter	Morris Minor	2	3
4	John Gledhill	" Mini	4	5
5	M. Frost	Morris Mini	1	1
6	Terry Jackson	Austin A40	5	8
8	David Money	Austin Mini	6=	9=
9	G. Robson	Ford Anglia	8	14
13	Ian Cubbin	Austin Mini	3	4

Over 1100c.c. :-

3	P. Riggs	Zodiac	4=	13
7	Ted King	Humber 80	8	16
10	Paul Swinburn	Hillman	7	15
11	Ian Sheperd	100E Minor	2=	7
12	J. Morris	Hillman Husky	2=	6
14	Peter Martin	Herald Estate	1	2
15	Garry Lang	Triumph Herald	4=	9=
16	T. Turtill	V8 Special	4=	12

-7-

Car No.	Test One			Test Two			Test Three	
	1	2	3	1	2	3	1	2
1	15.62	16.56	22.96	30.79	28.98	32.02	57.07	51.06
2	16.22	15.63	26.34	23.65	26.10	24.05	46.12	43.65
3	17.22	15.80	28.35	28.62	38.32	27.91	56.29	47.80
4	17.23	16.18	21.00	23.85	25.75	23.65	54.17	52.00
5	13.93	14.96	18.48	29.64	23.62	26.15	44.76	45.65
6	18.89	16.80	21.76	37.61	27.28	26.22	56.05	48.16
7	18.15	17.13	28.24	41.26	30.22	32.10	57.45	61.70
8	16.12	15.24	23.72	26.08	24.42	30.30	55.48	54.21
9	16.28	16.13	26.76	30.48	25.98	42.26	57.56	52.05
10	18.80	17.02	23.48	33.52	32.35	35.02	-	-
11	17.68	18.12	25.70	21.42	20.80	25.81	45.55	45.62
12	15.96	16.17	21.92	23.76	23.84	26.06	54.29	47.95
13	15.93	16.08	21.25	27.95	20.44	27.83	54.52	51.35
14	15.91	15.82	21.62	22.95	20.54	27.10	40.07	-
15	16.65	16.78	30.78	21.94	21.82	31.65	42.15	42.65
16	21.71	17.68	25.18	22.00	33.39	25.98	63.29	57.29

5 seconds penalty has been added for hitting tins, or for not having the rear most bumper in the garage.

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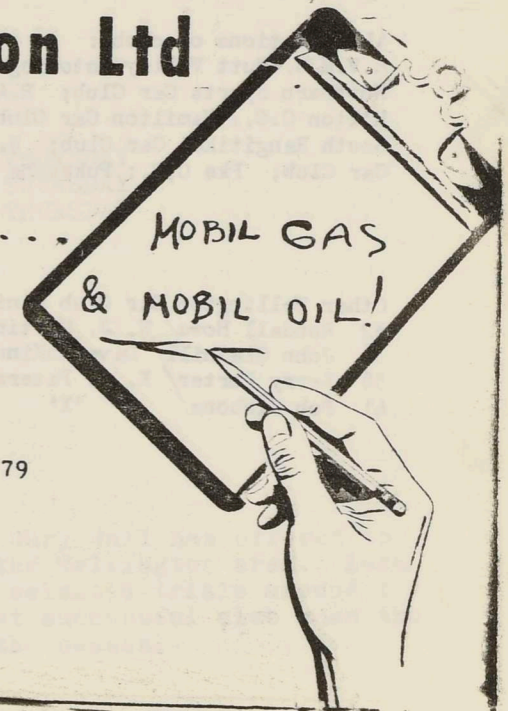
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RESULTS OF THE SHELL GOLD STAR TRIAL:-

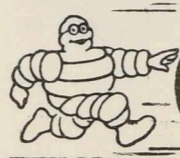
DRIVER	CO-DRIVER	CLUB	CAR	TOTAL POINTS	LOST
1	Bill Moore/Warwick Fry	H.V.M.C.	Herald	30	
2	Jack Edgar/Albert Storer	H.V.M.C.	Austin A55	31	
3	Don Hadfield/Rex Cooper	T.V.C.C.	Austin A90	35	
4	Blair Robson/Doug Benefield	N.S.C.C.	Zephyr 6	62	
5	Gary Wall/Eddie Fulton	R.A.T.E.C.	Morris 1100	73	
6	Tony White-Johnson/E. B. S. Grey	R.A.T.E.C.	Citroen	79	
7	Peter Clarke/Ross Scherer	H'lton C.C.	Morris 1100	85	
8	J. D. Butts/W.A. Clapham	Canty C.C.	Volkswagen	102	
9	D. R. Densem/J. Daily	S. R. C.C.	Prefect	104	
10	Don Lawson/Eric Olivecrona	H.V.M.C.	Cortina	131	
10	Dave Mowat/Kerry Pederson	W.C.C.	Rapier	131	
12	C. Waite/Laurie Evans	N.S.C.C.	Humber 80	137	
13	Peter Martin/Ian Shepherd	W.C.C.	Herald	144	
14	David Craig/D. B. Nicholl	R.A.T.E.C.	Morris Mini	154	
15	Allan Knowles/J. R. Jamieson	Wai C.C.	Oxford	163	
16	Ted King/Denis Beckett	H.V.M.C.	Humber 80	179	
17	Dene Aitkenhead/Bill Stone	Pke C.C.	Cortina	185	
18	K. V. Lay/P. C. March	N.S.C.C.	Vanguard	207	
19	Robin Clendon/D. G. Husband	N.S.C.C.	Fiat	211	
20	K. E. Baker/A. T. R. Leggoe	H.B.C.C.	Austin A50	226	

Abbreviations of clubs:

H.V.M.C.: Hutt Valley Motoring Club; T.V.C.C.: Thames Valley Car Club; N.S.C.C.: Northern Sports Car Club; R.A.T.E.C.: Rallies and Trials Enthusiasts' Club; H'lton C.C.: Hamilton Car Club; Canty C.C.: Canterbury Car Club; S.R.C.C.: South Rangitikei Car Club; W.C.C.: Wellington Car Club; Wai C.C.: Wairarapa Car Club; Pke C.C.: Pukekohe Car Club; H.B.C.C.: Hawke's Bay Car Club.

Other Wellington Car Club finishers as follows:

32	Rendall Howe/W. J. Martin	Vauxhall Victor	367	points	1
36	John Gladhill/Dave McKinney	Morris Mini	442	"	"
38	Kerry Porter/K. J. Paterson	Morris Minor	573	"	"
41	Bob Gibbons/'X'	Mini-Cooper	791	"	2



TEAMS PRIZE:-

1	R.A.T.E.C.	Wall/Fulton, White-Johnson/Grey, Craig/Nicholl	306
2	H.V.M.C. No.1	Moore/Fry, Edgar/Storer, Jim Algie/Dave Jenkins (Anglia)	342
3	Edurie Triad	Mowat/Pederson, Martin/Shepherd, Bill Bryce/Peter Strong (Anglia)	699

First in the driving tests was Murray Hogg (Mini). Peter Clarke in the 1100 was second and D. E. Sutton (Fiat 1500) third.

CLUBNIGHT
CLUBNIGHT
CLUBNIGHT

THIRD TUESDAY
THIRD TUESDAY
THIRD TUESDAY

NOT THURSDAY
NOT THURSDAY
NOT THURSDAY

WALL TROPHY:

The well-known trials competitor Gary Wall has offered to donate a Cup for annual competition in the Wellington area. Each club is to send teams to participate in selected trials around the district, and the Cup will go to the most successful club when the points are all totted up at the end of the season.

MATAMATA FEATURE ROAD RACE:

Masterton driver Andrew Buchanan, driving his 1.6-litre Repco-Brabham won the first Matamata feature race, sponsored by Three Castles, after Thomasen (2.5 Cooper) spun out after leading for two laps. Buchanan was no longer troubled by Thomasen, who had the consolation of attaining fastest lap time of 1 min. 3.2 sec. over the 1.1-mile circuit. Third was Jim Boyd in the Valour, now 1640 c.c.

There was very keen competition in the sports-car races. Daimler Darts, 'Healeys and TRs proved almost too good for Saloon King Kerry Grant, who was driving his Triumph Spitfire very rapidly. In the last sports-car race of the programme, Grant moved up through the field from his handicap mark, managing to catch and pass the leading Daimler on the last lap. In an earlier race Grant finished second behind the TR3 of Aucklander Lucas.

In the first heat of the first saloon car race, Alex Wilson scored an easy win in his Anglia Super, and in the second heat Tony Gilbertson won in his Mini-Cooper after a tussle with Graeme Lawrence (Anglia) when Mazer had pulled out. The two heats of Race 2 saw the bigger boys in action. In heat 1, J. B. Harrowfield in a Lotus-Cortina won from Wayne Fuller in a Humber 80, with Bill MacPherson putting up quite a creditable performance in another Humber 80. Heat 2 was the one everyone had been waiting for. First lap around saw Grahame Harvey in the 'Golden Holden' in the lead, with 'Big Ive' Segedin close behind. These two dived furiously until Harvey dropped out with a broken camshaft, and Segedin went on to win. Red Dawson in the Willys-Corvette and Rod Coppins, John Riley and Garth Sounes also in Corvettes battled it out behind, Dawson taking second place, and Morrie Hogan coming through to finish third in the Allardette. The ex-Sprague-engined Mk 11 Zephyr of Frank Radisch could have caused some interest, but was having tuning troubles.

Race 3, the Cleaver Motors Production Sports-Car race was won by Murray Lucas from Auckland in his TR3, with Grant coming up into second place. Race 4 was the first heat for racing and sports-cars, Ken Smith (Lola) winning, with Dick Butters putting up a creditable performance after spinning to gain a placing. Colin Ngan's bob-tailed Cooper wouldn't start in the morning and never raced.

Thomasen won the second heat, with Buchanan second and Jim Boyd third. Race 5 was the Seabrook Powlis sponsored Saloon Car Handicap for cars up to 1500cc. Morris 850s took first and second placings here. There was a race for unmodified cars over five laps. Hawkes Bay taxi-driver Chris Keehan in a 5.8 Jaguar was winner, with Nigel Giblin, also from Hawke's Bay, second in his Fiat 1500. The Jaguar later blew a head-gasket, and was left the night in Matamata.

The big saloon-car race of the day, the Wills Race, saw a mighty dice between Dawson in the Willys-Corvette and Big Ive's Anglia. The Willys showed its twin exhaust pipes to the Anglia for the full length of the seven-lap race. The Willys was terrific to watch, snaking under braking as it entered the

corner, then snaking out under acceleration, sometimes leaving rubber up to fifty feet, or more. The big, high steering-wheel gave the spectators a bird's-eye view of Red fighting it all the way.

There were numerous incidents of cars hitting the hay-bales on the corners, which were quite narrow, the best one being a TR2 losing a wheel and ploughing straight through the bales at Memorial Corner.

It was a bad day for mechanical troubles, too. Most disheartened driver must have been Frank Radisch, whose motor completely disintegrated. There were bits of con-rod and block scattered all over the road, and one of the rods was souvenired by a Wellington club-member.

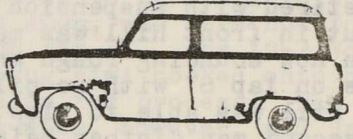
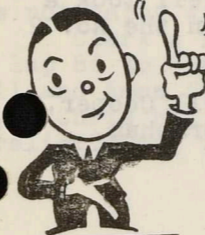
The club was quite well represented in saloon and racing events. Alex Wilson and Wayne Fuller were the most successful, getting a first and a second respectively. Neil Hawker (Cortina), Dick Jurie (Consul 315) and Dick Butters also found the trip worthwhile.

A crowd of about 5000 watched the racing in fine weather, after a 14 degree frost in the morning. Trees lining the course became good vantage points for agile photographers.

Two owners of 'S'-Type Mini-Coopers claimed that their cars don't handle as well as the Mini-Cooper. Another disheartened Zephyr owner was seen with the gearbox out and cogs strewn in all directions in the pits, long after everyone had gone.

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MONACO GRAND PRIX - 10 May 1964

For the second successive year Graham Hill and Richie Ginther drove their works B.R.M.s into the first two places in the Monaco Grand Prix, but this only after the retirement of Jim Clark's Lotus and the Brabhams of Dan Gurney and Jack B. himself. Clark and Brabham shared the front row of the grid, and Hill was on the second row with John Surtees in a V8 Ferrari. Gurney was on the third row, along with Peter Arundell in the second works Lotus.

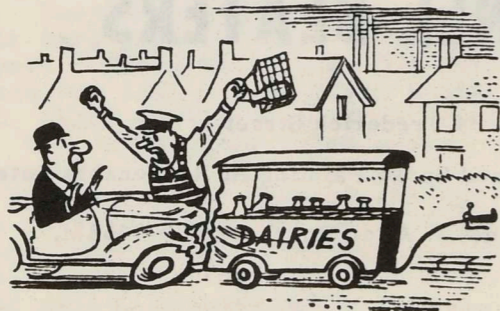
Clark took an immediate lead at flagfall and remained in front for thirty-five laps. Brabham, Gurney and Hill fought for second place early in the race, with Surtees just behind. By lap 15 Gurney had taken the initiative and was closing the gap to Clark, with Hill not far behind in third place. Brabham dropped out with fuel-injection troubles about lap 25, leaving Ginther a lonely fourth, well behind the leaders.

About this time one of the rear anti-roll bar mountings on Clark's Lotus broke, the result of a first-lap brush with the bale. Despite this handicap the World Champion increased his lead over Gurney and Hill to ten seconds, but after a further ten laps was called into pits to have the part removed. The stop took less than twenty seconds, but this was sufficient to let Gurney and Hill into the first two places.

By lap 50 - half distance - Hill had closed right up on Gurney and took the lead three laps later, setting a new lap record of 1 min. 33.9 sec. in the process. Meanwhile Clark - driving magnificently in what must have been a very odd-handling car - had made up his nine second deficit and was right on Gurney's tail. Ten laps later he took second place when Gurney's splendid drive ended with a broken gearbox. Lorenzo Bandini (V6 Ferrari) relinquished his fourth position on lap 67 due to a similar malady, and Phil Hill in the second works Cooper retired with suspension troubles about the same time.

Out in front Hill was maintaining an effortless lead, for the Lotus was now sounding rough and was steadily dropping back, eventually to retire on lap 87 with no oil pressure. With Clark out of the running, Hill was able to slow right down and coasted home an easy winner, second man Ginther being a lap back. Peter Arundell took a well-deserved third place after a fast but steady drive in the No. 2 Lotus 25B.

.....Jackie Stewart won the Formula 3 race in his Tyrrell Cooper, with the promising young Swiss Silvio Moser second in a Brabham.



DUTCH GRAND PRIX - Zandvoort - 24 May, 1964

Jimmy Clark pulled himself up to hold an equal lead on the 1964 Championship ladder by winning the Dutch Grand Prix at Zandvoort on May 24. Clark completely dominated the race and at the end only John Surtees in the works V8 Ferrari was on the same lap. Monaco winner Graham Hill (B.R.M.) and Dan Gurney (Brabham) dived furiously with Surtees for second place before dropping out of the picture with mechanical troubles.

Gurney had been fastest in practice, with Clark and Hill making up the numbers on the front row of the starting grid. Behind them were Surtees and Bruce McLaren (Cooper), making five different marques in the first five places on the grid. At the start the front row were neck and neck down the short straight, but within a lap Clark had established himself in the lead, closely attended by Hill, Gurney, Arundell and Surtees. From then on the World Champion had it all his own way, opening the gap lap by lap until by the tenth lap he had almost five seconds over the bunch. At this stage Hill held second place, with Gurney and Surtees snapping at his heels.

On lap 20 the position was similar, but within three laps Gurney's Brabham was out with a broken steering wheel. At the same time Surtees passed Hill, whose car was now sounding very rough. By half-distance - forty laps - Clark was more than half a minute clear of Surtees, who was now some way ahead of Hill's ailing B.R.M. Arundell occupied fourth place at this stage with Brabham not far behind. Next were the two New Zealanders, McLaren and Amon, the latter drawing very favorable comment for his "superb driving" of the Lotus-B.R.M.

Shortly after this Hill made a pit-stop to cure his injector troubles, and restarted behind McLaren and Amon, who were now fourth and fifth following Brabham's retirement on lap 44. The 1962 World Champion passed Amon on lap 55, and the young Kiwi hooked onto his slipstream, passing his compatriot McLaren in the process! The Cooper had been suffering badly suspension-wise, however, and Bruce was not happy with it at any stage.

Clark's Lotus still sounded perfect as it crossed the line on lap 80 to win by the best part of a lap from the Ferrari. Arundell, Hill and Amon filled the next places, having completed 79 laps. You Chris had driven one of his best races to date, now having a reliable and very fast car at his disposal.



OVERSEAS NEWS

Chris Amon failed to qualify at Monaco after the crown wheel and pinion packed up in practice. He made amends with an excellent fifth place in the Dutch Grand Prix.

Denis Hulme will drive 1 630 c.c. twin-o.h.c. Honda sports-car in the Nurburg 500 km. race on September 6. He is picking up the odd place in Formula Two events with the works Brabham, which doesn't yet seem to be quite so competitive as last year's F.J. car.

The Cooper works seem to have the makings of a first-class car in their 1964 Formula 1 machine, but they are still sorting out the handling department. Bruce McLaren is on top form even if the car is not, and has been doing really well with his Zerex-Cooper sports car.

Ross Greenville has gone into partnership in a garage business with George Henrotte, a well-known English entrant of many years' standing. Ross is talking of taking up racing again. It will be remembered that he had a foot amputated as the result of a bad accident at Aintree last year, when driving a works Formula Junior Gemini.

The Whitsun weekend must be the busiest on the calendar. This year there were no fewer than five international events as well as numerous lesser meetings. The Acropolis Rally attracted 72 starters, but only 19 cars finished! Winner was the Swede Tom Trana in a Volvo PV544, with the young Frenchman Jean-Claude Ogier second in a works Citroen. Mrs Pat Carlsson was third in a Saab, ten places ahead of husband Erik, who lost an hour getting his Saab back on the road after a minor indiscretion. Among the many retirements were former Champions Eugen Bohringer and Gunnar Andersson as well as Paddy Hopkirk and Rauno Aaltonen.

Biggest surprise of the weekend on the racing side was the result of the London Trophy race for Formula 2 cars, held at Crystal Palace on Whit-Monday. Winner was a 24-year-old German named Jochen Rindt in a privately-owned Brabham. He beat such established Formula 2 drivers as Peter Arundell, Denis Hulme and Alan Rees, as well as Graham Hill, who finished second in a Cooper.



A number of Club members are "doing the trials" this season. Colin Taylor, K Foulkes and Alan Pratt in the Gazelle were up with the leaders in the Peugeot Trial (Northern Wairoa C.C.) when the generator packed up. In the Kendall Oils (Taranaki C.C.) 9 Hour event they finished fairly high up and were leading the Canterbury Car Club event until they broke two speedo cables and had two punctures almost within sight of the finish. They were rewarded for their perseverance with a well-deserved fifth place in the Northern Sports Car Club's Castrol Rally.

John Gladhill and Pat Tollan (Morris Mini) have done the Peugeot, the Kendall and the Castrol without so far having been placed. Third man on the team in the Peugeot was Peter Powell and in the other events David McKinney.

David King and Bernie Russell (Austin Mini) competed in the Peugeot with Ray Duffell as Number 3 and in the Castrol with Ted King. They have also had no luck in the placings.

Other club entries in the big events have included Gary Wall, Eddie Fulton and John Gray (Morris 1100) in the Peugeot, the Rapier of Dave and Hilary Mowat and Kerry Pederson in the Kendall, and Peter Martin/ John Gray/ Kevin Quinn (Herald) in the Castrol.

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On looking through the membership lists we see that there are a lot of new members whom we have somehow neglected to welcome to the club. We therefore extend a hearty if somewhat belated welcome to the following, and at the same time apologise to any who may still have been overlooked.

Gavin Beaumont	Humber 80 Series V
Don Carolan	Jaguar Mk V d.h. coupe
Alastair Chater	-
Ed Conroy	-
Ian Cubbin	M.G. Midget
Phil Deere	Herald coupe
Deryck Deighton	-
Mike Frost	Morris Mini 1100
Selwyn Jackson	Lagonda 4½-litre
David Jurie	Consul 315
John Langdale	Herald coupe
Jim McCulloch	Zephyr Mk 1
Paul Miller	Prefect
David Money	Mini
Ferry Pederson	Sunbeam-Talbot
John Pierson	Simca
John Taylor	Porsche

Let's see all you boys at our next events. If you haven't got a car to enter, we can always use marshalls.

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LETTER TO THE EDITOR

Sir,

A number of years ago an excellent suggestion was put forward for the formation of a Marshalls Pool, perhaps for the Wellington area, certainly for the Wellington club. I believe the idea was originally mooted by a club member, and continued by the then Club Captain.

Apparently forms were sent out to club members; very few of them were returned. Whether or not the then committee thought that such little interest did not warrant their continuance of the scheme, or whether they lost interest, as is the wont of some committees, I do not know, but I am sure that the idea was an extremely sound one.

Surely there are enough members in the Club to warrant the resurrection of this Marshalls' Pool, from which the Club or clubs could draw.

I therefore move, Sir, that our committee reorganise and persevere with this Marshal's Pool, so that it becomes not only a name, but an asset to the club and an example to other clubs in the area.

I remain,

"Aardvark".

H.E.W. Silver—

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Bill Thomasen's new 2.5 car for next year will apparently be a Brabham, and not a Cooper as reported last month.

Bruce Abernethy has gone to England where he is acting as Chris Amon's manager.

Trevor James and Geoff Pickering, both of whom have appeared on Palmer Head in Chev. coupes, are working in Auckland.

Fastest time of day at the Wanganui Car Club's recent sprint went to the ex-David Young C-Type Jaguar which clocked just under 130 m.p.h. for the flying quarter.

How many members saw the excellent film on the 1963 Monte Carlo Rally at Amuri Motors?

Paul Pahey, who drove his Lotus-Cortina very fast this year, is thinking of trying his hand with a single-seater next year.

New owner of the Valour is Colin Ngan.

Remember the Motordrome Zephyr? Its driver, Bryan Innes recently returned from England and will race a 1300 c.c. Mini next season. We presume he means a 1275 c.c. 'S'-Type Cooper.

Nearer home, Allan Freeman has a similar car on the way out from England, and Lance Crawford has ordered a normal Mini-Cooper.

Ian Cubbin's M.G. Midget arrived in the country last month. "K" Foulkes has a similar machine on the water.

More news of Graham McRae's new special: Basically it will feature a 1650c.c. Cortina motor in the rear of a tubular chassis. A Volkswagen gearbox will be used and the whole lot will be clothed in a Lotus 23 body. Graham hopes to have the car finished within two months of starting it, which should be very soon now.

It is rumoured that Kerry Grant's Lotus-Cortina has gone to the Wairarapa. Mentioned as new owner: Tim Beetham.

Who knows what has happened to the Aide-de-Campe's 3500GTI Masera which featured in one of last year's bulletins. There have been some distressing stories going around.

WORLD CHAMPIONSHIP POSITIONS AFTER ZANDVOORT

1= Jimmy Clark	Lotus-Climax	12
1= Graham Hill	B.R.M.	12
3 Peter Arundell	Lotus-Climax	8
4= Richie Ginther	B.R.M.	6
4= John Surtees	Ferrari	6
6= Chris Amon	Lotus-B.R.M.	2
6= Joakim Bonnier	Cooper-Climax	2
8= Bob Anderson	Brabham-Climax	1
8= Mike Hailwood	Lotus-B.R.M.	1

The 1964 Northern Wairoa Car Club Peugeot Trial

Fog. I think that North Auckland must be the home of fog. Not regular-type Wellington fog through which you can see ten yards, but fog of the thick, thick, pea-soup variety. These were the conditions which prevailed all night during the recent Peugeot Trial. Many of the competitors were often seen motoring rather rapidly in wrong directions after having missed all sorts of checks and side-roads.

My word, North Auckland has some glorious roads for running trials on. Miles and miles of red clay roads, and but for the fog a lot of speed records would have been broken.

The trial was divided into nine sections. After leaving Campbell Motors in Queen Street, Auckland, we motored over the Harbour Bridge heading for the "Tall Timber". This was the touring section out of Auckland and we clocked in a time at the control forty miles out.

The second section was a map-reading effort of the type "use only the roads listed below and only in the order listed below". Some of those we haven't found yet. Must go back one day!

Section three. The less said about section three the better. We were car number four, and after this section, somehow we were following car number forty. We missed three checks.

The fourth section and the fog. Here we were given some Tulip signs, some looking nothing like the actual roads we traversed. Still we plodded on at 10 to 15 m.p.h. (heavy fog), spotlights blazing. I was certain at this stage that nobody else beside ourselves was left in the whole world.

Section five was another map-reading effort. Only twenty miles long. We were still motoring an hour and a half after leaving the control. (Get the picture?)

We were supposed to have a meal-break here (all the other competitors did) but by the time we got into Whangarei the food shop was shut. This was at half past three in the morning, mark you. We didn't get any food here, nor did we have time for a break. We decided to motor on and try and catch up the trial again. The only one who did any catching was Tail End Charlie who motored rather rapidly past us - he knew the road in the fog and we didn't. He then realised whom he had passed and stopped. We all had a little natter, then motored off again. This time we were following the Trail Car. The ignominy of it all. He led us on a couple of short-cuts, and booked us in at the checks, showed us where we were and left us to our own devices.

It wasn't long before we were lost again. I had us going around and around in an ever-increasing circle. It was pointed out to me that we had already passed one point before, but I knew better. I had all the maps spread out in front of me, and we were (according to my calculations) miles

away from that area by Now . However, when we passed the same point for a third time, we decided to retire (gracefully). I'm not as good a map-reader as I thought I was.

We motored back via main roads to Dargaville and breakfast. On arriving there we found that most of the other cars had already completed the course. If we had carried on and completed the last two sections I am fairly certain that we wouldn't be in Dargaville yet.

Unfortunately none of the other Wellington competitors did very well. Of the four crews that started, only one completed the entire course, and even then lost large numbers of points. Still, we all felt that the trial route was of good potential, and would have been most enjoyable, but for the fog. Like McArthur: "We shall return".....

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All members should spend their weekends at the building site unless there is a very good reason for not being there. At present most working bees are attended, not by the same men, but the same man. This is a shocking state of affairs which could be easily remedied if more members pulled their weight and lent a hand. We know you will all be only too keen to make every possible use of the club-rooms when they are completed so it is up to you to help at every spare moment and get them up all the sooner.

Galvanised weatherboard has been ordered and we need as many as possible at the site every weekend to get the building on the way. If in doubt as to whether or not there is a bee, ring Kay Duffell at 71139 (day) or 28479 (evenings).

The Hawkes Bay Car Club's annual Blossom Rally will start on Friday the fourth of September at Wairoa, Taupo and Palmerston North. There will be a rally section to Hastings, where the major section will begin, covering about 180 to 200 miles.

Entry Forms will shortly be available from the secretary.

The Canterbury Car Club held their last race-meeting of the season at Ruapuna Park on Sunday 17 May. Barry Porter was fastest driver present, winning from two starts in the Lotus XV, and setting a new lap record. Most successful in the saloon classes were Jim M. (Mini-Cooper), Arthur Moffatt (Lotus-Cortina) and Ian Dow (Jaguar 3.8).

This circuit was completed late last year and has already been used for four meetings. Spectator attendances are lower than the average Levin meeting, and entries are much more of a club standard. But then the Club doesn't expect anything else at this stage. Their aim in constructing the circuit was to provide local drivers with the opportunity to race more than once a year at Wigram, and this they have certainly achieved.

THE



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JUNE 1964

WELLINGTON CAR CLUB (INC.)

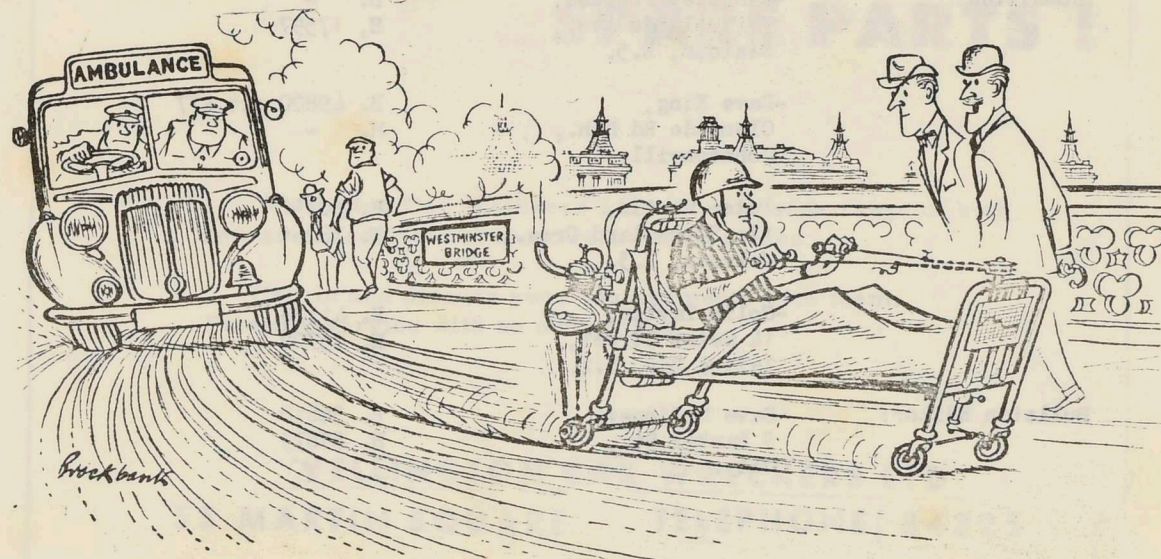


BULLETIN

P.O. Box 5142.

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"I see young Stirling's broken out."

CLUB DIRECTORY



President:	-Brook Leyland, 7 Marana Toe., Eastbourne.	B. 692145 H. 8501 Eastbourne
Secretary:	-Alan Pratt, 19 Little Pipitea St., Thorndon, N.1.	B. 46000 ext. 884 H. 50020
Treasurer:	-John Swan, 20 Boxhill, Khandallah, N.5.	B. 53371 H. 36658
Club Captain:	-Ray Duffell, 11 Creswick Toe., Northland, W.2.	B. 71139 H. 28479
Vice Captain:	-Dave Mowat, 55 Hopper St., City.	B. 54472 H. -
Committee:	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E.5.	B. - H. 17597
	-Dave King, Glenside Rd Nth., Johnsonville.	B. 49800 ext.477 H. -
	-Peter Martin, 17a Sutherland Cres., Melrose, E.3.	B. 50351 H. 88261
	-Colin Taylor, 14 Seine Street, Island Bay, S.2.	B. 41126 H. 85702
Bulletin Editor:	-Dave McKinney, 9 Barker St., City.	B. 54610 H. 53873

We apologise for the rather hasty presentation of last month's Bulletin, due to our trying to have it posted out before the May club-night. As you probably realise, you now have a new editor, who has already discovered that the job is a lot bigger than it appears from the outside. Therefore we would appreciate any contributions you think may interest you fellow club-members.

It will be our policy over the months to try and present a bigger, brighter and more interesting Bulletin, but as is fairly obvious, this costs more money. So the future of this magazine as a comparable production to those of other clubs, depends on the old story of more advertisers.

Your committee, editor and certain members are always on the lookout for opportunities to sell advertising space in the Bulletin, but are continually faced with the question, "Will I obtain sufficient patronage from your members to cover the cost of the advertisement?"

Therefore it is up to you, the club-member, to support our advertisers, and tell them, "I saw it in the Car Club Bulletin". It is obvious that if we don't support the advertisers, they won't support us.

How many of you have approached your own firm with a view to selling advertising space? Full details regarding costs, etc., are available from the editor.

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PAST EVENTS

PALMER HEAD GYMKHANA 24/5/64

The gymkhana held in the pit area attracted 16 entries. The first test was a circular wobble-wobble, forwards for the first 2 runs, and in reverse for the third run. B.M.C. Minis filled the top 3 places both ways.

The second required accuracy in dropping stones, one into each of four tins for 2 runs, and removing the only stone from each tin for the third run.

Test three should be called the Herald test rather than the back-to-back garaging test.

Up to and including 1100c.c. :-

Car No.	Driver	Car	Class Position	Overall Position
1	David King	Austin 850	6=	11
2	K. Porter	Morris Minor	2	3
4	John Gladhill	" Mini	4	5
5	M. Frost	Morris Mini	1	1
6	Terry Jackson	Austin A40	5	8
8	David Money	Austin Mini	6=	9=
9	G. Robson	Ford Anglia	8	14
13	Ian Cubbin	Austin Mini	3	4

Over 1100c.c. :-

3	P. Riggs	Zodiac	4=	13
7	Ted King	Humber 80	8	16
10	Paul Swinburn	Hillman	7	15
11	Ian Sheperd	100E Minor	2=	7
12	J. Morris	Hillman Husky	2=	6
14	Peter Martin	Herald Estate	1	2
15	Garry Lang	Triumph Herald	4=	9=
46	T. Turtill	V8 Special	4=	12

Car No.	Test One			Test Two			Test Three	
	1	2	3	1	2	3	1	2
1	15.62	16.56	22.96	30.79	28.98	32.02	57.07	51.06
2	16.22	15.63	26.34	23.65	26.10	24.05	46.12	43.65
3	17.22	15.80	28.35	28.62	38.32	27.91	56.29	47.80
4	17.23	16.18	21.00	23.85	25.75	23.65	54.17	52.00
5	13.93	14.96	18.48	29.64	23.62	26.15	44.76	45.65
6	18.89	16.80	21.76	37.61	27.28	26.22	56.05	48.16
7	18.15	17.13	28.24	41.26	30.22	32.10	57.45	61.70
8	16.12	15.24	23.72	26.08	24.42	30.30	55.48	54.21
9	16.28	16.13	26.76	30.48	25.98	42.26	57.56	52.05
10	18.00	17.02	23.48	33.52	32.35	35.02	-	-
11	17.68	18.12	25.70	21.42	20.80	25.81	45.55	45.62
12	15.96	16.17	21.92	23.76	23.84	26.06	54.29	47.95
13	15.93	16.08	21.25	27.95	20.44	27.83	54.52	51.35
14	15.91	15.82	21.62	22.95	20.54	27.10	40.07	-
15	16.65	16.78	30.78	21.94	21.82	31.65	42.15	42.65
16	21.71	17.68	25.18	22.00	33.39	25.98	63.29	57.29

5 seconds penalty has been added for hitting tins, or for not having the rear most bumper in the garage.

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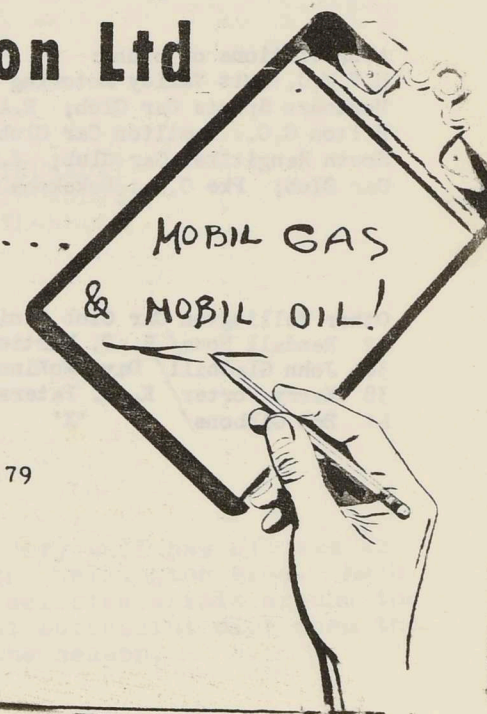
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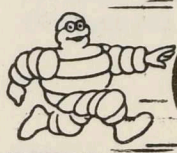
DRIVER	CO-DRIVER	CLUB	CAR	TOTAL POINTS	LOST
1	Bill Moore/Warwick Fry	H.V.M.C.	Herald	30	
2	Jack Edgar/Albert Storer	H.V.M.C.	Austin A55	31	
3	Don Hadfield/Rex Cooper	T.V.C.C.	Austin A90	35	
4	Blair Robson/Doug Benefield	N.S.C.C.	Zephyr 6	62	
5	Gary Wall/Eddie Fulton	R.A.T.E.C.	Morris 1100	73	
6	Tony White-Johnson/E. B. S. Grey	R.A.T.E.C.	Citroen	79	
7	Peter Clarke/Ross Scherer	H'lton C.C.	Morris 1100	85	
8	J. D. Butts/W.A. Clapham	Canty C.C.	Volkswagen	102	
9	D. R. Densen/J. Daily	S. R. C.C.	Prefect	104	
10=	Don Lawson/Eric Olivecrona	H.V.M.C.	Cortina	131	
10=	Dave Mowat/Kerry Pederson	W.C.C.	Rapier	131	
12	C. Waite/Laurie Evans	N.S.C.C.	Humber 80	137	
13	Peter Martin/Ian Shepherd	W.C.C.	Herald	144	
14	David Craig/D. B. Nicholl	R.A.T.E.C.	Morris Mini	154	
15	Allan Knowles/ J. R. Jamieson	Wai C.C.	Oxford	163	
16	Ted King/Denis Beckett	H.V.M.C.	Humber 80	179	
17	Dene Aitkenhead/Bill Stone	Pke C.C.	Cortina	185	
18	K. V. Lay/P. C. March	N.S.C.C.	Vanguard	207	
19	Robin Clendon/D. G. Husband	N.S.C.C.	Fiat	211	
20	K. E. Baker/ A. T. R. Leggoe	H.B.C.C.	Austin A50	226	

Abbreviations of clubs:

H.V.M.C.: Hutt Valley Motoring Club; T.V.C.C.: Thames Valley Car Club; N.S.C.C.: Northern Sports Car Club; R.A.T.E.C.: Rallies and Trials Enthusiasts' Club; H'lton C.C.: Hamilton Car Club; Canty C.C.: Canterbury Car Club; S.R.C.C.: South Rangitikei Car Club; W.C.C.: Wellington Car Club; Wai C.C.: Wairarapa Car Club; Pke C.C.: Pukekohe Car Club; H.B.C.C.: Hawke's Bay Car Club.

Other Wellington Car Club finishers as follows:

32	Rendall Howe/ W. J. Martin	Vauxhall Victor	367	points	lost
36	John Gladhill/ Dave McKinney	Morris Mini	442	"	"
38	Kerry Porter/ K. J. Paterson	Morris Minor	573	"	"
41	Bob Gibbons/ 'X'	Mini-Cooper	791	"	2



TEAMS PRIZE:-

1	R.A.T.E.C.	Wall/Fulton, White-Johnson/Grey, Craig/Nicholl	306
2	H.V.M.C. No.1	Moore/Fry, Edgar/Storer, Jim Algie/ Dave Jenkins (Anglia)	342
3	Edurie Triad	Mowat/Pederson, Martin/Shepherd, Bill Bryce/Peter Strong (Anglia)	699

First in the driving tests was Murray Hogg (Mini). Peter Clarke in the 1100 was second and D. E. Sutton (Fiat 1500) third.

CLUBNIGHT
CLUBNIGHT
CLUBNIGHT

THIRD TUESDAY
THIRD TUESDAY
THIRD TUESDAY

NOT THURSDAY
NOT THURSDAY
NOT THURSDAY

WALL TROPHY:

The well-known trials competitor Gary Wall has offered to donate a Cup for annual competition in the Wellington area. Each club is to send teams to participate in selected trials around the district, and the Cup will go to the most successful club when the points are all totted up at the end of the season.

MATAMATA FEATURE ROAD RACE:

Masterton driver Andrew Buchanan, driving his 1.6-litre Repco-Brabham won the first Matamata feature race, sponsored by Three Castles, after Thomassen (2.5 Cooper) spun out after leading for two laps. Buchanan was no longer troubled by Thomassen, who had the consolation of attaining fastest lap time of 1 min. 3.2 sec. over the 1.1-mile circuit. Third was Jim Boyd in the Valour, now 1640 c.c.

There was very keen competition in the sports-car races. Daimler Darts, 'Healeys and TRs proved almost too good for Saloon King Kerry Grant, who was driving his Triumph Spitfire very rapidly. In the last sports-car race of the programme, Grant moved up through the field from his handicap mark, managing to catch and pass the leading Daimler on the last lap. In an earlier race Grant finished second behind the TR3 of Auckland Lucas.

In the first heat of the first saloon car race, Alex Wilson scored an easy win in his Anglia Super, and in the second heat Tony Gilbertson won in his Mini-Cooper after a tussle with Graeme Lawrence (Anglia) when Mazer had pulled out. The two heats of Race 2 saw the bigger boys in action. In heat 1, J. B. Harrowfield in a Lotus-Cortina won from Wayne Fuller in a Humber 80, with Bill MacPherson putting up quite a creditable performance in another Humber 80. Heat 2 was the one everyone had been waiting for. First lap around saw Grahame Harvey in the 'Golden Holden' in the lead, with 'Big Ive' Segedin close behind. These two dived furiously until Harvey dropped out with a broken camshaft, and Segedin went on to win. Red Dawson in the Willys-Corvette and Rod Coppins, John Riley and Garth Soumes also in Corvettes battled it out behind, Dawson taking second place, and Morrie Hogan coming through to finish third in the Allardette. The ex-Sprague-engined Mk 11 Zephyr of Frank Radisch could have caused some interest, but was having tuning troubles.

Race 3, the Cleaver Motors Production Sports-Car race was won by Murray Lucas from Auckland in his TR3, with Grant coming up into second place. Race 4 was the first heat for racing and sports-cars, Ken Smith (Lola) winning, with Dick Butters putting up a creditable performance after spinning to gain a placing. Colin Ngan's bob-tailed Cooper wouldn't start in the morning and never raced.

Thomassen won the second heat, with Buchanan second and Jim Boyd third. Race 5 was the Seabrook Fowlds sponsored Saloon Car Handicap for cars up to 1300cc. Morris 850s took first and second placings here. There was a race for unmodified cars over five laps. Hawkes Bay taxi-driver Chris Keehan in a 3.8 Jaguar was winner, with Nigel Giblin, also from Hawke's Bay, second in his Fiat 1500. The Jaguar later blew a head-gasket, and was left the night in Matamata.

The big saloon-car race of the day, the Wills Race, saw a mighty dice between Dawson in the Willys-Corvette and Big Ive's Anglia. The Willys showed its twin exhaust pipes to the Anglia for the full length of the seven-lap race. The Willys was terrific to watch, snaking under braking as it entered the

corner, then snaking out under acceleration, sometimes leaving rubber up to fifty feet, or more. The big, high steering-wheel gave the spectators a bird's-eye view of Red fighting it all the way.

There were numerous incidents of cars hitting the hay-bales on the corners, which were quite narrow, the best one being a TR2 losing a wheel and ploughing straight through the bales at Memorial Corner.

It was a bad day for mechanical troubles, too. Most disheartened driver must have been Frank Radisch, whose motor completely disintegrated. There were bits of con-rod and block scattered all over the road, and one of the rods was souvenired by a Wellington club-member.

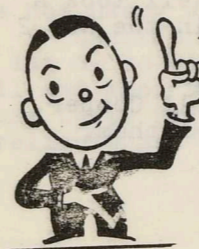
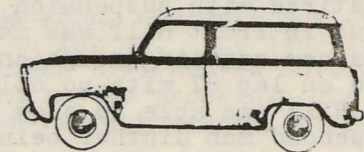
The club was quite well represented in saloon and racing events. Alex Wilson and Wayne Fuller were the most successful, gaining a first and a second respectively. Neil Hawker (Cortina), Dave Jurie (Consul 315) and Dick Putters also found the trip worthwhile.

A crowd of about 5000 watched the racing in fine weather, after a 14 degree frost in the morning. Trees lining the course became good vantage points for agile photographers.

Two owners of 'S'-Type Mini-Coopers claimed that their cars don't handle as well as the Mini-Cooper. Another disheartened Zephyr owner was seen with the gearbox out and cogs strewn in all directions in the pits, long after everyone had gone.

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MONACO GRAND PRIX - 10 May 1964

For the second successive year Graham Hill and Richie Ginther drove their works B.R.M.s into the first two places in the Monaco Grand Prix, but this only after the retirement of Jim Clark's Lotus and the Brabhams of Dan Gurney and Jack B. himself. Clark and Brabham shared the front row of the grid, and Hill was on the second row with John Surtees in a V8 Ferrari. Gurney was on the third row, along with Peter Arundell in the second works Lotus.

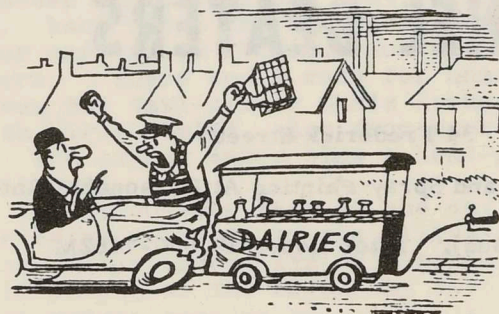
Clark took an immediate lead at flagfall and remained in front for thirty-five laps. Brabham, Gurney and Hill fought for second place early in the race, with Surtees just behind. By lap 15 Gurney had taken the initiative and was closing the gap to Clark, with Hill not far behind in third place. Brabham dropped out with fuel-injection troubles about lap 25, leaving Ginther a lonely fourth, well behind the leaders.

About this time one of the rear anti-roll bar mountings on Clark's Lotus broke, the result of a first-lap brush with the bales. Despite this handicap the World Champion increased his lead over Gurney and Hill to ten seconds, but after a further ten laps was called into the pits to have the part removed. The stop took less than twenty seconds, but this was sufficient to let Gurney and Hill into the first two places.

By lap 50 - half distance - Hill had closed right up on Gurney and took the lead three laps later, setting a new lap record of 1 min. 33.9 sec. in the process. Meanwhile Clark - driving magnificently in what must have been a very odd-handling car - had made up his nine second deficit and was right on Gurney's tail. Ten laps later he took second place when Gurney's splendid drive ended with a broken gearbox. Lorenzo Bandini (V6 Ferrari) relinquished his fourth position on lap 67 due to a similar malady, and Phil Hill in the second works Cooper retired with suspension troubles about the same time.

Out in front Hill was maintaining an effortless lead, for the Lotus was now sounding rough and was steadily dropping back, eventually to retire on lap 87 with no oil pressure. With Clark out of the running, Hill was able to slow right down and coasted home an easy winner, second man Ginther being a lap back. Peter Arundell took a well-deserved third place after a fast but steady drive in the No. 2 Lotus 25B.

.....Jackie Stewart won the Formula 3 race in his Tyrrell Cooper, with the promising young Swiss Silvio Moser second in a Brabham.



DUTCH GRAND PRIX - Zandvoort - 24 May, 1964

Jimmy Clark pulled himself up to hold an equal lead on the 1964 Championship ladder by winning the Dutch Grand Prix at Zandvoort on May 24. Clark completely dominated the race and at the end only John Surtees in the works V8 Ferrari was on the same lap. Monaco winner Graham Hill (B.R.M.) and Dan Gurney (Brabham) dived furiously with Surtees for second place before dropping out of the picture with mechanical troubles.

Gurney had been fastest in practice, with Clark and Hill making up the numbers on the front row of the starting grid. Behind them were Surtees and Bruce McLaren (Cooper), making five different marques in the first five places on the grid. At the start the front row were neck and neck down the short straight, but within a lap Clark had established himself in the lead, closely attended by Hill, Gurney, Arundell and Surtees. From then on the World Champion had it all his own way, opening the gap lap by lap until by the tenth lap he had almost five seconds over the bunch. At this stage Hill just held second place, with Gurney and Surtees snapping at his heels.

On lap 20 the position was similar, but within three laps Gurney's Brabham was out with a broken steering wheel. At the same time Surtees passed Hill, whose car was now sounding very rough. By half-distance - forty laps - Clark was more than half a minute clear of Surtees, who was now some way ahead of Hill's ailing B.R.M. Arundell occupied fourth place at this stage with Brabham not far behind. Next were the two New Zealanders, McLaren and Amon, the latter drawing very favorable comment for his "superb driving" of the Lotus-B.R.M.

Shortly after this Hill made a pit-stop to cure his injector troubles, and restarted behind McLaren and Amon, who were now fourth and fifth following Brabham's retirement on lap 44. The 1962 World Champion passed Amon on lap 55, and the young Kiwi hooked onto his slipstream, passing his compatriot McLaren in the process! The Cooper had been suffering badly suspension-wise, however, and Bruce was not happy with it at any stage.

Clark's Lotus still sounded perfect as it crossed the line on lap 80 to win by the best part of a lap from the Ferrari. Arundell, Hill and Amon filled the next places, having completed 79 laps. Young Chris had driven one of his best races to date, now having a reliable and very fast car at his disposal.



OVERSEAS NEWS

Chris Amon failed to qualify at Monaco after the crown wheel and pinion packed up in practice. He made amends with an excellent fifth place in the Dutch Grand Prix.

Denis Hulme will drive 1 630 c.c. twin-c.h.c. Honda sports-car in the Nurburg 500 km. race on September 6. He is picking up the odd place in Formula Two events with the works Brabham, which doesn't yet seem to be quite so competitive as last year's F.J. car.

The Cooper works seem to have the makings of a first-class car in their 1964 Formula 1 machine, but they are still sorting out the handling department. Bruce McLaren is on top form even if the car is not, and has been doing really well with his Zerex-Cooper sports-car.

Ross Greenville has gone into partnership in a garage business with George Henrotte, a well-known English entrant of many years' standing. Ross is talking of taking up racing again. It will be remembered that he had a foot amputated as the result of a bad accident at Aintree last year, when driving a works Formula Junior Gemini.

The Whitsun weekend must be the busiest on the calendar. This year there were no fewer than five international events as well as numerous lesser meetings. The Acropolis Rally attracted 72 starters, but only 19 cars finished! Winner was the Swede Tom Trana in a Volvo PV544, with the young Frenchman Jean-Claude Ogier second in a works Citroen. Mrs Pat Carlsson was third in a Saab, ten places ahead of husband Erik, who lost an hour getting his Saab back on the road after a minor indiscretion. Among the many retirements were former Champions Eugen Bohringer and Gunnar Andersson as well as Paddy Hopkirk and Rauno Aaltonen.

Biggest surprise of the weekend on the racing side was the result of the London Trophy race for Formula 2 cars, held at Crystal Palace on Whit-Monday. Winner was a 24-year-old German named Jochen Rindt in a privately-owned Brabham. He beat such established Formula 2 drivers as Peter Arundell, Denis Hulme and Alan Rees, as well as Graham Hill, who finished second in a Cooper.

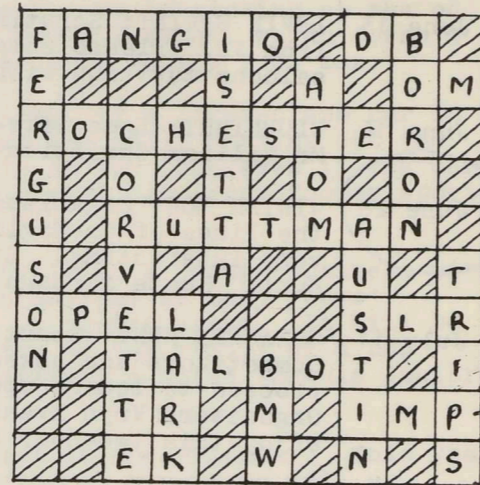
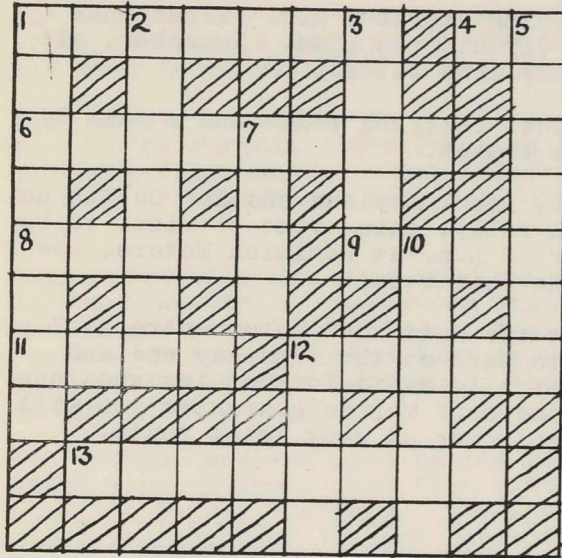


COMING EVENTS

- June 13 LEVIN SPRINT: Scrutineering starts 9 a.m. First runs from 10. Please enter circuit via pits. Remember, all saloons must run with mufflers fitted.
- June 16 CLUBNIGHT: Some late-model rallying films and a talk by Mr William Christian on brakes.
- June 28 WINTER 100: Organised by Brook Leyland and Ian Cubbin on the lines of an English rally, this event promises to be very interesting. Start 2 p.m. at Dominion Motors, Lower Hutt. Route through the Wairarapa.
- July 11 TREASURE HUNT: Start at the Hutt Road Motorcentre at 7 p.m. Competitors are asked to park at the lube-bay end and proceed to lounge upstairs to await further instructions. Organisers Vryn Evans and Jeff Morris guarantee you will enjoy this two-hour event over an easy local route.
- July 21 CLUBNIGHT.
- July 25 Hill-climb at Game Farm Road, Paraparaumu.
- August 9 Sporting Trial.
- August 22 Trial
- September 6 Economy Run.
- September 19 Levin sprint.
- October 4 Gimmick Trial.
- October 18 Honeypot Trial
- November 7 Gymkhana and barbecue.
- November 21 Levin sprint
- December 5 Straight sprint
- December 19 Christmas Party.

CLUB CALENDAR

In our hurry to get the Bulletin out to you last month, we forgot to put the crossword in. Here is one now, along with the answer to the one published in the March issue.



CLUES - ACROSS :-

- I. World Champion of 1959 and 1960.
- 4. Pre-war Italian sports car.
- 6. Type of doors used on Mercedes 300SL coupe.
- 8. Twisting part of a racing circuit.
- 9. Last Willys passenger car sold in N.Z.
- 11. ---- Brooks, the racing dentist.
- 12. ----- Davis, former Bentley driver and journalist.
- 13. Name of main straight at Le Mans.

CLUES - DOWN :-

- I. Italian driver, winner of 1961 French Grand Prix.
- 2. American aero-engine used in many record-breaking cars.
- 3. Site of Italian Grand Prix.
- 5. ----- Park, English racing circuit.
- 7. Marmon ----, winner of first Indianapolis 500 in 1911.
- 10. Rare post-war Italian sports car.
- 12. Swedish front wheel drive saloon.

A number of Club members are "doing the trials" this season. Colin Taylor, K Foulkes and Alan Pratt in the Gazelle were up with the leaders in the Peugeot Trial (Northern Wairoa C.C.) when the generator packed up. In the Kendall Oils (Taranaki C.C.) 9 Hour event they finished fairly high up and were leading the Canterbury Car Club event until they broke two speedo cables and had two punctures almost within sight of the finish. They were rewarded for their perseverance with a well-deserved fifth place in the Northern Sports Car Club's Castrol Rally.

John Gladhill and Pat Tollan (Morris Mini) have done the Peugeot, the Kendall and the Castrol without so far having been placed. Third man on the team in the Peugeot was Peter Powell and in the other events David McKinney.

David King and Bernie Russell (Austin Mini) competed in the Peugeot with Ray Duffell as Number 3 and in the Castrol with Ted King. They have also had no luck in the placings.

Other club entries in the big events have included Gary Wall, Eddie Fulton and John Gray (Morris 1100) in the Peugeot, the Rapier of Dave and Hilary Mowat and Kerry Pederson in the Kendall, and Peter Martin/ John Gray/ Kevin Quinn (Herald) in the Castrol.

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On looking through the membership lists we see that there are a lot of new members whom we have somehow neglected to welcome to the club. We therefore extend a hearty if somewhat belated welcome to the following, and at the same time apologise to any who may still have been overlooked.

Gavin Beaumont	Humber 80 Series V
Don Carolan	Jaguar Mk V d.h. coupe
Alastair Chater	-
Ed Conroy	-
Ian Cubbin	M.G. Midget
Phil Deere	Herald coupe
Deryck Deighton	-
Mike Frost	Morris Mini 1100
Selwyn Jackson	Lagonda 4½-litre
David Jurie	Consul 315
John Langdale	Herald coupe
Jim McCulloch	Zephyr Mk 1
Paul Miller	Prefect
David Money	Mini
Kerry Pederson	Sunbeam-Talbot
John Pierson	Simca
John Taylor	Porsche

Let's see all you boys at our next events. If you haven't got a car to enter, we can always use marshalls.

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LETTER TO THE EDITOR

Sir,

A number of years ago an excellent suggestion was put forward for the formation of a Marshalls Pool, perhaps for the Wellington area, certainly for the Wellington club. I believe the idea was originally mooted by a club member, and continued by the then Club Captain.

Apparently forms were sent out to club members; very few of them were returned. Whether or not the then committee thought that such little interest did not warrant their continuance of the scheme, or whether they lost interest, as is the wont of some committees, I do not know, but I am sure that the idea was an extremely sound one.

Surely there are enough members in the Club to warrant the resurrection of this Marshalls' Pool, from which the Club or clubs could draw.

I therefore move, Sir, that our committee reorganise and persevere with this Marshal's Pool, so that it becomes not only a name, but an asset to the club and an example to other clubs in the area.

I remain,

"Aardvark".

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Bill Thomassen's new 2.5 car for next year will apparently be a Brabham, and not a Cooper as reported last month.

Bruce Abernethy has gone to England where he is acting as Chris Amon's manager.

Trevor James and Geoff Pickering, both of whom have appeared on Palmer Head in Chev. coupes, are working in Auckland.

Fastest time of day at the Wanganui Car Club's recent sprint went to the ex-David Young C-Type Jaguar which clocked just under 130 m.p.h. for the flying quarter.

How many members saw the excellent film on the 1963 Monte Carlo Rally at Amuri Motors?

Paul Fahey, who drove his Lotus-Cortina very fast this year, is thinking of trying his hand with a single-seater next year.

New owner of the Valour is Colin Ngan.

Remember the Motordrome Zephyr? Its driver, Bryan Innes recently returned from England and will race a 1300 c.c. Mini next season. We presume he means a 1275 c.c. 'S'-Type Cooper.

Nearer home, Allan Freeman has a similar car on the way out from England, and Lance Crawford has ordered a normal Mini-Cooper.

Ian Cubbin's M.G. Midget arrived in the country last month. "K" Foulkes has a similar machine on the water.

More news of Graham McRae's new special: Basically it will feature a 1650c.c. Cortina motor in the rear of a tubular chassis. A Volkswagen gearbox will be used and the whole lot will be clothed in a Lotus 23 body. Graham hopes to have the car finished within two months of starting it, which should be very soon now.

It is rumoured that Kerry Grant's Lotus-Cortina has gone to the Wairarapa. Mentioned as new owner: Tim Beetham.

Who knows what has happened to the Aide-de-Campe's 3500GTI Maserati which featured in one of last year's bulletins. There have been some distressing stories going around.

WORLD CHAMPIONSHIP POSITIONS AFTER ZANDVOORT

1= Jimmy Clark	Lotus-Climax	12
1= Graham Hill	B.R.M.	12
3 Peter Arundell	Lotus-Climax	8
4= Richie Ginther	B.R.M.	6
4= John Surtees	Ferrari	6
6= Chris Amon	Lotus-B.R.M.	2
6= Joakim Bonnier	Cooper-Climax	2
8= Bob Anderson	Brabham-Climax	1
8= Mike Hailwood	Lotus-B.R.M.	1

The 1964 Northern Wairoa Car Club Peugeot Trial

Fog. I think that North Auckland must be the home of fog. Not regular-type Wellington fog through which you can see ten yards, but fog of the thick, thick, pea-soup variety. These were the conditions which prevailed all night during the recent Peugeot Trial. Many of the competitors were often seen motoring rather rapidly in wrong directions after having missed all sorts of checks and side-roads.

My word, North Auckland has some glorious roads for running trials on. Miles and miles of red clay roads, and but for the fog a lot of speed records would have been broken.

The trial was divided into nine sections. After leaving Campbell Motors in Queen Street, Auckland, we motored over the Harbour Bridge heading for the "Tall Timber". This was the touring section out of Auckland and we clocked in a time at the control forty miles out.

The second section was a map-reading effort of the type "use only the roads listed below and only in the order listed below". Some of those we haven't found yet. Must go back one day!

Section three. The less said about section three the better. We were car number four, and after this section, somehow we were following car number forty. We missed three checks.

The fourth section and the fog. Here we were given some Tulip signs, some looking nothing like the actual roads we traversed. Still we plodded on at 10 to 15 m.p.h. (heavy fog), spotlights blazing. I was certain at this stage that nobody else beside ourselves was left in the whole world.

Section five was another map-reading effort. Only twenty miles long. We were still motoring an hour and a half after leaving the control. (Get the picture?)

We were supposed to have a meal-break here (all the other competitors did) but by the time we got into Whangarei the food shop was shut. This was at half past three in the morning, mark you. We didn't get any food here, nor did we have time for a break. We decided to motor on and try and catch up the trial again. The only one who did any catching was Tail End Charlie who motored rather rapidly past us - he knew the road in the fog and we didn't. He then realised whom he had passed and stopped. We all had a little natter, then motored off again. This time we were following the Trail Car. The ignominy of it all. He led us on a couple of short-cuts, and booked us in at the checks, showed us where we were and left us to our own devices.

It wasn't long before we were lost again. I had us going around and around in an ever-increasing circle. It was pointed out to me that we had already passed one point before, but I knew better. I had all the maps spread out in front of me, and we were (according to my calculations) miles

away from that area by Now . However, when we passed the same point for a third time, we decided to retire (gracefully). I'm not as good a map-reader as I thought I was.

We motored back via main roads to Dargaville and breakfast. On arriving there we found that most of the other cars had already completed the course. If we had carried on and completed the last two sections I am fairly certain that we wouldn't be in Dargaville yet.

Unfortunately none of the other Wellington competitors did very well. Of the four crews that started, only one completed the entire course, and even then lost large numbers of points. Still, we all felt that the trial route was of good potential, and would have been most enjoyable, but for the fog. Like McArthur: "We shall return".....

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All members should spend their weekends at the building site unless there is a very good reason for not being there. At present most working bees are attended, not by the same men, but the same man. This is a shocking state of affairs which could be easily remedied if more members pulled their weight and lent a hand. We know you will all be only too keen to make every possible use of the club-rooms when they are completed so it is up to you to help at every spare moment and get them up all the sooner.

Galvanised weatherboard has been ordered and we need as many as possible at the site every weekend to get the building on the way. If in doubt as to whether or not there is a bee, ring Ray Duffell at 71139 (day) or 28479 (evenings).

The Hawkes Bay Car Club's annual Blossom Rally will start on Friday the fourth of September at Wairoa, Taupo and Palmerston North. There will be a rally section to Hastings, where the major section will begin, covering about 180 to 200 miles.

Entry Forms will shortly be available from the secretary.

The Canterbury Car Club held their last race-meeting of the season at Ruapuna Park on Sunday 17 May. Barry Porter was fastest driver present, winning from two starts in the Lotus XV, and setting a new lap record. Most successful in the saloon classes were Jim Mullins (Mini-Cooper), Arthur Moffatt (Lotus-Cortina) and Ian Dow (Jaguar 3.8).

This circuit was completed late last year and has already been used for four meetings. Spectator attendances are lower than the average Levin meeting, and entries are much more of a club standard. But then the Club doesn't expect anything else at this stage. Their aim in constructing the circuit was to provide local drivers with the opportunity to race more than once a year at Wigram, and this they have certainly achieved.

THE



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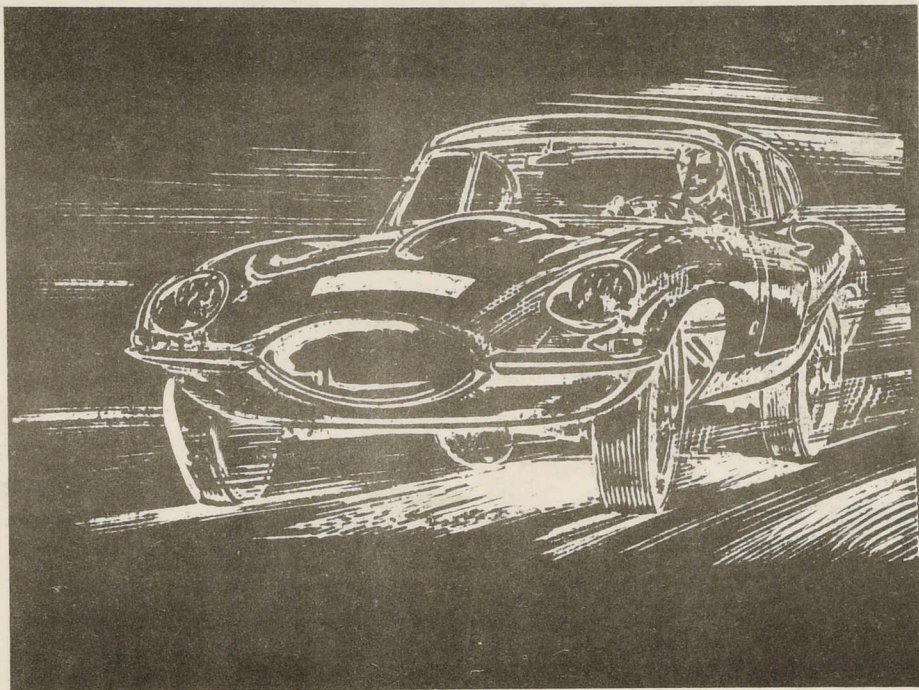
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JULY 1964

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EDITORIAL:

It's good to see the correspondence page in operation once again. The Bulletin is the mouthpiece of the Club and is here for you to air your opinions as well as to read other peoples'. If there is anything you don't like about the way events are run, or if you have any criticism of the club in general, this is the medium to use in voicing your complaints. Let everyone know how you feel.

While on the subject, you may be interested to know that until a few years ago the Bulletin was written almost entirely by members. It shouldn't be the Editor's responsibility to organise reports on various club events, particularly if he has not been able to attend them.

Thanks are heartily extended to the few people who have assisted in this matter so far, and I hope to hear from more of you in the future.

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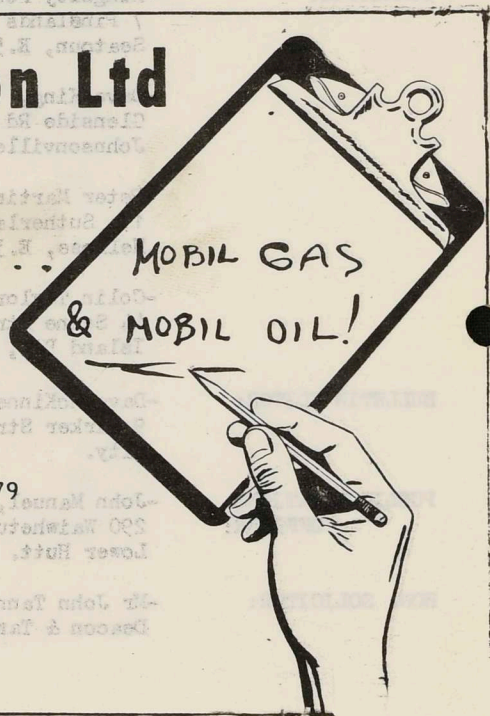
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CLUB CALENDAR

CALENDAR CHANGE:

Please note that the Christmas do has been brought forward from the 19th December to the 12th to avoid clashes with various firms' parties. Present indications are that this will be the best party we've had for a long time.

+ + + + +

The date for our November Levin sprint has also been brought forward, to the 14th instead of the 21st, which the Levin club are reserving to prepare the track for the race-meeting on the 28th.

JULY 21	Clubnight.
JULY 25	Palmer Head Hillclimb
August 9	Sporting Trial.
August 22	Trial
September 6	Economy Run.
September 19	Levin sprint.
October 4	Gimmick Trial.
October 18	Honeypot Trial
November 7	Gymkhana and barbecue.
November 14	Levin sprint
December 5	Straight sprint
December 12	Christmas Party.

PAST EVENTS

LEVIN SPRINT

13/6/64

Absolutely appalling weather kept attendances of both competitors and spectators down, when we held our Levin sprint on June 13. Only eighteen entries were received, and these brave souls circulated the puddled circuit till everyone went home fairly early in the afternoon.

Ian Horley's BMC-engined "Mowog" made fastest time of day in 1 minute 11.5 seconds. The fact that Dick Butters, the second-fastest man, couldn't take the Cooper round in anything under 1 minute 13 seconds reflects the conditions of the day. Third and fourth fastest were Hamish McLeod and Alec Wilson in their 1200 c.c. Fords.

Alan Pratt's Hillman Imp, complete with lifting front wheel, was fastest of the small saloons in 1 min. 18.74 seconds. Next in the under 1000 c.c. class was Peter Hull's A35, followed by the Minis. McLeod and Wilson were first and second in the over 1000 c.c. saloon class, with "Fireball Trev" Eve third in his supercharged Anglia.

Under 1000 c.c.; saloons:

1	No. 9	Alan Pratt	Hillman Imp	1 min 18.74
2	" 10	Peter Hull	Austin A35	1 : 20.51
3	" 3	Dave King	Austin Mini	1 : 21.03
4	" 12	Dave Money	Austin Mini	1 : 22.14
5	" 6	John Gladhill	Morris Mini	1 : 23.18
6	" 1	Gary Huxford	Anglia	1 : 23.96

Over 1000 c.c. saloons:

1	No. 13	Hamish McLeod	Cortina	1 min. 13.40
2	" 14	Alec Wilson	Anglia	1 : 16.41
3	" 4	Trevor Eve	Anglia s/o.	1 : 17.80
4	" 7	Colin Taylor	Gazelle	1 : 21.90
5	" 16	John Swan	Gazelle	1 : 26.95
6	" 11	R. C. Stewart	Volkswagen	1 : 27.77

Sports-cars:

1	No. 8	Ian Horley	Mowog	1 min. 11.50
2	" 15	John Robson	H.G.A.	1 : 17.56
3	" 2	John Mines	JEM-Ford	1 : 20.94
4	" 5	Steve Mishkin	M.G. Midget	1 : 22.48

Racing-cars:

1	No. 18	Dick Butters	Cooper Mk 1X	1 min. 13.17
2	" 19	John Swan	Cooper Mk 1X	1 : 17.48

1	1:25.51	1:27.68	1:26.84	1:25.82
2	1:20.94	1:23.90	1:21.86	1:21.03
3	1:24.42	1:20.42	1:18.63	1:17.80
4	1:25.22	1:23.68	1:23.50	1:22.83
5	1:25.09	1:22.67	1:23.18	1:23.75
6	1:26.96	1:25.80	1:24.26	1:22.88
7	1:23.99	1:24.02	1:21.90	1:22.88
8	1:17.90	1:16.98	1:13.26	1:11.50
9	1:22.46	1:21.97	1:19.34	1:18.74
10	1:22.29	1:20.62	1:21.57	1:21.67
11	1:30.44	1:30.25	1:28.41	1:27.77
12	1:26.22	1:25.60	1:23.22	1:22.14
13	1:17.66	1:16.87	1:14.20	1:13.90
14	1:18.34	1:17.27	1:16.89	1:16.41
15	1:20.53	1:18.38	1:19.27	1:18.25
16	1:28.75	1:28.08	1:14.72	1:13.94
17	1:13.19	1:14.68	1:21.36	1:17.48

CAR NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	18	19	
STANDING	1:37.67	1:29.03	1:37.60	1:34.10	1:30.87	1:27.46	1:39.60	1:34.44	1:43.49	1:29.86	1:31.87	1:39.70	1:37.85	1:35.11	1:26.00	1:27.79	1:28.55	1:40.01	-

COMING EVENTS

The hill-climb at Game Farm Road will unfortunately have to be held over till another date, as the committee had insufficient time to arrange road closure etc. The event which was to have been held there on July 25, has now been transferred to Palmer Head.

The Wills 6-Hour saloon race will be held this year on October 6. Anyone interested should get in touch with the club secretary, who has copies of the Prospectus and entry forms.

WALL CUP TRIALS:

Further to the note in last month's bulletin re the Wall Cup: the Hutt Valley Motoring Club's contribution to the series will be a night trial on August 1. The Wairarapa Car Club's event is down for October 3, and ours, the Honeypot Trial, is on October 18.

CIVIL DRIVERS' LICENCES:

The A.N.Z.C.C. Steward at the Levin sprint meeting stressed the importance of all intending competitors to carry their civil driver's licence as well as their competition licence. If this document is not produced at scrutineering for any future event, the organisers will exercise their right to refuse entry. So if you are intending to compete in any event - speed or other - please see that you have both licences, or you are likely to miss out. We don't like to prevent your enjoying the sport, but we must abide by these regulations.

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-9-

WINTER 100:

On Sunday, 28th June, eleven cars departed from Dominion Motors, Lower Hutt, on what the organisers called a "Pommie-type Trial".

The instructions consisted of a list of map-references, instructions how to approach and leave these points, and what speed to average from reference to reference. The first instruction was "Proceed to (Martinborough) via the Rimutakas, averaging 35 mph. From Martinborough we proceeded to Hinakura then along Deavoll Cup roads to Summer Hill Road (the one with the gates) on the far side of which we encountered an arm-waving, irate-type farmer.

We had a little discussion on who owned the roads, and the gentle native drivers and their slow-moving, play-in-the-road children, before moving on to the control at the end of the section.

The organiser was probably trying to help us when he said, "The road doesn't quite agree with the map, but don't worry about it." Naturally every road we were in doubt about became "the bit that Brook meant." Anyway we wound off down the Admiral Road Hillclimb (where I8m always reminded by my navigator that so-and-so rolled his Mini here) to end up talking to irate farmer No. 2. Fortunately he is an enthusiast and was prepared to forget that we probably caused half his 1500 sheep to have miscarriages. He allowed us to continue across his farm (slowly) to get back on route.

The Taratahi Plains and a deep ford followed by a 'T' made sure that people remembered to dry their brakes. After the second ford anyway. Soon we were in a Dalefield farmer's back yard which led to a little mud track where the next check lived.

Approaching Greytown we spotted another figure waving us to stop. This we did cautiously, remembering the irate farmers. It turned out to be another competitor who had apparently taken the wrong turn and motored off down a slushy road and up to the door handles in a ford. With the aid of another competitor we took the stranded crew into Greytown to arrange for a tow-truck.

Away we went again, down Kempton's Line, a check, along Fabian's Line and onto the main Martinborough-Featherston drag. From here we backed about a bit till my navigator insisted that we did actually go through those gates and down that road. Remembering Irate Farmer No. 2 we proceeded warily exploring all the dead ends, slinking around the houses until we found another gate which we decided hadn't been opened for years. It had been. Another 100 points lost.

We pressed on to South Featherston and after a grass road and wriggling around back roads we found ourselves on the old faithful unformed road and Abbott's Creek, this time complete with water. After stopping to check in at a cow (it's better to be sure than sorry of that dark shape) we continued to the Western Lake Road where the final control was situated.

I feel that the trial could have been a great success if the instructions had been a little more detailed, e.g. stating when to enter private property, etc. The averages left nothing to be desired.

- J.A.G.

The Northern Sports Car Club were once again the organizers of the Casrol Rally, or rallye (depending which poster or paper you were looking at), with starting points at Auckland, Tauranga, Hamilton, Hastings, New Plymouth, Palmerston North, and Wellington. The start was approximately 12 noon with a rally to the Chateau, and one time keeper complaining that the Kuapahu mountain ceased to give the demonstration as had been an item of the news. After checking in, we then had our evening meal of hot soup, curry, and of all things, ice cream. Still, I guess it was too warm for steam pudding. Sharing the table was a N.S.C.C. official who asked us where we came from. On being told Wellington, he informed us that one of our members had caught them out. After all, even if a person has a heavy foot, half an hour before first car is due is usually early enough to get controls into position. But a Singer Gazelle arrived one hour early.

During the rally, it was necessary to fill the spare petrol tin. I recaught and passed John Gladhill's Mini and a South Island Jaguar, both of whom started after me. At the Chateau, a Jaguar crew member asked how many c.c. were under my bonnet. "848." "You cheeky B....." was the parting remark. It was back in Wellington when I learnt that the Mini and Jaguar were writing notes to hold up with replies by the same system. E.g. Mini, "2.4, 3.4, 3.8, or what?" Jaguar, "Or what!" - My car passes aid of Jag's slipstream - Jaguar, "How many c.c. in that Mini?" Mini, "1275."

We left the Chateau to head east around the southern end of Lake Taupo over roads with pot holes bigger than Mini wheels and averages up hills in excess of most cars capabilities. However, that seems to be the biggest trouble with most trials, with the Shell the exact opposite.

We originally missed a straight ahead and returned to the scene much later to cross a ford. Cor, a genuine float-on-fluid BMC product. We stopped at a check, but found this to be a little difficult later when we rejoined the main road. The hand brake didn't help much either - that is in the hard on position, while making some quick down changes. Taupo was reached, and so too the fog. The route went over back roads to Rotorua to a coffee break and a busy pie cart.

Thence to the outskirts of Tauranga, through the Athree Gorge and on to Paeroa for breakfast in a hall, complete with people running to and fro in sixes and sevens. We could have had four breakfasts, but one cup of coffee was a different story. At the refueling garage were many cars receiving attention, including Peter Martin's speedo cable.

From here, the trial headed around the Hauraki Plains and Bombay areas to Brury, and a final rallye section to the southern Auckland city area for a tight wiggle-woggle driving test. I for one have not seen the results for this yet.

The main thing I disliked about this trial was what appeared to be necessary for the organisers to add a rule of their own. Of course, I got caught making a forbidden U turn, but when the check could see me, I made a right turn to join another road, and then another right turn to check in. We lost points for being late, plus 50 for the U turn. This has convinced me, that, these organisers who add rules of their own, and send competitors on impassible routes (Hepolite) so that you lose 20 minutes or more, will eventually be banging their heads against a brick wall, due to lack of entries. Mine for one.

However, I liked the idea of check to check timing, which must have involved a lot more working to get the results out about 4½ hours later.

David King.

Below are the points scored by members in the Club Trophies this year, including the Levin sprint.

HANSON TROPHY:

For competition in all events.

Dick Butters	16		
Gary Huxford	11		
Brian Watson	11		
Alec Wilson	11		
Bruce Abernethy	8		
Tim Beetham	8		
Lance Crawford	8		
Ian Shepherd	8		
John Swan	8		
Colin Taylor	8		
David King	7		
Peter Martin	7		
Bruce Cook	5		
Brook Leyland	5		
Dave Money	5		
Peter Slocombe	5		
Kingsley Foulkes	4		
Alan Pratt	4		
Miss L. Beagley	3		
John Gladhill	3		
Jeff Morris	3		
Evan Parsons	3		
Kerry Porter	3		
Ted King	2		
Graham McRae	2		
John Mines	2		
Dave Mowat	2		
Hugh Slocombe	2		
Noel Wanklyn	2		
Peter Wyness	2		
Graham Adie	1	Colin Lawton	1
Alec Anderson	1	Steve Mishkin	1
Peter Bennett	1	Hilary Mowat	1
Murray Charles	1	K. Paterson	1
Kevin Cornford	1	Peter Powell	1
Ian Cubbin	1	P. Riggs	1
Vryn Evans	1	Bernie Russell	1
Mike Frost	1	P. Swinburn	1
D. Harvie	1	R. Stewart	1
Terry Jackson	1	Dan Teagle	1
V. James	1	N. Watson	1
W. Joyce	1	M. Wyness	1
Gary Lang	1	Trevor Wyness	1

CLAPPERTON TROPHY:

(Non-speed events only)

Peter Martin	7
Ian Shepherd	5
Kingsley Foulkes	4
Colin Taylor	4
Miss L. Beagley	3
Gary Huxford	3
Jeff Morris	3
Ferry Porter	3
John Gladhill	2
Dave King	2
Ted King	2
Dave Mowat	2
Dave Money	2
Graham Robson	2
Hugh Slocombe	2
Noel Wanklyn	2
Graham Adie	1
Alec Anderson	1
Peter Bennett	1
Dick Butters	1
Ian Cubbin	1
Vryn Evans	1
Mike Frost	1
D. Harvie	1
Terry Jackson	1
V. James	1
W. Joyce	1
Gary Lang	1
Colin Lawton	1
Brook Leyland	1
Hilary Mowat	1
K. Paterson	1
Peter Powell	1
P. Riggs	1
Bernard Russell	1
John Swan	1
P. Swinburn	1
N. Watson	1
Alec Wilson	1

MORGAN TROPHY:

(Organisers and Marshals)

Ray Duffell	20
Kay Foulkes	16
Dave Mowat	16
Alan Pratt	14
Brook Leyland	12
Col Taylor	12
Pat Tollan	11
Peter Martin	10
John Swan	10
Dave King	8
Mrs Hilary Mowat	7
Dave McKinney	7
Ted King	6
Gary Lang	6
Ian Pinkerton	5
Mrs Jenny Leyland	4
Miss Ruth Shepherd	3
Chris Swan	2
Graham Robson	2
P. Riggs	2
J. Mawhinnie	2
John Manuel	2
Jeff Morris	2
Colin Lawton	2
Peter Powell	2
Ian Hector	2
J. Alderson	2
Dennis Mackley	2
Dave Money	2
Ian Cubbin	2
John Gray	2
Bruce Sutherland	2

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CORRESPONDENCE:

Sir,

With the death of three spectators at the recent Le Mans race the need for strict spectator control is again brought to the fore. Even at club events and local race meetings the number of spectators seem wandering across roads and circuits scares even the bravest of drivers. The positioning of some of the marshals at speed events sometimes leaves a lot to be desired. The attitude of some marshals also requires examining. A red flag in a person's hand does not give him the right to take liberties that are not allowed to spectators. Nor does it give him a professional photographers licence.

The need for trained marshals becomes more and more apparant, especially with the approach of the speed season.

I remain,

"Marshal"

Sir,

Even at this late stage, would it not be possible to inaugurate some points and a Trophy for those persons engaged in the erection of the Clubrooms. This may possibly encourage more club-members to attend the working bees at the site.

I am, etc.,

"Aardvaark"

STREET LIGHT STIRLING MOSS'S

By T.L.J in Auckland

Proceeding to work the other morning, pricked up my ears to that haltong, familiar sound: the snarl of an exhaust, the screech of spinning tyres, and a white shape flashes past me on the red light. Pricked up my ears also to that other halting, familiar sound: the scream of a siren, the bark of twin megaphones between crescendoes of the wail, and a white-helmeted, black-coated figure flashes past, to haul in, several hundred yards up the road, the offending, red-light jumping, stree-dragger.

Queen Street, Friday night, about eight o'clock. An immaculate Mk III Zodiac, driver and passenger two fabulous-looking females, blonde, in bright red dresses matching the colour of the car, participating in the usual Friday night drags. Six sets of lights; she handled that gear-lever like a racing-driver.

After the short burst from the last lights, a black 1937 Ford V8 grinds to a halt at the next set. Beetle stickers and 'Undertaker - Overtaker' notices adorn the rear window, and the nine-foot aerial still sways. The two youths survey the little Mini that pulls into the left lane beside them. Mum and Dad and the two kids, probably finished shopping and on the way home. The passenger converses with the other youth who guns the motor. Dad winds up the driver's window in the Mini. The lights turn green, the Mini flies into the lead, the two kids peering out the back window. Clouds of smoke emitting from the V8, engulfing a poor Triumph Herald behind. Dad pulls up at the next set of lights, a good half-block ahead of the V8. The Mini turned out to be a Cooper; a sporting Daddy in a sporting little motor-car.

Buses also like to be first away from the lights. Those big trolley-buses can really put on the sparks low down, throwing you back in your seat, or down the aisle if you happen to be standing up, which is most times. They can outstrip a diesel bus up to about 30 m.p.h. One particular morning, coming to work, for those of you who know Auckland, a diesel bus I was in pulled up at Grafton Bridge facing down Symonds Street. A trolley pulled up alongside, and the drivers acknowledged each other. On the "Go" the trolley took off and the diesel, really slamming through the pre-selector gearbox, was about half a length behind the trolley, but oh! so alarmingly close to it. You could have handed the morning paper to a person in the trolley. Approaching what seemed to be about 40 m.p.h. the diesel took over when the trolley slowed for a set of points and then slowed down for the Waterloo Quadrant free turn. Only a very small percentage of passengers in the diesel, including myself, enjoyed the drag, the others exchanging alarmed looks. An airways bus I was in, returning from Whenuapai Airport, along the Northern Motorway, was hauled in by radar after slip-streaming a car, forcing him over, then finally passing. The Cop informed the red-faced driver in front of everyone in the bus that he was doing 60 m.p.h.!

There appear to be a lot of cars that are "wolves in sheep's clothing" as it were. Observed a rather well-dressed, middle-aged man hop into a '52 Chevrolet one night, waited till all was clear, then did he really tear off, left rubber and all. The motor had a V8-ish sound to it - probably a Corvette or a BelAir. You never can tell. It can also work the other way as well. Noticed a well-known Hot Saloon one day pulled up at the lights. Revving up, deliciouswhiffs of Castrol R reaching my nostrils. Stood there waiting for the big drag. Disappointed when the driver, after revving it up ferociously once more, ambled off down the street. Beat up Morris 8, straight exhaust, smelling like a racing-car (2 pints Castor Oil in tank), driver leaning out his window proudly listening to the loud bark, takes off flat chat in every gear. Is passed effortlessly by average family saloons.

Saw Sugar Daddy in maroon Mk X Jaguar the other day, driving along. Old Vauxhall 14/6 attempts to pass; old Daddy looks out window, lifts nose in air and scoots off. Humber 80, lowered, widened wheels, vented bonnet strapped down, one driver's seat, rest interior bare, parked outside store. While nosing around, woman comes out of shopp, opens door, deposits shopping on floor at back, fastens safety belt, starts up and drives off.

Mk I Zephyr convertible pulls up at lights outside theatre, guns motor, looking all about at passing people. Lights go green, car stalls. His mate shoots away. He restarts, tears off, misses change from first to second, engine revs like mad. Car seen further up road, driver's head buried under bonnet.

It is not often that you see woman-drivers getting the most out of driving their sporty saloon. Woman in Sunbeam Rapier the other day leads the pack away from the lights, grinning all over her face. Turns corner at end of street, tail comes around slightly, checks it and still grinning, disappears.

BELGIAN GRAND PRIX

On Sunday, June 18, Jim Clark won the Belgian Grand Prix for the second year in succession. In one of the most sensational finishes ever witnessed in motor-racing, Clark took the flag just ahead of Bruce McLaren, while Graham Hill, who was leading one lap before, ran out of fuel and came in fifth. Until three laps from the end Dan Gurney, in the "out-moded" space-frame Brabham, held a terrific lead over the field, but he too ran out of petrol and eventually finished sixth.

Gurney had been fastest in practice, as at Zandvoort, and took No.1 position on the grid, with Hill (G.) alongside and the boss (J.B.) in No.3. Peter Arundell and John Surtees were behind them, with Clark, McLaren and Richie Ginther making up the third row.

A lap from the start and Gurney had established himself in the lead. Following were Surtees, Clark, Arundell - who led at flagfall - and Brabham. On lap 3 Surtees took the red Ferrari through to lead the race, but the engine immediately gave up and the former motorcycle Champion was out of the running before things really got going. Gurney thereupon resumed his lead and with the race five laps old was a tremendous distance ahead of Clark and Hill, who in turn were well clear of McLaren, Arundell and Brabham.

McLaren soon broke away from the slower cars, and joined in the Clark-Hill duel, these three putting on a thrilling exhibition of high-speed motor-racing. After fifteen laps of neck and neck racing Hill was pulling away slightly, but was over half a minute behind Gurney on lap 16, with half the race run.

On lap 27 Gurney set a new lap record of 3 min. 49.2 sec., or 137.6 m.p.h. a fantastic speed for an unblown 1½-litre car. Two laps later he came past 40 seconds ahead of Hill, with McLaren third and Clark, who had stopped for water, fourth ahead of Brabham. One lap later Graham Hill roared past in the lead as Gurney coasted into his pit, very low on fuel. Unfortunately the Brabham pit had no spare fuel, so while someone was sent away for a churn, Gurney was sent back to complete another lap. He rejoined the race in third place, nearly one minute behind Hill, but almost on McLaren's tail.

On the next lap - one from the end - Hill, McLaren, Gurney and Clark came round in that order. Gurney decided he had enough fuel to finish the race and carried on.

Soon it came time for Hill to reappear and take the chequered flag, but as had happened to Gurney earlier, Hill was long overdue. After a long pause McLaren's Cooper crept around the hairpin and coasted down the hill towards the line. When it was within 200 yards of the finish, Clark's Lotus swooped down

and slammed through to win by 3½ seconds from the unfortunate McLaren.

On that last lap both Hill's and Gurney's cars had run out of fuel, and McLaren's electrics had packed up, leaving Clark to win. Under the rather peculiar ruling sometimes used on the Continent, Hill and Gurney were officially classified as finishers, though neither actually crossed the line. They took money for fifth and sixth places, behind Clark, McLaren, Brabham and Ginther.

FRENCH G.P.:

After very fine drives in all the Formula 1 races this season, Dan Gurney's luck finally held on the picturesque Rouen circuit when he won the fiftieth French Grand Prix in terrific style. Jim Clark held an easy lead for the first 30 laps of the 57-lap race, but then retired with a holed piston, so enabling Gurney to give the Brabham marque its first grande epreuve victory. Graham Hill spun early in the race but sliced through the field to take second place from Jack Brabham in the second half of the race.

Clark and Gurney had been fastest in practice with John Surtees just a little slower in the V8 Ferrari. Behind them on the grid were Peter Arundell's Lotus and Brabham, with Hill, McLaren and Bandini forming the third row. After one lap's racing Clark had assumed his regular place at the head of the field, but was closely followed by Gurney and Surtees, with Brabham and Phil Hill (Cooper) just behind them. Surtees was out after three laps and about the same time Graham Hill, who was running sixth, lost seven places in a spin.

After ten laps the order was still Clark-Gurney with a gap to Brabham, Arundell and Phil Hill. Graham Hill and McLaren - who had also spun - were moving up through the field, and after a further fifteen laps were fourth and seventh respectively. Then on lap 30 Clark retired, leaving the Brabhams in the first two places. But Hill's B.R.M. was hotly pursuing the second car, and on lap 36 took over this place from Brabham. These two kept the remainder of the race interesting, swapping places every lap. The B.R.M. eventually succeeded in splitting the two Brabhams. Arundell was fourth after another very fast and consistent drive, with Ginther and McLaren in the next places.

WORLD CHAMPIONSHIP PLACINGS AFTER ROEN:

1. JIMMY CLARK	Lotus-Climax	21
2. GRAHAM HILL	B. R. M.	20
3. PETER ARUNDELL	Lotus-Climax	11
3. RICHIE GINTHER	B. R. M.	11
5. DAN GURNEY	Brabham-Climax	10
6. JACK BRABHAM	Brabham-Climax	8
7. BRUCE McLAREN	Cooper-Climax	7
8. JOHN SURTEES	Ferrari	6
9. CHRIS AMON	Lotus-B.R.M.	2
9. JO BONNIER	Cooper-Climax	2
11. BOB ANDERSON	Brabham-Climax	1
11. MIKE HAILWOOD	Lotus-B.R.M.	1

LES 24 HEURES DU MANS:

There have been sixteen 24-hour races at Le Mans since the war, and this month, for the eighth time, the classic has been won by a Ferrari. Frenchman Jean Guichet with Sicilian Nino Vaccarella set a new distance record in their works-entered 3.3-litre 275P, after the 4-litre 330P of Formula 1 drivers John Surtees and Lorenzo Bandini was involved in a long pit-stop in the early morning to clear a fuel-blockage. They carried on to finish third behind the similar 330 p driven by Graham Hill and Jo Bonnier.

Much was expected of the new Ford GT cars, and until their retirement they proved themselves to be the fastest on the circuit. Richie Ginther led the race in its early stages with one of these cars, and Phil Hill in the second works entry set a new lap record of 3 minutes 49.4 seconds.

All in all, it was a day of records, starting with a crowd estimated at 300,000 spectators. On the first lap of the race the oil-flag was shown, and everyone slowed down accordingly, but with two laps gone the race was on. Ginther in the Ford was out front, followed by the Ferraris of Graham Hill, Surtees, Rodriguez and Parkes. Already there was a gap back to the rest of the field. Parkes soon fell back, letting Guichet into fifth place. The A.C.-Ford Cobras of Jack Sears and Dan Gurney were next.

After about 20 laps the cars began to come in for refuelling, and during the stops the lead went to the Surtees/Bandini Ferrari. They were still in the lead after three hours racing. The Ginther/Gregory Ford had dropped to second place and was followed by Guichet/Vaccarella and Hill/Bonnier in the Ferraris. Skip Hudson and Pedro Rodriguez held fifth place in another Ferrari, with the second Ford GT, that of Dick Attwood and Jo Schlesser, moving up to sixth place.

The last-named car was to leave the road an hour later and burst into flames, fortunately with no injuries to the driver. Soon afterwards the Gregory/Ginther car also retired, leaving only one Ford in the race. But all was not well in the Ferrari camp either, for two of their leading machines had also given up.

Nevertheless, after six hours racing the Italian cars held the first three places, with Surtees and Bandini leading from Guichet/Vaccarella and Hill/Bonnier. The monstrous 5-litre Maserati of Andre Simon and Maurice Trintignant had retired, leaving "Daytona" Cobras in fourth and fifth places. Driving the higher-placed of these, with the young German Jochen Neerpasch, was New Zealander Chris Amon, but before long this car, too, was forced out with mechanical troubles. Another car seemingly assured of a high placing, the flat-eight Porsche 904 of Edgar Barth and Herbert Lings, retired before half-distance.

By now the Hill/McLaren Ford GT was moving up through the field after early troubles, and was lying fifth behind Bob Bondurant and Dan Gurney in the sole remaining Cobra.

After twelve hours racing the Guichet/Vaccarella Ferrari had completed 177 laps and was a lap ahead of the Surtees/Bandini machine which had had a pit-stop. Graham Hill and Bonnier were three laps away with the Phil Hill/McLaren Ford GT only one lap behind them. Colin Davis and Gerhard Mitter in the second flat-eight Porsche 904 were holding an excellent sixth

Another six hours and the gallant Ford GT was out. Soon after, the lead car - Bandini's Ferrari - came to a stop with a blocked fuel-pump. After struggling to the pits and curing the trouble, he and Surtees were able to resume, albeit in third place, with ten laps between them and the Guichet/Vaccarella car.

After eighteen hours Guichet and Vaccarella had completed 263 laps and were five laps ahead of Bonnier and Hill, with a further five laps to Surtees and Bandini. This was the order in which they finished. Gurney and Bondurant were the first GT car home, and the Buchet/Ligier four-cylinder Porsche, first under 2 litres.

LE MANS RESULTS

1. Scuderia Ferrari	FERRARI 275P	Jean Guichet/Nino Vaccarella	4695.30km
2. Maranello Concessionaires	FERRARI 330P	Graham Hill/Joakim Bonnier	4622.64 "
3. Scuderia Ferrari	FERRARI 330P	John Surtees/Lorenzo Bandini	4530.12 "
4. Carroll Shelby Racing	A.C. FORD	Dan Gurney/Bob Bondurant	4492.08 "
5. Equipe Nationale Belge	FERRARI 275LM	"Beurlys"/Lucien Bianchi	4471.40 "
6. Maranello Concessionaires	FERRARI GTO	Innes Ireland/Tony Maggs	4403.62 "
7. Robert Buchet	PORSCHE 904	Robert Buchet/C. Ligier	4344.59 "
8. Ben Pon	PORSCHE 904	Ben Pon/Henk van Zalinge	4281.31 "
9. North American R.T.	FERRARI	Bob Grossmann/Fernand Tavano	4238.17 "
10. Porsche System Engineering	PORSCHE 904	Gerhard Koch/Heinz Schiller	4227.52 "

Winners covered 2918.16 miles at an average speed of 121.56 m.p.h.

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PERSONALITY PARADE:

In order to introduce newer members - and some of the older ones too! - to their fellow-clubmen, we propose to present a sort of "Who's Who in the Club" over the next few months. And what better subject to start with than Hon. Pres., C. B. Leyland.

No. 1: BROOK LEYLAND:

Brook arrived in New Zealand on Christmas Eve, 1957, after having competed in a number of English club rallies and, as he says "I've been 'round", from which we think that he won the Monte or something. After getting over his first impressions of the country ("horrible") he headed towards Wellington, finally arriving in February, 1958. During the year he appeared at various Car Club meetings, although due to lack of transport, was unable to actively participate. Let Brook tell his story from there:

"In April, 1959, I stood up at the Annual General Meeting and had quite a lot to say about the organisation of the Club as a whole, and to my surprise I found myself elected Club Captain forthwith. It was then that I started active participation with Don Walker, Dicky Butters and Keith Clegg in various trials.

"From that date forward I have been mixed up in the Car Club and have caused riots and disention from time to time.

"As no doubt most of you are aware, I have been the Club's delegate to the A.N.Z.C.C. Annual Conferences, and as a result I am fairly infamous in the Car Club world.

"Since my arrival in New Zealand my transport has been fairly varied, and the only cars I have used regularly have been,

1. A 1957 Standard 10
2. A 1958 Hillman estate car
3. "Percy" - a 1956 Plymouth station wagon.
4. Sundry TR2s, Js and JAs, etc., etc.
5. "Reggie" - a 1951 Renault 750
6. "Digit" - a rather battered-looking Morris 1100. "

To this list we can add several other cars Brook has hillclimbed or sprinted just once or twice, ranging from an elderly A70 to a "Palm Beach" Allard and a very fast Buckler.

When not organising some Car Club event Brook can be found selling cars at Dominion Motors, Lower Hutt. He has been President of the Club for the past four years, and perhaps not everyone realises what a terrific job he has done in keeping the Club running. Although married life has restricted his activities to some degree, he still seems as enthusiastic as ever, and lists the following amongst his future objects as far as the Club is concerned:

- a) to cut down on the annual wastage of membership,
- b) to see the clubrooms are built, and
- c) to see a better reception of motorsport by the general public in the Wellington area and throughout New Zealand.

CON-ROD CORNER

Attendances at club-room working-bees have not noticeably improved. Any time, repeat ANY time, you have half an hour or so to spare, give Ray Duffell a ring at 28-479, and he will tell you if there's a bee on. Chances are there will be.

A club-member at present in England had his E-Type out on the M1 the other day. He claims to have averaged 140 m.p.h. from one end to the other! He was something more than surprised to be passed by a chauffeur-driven 2+2 Ferrari at high speed. In the passenger's seat of the Ferrari was a bowler-hatted gent calmly reading the morning paper!

Another well-known club-member, Peter Bennett, is in Australia and is the proud owner of a Lotus-Cortina. He doesn't reckon its worth racing it over there, where the competition comprises things like 450 b.h.p. Galaxies and 112 b.h.p. Mini-Coopers.

Apparently it is John Ward from Gisborne who has bought the Grant Lotus-Cortina, and not Tim Beetham, as stated in last month's bulletin. John will be remembered as the driver of the 3.8 Jaguar that led Archibald at Pukekohe in last year's 6-hour race. He has also pedalled a Cooper at Ohakea and elsewhere.

Kerry, of course, has the ex-Roly Levis Lotus 22, which he will drive in all next year's races.

A rumour from the North says Jim Boyd will be seen at the wheel of the Lycoming.

John Riley will apparently race the ex-Thomassen "low-line" Cooper next season. This combination should really go places.

It was very good to see Peter Slocombe back in active competition again. Treating the Lotus with special respect, he made second FTD at the Hutt club's Mangaroa hillclimb on June 6th. Dick Butters was again fastest.

The committee has co-opted the services of John Manuel as Public Relations Officer of the Club. John's address and phone number will be found in the Club Directory at the front of the Bulletin, for anyone who wants any Public Relating done.

PLACINGS WINTER 100 :

1 Colin Taylor	Singer Gazelle
2 Bob Gibbons	Mini-Cooper 'S'
3 Alistair Vowell	Austin Mini
4 John Gladhill	Morris Mini
5 David King	Austin Mini
6 Alan Pratt	Hillman Imp
7 Ted King	Humber 80
8 Jeff Morris	Hillman Husky

* * * * *

Most surprised man at Spa after the Belgian Grand Prix was the winner, Jim Clark. At the finish the man with the flag had got all confused when Hill didn't appear, and had given Ginther in the No. 2 B.R.M. the flag, and not Clark. Clark's Lotus coughed out on the slowing-down lap - out of fuel! - and Clark, thinking the race had a lap to go, stopped to commiserate with Graham Hill. Imagine his surprise when the commentator announced his win!

* * * * *

DUNCAN MACKENZIE MEMORIAL TROPHY:

The Duncan Mackenzie Memorial Trophy will be on view at the next club-night for you to see. The Committee has purchased this, together with a number of miniatures, at a cost of nearly £80. There is only about £30 in the fund at the moment, so we need another £50 to cover the cost. If you feel like making a donation, please don't hesitate in seeing John Swan.

* * * * *

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DUNCAN MACKENZIE.

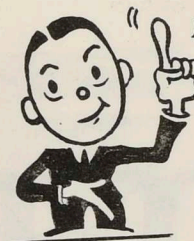
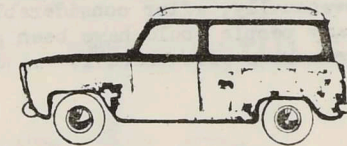
Already, after only three years, new members will probably have never heard of Duncan Mackenzie, for his racing career was cut tragically short before he had had time to fulfil his early promise. Duncan died on April 15, 1961, as the result of an accident at Levin. He was having his first race in a twin-cam 1750 c.c. Cooper-Climax, and had made the fastest practice lap.

Duncan's first competition experience was gained in a red Triumph TR2 which he drove forcefully in local hillclimbs, and won the Sports Car Handicap race at Levin in November, 1959. He bought the ex-Levis R.A.L. - a very neat Ford 10 special - from David Evans just before the 1960 Ohakea meeting, and was leading his class before his retirement. With the R.A.L. he went on to win his class at Houghton Bay, and then won the Admiral Road hillclimb outright. He went very well at the April Levin meeting before selling the car and graduating to the 1460 c.c. single-o.h.c. Cooper-Climax that Bruce Abernethy raced last year. In the Cooper Duncan made FTD in his first four events, including the Gold Star hillclimb at Admiral Road. The rest of the 1960/61 season was spent on an intensive racing programme, starting with Renwick and going on to Levin, Ardmore, Levin again, Wigram and Dunedin.

Perhaps his best performance in the Cooper was his second place behind Denis Hulme's much more up-to-date car at the November Levin meeting. Two days before the April Levin meeting he took over a similar car to Hulme's, the ex-Bulcraig machine, but had no real chance to show his form, for the car overturned on the first lap. The popular Wellingtonian died in hospital shortly afterwards. He was only 22 years old.

At the Annual General Meeting of the Wellington Car Club that year, it was proposed that a cup be donated to the memory of this enthusiastic and well-liked club-member. A fund was opened and while contributions came in, negotiations were entered into for the acquisition of a suitable trophy. But, as is so often the case, there were unforeseeable drawbacks and delays, and it is only now that we have been able to obtain the Duncan Mackenzie Memorial Trophy.

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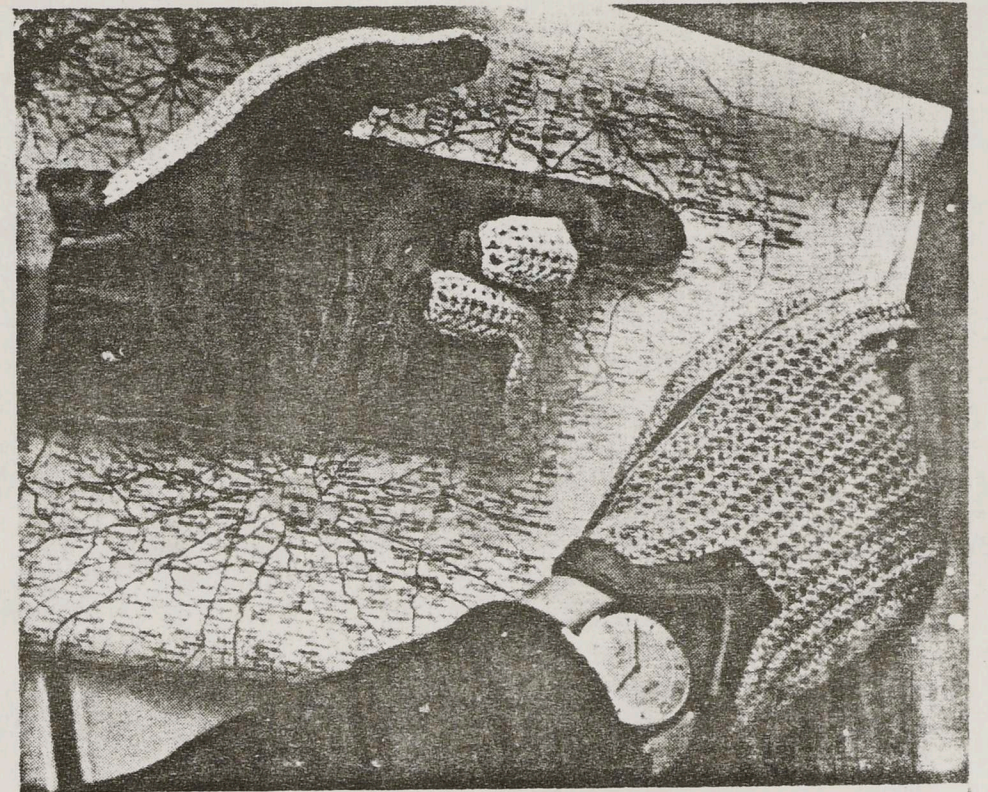
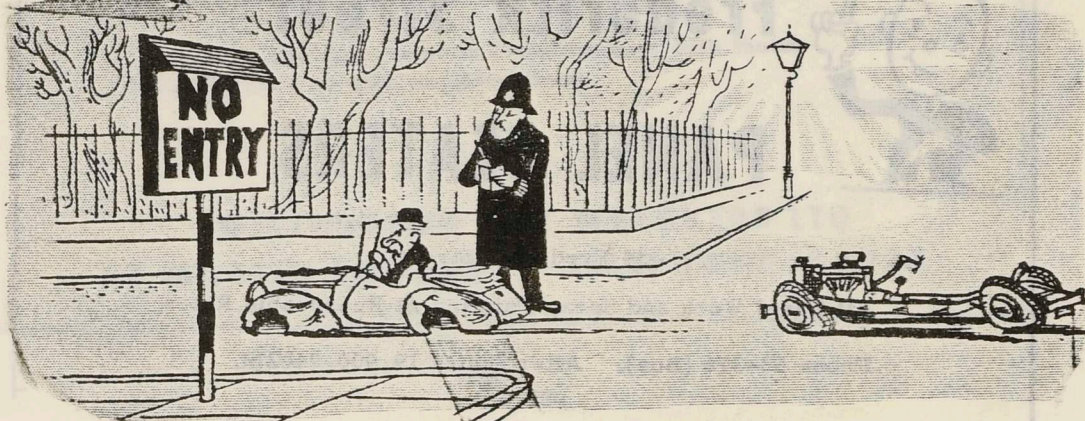
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AUCKLAND.

8" X 5" photos of Pukekohe, Tauranga, Levin, Renwick, Wihram
Teretonga, Matamata. Black and white 5/- each

+ + + + +

There is a rumour going around town about a road-race in the city. Hope it's true.

On arriving at Levin on the thirteenth, we were confronted with an irate caretaker who flatly refused to allow us entry to the circuit, because the cars might damage the horse-racing track when crossing it. Our fast-talking secretary had a Summit Conference with the horse-racing boss-men and eventually, after considerable delay, things got under way. I don't think many people would have been particularly worried if we'd had to go home, or somewhere else where it was drier.



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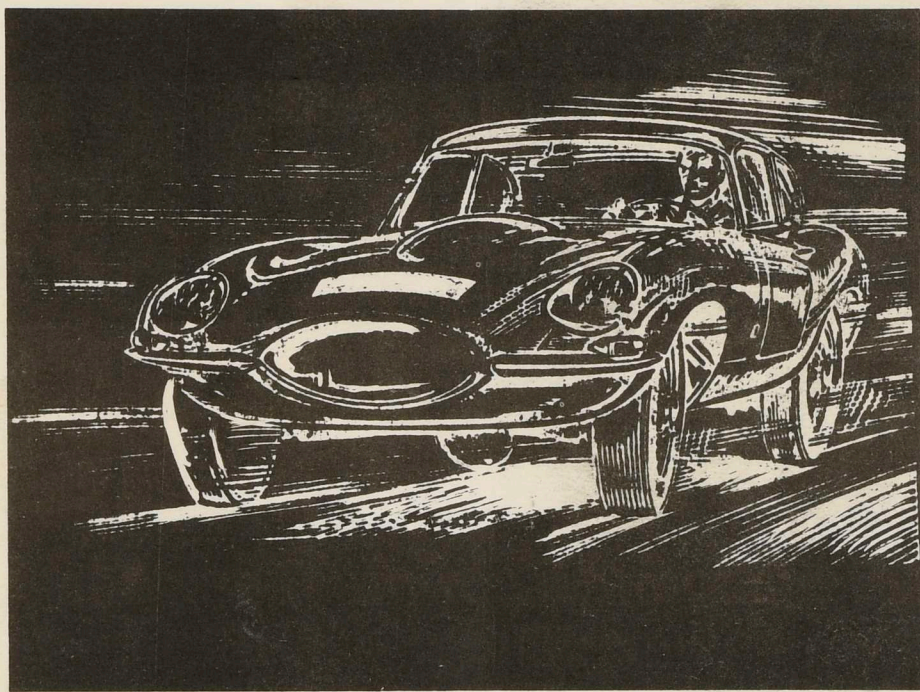
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August '64

AUGUST 1964

**WELLINGTON CAR
CLUB (INC.)**

P.O. Box 5142.

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Many thanks for the excellent response to our appeal for donations for the Duncan Mackenzie Memorial Trophy Fund. If anyone else wishes to make a contribution to the fund, it is not too late to do so.

CLUB DIRECTORY



PRESIDENT:	-Brook Leyland, 7 Marama Tce., Eastbourne.	B. 692-145 H. 8501 Eastbourne.
SECRETARY:	-Alan Pratt, 19 Little Pipitea St., Thorndon, N.1	B. 46-000 ext 884 H. 50-020
TREASURER:	-John Swan, 20 Boxhill, Khandallah, N.5	B. 53-371 H. 36-658
CLUB CAPTAIN:	-Ray Duffell, 11 Creswick Tce., Northland, W.2	B. 71-139 H. 28-479
VICE-CAPTAIN:	-Dave Mowat, 55 Hopper Street, City.	B. 54-472 H. -
COMMITTEE:	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E.5	B. - H. 17-597
	-Dave King, Glenside Rd North, Johnsonville.	B. - H. -
	-Peter Martin, 17a Sutherland Cres., Melrose, E.3	B. 50-351 H. 88-261
	-Colin Taylor, 14 Seine Street, Island Bay, S.2	B. 41-126 H. 85-702
BULLETIN EDITOR:	-Dave McKinney, 33, Rimu Road, Kelburn, W.1	B. 54-610 H. 27-469
PUBLIC RELATIONS OFFICER:	-John Manuel, 290 Waiwhetu Rd, Lower Hutt.	B. - H. 67-584
HON. SOLICITOR:	-Mr John Tannahill, Deacon & Tannahill.	B. 43-333

EDITORIAL

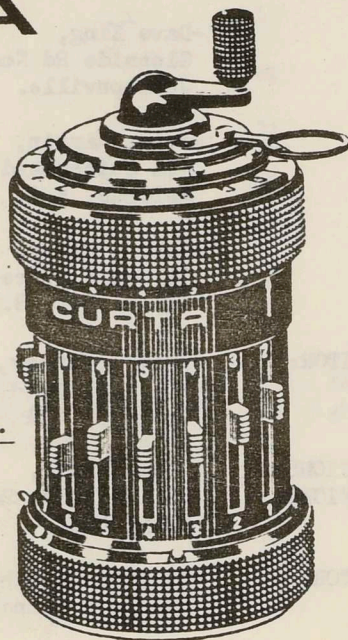
Big news of the month is the proposed road races to be run in the City. This could be the biggest thing ever to happen to motorsport in the Wellington area, but, naturally, only if we can use the circuit. And we won't be able to if the Traffic Department hear any complaints from residents near the circuit about unofficial practice by members, whether they're intending competitors or not. If anyone is seen stopping in the vicinity of the circuit, his registration number will be given to the Traffic Department, and we will have his Competition Licence cancelled for a few months. We are quite serious about this. One inconsiderate "cowboy" can smash this whole project just by drawing unfavorable attention to himself, and so to the area clubs as a whole.

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CLUB CALENDAR

ADDITIONS TO CLUB CALENDAR:

26 September Night Trial organised by Pat Tollan and John Gladhill
1 November Treasure Hunt organised by Peter Riggs.

Please note also that the November LEVIN SPRINT date has had to be changed once again. November 14, the date we had applied for, is not available, and anyway it's the same day as Renwick and the Mobilgas, so we have now applied for November 7, the same day as the barbecue.

NOVELTY EVENT

August 22. Start 6:30 p.m. in Co-op Dairy Producers' Freezing Co.'s yard, Corner Aotea Quay and Waterloo Quay. Organised by Daves Walker and Lawson.

ECONOMY RUN:

When: September 6, 1:30 p.m.
Where: R.&W. Butters Garage, Hinau Street, Linden.
Classes: Under 1200 c.c.
1201 to 1700 c.c.
1701 to 2600 c.c.
Over 2600 c.c.
Duration: three hours
Navigation: Simple. Sealed course
Awards: Certificate to every competitor.

LEVIN SPRINT September 19

NIGHT TRIAL September 26

RENWICK TRIAL October 4

COMING EVENTS

WALL CUP:

At present, after the running of one event, the Wellington Car Club lies second in the pointscore for the Wall Cup, Colin Taylor and John Gladhill, with their respective crews, were second in the Teams award in the Hutt Valley Motoring Club's trial on August 1. The Hutt team, winners of the Teams award, have 10 points, we've got 7, and the Wairarapa Car Club have 1.

DATES: The following dates are proposed for the remainder of the Wall Cup series of trials:

October 18	Wellington Car Club
November 8	Volkswagen Owners' Club
November 15	Wairarapa Car Club
November 22	M. G. Car Club

The New Zealand Breweries have extended an invitation to members of the Wellington Car Club to visit the Brewery on 21 September in the evening. All interested contact Pat Tollan at 41-467 for further details. About 21 names are required.

SPEED ENTHUSIASTS:

The Secretary has a list of all race meetings, hillclimbs, etc. for next season, subject to approval of the A. N. Z. C. C. Annual Conference On August 22nd and 23rd. Closest date is the Wills 6 hrs on October 10.

TRIALS ENTHUSIASTS:

The Secretary also has the Trials dates for next year, as applied for, and again subject to Conference Approval.

Entry forms for the Blossom Rally on 5th and 6th September are now to hand.

The North Island Motor Rally will be held on October 24th - 26th.

BOOK NOW FOR RENWICK

Club Outing of the year. Fly by chartered 'plane to and from the Marlborough Car Club's road race, first Gold Star event of the 64/65 season. It'll cost between £3 and £4 - we'll let you know the finalised price as soon as possible, but £1 deposit will ensure a seat.

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D E C E M B E R T W E L F T H

PAST EVENTS

PALMER HEAD HILL-CLIMB 25/7/64

Palmer Head was the scene of the Club's very successful hill-climb on 25th July. Only 29 entries were received, but all competitors and spectators enjoyed a good day's sport.

Ian Pinkerton had his hot A35 out for its first outing for several months and won the under 1,000 c.c. saloons class in 57.79 seconds. Alan Pratt was only 1.6 seconds slower in his standard Hillman Imp, with Bernie Wilcox 1.8 seconds behind him in the fastest of the Minis.

Graham Cowie from Masterton was victor in the 1001 to 1500 c.c. class, setting a new record of 49 seconds in his 1122 c.c. Mini-Cooper. Alex Wilson has got his Anglia going really well now, and was less than a second slower than the Doc. Alan Harvie was third in his Morris 1100.

Once again Neil Hawker's Cortina beat the Jags in the over 1500 c.c. class, setting a new class record of 46.7 seconds. Neil was 3.29 seconds faster than Alistair McLeod's modified 3.8, with Tim Beetham a further .27 seconds behind. Keith Ward made his first appearance for a long time and was fourth in the class in his Chev coupe.

Johnny Mines added the sports-car class to his growing list of victories in his little J.R.M.-Ford. The car now has a coat of paint and, they tell us, a locked diff. Murray Wyness's much-modified M.G. Midget (59 b.h.p. at the wheels) was not much slower and was one of the nicest-sounding cars there. Bruce Cook's desirable Porsche coupé was next best.

Pete Slocombe is now back in winning form, and recorded 42.89 seconds in the Lotus, a very good time on the damp track. Dickie Butters in his hot J.A.P.-engined Cooper was less than two seconds slower to gain second PTD. Third overall was Hawker, followed by Cowie, Wilson and McLeod.

There were a couple of unfortunate incidents due to radio operations being not 100%. The committee offers its profound apologies to any who were at all put out, and particularly to Tim Beetham, who had the horrifying experience of meeting a car coming down as he was completing one of his very fast runs up the hill in his Jaguar.

Under 1000 c.c. saloons

1. Ian Pinkerton	A35	1:00.55	59.66	<u>57.79</u>	59.50	58.11	58.00
2. Alan Pratt	Imp	m.t.	1:00.65	59.49	59.45	<u>59.40</u>	59.69
3. Bernie Wilcox	Mini	-	1:01.49	-	1:01.69	1:02.29	<u>1:01.22</u>
4. Peter Hull	A35	1:04.00	1:03.28	<u>1:02.12</u>	1:02.39	1:03.10	1:02.17
5. Vryn Evans	Minor	1:06.93	1:08.55	1:05.97	1:06.88	1:06.27	<u>1:05.72</u>
6. Robin Smith	Anglia	-	1:07.09	1:07.21	<u>1:05.94</u>	1:06.13	1:05.94
7. Graham Robson	Anglia	-	<u>1:07.47</u>	1:07.64	1:07.57	1:08.22	1:08.19
8. Simon Taylor	Mini	1:17.11	1:14.89	1:15.66	1:15.52	1:14.37	<u>1:13.78</u>

1001 to 1500 c.c. saloons

1. Graham Cowie	M-Cooper	52.24	52.54	49.36	<u>49.00</u>	49.12	49.82
2. Alex Wilson	Anglia	51.58	50.66	50.58	50.31	<u>49.82</u>	-
3. Alan Harvie	Morris	52.84	52.52	51.85	51.60	<u>51.26</u>	-
4. David Jurie	315	54.11	1:13.60	52.22	51.55	m.t.	<u>51.36</u>
5. Trevor Eve	Anglia	54.29	-	53.24	52.54	52.68	<u>51.74</u>
6. Hamish McLeod	Cortina	-	56.50	m.t.	53.09	52.42	<u>51.81</u>

Over 1500 c.c. saloons

1. Neil Hawker	Cortina	49.62	-	m.t.	47.51	<u>46.70</u>	47.33
2. Alistair McLeod	Jaguar	-	51.77	50.40	<u>49.99</u>	52.15	50.47
3. Tim Beetham	Jaguar	-	53.62	m.t.	-	<u>50.26</u>	50.80
4. Keith Ward	Chev.	55.38	54.32	54.08	53.07	<u>52.55</u>	53.50
5. Bill MacPherson	Humber	53.53	53.68	<u>52.83</u>	-	-	53.32
6. Murray Charles	Jaguar	57.78	56.02	55.06	<u>54.48</u>	55.04	54.80
7. John Shirer	Zodiac	56.93	57.24	55.68	<u>55.50</u>	55.72	57.10
Mike Poulton	Hillman	1:07.25	1:05.82	<u>1:05.59</u>	1:06.22	m.t.	1:06.58

Sports-cars

1. John Mines	J.R.M.	52.36	52.00	52.65	<u>50.10</u>	50.52	51.34
2. Murray Wyness	Midget	53.70	53.32	52.97	51.82	51.37	<u>50.96</u>
3. Bruce Cook	Porsche	-	-	53.27	52.95	51.86	<u>51.84</u>
4. Alan Packer	Stanford	1:52.32	57.51	58.40	<u>56.30</u>	-	-
5. John Robson	M.G.A.	57.95	57.54	57.67	<u>56.86</u>	57.87	56.94

Racing-cars

1. Peter Slocombe	Lotus 18	-	-	45.73	43.56	<u>42.89</u>	43.87
2. Dick Butters	Cooper	48.20	47.59	<u>44.84</u>	45.20	45.55	44.89

TREASURE HUNT

The full results of the Treasure Hunt on July 11 have somehow evaded us. However, from memory, the winner was Colin Taylor and Pat Tollan in the Gazelle with Ray Duffell / Dave King (Herald) second. Below you will find a story by the winning driver concerning the event.

On July 11th we attended another event run by our Club, organised by two well-known Club-Members, Vryn Evans and Jeff Morris, who must have put a considerable amount of time into the organisation of this Treasure Hunt. Our thanks must go to you, as we on the Committee appreciate all the help we can get from fellow Club members in organising events.

My crew consisted of Pat Tollan and my brother Paul, in place of my usual crew of Alan Pratt and Kingsley Foulkes, who were otherwise occupied. We will find the next Treasure Hunt to be very amusing, if this one is anything to go by. We left the Hutt Road Service Station at about 7:30 p.m. and proceeded along the Hutt Road to Petone, only to find we had to return along the same road into Wellington. On the way we had to find a sign with a brand of petrol on it, a monument and the name of a raincoat manufacturer.

On getting into Wellington the route went through town, around Oriental Bay, up Carlton Gore Road and through to Hataitai. Here we had to ask a milkbar proprietor for two pieces of chewing gum (pity there was no catch to this!). From Hataitai we went along Cobham Drive and around into Strathmore, where we took the road at the back of the Miramar Golf Course to get on to the Marine Drive. On this road there was a considerable number of competitors looking for a purple-coloured flower, which were quite plentiful in this area. But, alas, the fly-bombs had been at them again, and we discovered most of them dead, except for the one we found. Pity the other competitors. Noticed at the end of the event one of the competitor's girl-friend using her mascara to make her white flower purple. I believe this worked, too.

From Marine Drive we continued around into Island Bay where we had to pick up several items, such as six black wine-guns, a spark-plug, a piece of copper or brass, two Banana Bikes, back page of the Evening Post, one strand of red hair, two types of seaweed, one pine-cone, an insect and, believe it or not, a Boy Scout in uniform! I wouldn't be surprised if we don't have to bring back a girl in a topless dress at the next Treasure Hunt. Could be interesting, don't you think?

Well, after picking up our goods and Boy Scout we proceeded to John Street to count the number of traffic-lights. We found only fifty-three. I understand the organisers found sixty-three. Then on to the Railway Station where we had to find out what time a certain train was expected to leave for Paekakariki on a certain date, which we later discovered to be the day of the Rail Strike. But it was still expected to leave, wasn't it, Organisers?

From the Station we continued to the finish where we sat in the lounge of the Hutt Road Service Station to watch the rest of the competitors come in with their trophies. I had only one grumble: I think there should have been a time limit. But I had better not say too much, as we won it.

PALMER HEAD GYMKHANA 9/8/64

With Brook's visit to hospital necessitating the postponement of his "Sporting Trial", another Palmer Head gymkhana was hastily organised. Lack of advance publicity resulted in the relatively low number of twelve entries, but this, of course, meant more runs in more tests for the competitors.

Star attraction was Kay Foulkes's new "Noddy Car", which was driven enthusiastically by both Col Taylor and Kay himself. Kay won the event outright, with Peter ("Gymkhana") Martin second in the Herald. Hugh Slocombe, competing in his first gymkhana, was best of the Minis, placing third overall, ahead of Colin, who missed the first two tests in the M. G.

RESULTS PALMER HEAD GYMKHANA 9/8/64

Under 1,000 c.c.		Points gained in individual tests						
1. G. H. Slocombe	Austin Mini	9	11	11	6	6	7	=50
2. David King	Austin Mini	11	7	3	10	10	6	=47
3= John Gladhill	Morris Mini	5	10	8	11	4	2	=40
3= Gary Lang	Herald	7	8	5	9	3	8	=40
5. Dave Money	Austin Mini	4	2	9	2	7 $\frac{1}{2}$	9	=33 $\frac{1}{2}$
6. Brian Robinson	Morris-Cooper	8	3	2	3	9	5	=30
7. Ted King	Austin Mini	6	6	4	5	1	4	=26
Over 1,000 c.c.								
1. Kay Foulkes	M. G. Midget	12	4	12	8	12	11	=58
2. Peter Martin	Herald	10	12	10	7	7 $\frac{1}{2}$	10	=56 $\frac{1}{2}$
3. Colin Taylor	M. G. Midget	-	-	7	12	11	12	=42
4= Ian Pinkerton	Oxford	3	5	1	4	5	3	=21
4= Colin Taylor	Gazelle	2	9	6	1	2	1	=21

TEST ONE: WIGGLE-WOGGLE

Place	Driver				Total
1.	Foulkes	14.50	13.55	13.20	42.25
2.	D. King	14.73	13.84	14.52	43.09
3.	Martin	15.10	15.06	14.56	44.72
4.	Slocombe	15.50	14.67	14.56	44.73
5.	Robinson	15.60	14.69	14.51	44.80
6.	Lang	15.55	15.56	14.76	45.87
7.	E. King	16.85	14.78	14.86	46.49
8.	Gladhill	16.13	15.95	14.94	46.92
9.	Money	14.58(+5)	14.85	14.41	48.84
10.	Pinkerton	15.84	15.91	15.34(+5)	52.09
11.	Taylor	16.15	16.38	21.15	53.68

TEST TWO: REVERSE WIGGLE-WOGGLE

Place	Driver			Total
1.	Martin	18.76	17.25	36.01
2.	Slocombe	20.45	18.16	38.61
3.	Gladhill	18.92	20.01	38.93
4.	Taylor (Gazelle)	20.24	19.20	39.44
5.	Lang	19.97	21.01	40.98
6.	D. King	22.18	22.36	44.54
7.	E. King	22.50	22.49	44.99
8.	Pinkerton	22.78	22.75	45.53
9.	Foulkes	26.16	21.61	47.77
10.	Robinson	22.11	26.72	48.83
11.	Money	27.42	21.71	49.13

TEST THREE: DROPPING STONES IN TINS

Place	Driver				Total
1.	Foulkes	18.69	18.44	18.55	55.68
2.	Slocombe	20.10	19.55	19.24	58.99
3.	Martin	20.06	19.67	19.35	59.08
4.	Money	21.30	19.74	19.14	60.18
5.	Gladhill	20.94	20.96	20.15	62.05
6.	Taylor (M.G)	18.25	19.89	19.33(+5)	62.47
7.	Taylor (Gazelle)	20.77	20.10	23.05	63.92
8.	Lang	21.62	21.55	21.42	64.59
9.	E. King	21.20	20.81	22.97	64.98
10.	D. King	20.25(+5)	20.89	19.67	65.81
11.	Robinson	26.57(+5)	20.14	19.68	71.39
12.	Pinkerton	21.18(+5)	20.80(+5)	20.20	72.19

TEST FOUR: GARAGING

Place	Driver			Total
1.	Taylor (M.G)	22.40	21.55	43.95
2.	Gladhill	23.54	21.82	45.36
3.	D. King	26.61	24.00	50.61
4.	Lang	25.75	25.34	51.09
5.	Foulkes	23.98	29.06	53.04
6.	Martin	32.64	21.85	54.49
7.	Slocombe	30.80	25.14	55.94
8.	E. King	26.80(+10)	25.32	62.12
9.	Pinkerton	29.26	30.95(+10)	70.21
10.	Robinson	35.27	35.27	70.54
11.	Money	44.33	29.60	73.93
12.	Taylor (Gazelle)	32.21	35.05(+15)	82.26

TEST FIVE: FIGURES '8'

Place	Driver	Total
1.	Foulkes	14.44
2.	Taylor (M.G)	14.45
3.	D. King	15.25
4.	Robinson	15.58
5.	Martin	15.65
5.	Money	15.65
7.	Slocombe	16.30
8.	Pinkerton	16.32
9.	Gladhill	16.40
10.	Lang	16.84
11.	Taylor (Gazelle)	17.04
12.	E. King	17.21

TEST SIX: FIGURE '8' - MODIFIED

Place	Driver			Total
1.	Taylor (M.G)	19.11	18.94	38.05
2.	Foulkes	19.14	19.51	38.65
3.	Martin	20.85	20.72	41.57
4.	Money	20.89	20.86	41.75
5.	Lang	20.95	21.29	42.24
6.	Slocombe	21.19	21.60	42.79
6.	D. King	22.32	20.75	43.07
7.	Robinson	20.82	23.16	43.98
8.	E. King	21.66	22.83	44.49
9.	Pinkerton	23.81	21.11	44.92
10.	Gladhill	22.30	22.72	45.02
11.	Taylor (Gazelle)	23.55	23.41	46.96

AUCKLAND CAR CLUB HEPOLITE TRIAL 4-5/7/64

When we go up to the Hepolite Gold Star Trial next year we will be trying very hard to obtain a low number. On the recent Hepolite we were Car No. 79. Imagine this:- a wet grass road over which 78 cars have passed. A Mini-Minor (roof-spotted of course) trying to negotiate this quagmire. Funny? You should have been trying to push that Mini.

The route was a well thought-out one, for I don't think we were at any stage more than sixty miles from Auckland. We went round and round in ever-decreasing circles... We only went off course three times on this trial as compared with the Castrôle Rallye, where we were on course only three times.

Section One took us from Tappenden Motors over the Auckland Harbour Bridge, past the speedo check - which was at eleven miles on our speedo - and through the first mud section. Photographer sporting hairy black beard took excellent photos of Mini going sideways. Good fun !! One catch: Mini's muffling system took leave of the car. Motored on sounding like a racy Wellington City Council bus. Missed a sign soon after this and this put paid to the first section. Missed three checks.

Section Two: high averages due mainly to large speedo error (on plotting car). Mini had some difficulty in keeping up averages, especially after the exhaust front-pipe, upset by the constant vibrations, decided to head for parts unknown. Motored on sounding like a detuned traction engine. from Hellenesville through Auckland and on to Pukekohe. "One hour break for refuelling man and machine."

Section Three was the longest Tulip Section we had ever encountered. Eighty-five carefully-drawn diagrams. We went very well up to Number 53, where we came across a very-cunningly placed check. We were looking for a "bear right" and running about two minutes early, when we came over the crest of a hill and spotted this check. We forgot all about our instruction and went into the check, bemoaning our misfortune. After losing about half the required time we were off again, still looking for the "bear right". Many, many miles later we realised that we had been had, and that the turn had been immediately before the check. Full marks to the Auckland Car Club.

We motored at high speed around the remainder of this section, running very late.

Section Four. A monty map-reading effort. Twenty-three references to plot. All the times were already worked out for us so I (the timekeeper) had a little 40 winks. The blackest mark to the organisers here. Trial numbers should not have any bearing on final results. Car number 80 should have equal chances to car number 1. But when mud sections such as we encountered here are included, the last cars must get bogged down, as indeed we did. This mud section put us over an hour late and we were subsequently disqualified.

Section Five. High averages across a range of mountains we did not even realise existed. Mini's traction-engine-type exhaust was very hard on the ears through here. Control at Taupiri by the Waikato River, on Highway 1 again.

Section Six. Another map-reading effort with times all worked out for competitors. Wound through fairly flat country around Te Kauwhata - Meremere area, to Control at Papakura.

The next section took us from Papakura via Hunua to the now-familiar hills at Ramarama and Bombay. Mud again encountered behind Drury and Mini again stuck. Out came and on went the chains for another successful negotiation. Shortly after this, looking for a "second left" we spotted a

check. But we were not asleep this time and took the left turn before the check. This phenomenon repeated itself immediately and then once again with another check. We weren't fooled once! From here we crossed Number 1 Highway and headed towards Pukekohe, then doubled back onto Number 1 and in to Auckland. On the way we diverted to utilise the best "straight ahead" we've seen, but there wasn't even a check up there!

The Trial finished at Western Springs Speedway and results were posted at the N.Z.I.G.P. offices. After seeing that none of the Wellington contingent had fared at all well, due mainly to maximum lateness, we headed for home. The averages were the highest encountered on Gold Star Trials this season, and Mini crew at least, felt we had enjoyed ourselves more than on the Peugeot, the Shell or the Castrol.

- P.P.T.

1964 MOBIL ECONOMY RUN

The 10th Run of the New Zealand series will be held on Friday and Saturday, November 13th and 14th, over a 517-mile route from Wellington to Auckland, with an overnight stop at Rotorua. Entries close at noon on Wednesday, September 30th.


The prizes for each of the four Classes remain at £100, £50, and £25 for the winners, second and third placings respectively. Also, a cash award of £20 will be made to each entrant who completes the course, irrespective of the car's placing in its Class.

In addition to these prizes, a Sweepstakes Trophy, to be held for one year, will be awarded for the car achieving the highest ton-miles-per-gallon figure in the 1964 event. By arrangement with Mobil Oil Australia Ltd., the two winning drivers will be flown to Australia at our expense to take part in the 1965 Run there, a car being provided and all travel and accommodation costs paid. This event will probably be held in October, 1965.

We enclose a supply of Supplementary Regulations and Entry Forms for the 1964 event and should appreciate your distributing these to interested Club members. Further copies are available as required from the Mobil Economy Run Co-ordinator at the above address.

Should you require any additional information on this year's event, we shall be happy to supply it.

We appreciate your help in this matter.


K. H. Day,
N.Z. Sales Manager.

A hearty welcome to the following new members:

Ray Abbott	Morris Minor
Phred Bear	Sunbeam Rapier
Phreda Bear	Herald Estate
Denis Beckett	-
Robert Carmichael	Humber 90
John Collinson	Jaguar XK 140
Barry Coveny	Austin A35
Michael Denny	-
Helen Dollimore	-
Tom Doyle	Singer Gazelle
Bill Flanagan	Triumph TR2
Monty Frew	A.O Somerset
Jill Fuller	Humber 80
Dugald Grant	Dodge
Francis de Joux	Austin A55
Malcolm McGavin	Anglia 105E
Gerard O'Keefe	-
Kevin O'Keefe	-
David Thomas	Morris 1100
Peter Thomas	Chrysler Valiant
Garry Thompson	Austin Mini
John Wallace	Vanguard
Paul Wbley	Mk 1 Sprite
Michael Young	-
Terry O'Halloran	Volkswagen
Anne Read	Standard Eight

The Bulletin Editor has the address of a Hastings firm who are able to supply maps, Blackwell calculators and other difficult-to-obtain rallying aids.

PERSONALITY PARADE

No. 2: ALAN PRATT:

Personality this month is Hon. Sec., Alan Pratt. Alan was elected on to the Committee in 1963 and at the A.G.M. this year was elected Secretary. His initial motoring experience was gained on two wheels - just like John Surtees! - and with the bikes he had his first taste of competition, in scrambles at Palmerston North, his home town. The fact that cars were not only more comfortable but also safer was forcibly brought home to him by a fairly bad prang, and he switched to four wheels.

After developing an interest in hillclimbing - he attended several Manawatu Car Club events as a spectator - Alan decided to join the local club, but was advised of an imminent transfer to Wellington. He held off for a couple of months, and finally joined the Wellington Car Club. At that time, February, 1960, he owned his third Citroen, a 1952 model and "rather a nice car." His earlier Citroens had been a 1938 and 1948 model.

As Alan says, "In this car I competed in trials, Levin sprints and gymkhanas (not all that suitable for these). In 1961 Gary Adie and I went on the first Wellington Gold Star Trial in the Citroen and had a lot of fun, and I must admit I've liked trialling ever since.

"I then decided that I must get something a bit quicker and bought a 1957 M. G. Magnette (the car that Graeme Duff has also owned) in April that year. This was quite a fast car and I learned a lot and had a lot of fun. My best outing in this was a Levin sprint where I beat several M.G.A.s.

"My next mount was a 1932 Riley sports, but I soon got sick of whirring diffs and gearboxes, hard springing all round, not all that much power and violent understeer. Having finally got used to understeer I bought a 1961 Mini. This poor little car was flogged around for 14 or 15,000 miles including several Gold Star Trials (with Bernie Russell) and really earned its keep."

In June last year Alan sold the faithful Mini and bought a hack from Brook Leyland, this being a maroon and white Wolseley 1500. After some mechanical attention, Alan says this was quite a good car. When the Hillman Imps were announced in England he made tentative enquiries and kept the Wolseley while saving his pennies for the Imp.

"On April 1st this year I became the proud owner of the first Imp in the Club, and am very pleased with it. It won't quite catch Mini-Coopers, but it'll do ordinary Minis most satisfactorily.

Last year Alan competed in several of the big trials as map-reader in Colin Taylor's red Mini. He has stuck with Col in this year's Gold Star Trials in the Gazelle.

Finally Alan says, "If you've got any problems regarding forms, competition licences, new members or any general grouch, please let me know and one of us on the Committee will try and sort it out.

"I feel that this Club will really go ahead in the next year or so, with membership going up, clubrooms going up. The Club will be even more of a force to be reckoned with. Stick by us - I don't think you'll regret it."

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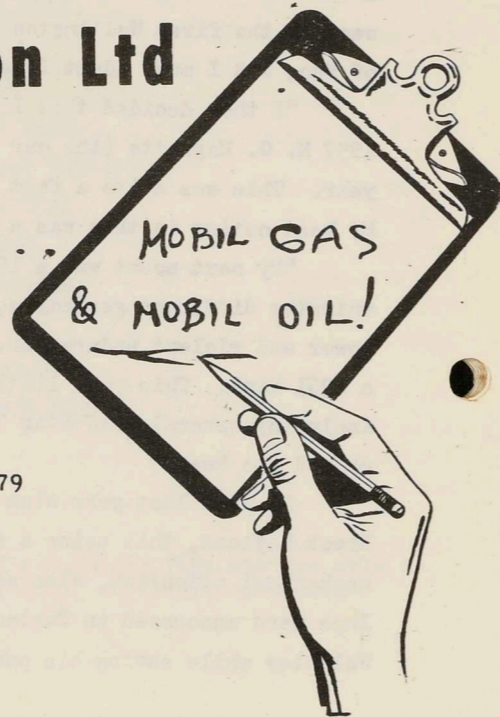
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From the Christchurch "Press" 24/7/54.

I have been told by a Transport Department officer that there is no special course of driving for traffic officers in this country. A proper driving course would be of great benefit, and indeed should be considered a vital part of officer training. If a driver is to participate in any sort of chase, at speed or not, he should have special training. A skid pan should be a vital part of a traffic officer's course, and so should instruction in high speed driving, preferably on one of the country's racing circuits. Not only would this improve the skill of the officers and make them safer and a better example to other drivers, but it would also assist them in distinguishing more closely between a dangerous manoeuvre by another driver and an example of advanced driving techniques.

I have been asked why, when a driver is charged with driving at a dangerous speed, it is not even more dangerous for a traffic officer to do another 15 to 20 m.p.h. to catch him. When the officers have not passed through a special course of training this is a difficult question to answer. If the driver being pursued is well skilled and in a suitable vehicle, it might be assumed that the traffic officer, through experience, has even greater skill, but this is not very convincing. However, if the officer had passed through an advanced course at a police driving school, the question would probably not arise.

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OVERSEAS NEWS:

The German Grand Prix marked the debut of the V12 F.1 Honda. Driven by American sports-car driver Ronnie Bucknum the car made a very promising showing before finally leaving the road in the closing laps and retiring.

The Nurburg meeting was marred by the accident to the well-known Dutch count, Carel Godin de Beaufort, who has astounded race-goers for several seasons with his very fast driving of an out-dated G.P. Porsche. The 29-year-old de Beaufort succumbed to injuries received when the Porsche crashed badly in practice.

At Brands Hatch the day after the German G.P., New Zealanders put up a fine showing in the international sports-car race. Bruce McLaren won the event in his Oldsmobile-powered Cooper, with Denis Hulme second in a Brabham and Chris Amon in an A.C. Cobra sixth after a terrific duel with Jack Sears in a similar car.

Two weeks earlier Hulme was second in the Guards Trophy sports-car race on the same circuit, and before that had won the international Formula 2 race at Clermont-Ferrand in France. His efforts have been rewarded with an F.1 drive in some races, starting with the Scandinavian series currently being run.

BRITISH GRAND PRIX 11/7/64

Jim Clark won the British Grand Prix, held for the first time at Brands Hatch, by less than three seconds from Graham Hill. Clark had been fastest in practice, with Hill and Gurney making up the front row of the starting grid. Brabham and Surtees were next, followed by McLaren, Bob Anderson (Brabham) and Lorenzo Bandini (Ferrari).

After one lap of the race Clark had his Lotus 25B in the lead with Gurney, Hill and Surtees behind. With only three laps gone Gurney was in the pits with his Brabham smoking from an electrical fire. This put Hill in second place and he began to close in on Clark, who responded by pulling away slightly from the B. R. M. Surtees and Brabham were slightly further back, followed by McLaren, who retired on lap seven with gearbox trouble.

On lap 16 Brabham spun and made a couple of pit-stops to check his car. When he finally got back into the race he was seventh, behind Clark, G. Hill, Surtees, Bandini, Phil Hill (Cooper) and Anderson.

By half-distance - 40 laps - the position was much the same. Clark was steadily increasing his lead over Hill, who in turn was well clear of the Ferraris of Surtees and Bandini. Jack Brabham was up in fifth place, having passed Hill and Anderson. Three laps later Anderson passed Phil Hill, but by lap 66 the 1961 World Champion had repassed the former motorcycle star. On the same lap Brabham passed Bandini.

As the race drew to a close Graham Hill started to catch Clark, but the Lotus was still well ahead at the finish. Surtees was the only other driver to complete the full distance, Brabham being one lap down.

GERMAN GRAND PRIX 1/8/64

For the second consecutive year Ferrari driver John Surtees won the German Grand Prix, held on the Nurburgring on 1st August. Graham Hill in a B. R. M. followed him home to take the lead in the World Championship from Jim Clark, who retired in this event. Surtees's team-mate Lorenzo Bandini, was third in a V6 Ferrari.

Surtees, driving the V8, was fastest driver in practice with a lap in 8 min. 38.4 sec., nearly ten seconds better than his own lap record. Clark and Gurney were both under 8 m. 40s., and Bandini, who had been fastest of all in the first session, completed the front row of the grid. Behind them were the Number 1 drivers of the B.R.M., Brabham and Cooper teams, Graham Hill, Jack Brabham and Bruce McLaren.

At flagfall Surtees pulled away from Clark and Gurney, but was soon passed and at the end of the first 14-mile lap the order was Clark-Gurney-Surtees, followed by Graham Hill and Brabham. Clark and Surtees swapped the lead for three exciting laps, with Gurney and Hill always right up with them, but already well in front of Brabham, who was on his own ahead of the rest of the field.

On the third lap Clark slowed and was passed by Gurney as well as Surtees. A terrific scrap now developed between the Brabham and the Ferrari, swapping the lead all around the circuit, with Hill and Clark now a little way behind.

On lap six Surtees took the lead from Gurney and opened a gap. Hill was running third, with Clark well behind him. The Lotus went out with valve disorders shortly afterwards. This put Brabham, now closely followed by Bandini, in fourth place.

By lap nine Surtees was fifteen seconds ahead of Gurney, and the American Brabham driver was steadily falling further and further back, to be passed by Hill three laps later when he stopped at his pits.

This put Brabham in third place, having repassed Bandini, and Gurney resumed in fifth spot. On lap 12 both Brabham cars dramatically retired, leaving the Ferraris in first and third places, split by Hill's B.R.M., which was now sounding very rough. The young Swiss driver Joseph Siffert inherited fourth place and was followed by Chris Amon, who motored straight into his pits to retire with rear suspension bothers.

Surtees carried on to win in record time, with Hill's stuttering B.R.M. almost a minute and a half behind. Bandini in the other Ferrari was third, nearly five minutes behind his team-leader.

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WORLD CHAMPIONSHIP POSITIONS AFTER GERMAN GRAND PRIX

1.	Graham Hill	B. R. M.	32
2.	Jimmy Clark	Lotus-Climax	30
3.	John Surtees	Ferrari	19
4=	Peter Arundell	Lotus-Climax	11
4=	Jack Brabham	Brabham-Climax	11
4=	Richie Ginther	B. R. M.	11
7.	Dan Gurney	Brabham-Climax	10
8.	Bruce McLaren	Cooper-Climax	7
9.	Lorenzo Bandini	Ferrari	6
10.	Joseph Siffert	Brabham-B.R.M.	3
11=	Chris Amon	Lotus-B.R.M.	2
11=	Jo Bonnier	Cooper-Climax	2
11=	M. Trintignant	B. R. M.	2
14=	Bob Anderson	Brabham-Climax	1
14=	Mike Hailwood	Lotus-B.R.M.	1
14=	Phil Hill	Cooper-Climax	1
14=	Tony Maggs	B. R. M.	1

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Sir,
I think the Committee would get a vote of confidence from the Club members if the Committee were to hand this road race thing over to the Wellington Motor Sports Association regardless of the feelings of the other clubs in the area.

Yours etc.,
"Aardvark"

Sir,

He wishes Hon. President a speedy recovery from his recent "top overhaul" job.
He still thinks supercharging is the easiest and cheapest way to improve breathing.

Yours etc.,
"Triple-choke Weber"

Sir,

Most older members will remember the excellent hillclimbs held by this club on the Paekakariki Hill Road. The Main Highways Board closed the road to us following a fatal accident during the running of the 1951 event. This action was taken following a decision by the Transport Department that the condition of the road was unsafe for events of this nature. Special reference was made to the poor state of the fencing at that time, and the general opinion was that should a better fence be erected, there would be a strong possibility that any application made by the Club for closure of the road would be carefully considered.

I believe the Paekak Hill was refenced some years ago and that there would now be a sufficient safety margin to conduct a successful hill-climb at this historic venue. An investigation by the Committee to confirm my observations could result in restoration to the Club of what was, in its day, considered to be the best Hillclimb in the country.

Yours, etc.,
"Brooklands"

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CONROD CORNER

This is the last Bulletin non-financial members will receive.

Don Hadfield's famous Austin A90 has been road-tested by "The Motorman".

Don himself, New Zealand Trials Champion for the second time this year, has announced his retirement from this branch of the sport. We hear he's going racing next year, at the wheel of a suitably modified Mini.

First entry received by the promoters of this year's Wills 6-Hour race was the Fiat 1500 to be driven by the Thames driver and his father, Selwyn Hadfield.

There are three Lotus-Cortinas and three Cortina GT's entered so far in this race. Lotus drivers include Kerry Grant, Jim Palmer and Paul Fahey.

Joe Hayes is to drive a Triumph 2000 in the event. Murray Charles will be seen in a Morris 1100.

Kerry Grant is going to Australia to pick up the Scuderia Veloce 2.5 Brabham. The ex-Levis Lotus 22 is for sale, unless it has already been sold.

Club P. R. O. John Manuel has got the Allard back, but is selling it.

Brook Leyland has had his head modified. Some say it's a port and polish, others a decoke, some even a full-flow exhaust.

Committee man Dave King has left the Navy and is selling parts at Jas J. N's.

Another member, namely Club Capt., is full of praise for the Herald's solid construction after being forcibly rammed by an elderly barge.

Many members have reported seeing the 3500GT Maserati back on the road.

In future please refer to Mike Mini Frost as Mike Imp Frost. When Mike's tuning skills have been turned to the new car, Alan will have to really go to catch him.

Getting back to the subject of damaged cars: mechanical damage in the form of a broken half-shaft was effected to a late-model S-Series Bentley by one of the Club's better-known car-salesmen. ("But Bentleys just don't break half-shafts!")

More hot cars in the Club. Gary Huxford's 105E Anglia is getting the treatment, with the approaching racing season in view. Dave Jurie is also reputed to be going the Anglia way. John Gladhill has at last gone the cheats' way and modified the Mini-with-the-roofspot. Presumably so that he'll have something to show all the people who keep asking, "What's done to her?"

Up in Hawke's Bay, Tony Gilbertson is reported as being interested in dropping a 427 cu. in. Chrysler V8 in the rear of a Mini!!!

Ian Cubbin, of the cream M. G. Midget, is now living in Auckland

News of THE CLUBROOMS: nearly all the framework, including the roof, is up.

Haven't seen much of the M.G. boys lately. Apparently at least two are fitting 1800 c.c. MGB motors to their A-Types. Another has one of the 4-cylinder 100M Austin-Healeys. Bryan Harvie is joining the Cortina ranks with a much-modified car for next season.

Trevor Wyness has a very attractive wire-wheeled Cortina GT.

Most of you have probably seen the new Club windscreen transfers. These are available from John Swan (Quality Paints, Courtenay Place) at a bob a throw.

Alan Pratt has entered the Imp in this year's Mobilgas Economy Run. And what's this we hear about Peter Martin entering an M. G. 1100 ?

Transport to the next Pukekohe G.P. is being arranged for carless (not careless) members. Anyone interested contact Bruce Sutherland at the Central Service Station.

Brook would very much like to know who's got his copy of "RALLIES, TRIALS AND GYRGHANAS". Please return.

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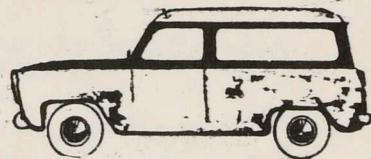
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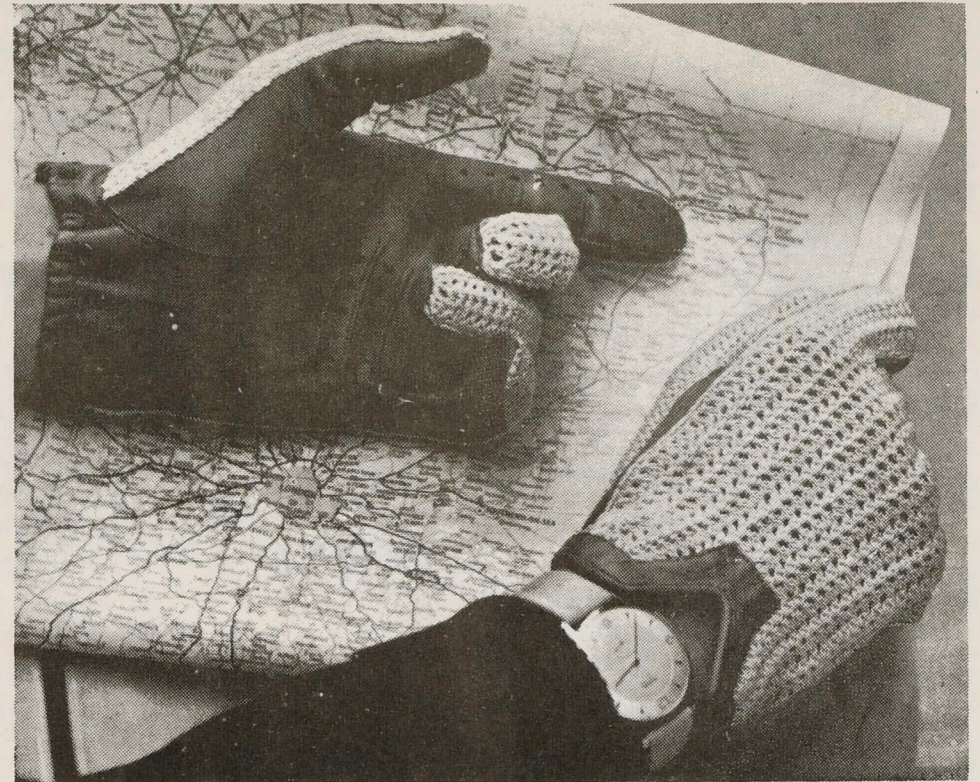
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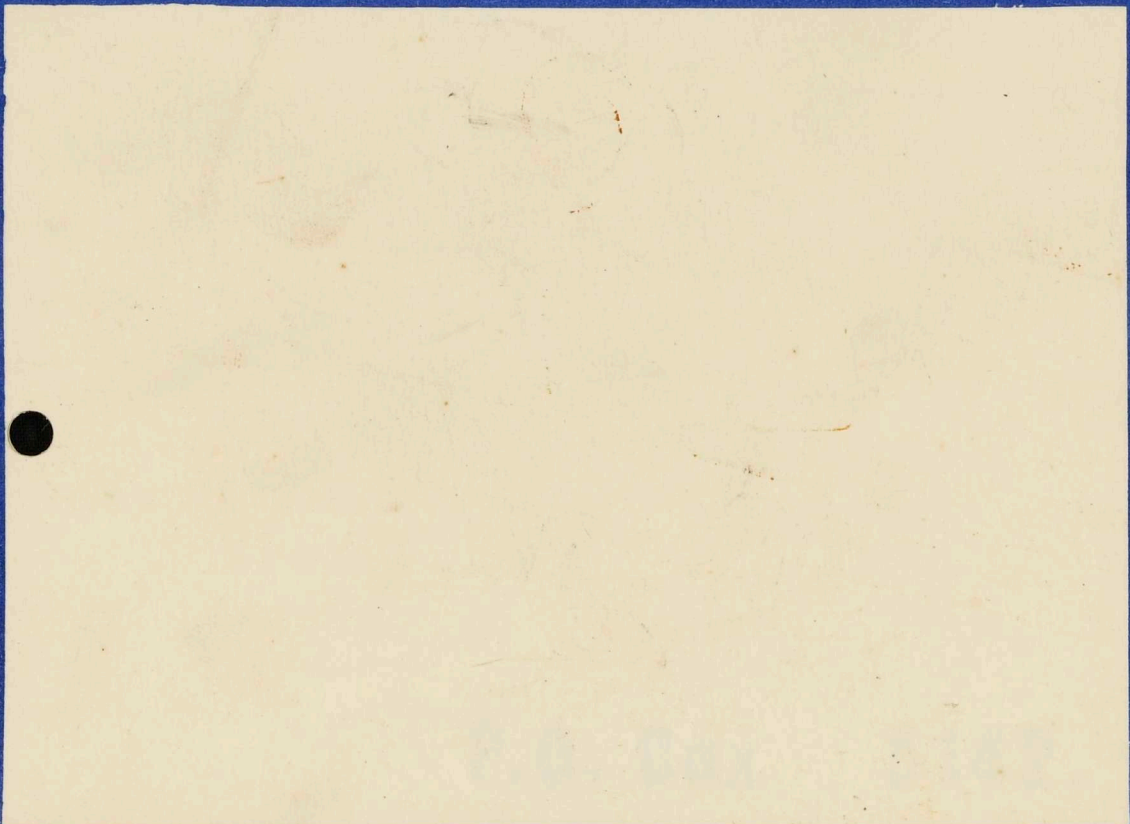
IT HAS TO BE GOOD TO BE



WELLINGTON
CAR CLUB
(INC.)

Bulletin

SEPT.-OCT. 1964



SEPT.-OCT. 1964

WELLINGTON CAR CLUB (INC.)

P.O. Box 5142.

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CLUB DIRECTORY



PRESIDENT:	-Brook Leyland, 7 Marama Tce., Eastbourne.	B. 692-145 H. 8501 Eastbourne.
SECRETARY:	-Alan Pratt, 19 Little Pipitea St., Thorndon, N.1	B. 46-000 ext 884 H. 50-020
TREASURER:	-John Swan, 20 Boxhill, Khandallah, N.5	B. 53-371 H. 36-658
CLUB CAPTAIN:	-Ray Duffell, 11 Creswick Tce., Northland, W.2	B. 71-139 H. 28-479
VICE-CAPTAIN:	-Dave Mowat, 55 Hopper Street, City.	B. 54-472 H. -
COMMITTEE:	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E.5	B. - H. 17-597
	-Dave King, Glenside Rd North, Johnsonville.	B. - H. -
	-Peter Martin, 17a Sutherland Cres., Melrose, E.3	B. 50-351 H. 88-261
	-Colin Taylor, 14 Seine Street, Island Bay, S.2	B. 41-126 H. 85-702
BULLETIN EDITOR:	-Dave McKinney, 33, Rimu Road, Kelburn, W.1	B. 54-610 H. 27-469
PUBLIC RELATIONS OFFICER:	-John Manuel, 290 Waiwhetu Rd, Lower Hutt.	B. - H. 67-584
HON. SOLICITOR:	-Mr John Tannahill, Deacon & Tannahill.	B. 43-333

COMING EVENTS

GIMMICK TRIAL
GIMMICK TRIAL
GIMMICK TRIAL

Sunday 4th October 2 p.m.

Start at Bus Sheds Aotea Quay

Map Required : - N.Z.M.S. 17 Wellington
Lands and Survey map.

This will be a most interesting and entertaining way to spend a Sunday afternoon.

DISTANCE: 50 miles - 2½ hours

ENTRY FEE 2/6 ONLY

SEE YOU THERE

GIMMICK TRIAL
GIMMICK TRIAL
GIMMICK TRIAL

HONEYPOT TRIAL
HONEYPOT TRIAL
HONEYPOT TRIAL

HONEYPOT TRIAL
HONEYPOT TRIAL
HONEYPOT TRIAL

HONEYPOT TRIAL
HONEYPOT TRIAL
HONEYPOT TRIAL

(Wall Cup event)

Starts at the Aramoana building at 10 a.m. on Sunday October 18. Entries for this 150 mile event will be received from 9.15 a.m. Intending competitors are advised to bring lunch, although the break will be in Upper Hutt where there will probably be at least one shop open.

No maps are required, but NZMS 17 Wellington, Hutt Valley, Porarua and Paraparaumu could come in handy.

Finish back in Wellington (at the start) from approx. 5 p.m.

To Jenny and Brook Leyland - a daughter on September 22 - Toni Ann. Stand by Pat Moss !

CLUB CALENDAR

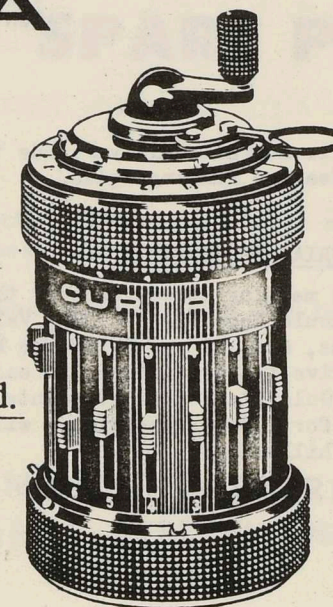
NOVEMBER 1 NOVELTY TRIAL
NOVEMBER 7 LEVIN SPRINT AND BARBECUE
NOVEMBER 14 RENWICK FLIGHT

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COPY OF LETTER RECEIVED FROM THE M. G. CAR CLUB (WELLINGTON CENTRE) INC.

The Secretary,

Dear Sir,

The Wellington M.G. Car Club invite your club to participate in the Vespa Cup Inter-Club Gymkhana to be held in Wellington on 31 st October. Starting time is 12.30 sharp, as a very full programme has been arranged. Entry forms will be available on the day. The gymkhana is to be held on soft ground, but as permission has not been obtained, we will let you know exactly in a month's time, when we will be inquiring as to your Club's response.

Clubs will compete in teams of six with a limit of two teams from any Club. Points will be allotted to the first six placings in each event, with a tally to decide the winner.

The winning Club will be announced at the Presentation Ball to be held at the Seaway Cabaret from 9 p.m. to 2 a.m. The trophy will be presented at this function. Each Club will have their own table. Bring your own refreshments. Tickets are available at the cost of £2.0.0 double, from the above address or at the gymkhanan

Our Club has won this Cup continuously the last four times.

Other Clubs have promised good attendance, and we hope you will do the same.

Yours faithfully,
(sgd) Bryan Harvie
CONVENOR & BULLETIN EDITOR.

We regret that there is no Personality Parade this month, but next month we should be able to have the feature running again.

DUNCAN MACKENZIE MEMORIAL TROPHY.

At the last Committee meeting it was decided that the qualifying events for this year's competition should comprise two Hutt Valley Motoring Club events, two Wellington C.C. events, and, if possible, one M.G. Car Club event. Points will be allocated to the five fastest drivers in each event, on the same basis as the A.N.Z.C.C. Hillclimb Gold Star, i.e. 10 points for FTD, 7 for second, 5 for third, 3 for fourth and one for fifth. The winner will be the driver who gains the most points from the five hillclimbs.

Regs and Prospectus are now available for the Coppertone National Race Meeting at Pukekohe on November 7 and also for the Renwick meeting on November 14.

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AND
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DUNCAN	MACKENZIE	MEMORIAL	TROPHY
DUNCAN	MACKENZIE	MEMORIAL	TROPHY
DUNCAN	MACKENZIE	MEMORIAL	TROPHY
DUNCAN	MACKENZIE	MEMORIAL	TROPHY
DUNCAN	MACKENZIE	MEMORIAL	TROPHY
DUNCAN	MACKENZIE	MEMORIAL	TROPHY
DUNCAN	MACKENZIE	MEMORIAL	TROPHY

WOULD EVERY-ONE INTENDING TO MAKE A DONATION TO THIS FUND PLEASE SEE JOHN SWAN

AS SOON AS POSSIBLE

+++++

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£1 WILL PAY YOUR DEPOSIT ON THE PLANE
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ECONOMY RUN

The economy Run on September 6 attracted twelve entries. The event started at Butters' garage in Linden and the route then took us to Porirua and north onto Highway 58 - around the Paremata harbour to the Hutt Valley via Haywards. From here competitors headed north to Upper Hutt then continued on over the Akatarawas, over the Paekak hill, and back to Linden via the northern side of the Paremata harbour. Both the route and the averages were easy to maintain, and most competitors were running well into their allowance for early arrival.

Results are as follows:

Under 1200 c.c.

1. Hugh Slocombe	Austin Mini 848 c.c.	61.02 m.p.g.
2= Peter Slocombe	Fiat "600" 633 c.c.	50.85
2= Alan Pratt	Hillman "Imp" 875 c.c.	50.85
4. Ray Duffell	Triumph "Herald" 1147 c.c.	48.63
5. John Gladhill	Morris Mini 848 c.c.	46.61
6. K Foulkes	M. G. "Midget" 1100 c.c.	45.35
7. Dave King	Morris 1100 1098 c.c.	44.96

1201 to 1700 c.c.

1. Gavin Beaumont	Humber 80 V 1594 c.c.	43.03 m.p.g.
2. Ted King	Humber 80 111c 1600 c.c.	38.14
3. Gary Foothead	Hillman 111b 1494 c.c.	33.23

1701 to 2600 c.c.

1. Peter Riggs	Zodiac 2553 c.c.	31.66 m.p.g.
----------------	------------------	--------------

Over 2600 c.c.

1. Peter Thomas	Chrysler "Valiant" 3688 c.c.	33.23 m.p.g.
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NOTE: These mileages would be nearer correct if reduced by 11 %

LEVIN SPRINT 19 September, 1964

A thirty-four car entry competed in the Club's Levin Sprint on 19 September. Despite bitterly cold weather conditions there was also the largest crowd of spectators we have seen for some time. Highlights of the day were Dicky Butters' time in the Cooper (under one minute!) and the appearance of Dave Jurie's stove-hot Anglia. This car should prove capable of much better than the time of 1 minute 4.87 seconds it returned, when the braking and handling have been sorted out. The Anglia made fourth FTD, behind Butters, Slocombe and Swan, all driving the same car.

Gary Huxford's Anglia, now resplendent in a coat of red paint, was fastest saloon under 1000 c.c., comfortably beating the Mini-Coopers of Mackintosh from Wanganui and Peter Wyness.

Roger Staniforth and Rex Flowers drove Roger's new 1275 c.c. Mini-Cooper 'S' and were second and fifth respectively in the 1001 to 1500 c.c. class, behind the Jurie Anglia. Trevor Eve (Anglia) was third in this class.

The over 1500 c.c. class was comfortably won by Tam Beetham in the 3.8 Jaguar, with Mike Poulton second in his modified Series V Hillman. New member John Nielson was third in his FJ Holden.

John Mines in the JRM-Ford was again fastest of the smaller sports-cars, clocking a lap of 1 min. 7.67 seconds. K Foulkes made an appearance with the Midget and took second place, ahead of Terry O'Halloran in John Taylor's Porsche GT.

Three big sports-cars competed - not many but more than we've had for a while - and Graham McRae easily won the class in his six-cylinder Austin-Healey with Peter Bloore in an older four-cylinder car second. Bill Flanagan gave his TR 2 an airing and took third place. Bill is a new club member, and like John Nielson, hails from Australia.

PAST EVENTS

RESULTS: FLYING LAP

UNDER 1000 c.c. SALOONS

1. 4	Gary Huxford	Wellington C.C.	Anglia 997	1 min 09.88
2. 25	B. R. Mackintosh	Wanganui C.C.	Morris-Cooper 997	1 min 12.28
3. 7	Peter Wyness	Wellington C.C.	Morris-Cooper 997	1 min 12.95
4. 17	John Gladhill	Wellington C.C.	Morris Mini 848	1 min 13.86
5. 1	Alister Vowell	Wairarapa C.C.	Austin Seven 848	1 min 14.32
6. 14	Alan Pratt	Wellington C.C.	Hillman Imp 875	1 min 15.69
7. 3	Mike Frost	Wellington C.C.	Hillman Imp 875	1 min 16.83
8. 11	Paul Webley	Wellington C.C.	Anglia 997	1 min 31.82

1001 to 1500 c.c. SALOONS

1. 88	Dave Jurie	Wellington C.C.	Anglia 1475	1 min 04.87
2. 30	Roger Staniforth	Hutt Valley M.C.	Morris Cooper 1275	1 min 07.81
3. 26	Trevor Eve	Hutt Valley M.C.	Anglia 1488	1 min 07.99
4. 28	Hamish McLeod	Hutt Valley M.C.	Cortina 1189	1 min 08.25
5. 31	Rex Flowers	Hutt Valley M.C.	Morris Cooper 1275	1 min 08.53
6. 5	Trevor Wyness	Wellington C.C.	Cortina GT 1475	1 min 09.92
7. 27	Eddie Fulton	M. G. Car Club	Morris 1100	1 min 10.61
8. 19	Alex Wilson	Wellington C.C.	Anglia 1189	1 min 10.73
9. 20	Dave King	Wellington C.C.	Morris 1100	1 min 10.87
10. 18	Colin Taylor	Wellington C.C.	Gazelle 1494	1 min 19.66
11. 29	Jack Oakley	Hutt Valley M.C.	Metropolitan 1489	1 min 24.58

OVER 1500 c.c. SALOONS

1. 10	Tim Beetham	Wellington C.C.	Jaguar 3781	1 min 07.27
2. 15	Mike Poulton	Hutt Valley M.C.	Hillman 1592	1 min 14.57
3. 24	John Nielson	Wellington C.C.	Holden 2350	1 min 15.59
4. 21	Kevin Quinn	VW Owners' Club	Zodiac 2553	1 min 19.17
5. 22	Ted King	Wellington C.C.	Humber 1592	1 min 32.04

UNDER 1600 c.c. sports-cars

1. 16	John Mines	Wellington C.C.	JRM-Ford 997	1 min 07.67
2. 23	Kay Foulkes	Wellington C.C.	M.G. Midget 1089	1 min 14.43
3. 33	Terry O'Halloran	Wellington C.C.	Porsche SC 1588	1 min 14.67
4. 32	John Taylor	Wellington C.C.	Porsche SC 1588	1 min 15.11

OVER 1600 c.c. SPORTS CARS

1. 13	Graham McRae	Hutt Valley M.C.	Austin-Healey 2639	1 min 05.63
2. 2	Peter Bloore	Hutt Valley M.C.	Austin-Healey 2660	1 min 10.14
3. 9	Bill Flanagan	Wellington C.C.	Triumph TR 2 1991	1 min 18.87

RACING CARS

1. 34	Dick Butters	Wellington C.C.	Cooper 500	59.86
2. 12	Peter Slocombe	Wellington C.C.	Cooper 500	1 min 02.98
3. 6	John Swan	Wellington C.C.	Cooper 500	1 min 04.62

STANDING

Under 1000 c.c. saloons:

1	G. Huxford	Anglia	1 min 19.39
2	P. Wyness	Mini-Cooper	1 min 21.89
3	A. Pratt	Imp	1 min 24.11
4	B. Mackintosh	Mini-Cooper	1 min 24.38
5	J. Gladhill	Mini	1 min 24.50
6	A. Vowell	Mini	1 min 25.54
7	M. Frost	Imp	1 min 26.12
8.	P. Webley	Anglia	1 min 44.22

1001 to 1500 c.c. saloons:

1	D. Jurie	Anglia	1 min 14.06
2	T. Eve	Anglia	1 min 16.76
3	A. Wilson	Anglia	1 min 16.84
4	H. McLeod	Cortina	1 min 17.92
5	R. Flowers	Mini-Cooper	1 min 17.94
6	T. Wyness	Cortina GT	1 min 18.02
7	R. Staniforth	Mini-Cooper	1 min 18.55
8	E. Fulton	Morris 1100	1 min 23.25
9	D. King	Morris 1100	1 min 24.72
10	C. Taylor	Gazelle	1 min 32.06

Over 1500 c.c. saloons:

1	T. Beetham	Jaguar	1 min 17.51
2	M. Poulton	Hillman	1 min 24.74
3	K. Quinn	Zodiac	1 min 29.64
4	E. King	Humber 80	1 min 49.27

Under 1600 c.c. sports-cars:

1	J. Mines	JRM-Ford	1 min 12.40
2	J. Taylor	Porsche	1 min 25.03
3	K. Foulkes	M. G.	1 min 25.99
4	T. O'Halloran	Porsche	1 min 33.80

Over 1600 c.c. racing-cars:

1	G. McRae	Austin-Healey 6	1 min 16.41
2	P. Bloore	Austin-Healey 4	1 min 19.29
3	W. Flanagan	Triumph TR 2	1 min 28.21

Racing-cars

LAP TIMES FOR EACH COMPETITOR

Standing								
1	1:25.54	1:17.81	1:16.05	1:16.17	1:17.74	<u>1:14.32</u>	1:16.20	1:15.57
2	1:19.29	1:35.21	1:17.80	1:15.22	1:11.75	1:11.87	1:10.46	<u>1:10.14</u>
3	1:26.12	1:17.85	1:16.83	1:17.05	1:17.74	1:17.93	-	-
4	1:19.39	1:11.01	1:10.74	1:10.77	1:10.51	<u>1:09.88</u>	-	-
5	1:18.02	1:12.01	1:11.48	1:11.11	1:10.00	<u>1:09.92</u>	-	-
6	1:13.74	1:06.07	1:06.22	1:05.69	1:04.62	<u>1:04.19</u>	1:05.64	1:04.79
7	1:21.89	1:15.25	1:15.32	1:14.48	1:14.33	<u>1:12.95</u>	-	-
8	1:14.06	1:07.17	1:07.41	1:06.84	1:05.55	<u>1:04.87</u>	1:06.68	1:10.59
9	1:28.21	1:23.10	1:20.42	1:20.31	1:20.79	1:19.82	1:19.90	<u>1:18.87</u>
10	1:17.51	1:14.37	1:15.29	1:14.01	1:08.26	<u>1:07.27</u>	1:09.36	1:08.04
11	1:44.22	1:39.02	1:40.63	1:39.56	1:34.56	1:32.81	1:32.54	<u>1:31.82</u>
12	1:13.01	1:06.99	1:05.89	1:06.46	1:04.67	1:03.95	1:04.13	<u>1:02.98</u>
13	1:16.41	1:10.06	1:06.57	1:07.11	1:06.65	<u>1:05.63</u>	-	-
14	1:24.11	1:15.87	1:16.80	<u>1:15.69</u>	1:16.62	1:17.22	1:16.54	1:15.86
15	1:24.74	1:16.97	1:16.25	1:18.43	1:16.49	1:15.83	<u>1:14.57</u>	mt
16	1:12.40	<u>1:07.67</u>	1:08.08	1:08.06	1:08.75	1:08.86	-	-
17	1:24.50	1:16.57	1:17.05	1:15.55	1:16.18	<u>1:13.86</u>	-	-
18	1:32.06	1:20.39	1:19.71	<u>1:19.66</u>	1:20.38	1:19.69	-	-
19	1:16.84	<u>1:10.73</u>	-	-	-	-	-	-
20	1:24.72	1:14.58	1:13.71	1:13.47	1:13.74	1:12.46	1:12.48	<u>1:10.87</u>
21	1:29.64	1:20.50	1:19.27	-	1:22.17	1:20.58	1:19.77	<u>1:19.17</u>
22	1:49.27	1:37.34	1:36.44	1:34.29	1:35.33	<u>1:32.04</u>	-	-
23	1:25.99	1:17.40	1:16.60	1:16.21	1:14.86	1:14.86	1:14.61	<u>1:14.43</u>
24	-	-	-	-	1:16.78	<u>1:15.59</u>	1:16.20	-
25	1:24.38	1:15.60	1:13.86	<u>1:12.28</u>	1:13.80	1:12.71	-	-
26	1:16.76	1:09.60	1:08.31	1:08.45	1:08.70	1:09.70	1:08.10	<u>1:07.99</u>
27	1:23.25	1:12.46	1:12.56	1:10.64	1:11.33	<u>1:10.61</u>	-	-
28	1:17.92	1:11.11	1:10.17	1:09.63	1:08.93	1:08.90	1:09.71	<u>1:08.25</u>
29	-	-	-	-	1:29.56	1:26.22	1:27.21	<u>1:24.58</u>
30	1:18.55	1:11.06	1:09.71	1:10.97	1:08.05	<u>1:07.81</u>	-	-
31	1:17.94	1:13.81	1:12.21	1:11.53	1:09.87	1:08.53	-	-
32	1:25.03	1:18.11	1:17.25	1:16.86	1:16.34	<u>1:15.11</u>	-	-
33	1:33.80	1:19.22	1:17.63	1:15.53	1:15.70	<u>1:14.67</u>	-	-
34	1:07.19	1:01.61	1:01.46	1:01.73	1:02.04	1:00.71	1:01.20	<u>59.86</u>

WILLS SIX-HOUR RACE

With the big saloon race now only a few weeks away, we have pieced together snippets from various sources and find the entry list includes: the following. As expected, much of the entry consists of Ford and B.M.C machinery.

FORD ZEPHYR	Roly Levis and Dene Hollier
LOTUS-CORTINA	Kerry Grant and Frank Hamlin Jim Palmer and Paul Pahey Ronnie Moore and Ray Thackwell John Harrowfield and Gordon Miles
CORTINA GT	Ivan Segedin and Denis Simmons Robbie Franicevic and Steve Borich
CORTINA GLIA	John Murphy and D. Bjerring Steve Oxton and David Oxton
MINI-COOPER 'S' 1275	Lennie Gilbert and Alan Currey Roger Staniforth and Rex Flowers
1071	Bryan Innes and Dennis Marwood Keith Madgwick and Cliff Judd Geoff Jowitt and Peter Ackeroyd
MORRIS 1100	Morrie Hogan and A. N. Other Eddie Fulton and Murray Charles
Other entries include:	
CHRYSLER VALIANT	Dick Langley and Angus Hyslop
TRIUMPH 2000	Joe Hayes and Alan Woolf
ALFA-ROMEO 1600TI	Ray Archibald and A. N. Other
1300	Feo Stanton and Graham Pierce
FIAT 1500	Ernie Sprague and A.N. Other Selwyn Hadfield and Don Hadfield
VAUXHALL VIVA	Bill Beasley and Daryl Jeffares
HILLMAN IMP	Phil Ornstein and A.N. Other
RENAULT R 8	Ross Jensen and Syd Jensen
JAGUAR 3.8	A.N.Other and that busy man, A.N. Other

AUCKLAND CAR CLUB HILLCLIMB AT BOMBAY

On Sunday 6th September the first hillclimb of the season run by the Auckland Car Club took place at Chamberlain's Road, Bombay, before a crowd of about 2000 spectators. The sixty entrants for the closed event took part in only two official runs. Graeme Wilson, driving a Cooper-JAP recorded fastest time of day with 39.9 seconds, this being nearly three seconds slower than the hill record. The saloon times were very close to the fastest racing-car times. Doug Bremmer in a very fast VW recorded 40.6 sec., Rod Coppins in the Zephyr-Corvette 40.8, and Garth Souness in the Ford-Corvette only .1 sec. off Wilson's winning time!

In the smaller classes Barry Keene (Austin-Cooper) was fastest with 41.5 sec., Morrie Firth (Mini) 42.4 sec. and A. Harrison (Mini) third with 42.6 sec.

In the production Saloon Class, Ralph Emson in his Fiat 1500 was fastest with 45.5 seconds. G. Dixon in a Zephyr was second best with 45.9 seconds.

Keith Yeats (Orchid) was fastest in the Under 1500 c.c. sports class (41.5), with Jim Aislaibie driving Colin Ngan's old Cooper-Climax second in 42.9 seconds. In the Over 1500 c.c. class R. P. Smith in an Austin-Healey made fastest time in 41 seconds.

Second behind Wilson's Cooper-JAP in the Racing class was Bill Stone (Cooper-Norton) with 41.5 seconds. Jim Boyd recorded 40.7 seconds in the Lycoming to win the Over 1500 c.c. class.

The Corvettes once again proved their superiority over the rest of the saloons, and all but one of the racing-cars, with Garth Souness's time of 40 seconds. Souness must have shares in Dunlop Tyres, judging by the amount of rubber he leaves behind. It rained slightly throughout the day which probably accounted for the slower than record times.

- T.L.J.

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Sir,

I am led to believe that one of the clauses in the agreement between the Wellington Car Club and the Levin Motor Racing Club regarding the hireage of the Levin Motor Racing Circuit precludes the admission of unauthorised vehicles. To my way of thinking the only authorised vehicles are those which are competing or the cars of the officials. During the course of our recent sprint it came to my notice that a great many of the cars on the inside of the circuit were neither competitors nor marshalls cars, at one stage of the afternoon I counted twenty-seven cars on the outside of the circuit.

Does this not jepordise future use of the circuit by the club ? I certianly hope not for I for one enjoy a days sprinting at Levin.

I remain etc ,
Patrick P Tollan..

Sir,

I am of the opinion that the club should hold more social "get-to-gethers" during the year. We have one so called social a year . Admittedly when the club rooms are finished the position will no doubt improve. Until such time I think something more along the social line should be arranged.

I remain etc
"Aardvark".

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Rex Flowers has bought Tony Shelly's 2.5 Lola, and Dene Hollier is now owner of Rex's 1500 Lotus. Shelly has the ex-Hollier Cooper-Ford for sale at £950

Below are the points lists for the Club trophies, up to and including the Levin sprint.

HANSEN TROPHY - all events

Dick Butters	19	Murray Charles	2
Colin Taylor	19	Mike Frost	2
Alex Wilson	17	Terry Jackson	2
K Foulkes	16	Colin Lawton	2
Dave King	16	John Manuel	2
Peter Slocombe	16	Terry O'Halloran	2
Tim Beetham	15	K. Paterson	2
Gary Huxford	15	Dauntsey Teagle	2
Alan Pratt	12	Neil Wanklyn	2
John Gladhill	11	Keith Ward	2
Brian Watson	11	N. Watson	2
Peter Martin	10	Gary Adie	1
John Mines	10	Alex Anderson	1
Ian Shephard	10	Peter Bennett	1
Hugh Slocombe	10	Bob Clover	1
John Swan	10	Kevin Cornford	1
Ted King	9	Ian Cubbin	1
Bruce Abernethy	8	D. Harvie	1
Lance Crawford	8	V. James	1
Bruce Cook	7	W. Joyve	1
Dave Jurie	7	Dave Lawson	1
Dave Money	6	W. Martin	1
Ian Pinkerton	6	Steve Mishkin	1
Pat Tollan	6	Peter Powell	1
Brook Leyland	5	Robin Smith	1
Peter Riggs	5	R. Stewart	1
Graham Robson	5	Paul Swinburn	1
Mrs Laraine Shepherd	5	John Taylor	1
Peter Wyness	5	Dave Walker	1
Gavin Beaumont	4	Paul Webley	1
Ray Duffell	4		
Bill Flanagan	4		
Neil Hawker	4		
Dave McKinney	4		
Jeff Morris	4		
Dave Mowat	4		
Kerry Porter	4		
Peter Thomas	4		
Murray Wyness	4		
Trevor Wyness	4		
Miss Helen Dollimore	3		
D. Elder	3		
Vryn Evans	3		
Bob Gibbons	3		
Gary Lang	3		
Mrs Hilary Mowat	3		
John Nielson	3		
Evan Parsons	3		
Bernie Russell	3		

MORGAN TROPHY - Organisers and marshalls

Ray Duffell	28
Dave Mowat	24
Peter Martin	20
Brook Leyland	18
Alan Pratt	18
John Swan	18
K Foulkes	16
Colin Taylor	16
Dave McKinney	15
Pat Tollan	15
John Manuel	10
Mrs Hilary Mowat	9
Dave King	8
Ted King	8
Gary Lang	8
Ian Pinkerton	7
Ian Cubbin	6
Jeff Morris	6
Chris Swan	5
Colin Lawton	4
Mrs Jenny Leyland	4
J. Alderson	4
Vryn Evans	4
John Gladhill	4
Dave Money	4
Dick Butters	3
Miss Ruth Shepherd	3
John Gray	2
Ian Hector	2
Dennis Mackley	2
John Mawhinnie	2
Peter Powell	2
Peter Riggs	2
Graham Robson	2
Bruce Sutherland	2

CLAPPERTON TROPHY - Non-speed events only

Colin Taylor	14	Terry Jackson	2
K Foulkes	13	Colin Lawton	2
Dave King	10	John Manuel	2
Peter Martin	10	K. Paterson	2
Hugh Slocombe	10	Ian Pinkerton	2
John Gladhill	8	Neil Wanklyn	2
Ted King	7	N. Watson	2
Ian Shepherd	7	Gary Adie	1
Pat Tollan	6	Alex Anderson	1
Peter Riggs	5	Peter Bennett	1
Mrs Laraine Shepherd	5	Dick Butters	1
Gavin Beaumont	4	Bob Clover	2
Ray Duffell	4	Ian Cubbin	1
Dave McKinney	4	Vryn Evans	1
Jeff Morris	4	Mike Frost	1
Dave Mowat	4	Dave Harvie	1
Kerry Porter	4	V. James	1
Alan Pratt	4	W. Joyce	1
Peter Thomas	4	Dave Lawson	1
D. Elder	3	Brook Leyland	1
Bob Gibbons	3	Peter Martin	1
Gary Huxford	3	Peter Powell	1
Gary Lang	3	John Swan	1
Dave Money	3	Paul Swinburn	1
Mrs Hilary Mowat	3	Dave Walker	1
Graham Robson	3	Alex Wilson	1
Bernie Russell	3		
Peter Slocombe	3		
Miss Helen Dollimore	3		

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WORLD CHAMPIONSHIP POSITIONS AFTER ITALIAN GRAND PRIX

1. Graham Hill	B. R. M.	32
2. Jimmy Clark	Lotus-Climax	30
3. John Surtees	Ferrari	28
4. Richie Ginther	B. R. M.	20
5. Lorenzo Bandini	Ferrari	19
6. Bruce McLaren	Cooper-Climax	13
7. Peter Arundell	Lotus-Climax	11
7. Jack Brabham	Brabham-Climax	11
9. Dan Gurney	Brabham-Climax	10
10. Bob Anderson	Brabham-Climax	5
11. Innes Ireland	B. R. P.-BRM	4
11. Tony Maggs	B. R. M.	4
13. Joakim Bonnier	Cooper and Brabham	3
13. Joseph Siffert	Brabham-Climax	3
15. Chris Amon	Lotus-BRM	2
15. Maurice Trintignant	B. R. M.	2
17. Mike Hailwood	Lotus-BRM	1
17. Phil Hill	Cooper-Climax	1
17. Mike Spence	Lotus-Climax	1

OVERSEAS NEWS

The recent F2 Pergusa G.P. at Enna in Sicily was won by Englishman Brian Hart in a Lotus from Australians Frank Gardner (Brabham) and Paul Hawkins (Lola).

Jack Brabham narrowly won the F2 Swedish G.P. at Karlskoga on 9 August from Jim Clark in a Lotus. Jo Bonnier was third, just ahead of Denis Hulme in the second works Brabham.

Hulme won the F2 Zolder G.P. in Belgium a week later from the Lotus of Lucien Bianchi and Hart. The young Scot Jackie Stewart in another Lotus beat Hulme in the first heat but blew up in the second.

The German Porsche driver Edgar Barth is European hill-climb Champion for the second successive year. He scored victories in five of the six qualifying rounds. Winner of the other event was 1962 Champion Ludovico Scarfiotti in a Ferrari.

Good news about the "McLaren" sports-car. Shows signs of being a world-beater already.

The B.R.D.C. has been successful in having the Italian State Public Prosecutor completely vindicate Jim Clark of his part in the 1961 Monza tragedy. This was during the Italian Grand Prix when Wolfgang von Trips and ten spectators lost their lives.

The 1964 Tourist Trophy race at Goodwood was won by Graham Hill in a 330P Ferrari from David Piper in a 275 LM. Dan Gurney, Jack Sears and Bob Olthoff in A.C. Cobras took the next three places to clean-sweep the GT class. Retirements included the three fastest cars in the race, Bruce McLaren's Cooper-Oldsmobile, Jim Clark's Lotus 30 and Denis Hulme's 2-litre Brabham. -21-

The up and coming young Swiss driver Josef Siffert won the Mediterranean Grand Prix at Pergusa (Sicily) on 16 August Driving his privately owned Brabham-BRM, Siffert beat Jim Clark's Lotus 25 to the line by .1 of a second. after a fantastic duel which also involved Innes Ireland (B.R.P.). Chris Amon was fourth.

At Albi on 13 September, Jack Brabham won the Formula Two race from Richard Attwood in a Lola. Alan Rees in another Brabham led for most of the race, but his motor gave up in the closing laps, and the young Englishman took third place. Denis Hulme and Chris Amon, in Brabham and Lola cars respectively, failed to finish.

Peter Westbury clinched the R.A.C. Hillclimb Championship at Harewood on the same day. Westbury, who has used the four-wheel-drive Ferguson for most of the qualifying events, also won the title last year, driving the Felday, a 2½-litre Daimler-powered car of his own construction. Peter Boshier-Jones, brother of the 1958-59-60 Champion, is assured of second place. Making its first appearance in an English event for over ten years was Allan Freeman's old Lago-Talbot, now owned by one J. B. Hepworth and driven by Anthony Brooke. Compare this great old car's time of 57.2 seconds with the 44.45 seconds returned by Westbury.

Richie Ginther is mentioned as leader of next year's Formula 1 Honda G.P. team. Number 2 would apparently be Jim Redman, who raced a two-wheeled Honda in New Zealand this year, with Ronnie Bucknum, their current test driver, Number 3. Ginther's place in the B.R.M. team would be filled by either Dick Attwood, who has already raced for them once or twice, or the young Scot, Jackie Stewart.

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AUSTRIAN GRAND PRIX 23/8/64

The young Italian driver Lorenzo Bandini, who raced a Cooper-Maserati in New Zealand and Australia in 1962, drove a works Ferrari to victory in the Austrian G.P. at Zeltweg airfield on 23 August. Graham Hill's B.R.M. was fastest car in practice, with the other three top men of 1964, John Surtees, Jim Clark and Dan Gurney sharing the front row of the grid in Ferrari, Lotus and Brabham respectively. Behind them were Richie Ginther (B.R.M.), Jack Brabham and Bandini.

After one lap Gurney held his now customary lead from Surtees, Bandini, Ginther and Jo Bonnier (Brabham). Clark had stalled on the grid and was well back, as was Brabham who went straight into the pits with fuel-feed troubles. Surtees took the lead on the second lap, but before long the Ferrari broke a rear wishbone and was retired.

This left Gurney comfortably ahead of Bandini, with Clark already in third place after having been fourteenth on lap one. On the ninth lap the World Champion passed Bandini and steadily whittled down Gurney's considerable lead. Bruce McLaren dropped out about lap thirty, when in third place ahead of Ginther. G.Hill had withdrawn in the opening laps.

On lap 40 Clark broke a half-shaft and left Gurney with a seemingly unassailable lead but three laps later the lanky Californian was also in the pits, with a broken front wishbone.

The bumpy circuit had taken its toll of the cars, and at half-distance the field was very small. Bandini was well ahead of Ginther, and Bonnier and Ireland in third and fourth places were a lap behind. Some laps later Phil Hill, who was well-down in the field, slid off the track and into the bales. A holed fuel-tank started a fire which completely burnt out the Cooper.

Meanwhile Ireland and Bonnier had both slowed down and were passed by Bob Anderson's privately owned Brabham and the Centro-Sud B.R.M. of Tony Maggs. During the closing laps Ginther breached the gap to Bandini but was six seconds behind at the finish.

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ITALIAN GRAND PRIX 6/9/64

The 1964 Italian Grand Prix at Monza was one of the closest-fought Championship races for many years. For most of the race there were four cars fighting for the lead, with another eleven travelling nose to tail behind them, and changing positions amongst themselves every lap. John Surtees eventually crossed the line six seconds ahead of Bruce McLaren's Cooper, to give Ferrari his third consecutive grande epreuve victory.

Surtees had been fastest in practice, followed by Gurney, G. Hill, Clark and McLaren in that order. These five formed the first two rows of the starting grid, with Joseph Siffert (Brabham-BRM), Lorenzo Bandini (Ferrari) and Mike Spence (Lotus) behind them. Graham Hill's B.R.M. retired on the line but the rest of the field got away to a clean start and after one lap Gurney came past in the lead followed closely by Surtees, McLaren, Clark and the rest of the field closely bunched.

The leading quartet soon settled down with Gurney a nose in front of Surtees, with McLaren and Clark right behind. McLaren dropped to fourth fairly early, and sat there waiting for the others to blow up, but all four were setting a furious pace. Behind them the Brabhams of Bonnier and Brabham himself were usually in front of the tight bunch of cars which were continually swapping places. Ronnie Bucknum in the new Honda ran fifth for a few laps but retired with brake and engine troubles.

The almost impossibly close-fought race continued. The first deviation was Clark's retirement on lap 28 with a broken piston. This left Gurney and Surtees disputing the lead, with a small gap to McLaren and twenty seconds to the bunch, now comprising eight cars and at this time led by Innes Ireland's B.R.P.

It was not until lap 51, about two-thirds distance, that the tremendous secondary battle broke up, when Bonnier made a pit-stop and the other cars seemed to settle down, with Brabham in fourth place. Eight laps later Ginther took over this position when the Australian blew up, but Ireland and Bandini, still hard at it, were catching the B.R.M.

Out in front, Gurney's Brabham was slowing considerably, and soon dropped to third place. The three leaders were a lap ahead of Ginther and Bandini, but even so, Gurney was soon behind them, too. After 78 laps Surtees crossed the line to win the most exciting race of the year, with McLaren just behind, and Bandini leading Ginther over the line by .1 of a second. The minor places drew similarly close finishes.

CONROD CORNER

Dave King is now pedalling a Morris 1100.

Vryn Evans has sold his faithful old Morris Minor.

Racing in Australia at the moment are Kerry Grant (2.5 Brabham) and Roly Levis (Brabham-Ford).

The 1959 Club President, Tony Shelly, has been seen motoring around in a desirable Buick Riviera. Tony's retirement from racing leaves no Club member regularly racing in the big leagues, unless Bruce Abbeethy brings back the 2.5 Lola he is reputedly constructing to run with Chris Amon next year.

The Hutt Valley Motoring Club's annual Foote Cup trial on 29 August was won by Bill Moore and Warwick Fry in the Triumph 2000. Highest placed Wellington club crew was Dave King/Ray Duffell who were fourth.

Could all those people who promised to make contributions to the Duncan Mackenzie Memorial Trophy fund and who have as yet not done so, please contact John Swan.

Have just finished reading "From the Cockpit", Bruce McLaren's autobiography. This is one of the best motor-racing books we have come across for a long time. Publication date is October 15, and we thoroughly recommend members to invest the 30/- or so to have this exceptionally entertaining book. We'll give you a comprehensive review in the next bulletin.

Best wishes to Ian and Laraine Shepherd, who were married on September 5th.

The Hastings Blossom Festival trial on 4/5 September saw several club-members competing. Colin Taylor and co. finished 11th in the professional placings in the Gazelle. Other Club places include John Gladhill (Mini) 12th, Dave Mowat (Rapier) 25th, Peter Martin (Herald) 31st, Kerry Porter (Minor) 65th and Jeff Morris (Husky) 70th. Christchurch VW driver J.D. Butts was winner, with Aucklanders Benefield and Rolfe third and fourth.

Several members are contemplating changing to Cortinas before long.

Latest changes of mount on the single-seater scene include Red Dawson who has bought the Palmer Cooper 2.5, and it seems his old rival Johnny Riley has the ex-Shelly Lotus 2.5, and not the ex-Thomassen Cooper. Could be Bill has been unsuccessful in his quest for a Brabham and is holding on to the Cooper.

Feo Stanton from Tauranga is getting a 2.5 motor for his old Cooper which has been substantially modified over the past months.

'Spinner' Black from Morrinsville has been spending the winter months buying and selling Lolas. Apparently he has repossessed his old Mk 11 engined Mk 1 Zephyr and may race it again this season.

David Craig, the RATEC man will be driving a specially-imported works Citroen in next year's rallies. He is importing a 1300 c.c. Cooper Mini for private use.

SALOON HYBRIDS

The New Zealand saloon-racing regulations will be shown to be farcical next season. It all started some years ago with the Corvette-engined coupes, and more recently Rod Coppins's Corvette-propelled Zephyr. Then Frank Radisich stuffed a 2.9-litre Zephyr motor into a Humber 80. He also has a spare motor of just over three litres.

But the best of the lot comes from Garth Souness. He has discarded a plan to use a Ferrari motor to propel his famous B4 coupe and with Glen Jones has bought the old ex-Riley Monza-Corvette Ferrari. The sports-car body has been torn off and replaced with a Morris Minor body! Group 111?

It's not only in Auckland that this sort of thing is going on. Here in Wellington Keith Ward has spent some time deciding what to do with a Jaguar motor, gearbox and diff he has obtained. He eventually discarded ideas of putting it in a Humber 80 or a Holden, and has settled for a '34 Chev. coupe, which has already been converted to independent suspension all round.

In Christchurch Arthur Moffatt has the 180 b.h.p. Coventry Climax motor from Stanton's Cooper and is installing it in his Lotus-Cortina. We also hear rumours that Dave Craw's Humber 80 is now Corvette-propelled and capable of about 140 m.p.h. And further south Alf Dryden from Gore is measuring up 2½-litre Daimler V8 motors against his A40 Farina.

All we can say after that lot is that we're breathless with incredulity! It all makes Jack Nazer's instalation of a 1650 c.c. twin-cam Lotus-Ford motor in his yellow 'Sabrina' Anglia sound rather tame, despite the fact that an Anglia is three cwt. lighter than a Lotus-Cortina..... Jack is keeping the 1475 c.c. push-rod motor to use in same races.

Allan Freeman had his 1275 c.c. 'S'-Type Mini-Copper running in the Hutt Valley Motoring Club's sprint at Te Maire the other week. He says it's not quite as fast as the Lago, but much more suitable for shopping.

Alan Paul is another new Mini-Cooper owner. Alan has appeared at several events with a 3.4 Jaguar. There are a couple more Mini-Coopers arriving shortly for club-members, one of them another 1275 'S'.

Don MacDonald, the young Matamata driver who drove a very fast Min at Pukekohe and Levin last season, has bought the ex-Johnny Riley Lola sports-car.

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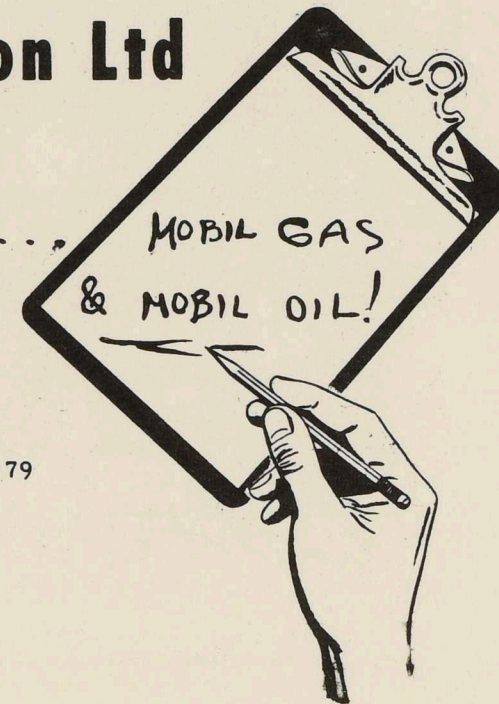
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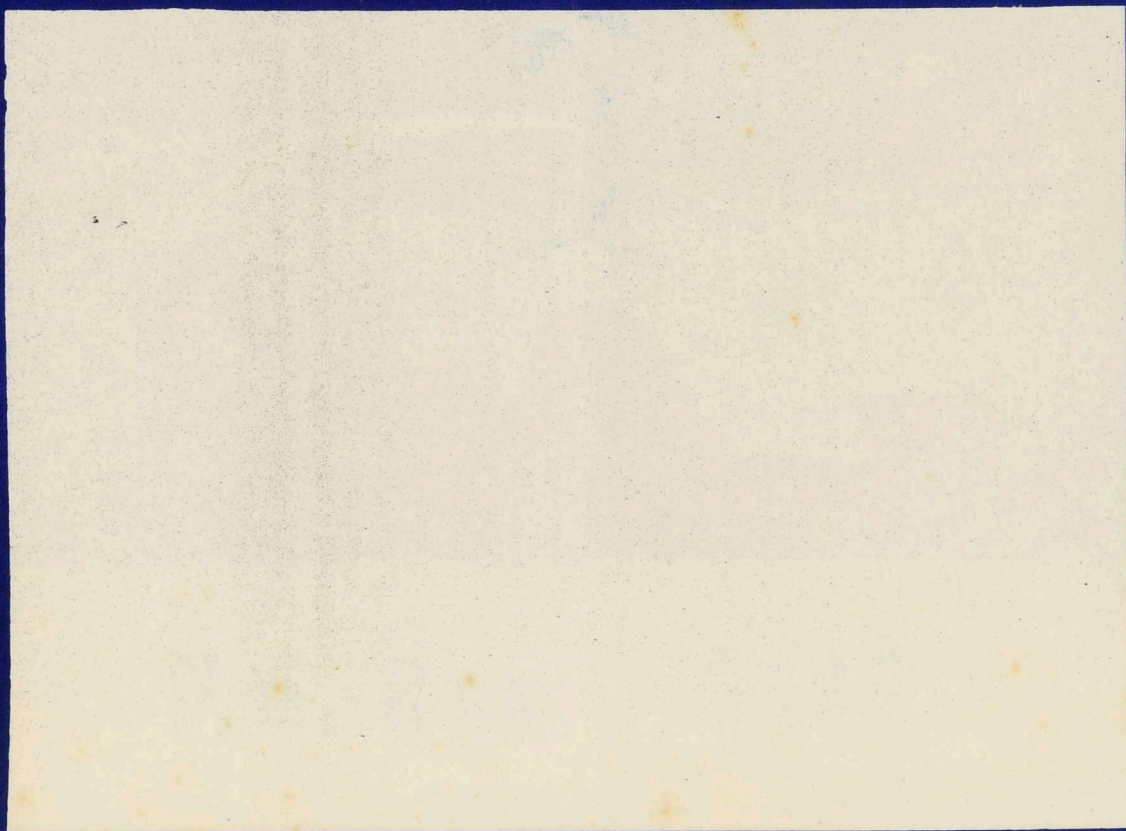
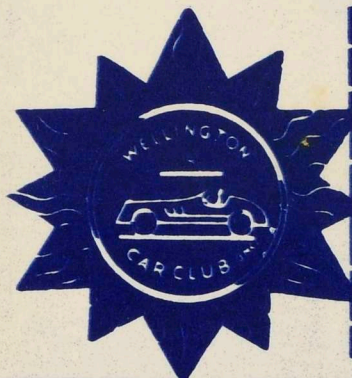
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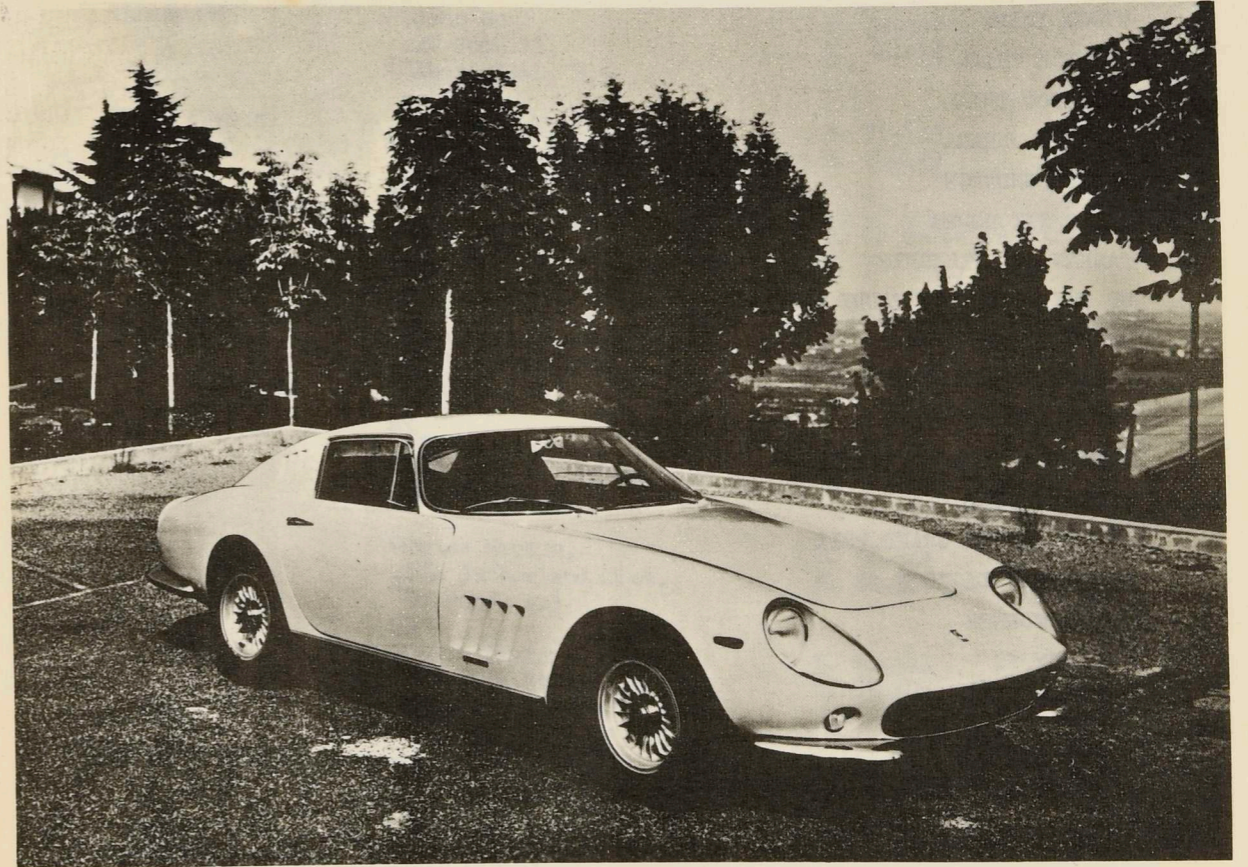
WELLINGTON
CAR CLUB
(IMC)

Bulletin

NOVEMBER 1964



**WELLINGTON CAR
CLUB (INC.)**



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HON. SOLICITOR:	-Mr John Tannahill, Deacon & Tannahill.	B. 43-333

COMING EVENTS

- OCTOBER 31 Inter-Club gymkhana in Wellington Winter Show Buildings parking ground (cinder surface). Start at 12:30. Tickets for social available at the venue.
- NOVEMBER 1 NOVELTY TRIAL Starts Ngaio Station 2 p.m. Maps of Wellington and Hutt Valley could be useful, though not necessary.
- NOVEMBER 7 LEVIN SPRINT. Scrutineering from 9 a.m. Please use entrance south.
- NOVEMBER 8 Followed by BARBECUE at Queen Elizabeth Park, Paekakariki. Volkswagen Owners' Club WALL CUP TRIAL starts at Cement Silos, Aramoana Ferry Terminal, at 2 p.m.
- NOVEMBER 14 Charter flight to RENWICK. See John Swan for tickets. If you have not paid the full £3.15.0d by 31st Oct. there's a strong possibility of you missing out!
- NOVEMBER 15 Wairarapa Car Club WALL CUP TRIAL. Starts Adamson's Service Station, Featherston at 1 p.m. Sealed timepiece. One hour tea stop in Masterton where shops will be open.
- NOVEMBER 22 WALL CUP TRIAL - M.G. Car Club Wantwood Rally. Starts at the Woolshed, Wantwood at 2 p.m. To get there drive to Martborough and take first right after 30 m.p.h. sign, then left at 'T' and right at GIVE WAY sign. Approx. 1 mile down this road turn left at sign to WHITE ROCK, and from here Woolshed is about four miles and on the right, a red building with white facings. Competitors must be there by 1:30 but those wishing to come over earlier are welcome to use the woolshed for lunch where there is plenty of hot water and full toilet facilities. Sealed timepieces; Map: N162 Wairarapa Nov. 1944 (essential) Also protractor and twelve inch ruler. Barbecue Social has been arranged at the finish in Martinborough; food and high or low octane will be required.
- NOVEMBER 28 LEVIN Race meeting
- DECEMBER 5 Straight sprint, Loopline, Masterton.
- DECEMBER 12 Wairarapa Car Club Levin sprint.

CLUBNIGHT: Tuesday 17 November. R.S.A. Hall, Kilbirnie.

NIGHT TRIAL 26/9/64

This event was held on Saturday September 26th and started at the Bus Barns at Aotea Quay at about 7:30 p.m. The trial was organised by two club members who have had considerable experience in trials and rallies right through the North Island. Our thanks are extended to Pat Tolian and John Gladhill for a very well run trial and also to those people who turned out to marshal at this event. Also I would like to point out to those club members who didn't turn up that it is very disheartening to the organisers to receive only ten entries. Not many for a club of our size, is it? Well. I've had my little plug, now back to the trial.

From the Bus Barns we proceeded north on Highway 1, eventually finding ourselves winding around the houses of Newlands. This is becoming quite an area now, and its easier to get lost up there now. But we found a check so we couldn't have done so badly. Then down Glenside Road to a very cunningly placed check at the bottom of Glenside, which, if you didn't find the "straight ahead", you would have missed the check.

After that we had to turn right at a very badly placed "Tawa College" sign. You needed a periscope to see the dash thing, it was so high up. (I'm not moaning, organisers, I know it was shifted because of road works.) After wending our way through Tawa, Linden and Porirua we turned right onto Highway 1 and then took the first acute left which takes you up into Porirua East.

After turning off this road we were asked to take the first left after passing Walker's Cash Stores. "Careful" in brackets alongside this instruction and still many people missed this very interesting road which brings you out into a new Subdivision. In here we found another very well-placed check.

Then onto Highway 1 again, through Plimmerton and on to Karehana Bay where we took another well-known trial road through to Pukerua Bay and a straight run to Valley Road which is one mile north of McKay's Crossing. Here we found the Control for the first section. Mr Pinkerton, hasn't anyone ever told you which side of the road to park on? At this control several competitors seemed to fall into a small ditch on the left hand side of their cars. It was so small that I believe Peter Slocombe disappeared right into it. After attracting the attention of his worried team-mates, who were wondering where their Peter had gone, he was hauled to safety.

The second section included 37 Tulip instructions (that's trialling for you!) which took us around Paraparaumu and Raumati. After completing these our worthy Club President presented us with an easy route back to Wellington via Paekakariki Hill Road - not a bad sort of an average - Plimmerton, Pukerua Bay and into Little Pipitea

Street where we found the last control. What a grand idea this is, finishing a trial at someone's flat, where lemonade and black coffee was served for supper, while we awaited the results which are printed on another page.

- C.G.T.

PAST EVENTS

RESULTS NIGHT TRIAL 26/8/64

Rank	Driver	Car no.	Car	Points
1.	Peter Martin/Ian Shepherd	1	Triumph Herald	100 points
2.	Dave King/Ray Duffell	5	Morris 1100	394 "
3.	Colin Taylor/Dave Walker	2	Singer Gazelle	423 "
4.	Graham Robson/John Neilson	10	Anglia	465 "
5.	Alan Pratt/Helen Dollimore	6	Hillman Imp	860 "
6.	Hugh Slocombe/Peter Slocombe	7	Austin Mini	947 "
7.	Gavin Beaumont/Ed Conroy	9	Humber 80	954 "
8.	Kerry Porter/Alison Bird	4	Morris Minor	1007 "
9.	Jeff Morris/Miss L.Bailey	3	Hillman Husky	1082 "
10.	Ted King/Peter Powell	8	Humber 80	1500 "

Car number	Johnsonville	Tawa	Porirua East	Pukerua Bay	PAPAPARAUMU CONTROL	Paraparaumu	RAUMATI CONTROL	Pauahatanui	Motorway	FINAL CONTROL
1.	5	9	5	44	6E	7	10E	0	0	12E
2.	13	12	139	132	60	6	18E	1	12	30
3.	72	78	180max	180max	180max	180mc	180maxX	13	13	6
4.	120	180mc	180mc	180max	180max	72E	76	7	10	2
5.	10	10	4E	180max	156	6E	22E	3	3	0
6.	96	180mc	180mc	180max	180max	9	17	14	4	0
7.	75	156	165	180max	144	114	87	11E	15	0
8.	27	48	165	180max	180mc	180mc	180mc	180max	180max	180max
9.	28	180mc	141	179	114	180mc	71	19	9	24
10.	5	66	66	162	120	6	11	6	6	16E

mc= missed check

max= maximum lateness at check

X= wrong approach to check

RESULTS GIMMICK TRIAL

11 - 10 - 64

Place	Car number	Driver	Car	Points
1.	3	Mike Frost/ Geoff Beaver	Hillman Imp	290
2.	4	Colin Taylor/ Dave Walker	Singer Gazelle	300
3.	5	Ian Shepherd/ Laraine Shepherd	Morris Minor	345
4.	6	Dave King/ Bernie Russell	Morris 1100	350
5.	2	Alan Mines/ Gary Gwynne	Minor 1000	545
6.	1	Alan Pratt/ Helen Dollimore	Hillman Imp	1050
7.	7	John Gladhill/ Pat Tollan	Morris Mini	1410

A story of this event will appear in next month's Bulletin

Car number	1	2	3	4	5	6	7	8	9	10
1.	200 m	200L	55L	55L	5L	110L	115L	95L	130E	85L
2.	45L	45L	75L	140L	90L	85L	20E	25L	5L	15L
3.	10L	10E	35L	95L	5L	45L	5L	65L	10E	10E
4.	35L	70L	30E	10E	40L	60L	10E	20E	0	25L
5.	15L	170L	25L	25L	20L	25L	20E	20E	5L	20L
6.	100L	125L	25L	35L	0	20L	0	0	20L	25L
7.	70L	10E	120L	175L	35L	200 m.	200 m.	200 m.	200 m.	200 m.

XMAS

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HONEYPOT TRIAL - WALL CUP QUALIFYING EVENT

On Sunday 18th October Helen Dollimore, Ray Duffell, John Beaver and I set out for the Arambana Terminus and the start of this Club's Wall Cup and Honeypot Cup Trial which was set by Dave King. It was a glorious, sunny day, in fact an excellent day to spend travelling around trialling. Dave, as organiser was late at the start (perhaps his privilege?) and most competitors had arrived when a green 1100 was seen streaking towards the Terminal building. There were in all 24 starters, amongst them a good contingent from over the hill, including the donor of the Trophy, Gary Wall himself, complete with his usual complex-looking timekeeping apparatus and driver in the form of Eddie Fulton, well known for his adventures in 1100s.

We were teamed with Dave Mowat in the Rapier and were car numbers 11 and 12 respectively, in fact a good place to be, I think, somewhere near the middle of the field. Now on to the serious business of where we went, or perhaps, where we went!

From the start we headed down Aotea Quay, Jervois Quay, etc., to go around the bays and on to Cobham Drive. From here we went around several streets through Miramar and then up through Strathmore and followed the fairly well-known dirt road down the hill at the back of the airport and then went around Lyall Bay and over the hill to Melrose. From here we went up John Street and opposite the Winter Show Buildings we found Ted King's Humber 80, which was the first check. Then on to Nicholson Road and through Vogelstown to Brooklyn. We went wrong here and had to retrace our steps as I suddenly realised we hadn't been following the trolley-bus wires as we were meant to.

From Brooklyn we went down Brooklyn Hill to Willis Street. We found Peter Martin's Herald doing a check about halfway down the hill and arrived in to him at high speed and late after our previous indiscretions. We then continued along Willis Street, left into Ghuznee Street, along the Terrace and through Kelburn to Karori. After some more street work here we turned right onto the Makara road and eventually found the first control at Makara.

The route then led at quite a pleasantly high-average through Makara Gorge to Johnsonville. When we arrived there we found about six or eight cars milling around trying to find where they should be. Most had missed a turn, including us. We all thought that Dave had made a mistake in his instructions but close scrutiny afterwards proved that it was us and not Dave who was wrong.

From a "round the houses" of Johnsonville, which included a rather unusual form of check outside Brian Watson's, we went to Newlands and then continued down the Ngauranga Gorge and turned left onto the Hutt Road. At this stage many people were late and we thought that we were well astray. Ray just said, "Go as fast as you can!" So we did, but I'm afraid I didn't manage to make up much time. Through the 30 m.p.h. limit and then up the Korokoro Hill the route led us, and then via the new subdivision and a horror section of quite thick mud and out at Normandale we went. Through this mud section several cars got stuck, much to the annoyance of the following cars who had to help them out so that they could get through themselves.

From here we followed a simple main road run to Maidstone Park at Upper Hutt where we had a break for lunch.

After the lunch break we went over the well-known Moonshine, Haywards and Paekakariki Hill roads and then on to Paraparaumu via Raumati. Unfortunately a check was missing in this section and this upset the averages and timekeeping, and subsequently we found that most of the checks in this section were scrubbed. After following around the back of Paraparaumu this section went south along the main road to the Plimmerton Control.

After we left this control, Bob Newson's 315 Consul, we continued south on the main road at quite a fast average considering the traffic, to Porirua. Here, past the dog-dosing strip, was another muddy "horror section" a good one and good fun. After following a few of the back streets of Porirua East we crossed the Motorway and found a cunningly-placed check. (The Motorway is not a "T" junction there but a cross-roads). After proceeding through Linden, Tawa and Glenside there was a lot of "street work" in Johnsonville and Khandallah, and we finally went down the Old Nagaio Gorge Road to Kaiwhara. From here it was a simple run back to the finish at the Aramoana Terminus.

I think this was a good trial, quite fast, and although at the time I thought there were mistakes in the route sheet, closer inspection afterward showed that it was us who were wrong and not Dave as most people thought. The only criticism I can offer is that there was too much "round the Houses" motoring. The only unfortunate incident of the trial happened when Bill Moore's almost new Triumph 2000 was parked at the side of the road losing time and a car coming the other way understeered and hit it. Luckily the damage was restricted to one headlight and the immediately surrounding panelwork.

- A.R.P.

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HONEYPOT TRIAL RESULTS

CAR NO.	CLUB & TEAM	CAR	POINTS LOST
1.	18 L.Dalley/L.Moffatt	H.V.M.C. 1	Simca 283.1
2.	10 C.Taylor/K.Foulkes	Wn.C.C. 1	Gazelle 304.6
3.	13 J.Dobson/A.Morgan	M.G.C.C.1	Morris 1100 335.1
4.	12 A.Pratt/R.Duffell	Wn.C.C. 2	Imp 342.1
5.	16 G.Duff/R.Duff	Wn.C.C. 4	Imp 371.7
6.	9 J.Gladhill/P.Tollan	Wn.C.C. 1	Mini 382.9
7.	14 G.Wall/E.Fulton	M.G.C.C.1	Morris 1100 390.6
8.	21 E.Dunn/M.Corby	M.G.C.C.2	Magnette 493.4
9.	7 A.Mines/G.Gwynne	Wn.C.C. 3	Minor 1000 507.7
10.	8 M.Frost/G.Beaver	Wn.C.C. 4	Imp 525.1
11.	11 D.Mowat/Mrs Mowat	Wn.C.C. 2	Rapier 529.0
12.	15 G.Taylor/N.Kelly	H.V.M.C.-	VW 542.2
13.	3 K.Quinn/C.Kenna	V.W.O.C.1	Zodiac 557.5
14.	4 K.Wilson/ -	Wai C.C.1	VW 619.9
15.	19 R.Clover/N.Watson	Wn.C.C. -	Mini-Cooper 693.4
16.	5 J.Hudson/J.Doyle	Wai.C.C.1	Fiat 1500 731.0
17.	20 B.Baker/R.Browne	H.V.M.C.2	Minx 759.7
18.	1 G.Robson/J.Neilson	Wn.C.C. 3	Anglia 877.6
19.	17 D.Jenkins/B.Foote	H.V.M.C.1	Anglia 920.8
20.	6 D.Donovan/T.Crawford	H.V.M.C.-	VW 992.2
21.	2 M.Young/I.Hamilton	V.W.O.C.1	VW 1325.1
22.	23 M.Green/B.Murray	H.V.M.C.2	Minx 1544.0
23.	22 J.Robson/R.Robinson	M.G.C.C.2	MGA 1600 1568.2
retired:			
	24 W.Moore/W.Fry	H.V.M.C.-	Triumph 2000

TEAMS PLACINGS:

1.	Wellington C.C. 1	Cars 9 & 10	687.5
2.	M.G. Car Club 1	" 13 & 14	725.7
3.	Wellington C.C. 2	" 11 & 12	871.1
4.	Wellington C.C. 4	" 8 & 6	896.8
5.	Hutt Valley M.C. 1	" 17 & 18	1203.9
6.	Wairarapa C.C. 1	" 4 & 5	1350.9
7.	Wellington C.C. 3	" 1 & 7	1385.3
8.	VW Owners' Club 1	" 2 & 3	1882.6
9.	M.G. Car Club 2	" 21 & 22	2061.6
10.	Hutt Valley M.C. 2	" 20 & 23	2303.7

CAR NO.	CHECK 1 - WESTLAND RD.	CHECK 2 - BROOKLYN RD.	CONTROL 1 - MAKARA.	CHECK 3 - OHARIU RD.	CHECK 4 - BANNISTER RD.	CHECK 5 - KOROKORO	CHECK 6 - JUBILEE PARK	CONTROL 2 - MAIDSTONE	CHECK 7 - JUDGEFORD
1.	2.6	14.6	13.4 P	180mc	91.6	96.1	180max	180max	0.6 P
2.	14.6	16.1	14.4	180mc	180.0max	180.0max	180.0max	180.0max	14.8E
3.	19.1	24.1	75.4	45.2	46.6	46.6	45.4	56.9	15.7
4.	13.1	22.6	16.9	180.0mc	97.6	94.6	100.9	32.3	4.7
5.	9.1	19.6	106.4	69.5	73.6	64.6	73.4	24.9	3.2
6.	7.1	5.6	25.9	180.0mc	49.1	75.6	92.4	64.0	3.2
7.	17.6	27.6	89.4	64.0	70.6	76.6	70.9	84.5	0.0
8.	10.1	19.1	31.4	180mc	16.6	16.6	13.4	14.6	11.7
9.	7.6	10.1	59.9	59.0	53.6	27.1	70.9	56.3	4.7
10.	6.6	9.1	10.9	53.3	40.6	28.6	31.9	6.5	1.2
11.	6.6	5.6	10.4	99.0	103.6	111.1	113.9	78.8	0.0
12.	0.0	21.1	10.9	53.0	52.6	30.1	70.9	55.0	0.0
13.	5.6	16.1	25.9	180.0mc	22.6	18.9	22.4	5.5	14.2
14.	0.0	2.1	19.9	6.5	15.1	8.6	13.4	6.0	1.2P
15.	14.6	17.9	100.4	180.0mc	26.1	21.1	52.9	40.8	8.2
16.	10.6	23.6	16.4	180mc	4.6	7.6	19.4	1.5	2.7
17.	9.8	12.9	11.4	177.8	180.0max	176.6	170.4	139.0	0.0
18.	1.1	7.1	2.9	27.4	37.6	57.1	52.4	16.7	0.0P
19.	8.6	15.1	10.9S	41.5	52.6	64.6	84.4	71.1	4.8P
20.	28.1	45.6	57.9	180mc	46.6	73.6	68.9	44.5	1.1
21.	5.1	9.1	1.9	3.4	4.6	20.6	17.4	50.0E	180mc
22.	79.1	69.1	99.9	0.0	180 mc	180 mc	180 mc	143.0E	1.2
23.	180.0 mc	180.0 mc	180.0mc	180mc	180 mc	180 mc	180 mc	180.0 max	22.8
24.	8.1	10.1	9.4	12.0	15.1	41.6	44.9	26.9E	0.0

P = 10 point penalty for incorrect parking

mc= missed check

max= maximum lateness at check

E= early at check

S= 5 point penalty for incorrect signals.

CHECK 9 - TAKAPU RD. NTH.	CHECK 10 - TIERNEY AVE.	CHECK 11 - TAKAPU RD. STATION	FINAL CONTROL - FERRY BUILDINGS.		
12.3	0.0	40.5	45.9	877.6	1.
31.8	63.4	90.0	180 max	1325.1	2.
48.7	42.4	50.5	40.9	557.5	3.
4.5	6.4	18.5	28.0	619.9	4.
12.3	9.4	85.0	180.0	731.0	5.
4.2E	180 mc	180 mc	125.1	992.2	6.
.3	0.0	0.0	6.2	507.7	7.
0.0	180 mc	18.0	13.6	525.1	8.
3.3	4.4	14.5	11.5	382.9	9.
0.8	0.0	32.5	82.6	304.6	10.
0.0	0.0	0.0	0.0	529.0	11.
3.3	0.0	45.0	0.0	342.1	12.
2.7E	8.6	5.0E	7.6	335.1	13.
7.8	65.4	70.0	104.6	390.6	14.
12.3	2.6	23.5	41.8	542.2	15.
31.8	27.4	22.0	24.1	371.7	16.
3.3	3.4	5.5	30.7	920.8	17.
12.3	16.9	21.5	20.1	283.1	18.
51.3	54.4	55.5	162.6	693.4	19.
10.8	180 mc	180 mc	34.6	759.7	20.
45.3	47.4	25.0	33.6	493.4	21.
180 mc	180 mc	180 mc	95.9E	1568.2	22.
16.2E	12.1	0.5E/P	42.4	1544.0	23.
R E T I R E D					24.

NOTE: Check 8 & 9 and Co

NOTE: Check 8 (Paekakariki), Check 9 (Paraparaumu) and Control 3 (Paremata) cancelled due to Check 8 not being in position in time.

At the recent Interclub gymkhana our Club was represented by three teams each of three cars. One car, Ian Cubbin's M.G. Midget travelled down from Auckland to compete.

We travelled up on Friday night and stayed at a motel, leaving for the airport early on Saturday morning. The weather was perfect: cloudless with a light breeze. Fortunately the organisers had an efficient refrigerator and did a roaring trade with icecreams and soft drink. As we had had no previous experience driving on grass we set off cautiously, and at lunch-time 'B' team were second and 'A' team were just behind us in third place.

After lunch we had some very interesting tests. In some of them I had over 40 m.p.h. out of Mini. Unfortunately we started to enjoy ourselves and soon demolished rows of tyres and marker posts. In the last test (a sort of garage-cum-wiggle-woggle) I got violent understeer, collected two tyres and two marker-posts, one of which disintegrated under the impact of Mini's bumper. As someone said, you can't have fun and win too. 'A' team finished fourth, 'B' team ninth and 'C' team twelfth.

The tests finished at 5:45 so we motored off at high speed to quench our thirst in Taupo. A meal came next, so on the advice of Colin, a commercial traveller, we ended up in a nice little restaurant. The food was excellent, surpassed only by the bill. Kerry didn't get any change from a pound note. The A.C. hot baths came next and I'm sure most of us could have stayed all night. Back to the motel, a flagon in the fridge, and then on to the Social, the focal point of Saturday night in Taupo.

It had been a hard day and twelve tired faces appeared to face the rain and wind on Sunday. Only five tests were held to prevent mutiny among the marshals. The grass was treacherous and about thirty per cent of the cars spun out in one test or another. Great fun. When we were ready to leave we called in to get the final results. Mike Frost in the Imp came second and Mini was only four tenths of a second behind. Mike received a box of wax, polish, rust inhibitor etc., and I got 30/-'s worth of petrol vouchers. K Foulkes was presented with a matching sock and tie set for coming the furthest to the event.

After thanking the organisers for an enjoyable weekend we set off back to Wellington. We had an interesting trip back, I think the lead car thought he was trialling and five minutes late. The Mangawekas made Mini go all sideways on seeing a 9 ton 6 cwt 4 qtrs bus appear around one of the sharp corners. Mike stopped at Bulls to add petrol to Imp; apparently it is not very economical when driven hard. We stopped for a meal in Levin before motoring off again to arrive back in town just as "The Desperate People" flashed on the screen.

- J.A.G.

COMPETITORS AT TAUPO WERE:

'A' TEAM: K Foulkes M.G. Midget
Colin Taylor M.G. Midget
Ian Cubbin M.G. Midget

'B' TEAM: Mike Frost Hillman Imp
John Gladhill Mini
Dave King 1100

'C' TEAM: Dave Money Mini
Ted King H.80
Kerry Porter tired
Minor

Also present:- Chief car movers, John and Geoff Beaver (THE TWINS)

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Sir,

With a club membership of approximately one hundred and sixty it becomes very discouraging for the organisers of club trials to see the very small numbers of competitors arrive for their events. Simple mathematics show that less than ten per cent of members compete or show any real interest in the majority of club trials.

The adage "Rome wasn't built in a day" well applies to club trials where the organisers put a lot of time, effort and personal expense into even an apparently simple trial.

There are members well known to most of us who compete or assist in every event staged by the club but, Sir, on the whole I am convinced that members are indolent when trials (or clubrooms) are mentioned.

Members could well show some appreciation for the efforts of organisers by attending one or two more events a year. Members may well reflect on this point. The more competitors an organiser has to cater for the higher the standard of his trial becomes. This is quite natural, for the attitude "They care little, why should I bother" must be present in the thoughts of organisers.

The most enjoyable part of any sport is participation, either by competing or by helping.

I hear rumours from the committee that a series of novice trials is proposed for next year. These trials I sincerely hope will be held and will stimulate or revive the interest in trials in the club., which now must be at an all time low. To this end I wish the committee every success.

In conclusion, therefore, it is hoped that intending organisers are still forthcoming and that the high standard of our trials does not suffer during this lean period, and that each one of us becomes of such a state of mind as to increase the numbers of trials competitors now meagre six to ten per cent.

I remain, etc.,

Patrick P. Tollan.

Sir,

re 'Aardvaark's' letter in last month's bulletin. If what he said is true (and I doubt it) this means that non-competing club-members and any friends of competitors are not allowed into the circuit.

Surely, provided non-competitors respect the ground and obey the marshals they should be allowed into the circuit.

'Aardvaark' does not seem to have the interests of the Club at heart. We should encourage spectators, because they are potential Club members.

Yours, etc

ZEITGEIST

WILLS SIX HOUR PRODUCTION SALOON CAR RACE.

The race got under way shortly after the scheduled starting time of 10 a.m. and immediately the Lotus-Cortinas of Fahey and Grant shot into the lead with Langley holding a short-lived third in the Valiant. After a few laps the race settled down with the Lotus-Cortinas in the first five positions, Fahey some distance ahead of Grant, and Thackwell, Yeats and Harrowfield following. Behind them Franicevic's Cortina GT was closely followed by Innes's S-Type Cooper, these two red cars travelling bumper to bumper for lap after lap. Further back again Tom Thomsen in the Mercedes was swapping places with Segedin in the other Cortina GT. Levis in the Zephyr was mixing it with the big Minis, while an interesting battle was being waged between Ornstein's Imp and the 1100s.

After about an hour Yeats passed Thackwell to put the three 'A' Team Lotuses first, second and third. About the same time Grant closed in on Fahey and for many laps tried to get past.

Driver changes did not alter the major positions, apart from several cars which stayed in the pits for adjustments, tyre changes, etc. Early retirements included the Fulton/Charles 1100, the Rankin/Stringer Datsun and the Fiat 1500 of Don and Selwyn Hadfield.

As the race continued the Lotuses pulled ahead of the Cortina GTs, and the rest of the field, many losing a lot of time in the pits followed further behind. Among these were the Emson/Bremner Holden 179, the Thomasen/Riley Mercedes 220SE and the Hyslop/Langley Chrysler Valiant, all with brake troubles, and the Levis/Hollier Zephyr, which damaged its bodywork on the palings at the Elbow.

During the latter part of the race the Lotus-Cortinas of Grant/Hamlin, Marshall/Yeats and Harrowfield/Miles retired with a variety of suspension and transmission troubles, as did the Lawrence brothers' Anglia Super. This left the Palmer/Fahey Lotus well ahead of the similar car of Thackwell and Moore, with the two Cortina GTs in the next two places. Behind them a stirring battle was being waged amongst three of the 1275 c.c. Mini-Coopers, although they were not on the same lap.

The winning car of Palmer and Fahey crossed the line after six hours having completed 180 laps. Thackwell and Moore were a lap behind, with the two GTs and the Innes/Marwood Cooper 'S' a further four laps back.

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LIST OF FINISHERS WILLS RACE:

		laps	Position (in class;
1. J. Palmer/P. Fahey	Ford Cortina-Lotus	180	1
2. R. Thackwell/R. Moore	Ford Lotus-Cortina	179	2
3. R. Franicevic/S. Borich	Ford Cortina GT	175	3
4. I. Segedin/D. Simmons	Ford Cortina GT	175	4
5. B. Innes/D. Marwood	Morris-Cooper 'S'	175	1
6. A. Curry/L. Gilbert	Austin-Cooper 'S'	172	2
7. R. Staniforth/R. Flowers	Morris-Cooper 'S'	169	3
8. W. Thomasen/J. Riley	Mercedes-Benz 220SE	168	1
9. B. Cottle/R. Harrington	Fiat 1500	167	5
10. G. Jowitt/P. Akeroyd	Morris-Cooper 'S'	164	4
11. K. Madgwick/C. Judd	Morris-Cooper 'S'	163	5
12. R. Emson/D. Bremner	Holden 179M	158	2
13. M. Lucas/G. Lucas	Peugeot 404	155	3
14. J. Sheppard/R. Wilson	Austin-Cooper	154	1
15. J. Manby/S. Taylor	Austin-Cooper	154	2
16. P. Ornstein/R. Gibbons	Hillman Imp	153	3
17. R. Levis/D. Hollier	Ford Zephyr Special	152	4
18. R. Coppins/B. McLean	Datsun Sport	152	6
19. J. Macey/A. Goudie	Austin 1100	151	7
20. R. Thompson/ D. Thomas	Hillman Minx	151	6
21. W. Beasley/D. Jeffares	Vauxhall Viva	150	8
22. A. Hyslop/R. Langley	Chrysler Valiant	150	1
23. A. Baker/R. Baker	Ford Anglia	146	4
24. D. Oxton/S. Oxton	Ford Anglia	145	5
25. R. Jensen/S. Jensen	Renault R8	145	6
26. A. Woolf/J. Hayes	Triumph 2000	143	5
27. B. Heatt/R. Sisler	Fiat 500	135	7

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CALENDAR OF EVENTS COUNTING TOWARDS 1965 TASMAN CHAMPIONSHIP:

January 9th:12th New Zealand International Grand Prix, Pukekohe
 16th:Vic Hudson Memorial Trophy Race, Levin
 23rd:11th International Lady Wigram Trophy Race
 30th:8th Teretonga Park International Trophy Race
 February 14th:Warwick Farm International "100"
 21st:Sandown Park
 March 1st:30th Australian Grand Prix.

Points will be awarded the same as last year, i.e 9 for first, then
 6,4,3,2 and 1 down to sixth place. Qualifying points will
 be taken from each competitor's best two races in New Zealand
 plus all three Australian events.

CALENDAR OF NEW ZEALAND EVENTS FOR 1964/65 SEASON
 appears in A.N.Z.C.C. Newsletter enclosed with Bulletin.

A 'RUN UP THE ROAD' WITH PADDY HOPKIRK

1964 Monte Carlo Winner in Mini Cooper S.

This story started on a dead straight lane (and cul-de-sac) in
 Oxfordshire, wide enough (just) to turn around with a whole lot of
 backing-and-foreing. We were proceeding forwards (it had better be
 northwards as well, for purposes of illustration) when Paddy decided
 he wanted to turn around and travel south. "Hold on," he said,
 locked hard over, tweaked on the handbrake, and we were round,
 facing - and what's more, travelling - southwards; there was no
 apparent moment at which we were stationary. "Cor," I said, "Do
 you often do that?"

That set him going. We stopped and he said, "Hey, Pete, you'd
 better hold on. It may turn over" - still in his slow way of
 speaking. We moved off northwards and backwards, advancing (or
 retreating, I suppose) until near valve-bounce. Suddenly Paddy put
 on full lock with his right hand, whereupon the car pivoted round
 bodily on its back wheels: with incredible dexterity he moved the
 gear-lever from reverse to first just as the car completed 180
 degrees, and there we were - still heading northwards. We then
 proceeded alternately backwards and forwards but always northwards,
 along this narrow road.

Perhaps the Monte Carlo victory by this astounding combination does not seem so strange. It is understandable, too, that Paddy's telegraphic addressee should be "Handbrake Belfast", and that he should be going to the States shortly to demonstrate this remarkable ability to handle cars. I'd love to see him at work with a big "Yank".

-from the Canterbury Car Club Bulletin.

BUYING A USED CAR ?

If you are contemplating purchasing a second-hand car you will no doubt have read many of the advertisements appearing in the "Used Cars For Sale" column of the newspapers. In the knowledge that advertisers in this section have a language all of their own, we are publishing some definitions to assist the would-be buyer :

Original Paint:	Previous owner too mean to paint.
One Owner:	Owner so far has been unable to find a buyer.
No Dealers Please:	Owner interested in demonstrating only to people who know nothing about cars.
Good Tyres:	Tubes not yet visible through tyres.
Showroom Condition:	Tyres have been blackened.
Mechanically Sound:	Windows wind up and down, indicators flip in and out.
Completely Reconditioned:	New plugs fitted.
Priced to Sell:	Despite desperate efforts, unable to find a buyer so far.
Ready for Hard Work:	Used to being flogged.
Late model:	Never been anywhere on time yet.
Early Inspection Invited:	Bank manager rang again today.
Reliable:	Been around so long it knows its own way home.
Uses 10 grade Oil:	Motor so choked up it won't pass anything thicker.
Economical:	Won't start, owner ends up walking.
Complete with extras:	Steering wheel spinner fitted, dipstick, spare fan belt.
Owner going overseas:	Wire trouble
Give Away Price:	Bank manager rang again.
Easy Terms Arranged:	Abandon hope all ye who enter here.
Popular Model:	Dealers have dozens of unsold ones.
First to Inspect Will Buy:	Hope springs eternal.
No Reasonable offer Refused:	Bank manager still on phone.

MOBILE ECONOMY RUN

Congratulations to the following club members who have been accepted to run in this year's Mobil Economy Run, which starts in Wellington on Friday, 13th November:

Alan Pratt and Ray Duffell (Hillman Imp), and Mr and Mrs Peter Thomas in their Chrysler Valiant. Country member Donn Anderson (Mini) is on the reserve list. Other well-known local entries include Don Edhouse and Mick Jones from Otaki in an Austin Mini, Frank Hamlin (Vauxhall Viva), and Bill Bryce and Murray Charles in a Cortina.

PERSONALITY PARADE

NO 3: JOHN SWAN:

Everybody knows John Swan. If you don't it means you haven't paid your sub ! This is the fourth year John has served on the committee and the third as Treasurer.

John first became interested in motoring competition about ten years ago when he was still at St Pat's College. He spectated at various local hillclimbs, at most of the Levin meetings and also at Ardmore. His first car was a 1936 Austin Seven, but when he joined the Club in 1959 it was as the owner of a 1947 Austin Eight. This faithful machine had some competition airings, but most of John's early club work was as navigator for Dick Butters in Wellington district trials. As well as extensive local trialing he also competed in several North Island Motor Rallies and drove his A35 in the 1961 Wellington Festival Trial with Phil Wilkinson. He was Secretary for the next year's Castrol event but partnered Dave Mowat in the Rapier in the 1963 event.

John gained his speed extension in Dick's Mini four years ago and the following year pounded his own A35 up the hills and a few times around Levin at sprints. For the past two years he has made numerous appearances at similar events in, firstly the Lightweight Special and more recently the Cooper 500, both cars belonging to the Butters stable. His best time around Levin to date is about 64 seconds, which is not hanging about in any car, as anyone who has done it will tell you.

As practically every Club member must know, John works at Quality Paints in Courtenay Place, under his ever-patient father, who has to put up with continual interruptions as various Car Club members call in to visit his right hand man.

John names photography, Hi-Fi and swimming amongst his "outside" interests, but where he finds the time for these things it is hard to see. He is to be seen at practically every club event, if not competing then organising, marshalling or lending a hand in some way. He has recently left the Austin marque for Singer, and his 1960 Gazelle is a familiar check car on trials.

As Treasurer and committee member John Swan is a valuable asset to the Club; as a member, a true enthusiast.

NEW MEMBERS

May we take this opportunity of extending a welcome to the following new members :

Donn Anderson (country)
Barry Aplin
Hughie Barber
Geoff Beaver (junior)
John Beaver (junior)
Dave Burgess
Gary Gwynne
Chas. Hudson
Terry Huxford
Robert Kennedy
Michael Low
Allan Mines
Ian Muir
John Neilson
Dick O'Neill
Ian Pilcher
Ken Pilcher
Alan Smart
Owen Steel
Bill Stephenson
Mrs Patricia Thomas
Thane Williams

Morris-Cooper
Triumph TR2
Holden FJ
-
-
Mini-Cooper
Morris Oxford
Humber 80 111b
Austin A35
Holden
Prefect
Minor 1000
Zephyr 11
Holden FJ
Herald 1200
Prefect
Prefect
Singer Vogue
Holden
Zephyr 111
Chrysler Valiant
Sunbeam-Talbot

Fields Service Station Ltd

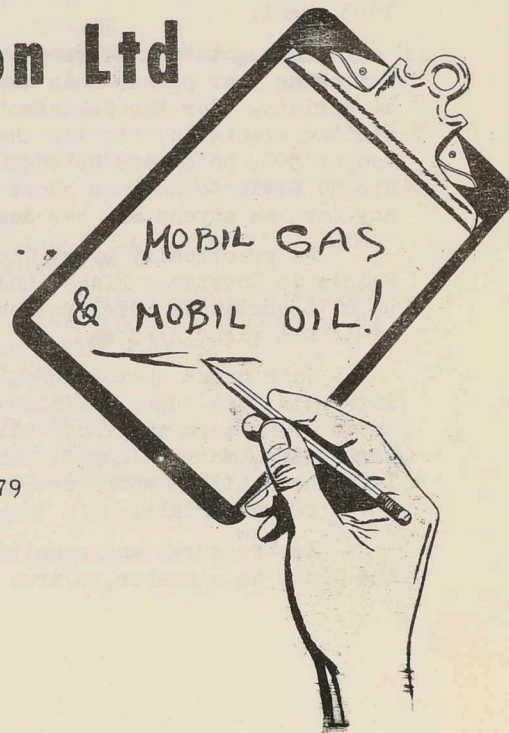
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COMMITTEE MEETINGS

Last year it was decided to print in the Bulletin reports of committee meetings, but somewhere along the line the idea seems to have been dropped. Here is a brief resume of the important discussions and decisions made by the committee this financial year:-

First item after confirmation of minutes is the correspondence, which generally comprises notification of other clubs' events, enquiries from members and so on. The accounts are then approved for payment, new members are admitted and with the routine over it is on to "general" which, of course, is what takes up most of the time.

So far this year a number of innovations have been made to club co-ordination. A letter has been drafted to be sent to new members explaining the objects of the club, what is expected of members and so on. Colin Taylor was appointed to investigate the possibilities of reinstating the Marshals' Pool; John Manuel was made Club P.R.O.

Another decision made by the committee was the ordering of the Duncan Mackenzie Memorial Trophy.

General business included the drawing up of the Club Calendar at the first meeting and of course the general organising of all events. It was later necessary to change the dates of some events to avoid clashes with other events. The control of hillclimbs has been discussed, as has the Renwick Flight, and, of course, the Clubrooms.

The proposed motor-races at Lyall Bay were discussed at great length, but the Hutt Valley Motoring Club, instigators of the idea, finally abandoned the meeting as being uneconomic. The annual A.N.Z.C.C. Conference also received a lot of discussion, and four proposals were remitted. Another subject which took up a great deal of time was the annual social event which, it was finally decided, was to take the form of a buffet dinner and dance at the Eastbourne Hotel.

We hope that this article gives members a better idea of what their committee does at its meetings. From now we propose to print resumés of all committee meetings in the Bulletin.

FORMULA TWO

The Formula 2 Oulton Park Gold Cup on September 18 was won by Jack Brabham in his own car from the Ron Harris-Team Lotus cars of Jim Clark, Jackie Stewart and Mike Spence. Denis Hulme retired the second works Brabham when battling out the lead with Brabham, Clark and Graham Hill in a Cooper.

Brabham also won the race at Montlhéry on 26 September after a neck and neck battle with Stewart's Lotus. Jo Schlesser was third in another Brabham. New Zealander Chris Amon drove a Lola into fifth place, but Hulme again retired while battling with Stewart for the lead.

NORTH AMERICAN RACES

Pedro Rodriguez, driving a 4-litre Ferrari won the Canadian Grand Prix at Mosport on 26 September. Ludovico Scarfiotti was second in a similar car, with Bruce McLaren third in his McLaren 1. McLaren led the race until a long pit-stop dropped him way back. In his epic drive back to the leaders he broke Dan Gurney's long-standing lap record no fewer than seven times.

The Bridgehampton Double 500km. race was won by veteran Walt Hansgen in a rebuilt Scarab (renamed Zerex Special) from Rodriguez and American Bob Grossmann in Ferraris.

Indianapolis driver Parnelli Jones won the Riverside Grand Prix in a Shelby Cooper-Ford on 11th October from Roger Penske (Chaparral), who won the race two years ago, and Jim Clark in a Lotus 30. McLaren retired early in the race.

OTHER EVENTS

The Tour de France Automobile was run during the earlier part of September. Once again this "rally" was won by Ferraris, with first and second places going to Lucien Bianchi of Belgium and Frenchman Jean Guichet in GTO models. In the touring class Ford Mustangs driven by Peter Procter and Peter Harper beat Bernard Consten's well-known Jaguar 3.8 to take the first two places.

Chris Amon drove an AC Cobra into third place in the Snetterton Three Hours on 25th September. Jack Sears won in a "Daytona" Cobra with promising young Roger Mac second in a lightweight E-Type Jaguar, just ahead of Amon.

The Paris 1000km race at Montlhéry on 11th October went to a 330P Ferrari driven by Graham Hill and Joakim Bonnier. Pedro Rodriguez and Jo Schlesser were second in a 250GTO Ferrari, with Edgar Barth and Colin Davis in an eight cylinder Porsche 904 third. Retirements included the Ferraris of Scarfiotti/Stewart, Guichet/Vaccarella and Bianchi/van Ophem, and Trintignant/Simon's Maserati "monster". The race was unfortunately marred by the deaths of well-known German Jaguar driver Peter Lindner and the promising Italian Franco Patria, and also of three marshals.

UNITED STATES GRAND PRIX 4/10/64

Graham Hill (B.R.M.) increased his lead in the World Championship by winning the United States Grand Prix at Watkins Glen on October 4th. Hill was fourth fastest in practice, behind Jim Clark (Lotus), John Surtees (Ferrari) and Dan Gurney (Brabham). Next best were Bruce McLaren (Cooper) and newcomer to Formula One, Mike Spence (Lotus).

With one lap of the race gone Surtees in the Ferrari led from Spence, Hill and Clark. By lap 6 Clark was second, with Hill and Spence close behind. After a further seven laps the reigning World Champion took the lead and had soon shaken Surtees off. Further back, Hill, Gurney and Spence were fighting for third place.

After about thirty laps Hill had shaken the others off and started dicing with Surtees for second place. This became first place on lap 44 when Clark the leader made a pit-stop, eventually swapping cars with Spence and continuing in fourth place.

Hill took over the lead from Surtees, and when Gurney and Clark retired the two Londoners were the only ones on the same lap. Weaving their way through the slower cars, Hill increased his lead over Surtees and finally won by half a minute with privateer Joseph Siffert a fine third in his B.R.M.-engined Brabham.

New Zealanders Bruce McLaren and Chris Amon both retired.

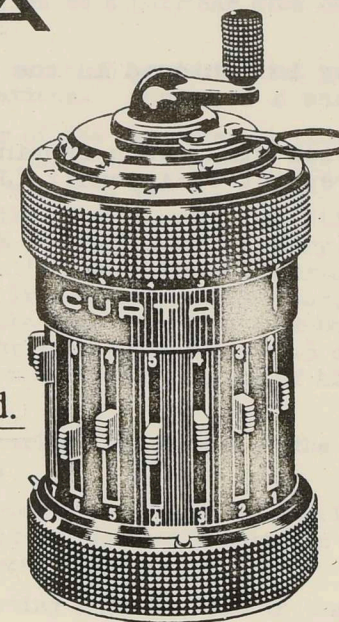
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The following article appeared in the New Zealand Racing Drivers' Club newsletter under the heading of SALOON CAR REGULATIONS:

Much time and effort has been spent in trying to bring about uniformity in the regulations for Saloon Car Racing. During the past season and since, a feeling has been developing that New Zealand promoters should adopt Appendix 'J' of the International Sporting Code for saloon races in this country.

At the Annual Council meeting of the A.N.Z.C.C.Inc. the following resolution was passed:-

"That the A.N.Z.C.C. commencing at the start of the 1964/65 Motor Racing Season, should be the body investigating the regulations for saloon (touring) car racing throughout New Zealand, and that the A.N.Z.C.C. should follow the F.I.A. International Sporting Code, Appendix "J", Groups 1,11, and 111."

Promoters immediately started talking about modification for local conditions, but from experience it has been found that once regulations start being modified, it is not long before the original intention is lost and the poor competitor is no better off.

It is essential that the regulations be uniform from Pukekohe to Teretonga, as otherwise a competitor is left without any assurance that the vehicle he has prepared will be accepted in the same category at every meeting.

If uniformity is achieved in the regulations, promoters will be doing competitors a service.

The Association will, when reprinting the National Competition Rules, include a reprint of Appendix 'J'.

CONROD CORNER

Neil Whittaker has swapped his leaf-spring Cooper for a coil-spring model which he will fit with his 2-litre Climax motor. This is the ex-Shelly car raced last season by Feo Stanton of Tauranga.

After winning the Gimmick Trial and placing well in the Honeypot Mike Frost thinks that perhaps trials aren't so bad after all.

Tony Shelly's Buick Riviera is now right hand drive.

With two Gold Star hillclimbs run Rotorua drivers hold the first two places. Reigning champion Roy Lyme (Cooper-Porsche) has 20 points, Steve Boreham (Cooper-BSA) has 12 and Bill Stone from Pokeno has 7.

Brian Thomas, the Feilding Gemini driver, is importing a monocoque Lotus 27 and Graeme Lawrence and Ken Sager will be driving 1500 Brabhams this season.

It will be interesting to see how these drivers, and Roly Levis who also has a 1500 Brabham, will go against the rumoured invasion from Australia of blokes like Leo Geoghegan (Lotus) and Greg Cusack (Brabham)

Geoghegan is reputedly bringing a Lotus-Cortina over to New Zealand this year, and Bob Jane will be racing his big-bore Jaguar.

With the prospect of some very fast competition in saloon racing as well as the single-seaters, it becomes apparent that sports-car racing is slowly dying. This season's racing in this class should be between Barry Porter in the Lotus XV and Jim Boyd in the Lycoming. There is rumour, however, of a Lotus 23 in Auckland, and Graham McRae's ~~partly~~ completed special was sold some time ago to a Hutt car club member. So perhaps it won't be so bad after all.

News has reached us that the wife of our club projectionist presented him with a son the other day. Congratulations.

Wellington Car Club members took four of the five fastest times of day at the recent M.G.C.C. Levin sprint. Colin Ngan (Valour) was fastest in 59.2 seconds, followed by Dave Jurie's Anglia in 63.4 seconds and Neil Hawker's Cortina, which looks more like a Lotus every day, did 63.9. John Mines won his class in the J.R.M. in 65.4 seconds. Gary Huxford (Anglia) won his class from Mike Frost's Imp. Other Wellington Club competitors included Paul Webley and Graham Robson in Anglias, and Duncan Field, Terry O'Halloran and John Taylor in John's ex-McLaren Mini-Cooper. Terry was fastest of the three, returning 66.5 seconds. One very unfortunate incident was John Neilson's rolling of his fast FJ Holden.

It is a pity that the Hutt Valley Motoring Club have lost the use of their very fine hill at Wallaceville.

Racing enthusiasts will be sorry to hear of the death of Charles Cooper last month at the age of 71. No doubt son John will carry on the family business, as indeed he has done for some time.

Seen around town; an M.G. Midget sporting a little sign in the windscreen saying; "This is a Noddy Car but I'm not a Nod."

The following item appeared in a recent M.G. Car Club Bulletin under the heading, "One Man Effort":-

Wellington Car Club certainly have a worker in their ranks. Pity we didn't have a few like him. As I live at the top of the Houghton Bay hillclimb I drive past their new Clubrooms several times a day on the weekend, and 90 % of the time he is on his own, working like mad. Name ? Ray Duffell !"

Doesn't that prick your consciences, members ?

The following figures were recorded in an old round-tailed Newman's bus carrying 18 passengers:-
0-20 m.p.h., 7 sec.; 0-30 15 sec.; 0-40 28 sec.; 0-50 40 sec.; 0-55 54 sec. !!

ZEBRALAND - A Grim Fairy Tale about Monsters and Humans.

Not once upon a time, but right now, there are many little countries named Zebraland. They exist in every city to protect the people from the wild monsters that roam the streets.

Always in the past the settlers needed to worry about wild animals only for a little while. For as people multiplied, wild animals - lions and tigers - retreated into the jungles. Only those who adapted themselves to their masters - cats and dogs, horses, goats, cows - remained, but just when the settlers were feeling most secure a new menace arose. They awakened one day to the fact that a new race of mechanical monsters, more dangerous than man-eaters, had taken over the streets.

This time it was the settlers' turn to adapt themselves to the monsters. No jungles for them; they had come to stay. So wherever the settlers couldn't avoid coming into contact with the monsters they formed little countries and called them Zebraland. They arranged a truce, declaring that when passing through these lands they wouldn't hurt each other. Which at best is an uneasy truce because the monsters are now beginning to realise that they have the bad side of the bargain.

Although the monsters are careful not to hurt the people, they pass through these land growling and snarling and you can tell by the way people watch them that they are only partly tamed and may attack at any moment.

Perhaps one day all the people will go underground and the monsters will roar all over the city streets, and the country of the Zebraland with all its little states will really become a fairy story kingdom.

All this will have happened, children, simply because people never realised that wild monsters didn't have to look like lions and tigers for ever.

LOTUS TYPE NUMBERS:

The following list has just been issued by Lotus to help those who find difficulty in remembering the 34 types of Lotus now made:

1. Austin 7 based trials car with plywood body.
2. Ford 10 based trials car.
3. Austin 7 based circuit car (750 Formula).
4. Ford 10 engined space-frame car - Mk 6 prototype.
5. 100 m.p.h. Austin 7 based circuit car (project only, not built).
6. Space-frame kit car. Variety of engines: M.G., Ford 10, FVA Climax etc.
7. Replacement of Mk 6, later models sometimes 1500 Ford.
8. First aerodynamic model - M.G. engined.
9. Production version of Mk 8, usually Climax engined.
10. Bristol-engined version of Mk 8.
11. Aerodynamic space-frame model, replacement for Mk 8.
12. First single-seater. All-independent suspension. 1500 2 ohc. Climax engine for F.2. Later 2.2. Climax for F.1.
13. Omitted.
14. Elite
15. Larger sports-car, based on X1, but with i.r.s.
16. "Vanwall"-type F.1 car. Engine originally inclined at 60°, finally 30°.
17. 1100 c.c. sports-car to replace Mk X1. Originally fitted with strut-type front suspension. Eventually replaced by double wishbones.
18. First rear-engined car. Originally Formula Junior with Ford motor, later also 2½-litre Climax-engined F.1 car.
19. Large rear-engined sports car based on Mk 18.
- 19b. "One-off" sports car built for Dan Gurney to accept Ford V8 engine. Type 19 body but otherwise new car.
20. Formula Junior based on Mk 18 but with smoother body line.
21. Formula 1 similar to Mk 20.
22. FJ similar to Mk 20 but with revised suspension and 30° engine.
23. Small engined sports car based on Mk 22.
24. Formula 1 car based on Mk 21 but to accept V8 Climax motor.
25. First monocoque single-seater.
26. Elan 1600
27. Monocoque Formula Junior.
28. Ford Cortina Lotus.
29. Very similar to Type 25 but modified to take Ford V8 motor for Indy.
30. Large-engined sports-car with backbone chassis - completely new.
31. Formula 3 car - based on Mk 22 FJ.
32. Formula 2 car based on Mk 27 FJ.
33. Formula 1 car - development of Type 25.
34. 1964 Indianapolis car - development of Type 25.



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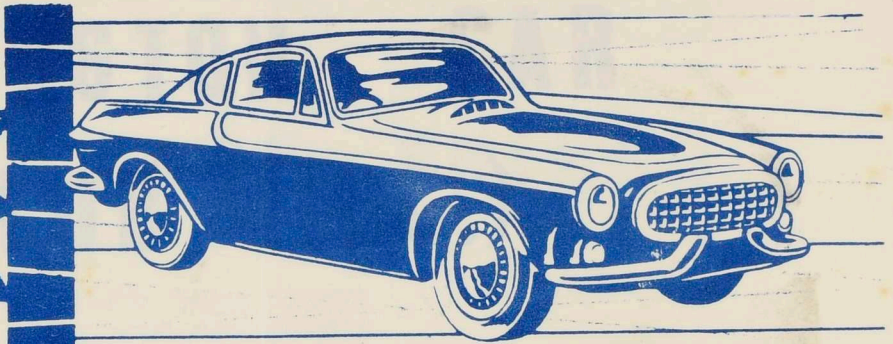
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WELLINGTON
CAR CLUB
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Bulletin

DECEMBER 1964



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COMING EVENTS

DECEMBER 5

STRAIGHT SPRINT: Standing and flying $\frac{1}{4}$ -mile. On the Loopline Road, Masterton. To get there, take first road on left after crossing Waingawa River (Before Masterton), cross railway, first right, left at 'T' and first right. Scrutineering from 9 a.m. (at venue) First runs approx. 10 a.m. Come along and see "what she'll do."

DECEMBER 5

H.V.M.C. BARN DANCE: Starts with an easy one-hour trial from Todd Motor Industries Ltd., Petone at 8.00 p.m. 7/6 covers the lot, trial, dance grog and grub.

DECEMBER 12

Wairarapa Car Club LEVIN SPRINT: Beach Road entrance, scrutineering from 9:30 a.m. Entry fee 10/-

DECEMBER 12

CHRISTMAS DINNER: Details elsewhere in this Bulletin. If you haven't booked yet, see a committee member.

There will be no Club-night in December - we'll see you all at the do on the 12th instead. Next clubnight is Tuesday, January 19th at 8 p.m.

Next Bulletin will reach you in early February. Or it might be late January, if you're lucky.

CLUB DIRECTORY



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TREASURER:	-John Swan, 20 Boxhill, Khandallah, N.5	B. 53-371 H. 36-658
CLUB CAPTAIN:	-Ray Duffell, 11 Creswick Tce., Northland, W.2	B. 71-139 H. 28-479
VICE-CAPTAIN:	-Dave Mowat, 55 Hopper Street, City.	B. as below or 47-235 ext. 852 H. 58-000 / 5045
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	-Dave King, Glenside Rd North, Johnsonville.	B. 54-600 H. -
	-Peter Martin, 17a Sutherland Cres., Melrose, E.3	B. 50-351 H. 88-261
	-Colin Taylor, 14 Seine Street, Island Bay, S.2	B. 41-126 H. 85-702
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12/12/64

12/12/64

RESULTS LEVIN SPRINT 17/11/64

Under 1200 c.c. saloons

1:	Car no. 14	Alex Wilson	Anglia	1 min 05.14
2:	" 11	Gary Huxford	Anglia	1 " 06.49
3:	" 21	Dick Sellens	Mini	1 " 09.45
4:	" 19	Dave King	Morris 1100	1 " 10.91
5:	" 10	Dave Money	Austin Mini	1 " 14.15

Over 1200 c.c. saloons

1:	Car no. 12	Dave Jurie	Anglia	1 min 03.48
2:	" 13	Hamish McLeod	Cortina	1 " 04.81
3:	" 20	Trevor Eve	Anglia	1 " 05.07
4:	" 15	Tom Doyle	Gazelle	1 " 11.89
5:	" 1	B. Jones	Humber 80	1 " 20.07
6:	" 2	N. Cottle	Cortina	1 " 20.13

Sports-cars:

1:	Car no. 17	John Mines	JRM-Ford	1 min 04.31
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Racing-cars.

1:	Car no. 23	Rex Flowers	Lola 2.5	52.16
2:	" 22	Neil Whittaker	Cooper 2.0	57.96
3:	" 16	Dick Butters	Cooper 500	59.61
4:	" 18	Lester Reader	Austin-Ford Spl.	1 min 25.05

A rather poor entry of sixteen turned out for the Levin sprint on 7 November. Star of the day was Rex Flowers (2.5 Lola-Climax) who overcame a variety of troubles to finish the day with a resounding 52.16 second lap. Neil Whittaker's coil-spring Cooper-Climax went around almost six seconds slower to take second FTD. Third was Dick Butters who lowered his personal Levin record to 59.61 seconds before flipping the Cooper, fortunately with little damage to the car and none to himself.

Next fastest overall was Dave Jurie's wickedly fast Anglia, which recorded 1:03.48. John Mines in the J R M - Ford was fifth, almost a second slower.

The Anglias of Alex Wilson and Gary Huxford took first two places in the under 1200 c.c. class, with Dick Sellens making his first appearance for some time to place third in a Mini. Jurie won the bigger saloon class from Hamish McLeod's Cortina, now looking much better in its new coat of paint, and going much faster with 1500 c.c. under the bonnet. Trevor Eve's supercharged Anglia was third in this class.

LEVIN SPRINT LAP TIMES:

Car No:

1	1:26.51	1:23.30	1:24.56	1:22.69	1:22.82	1:21.55	1:20.65	1:20.07
2	1:24.55	1:20.60	1:20.35	1:20.89	1:22.12	1:21.19	1:20.26	1:20.13
10	1:21.59	1:17.19	1:15.91	1:31.42	1:18.61	1:16.32	1:16.56	1:15.43
11	1:08.12	1:07.67	1:06.92	1:06.49	1:08.16	1:07.68	1:07.04	1:07.25
12	1:08.88	1:08.09	1:06.90	1:06.71	1:04.47	1:03.60	1:04.05	1:04.19
13	1:08.60	1:07.30	1:07.73	1:07.66	1:05.73	1:05.41	1:05.50	1:05.97
14	1:08.55	1:06.95	1:06.44	1:06.29	1:06.04	1:05.69	1:05.14	1:05.91
15	1:13.11	1:13.15	1:12.77	1:13.01	1:13.05	1:13.70	1:12.35	1:11.89
16	1:00.95	1:01.81	1:01.59	1:01.86	59.61	-	-	-
17	1:04.84	1:04.81	1:05.51	1:05.43	1:04.50	1:04.31	1:04.44	1:05.45
18	1:26.05	-	-	-	-	-	-	-
19	1:13.16	1:12.06	1:11.58	1:11.75	1:12.99	1:11.77	1:11.46	1:11.15
20	1:07.88	1:06.83	1:07.07	1:06.48	1:09.06	1:06.65	1:06.79	1:05.77
21	1:15.88	1:13.28	1:12.47	1:12.17	1:11.75	1:11.41	1:10.91	1:10.32
22	1:01.57	59.70	1:02.87	58.98	58.61	59.88	58.51	58.83
23	58.51	55.79	54.25	53.39	53.05	52.85	52.76	52.16

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1	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
10	1:16.85	1:14.82	1:15.27	1:14.85	1:16.32	1:15.06	1:14.38	1:14.15	-
11	1:07.27	1:06.89	1:06.54	1:06.78	-	-	-	-	-
12	1:03.85	1:03.48	1:03.61	1:04.15	1:03.97	-	-	-	-
13	1:06.56	1:05.87	1:05.40	1:05.32	1:05.74	1:05.74	1:05.51	1:05.44	1:04.89
14	1:05.61	1:06.53	1:05.84	1:05.70	-	-	-	-	-
15	-	-	-	-	-	-	-	-	-
16	-	-	-	-	-	-	-	-	-
17	1:13.71	1:06.24	1:07.00	1:07.43	-	-	-	-	-
18	-	-	-	-	-	-	-	-	-
19	1:15.06	1:11.99	1:10.91	1:10.97	1:12.45	1:11.80	1:11.68	1:12.48	-
20	1:07.71	1:06.61	1:06.05	1:05.32	1:07.71	1:05.83	1:05.19	1:05.07	1:06.68
21	1:10.53	1:09.45	1:09.81	-	-	-	-	-	-
22	-	-	-	-	58.08	58.42	57.96	-	-
23	52.46	1:04.56	-	-	-	-	-	-	-

car no. 13 (cont'd); 1:04.81 1:05.04 1:05.08

" " 20 " : 1:05.14 1:05.52 1:05.69

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CLAPPERTON TROPHY

The Clapperton Trophy, awarded on a points basis to the most successful member in all non-speed events over the year, and goes this year to Colin Taylor. Full results appear below, but the Hanson Trophy and Morgan Trophy results will have to wait until next Bulletin, as this issue goes to press with the straight sprint still to be run.

- | | |
|--|-----------|
| 1. Colin Taylor | 25 points |
| 2= K Foulkes and Dave King | 17 " |
| 4. Peter Martin | 15 " |
| 5. John Gladhill | 14 " |
| 6. Ian Shepherd | 13 " |
| 7. Hugh Slocombe | 11 " |
| 8= Ray Duffell, Ted King, Alan Pratt and Pat Tollan | 10 " |
| 12. Dave McKinney | 8 |
| 13. Mrs Laraine Shepherd | 7 |
| 14= Miss Helen Dollimore, Mike Frost and Dave Walker | 6 |
| 17= Gavin Beaumont, Geoff Beaver, Dave Mowat, Jeff Morris, Kerry Porter, Peter Riggs and Graham Robson | 5 |
| 24= Mrs Hilary Mowat, Bernie Russell, Peter Slocombe and Peter Thomas | 4 |
| 28= Bob Gibbons, Gary Huxford, Gary lang, Dave Money and Neville Watson | 3 |

The following members are in 33rd position with two points:

- | | |
|--------------|---------------|
| Bob Clover | John Mines |
| Graeme Duff | K. Paterson |
| Gary Gwynne | Ian Pinkerton |
| John Manuel | Peter Powell |
| Colin Lawton | |

These share 42 nd place with one point each:

- | | | | |
|------------|-----------|------------|------------------|
| G. Abie | P. Deere | B. Leyland | Miss R. Shepherd |
| P. Bennett | V. Evans | W. Martin | J. Swan |
| R. Butters | V. James | J. Neilson | P. Swinburn |
| E. Conroy | D. Lawson | R. Newson | A. Wilson |
| I. Cubbin | | | |

A CHRISTMAS STORY FOR THOSE OF US WHO NEVER GREW UP.

Once upon a time, in the little village of Valve-bounce-on-Thames, there lived a lead-footed lass by the name of Cinderella.

Cindy lived with her wicked, hero-driver type step-mother and her two ugly step-sisters. They were very unkind to her, because the old buzzard had herself one of Enzo's latest, a 330GT, and both the step-sisters had E-Types, while all Cindy was allowed to drive was a battered old Mk 1. Sprite.

Now it came to pass, as these things do, that the local prince, Hot-Shoe Charlie, decided to toss a bash to celebrate the arrival of his new 427 cube Cobra, and the girls, among others, were invited to bend an axle with the blue-bloods, or as Charlie put it - "Come on over and we'll crack a case of Castrol."

On the night of the big fender bender Cindy was just dying to go, but the lousy old step-mother nearly blew a head-gasket at the thought.

"You've got to stay home and finish reworking the head on the Jag," she said, and with that she and the sisters squeezed into the Ferrari and laid rubber down the road, leaving only the memory of a missed gear-shift and 300 feet of Signor Pirelli's best.

Cindy wearily started work, remembering only to obtain a bottle of a nitro-methanol type liquid from the refrigerator first. A short time later there was a sudden flash of light in the garage. Cindy gasped and looked up. "Who the hell are you?" she said to the figure in front of her, "and keep your thieving hands off that torque-wrench."

"I am your Fairy-Godmother," was the reply.

"Yeah, and-I'm-Tazio Nuvolari," said Cindy, taking another slug from the bottle. "You've been hitting this stuff harder than I have."

At this the Fairy-Godmother got upset.

"I'll prove it!" she snarled. "Make a wish!"

Just to humour the old duck Cindy grunted, "All right, I wish I was at the ball to-night."

"Done!" said the F-G, and waved her magic gearshift lever in the air.

In less time than it takes Surtees through Tertre Rouge Cindy's rags turned into a beautiful Dunlop racing suit, complete with elastic at the ankles and cuffs and lots of zips. On her feet were soft driving boots just like Dan Gurney's - Cindy was a big girl, you see.

The Sprite's headlights really popped when all of a sudden a gleaming b.r.g. DB4GT Zagato appeared, with chrome-spoke wheels and all the goodies. This was strictly a show rod and not for competition use.

"You're a doll," cried Cindy and did with a Le Mans start that would have left Uncle Stirling flat-footed. She was hitting five-nine in first when she caught the Fairy-Godmother's parting words: "Remember, at midnight everything returns to normal."

Through the country lanes Cindy nearly set the R6s alight, but with a smooth down-shift and lots of opposite lock, she finally slid to a halt outside the Prince's 38-room shack with its 10 centrally-heated, leather-upholstered garages.

When Cindy strode into the ball-room the Prince saw her straight away. It was love at first sight. After a few turns round the floor, the Prince whispered, "Come on down and have a look at my twin-choke Webers" which was his variation of a basic theme you all know.

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Later, after a few fast laps around the parking-lot, they snuggled up in a quiet corner, murmuring of high-lift cams, gear ratios etc. and all the other things that young lovers speak of, at first.

Then, away in the distance, Cindy heard the chimes begin to toll midnight. With one bound she was into the Aston and a hundred yards down the road with much axle-tramp and not even an apology to David Brown, as if heading the pack into Gasometer Hairpin at Monaco on the first lap.

The Prince, forgetting he had 7 litres of 'Powered by Ford' under him, gassed it flat out after her, lost it in a big way, and did an Innes Ireland through the hedge. By the time he had extricated himself Cindy was long gone, and sadly he turned towards the castle. Then, out of the corner of his eye, he caught a glint in the darkness. He walked over and looked closer, and there was Cindy's fibreglass skid-lid, so new it still had B.S.S. 2495 on it. There and then he vowed to find the beautiful head it fitted.

Some months later Cindy was lying under one of the E-Types tightening up the exhaust pipe, when in the distance she heard the screaming whine of a blown pre-war Merc, and in a cloud of Castrol R the Prince, who was passing through his "classic" phase, slid to a halt in his restored SSKL.

"Line up, dollies," he called, "everyone has to try on this helmet."

The step-mother tried first, but she had a pointed head and the helmet spun like a chopped flywheel. Neither of the step-sisters could make it fit either, much to Hot-Shoe Charlie's relief, and finally he came to Cindy. She slipped the helmet on and it fitted perfectly.

"Darling," said the Prince, "I've hunted high and low, and at last I've found you."

"Not before flaming time," retorted Cindy, "another day or so and I was due to do rings, valves and bearings on the Ferrari, and on a V-12 that's no joke!"

With that they hopped into the big white car with its chromed outside exhausts (genuine, just touch one and see) and blasted off into the sunset, to live happily ever after raising a brood of Porsche GTs and Abarth-Fiats.

With apologies to Lewis Carroll, A. A. Milne or whoever it was who gave me the whole sick idea.

- D.A.T.

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C O R R E S P O N D E N C E

Sir,

Your correspondent "Zeitgeist" seems to be of very low intelligence, for he or she has rushed into print in your last issue with statements that provoke much mirth.

The letter which he has attributed to "Aardvark" was surely written by Mr Tollan and Zeitgeist can rest assured that the abovementioned has the interests of the club very close to heart. We certainly should encourage spectators at Levin sprints, but NOT at the expense of our members, without whose presence the spectators would have very little to watch.

If what Mr Tollan says is true, and it may well be, the matter should be further investigated and the matter clarified by the committee.

I remain, etc.,

"Aardvark".

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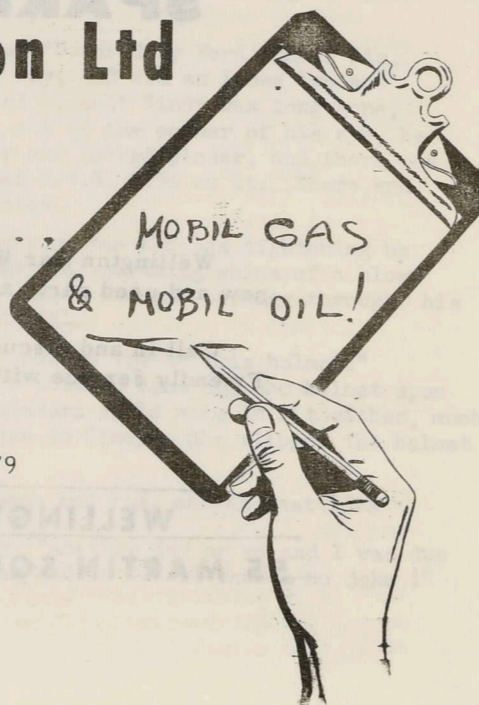
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WANTWOOD RALLY (M. G. C. C. Wall Cup)

Wantwood is about twelve miles from Martinborough on the road to White Rock, and it was from there last Sunday that we started the M. G. Car Club's contribution to the Wall Cup series. The trial was set by the donor of the trophy, Gary Wall, and he surely gave us something to think about. Most of the route finding had to be gleaned from Map N 161 Wairarapa. The time-keeping was a straight-forward exercise which became a little interesting when liaison was lost between terrain and map-reader.

The event was won overall by John Gladhill in the car now almost lovingly referred to as "Min Tin". Third and fourth places were also filled by Wellington club representatives: the Imps of Alan Pratt and Mike Frost. The Teams' prize was won handsomely by John and Alan, giving the Wellington Car Club a convincing win in the overall series for the Wall Cup.

The trial, one of brisk averages, was all plotted from the Wairarapa map, and with instructions like, "Using the most direct route which crosses seven marked wooden bridges and two marked concrete bridges, proceed to point 054507," the map came in for some very close scrutiny.

A.S.R. Five was pertaining to the "straight ahead rule" and an ominous note in the C.R.I. s (From here schoolboys beware ASR 5) also served to keep the crew very much on the alert.

All in all a very good trial and our thanks go once again to Gary Wall and the M.G. Car Club for the event.

Undoubtedly the highlight of the day was the social gathering at the Wall residence in Martinborough after the event. Gary has a magnificent "party room" and here all the crews gathered for a glass of conviviality and to await results. For a trial of sixty miles and five checks, the points were well spread out. Gary used one point per second as his basis for calculating results, and John Gladhill lost 1582 points. The last car lost in the vicinity of 10,000 points. Map-reading was the main stumbling block.

After the results had been announced a barbecue was held. Nothing primitive like riverbeds, for the Walls have a barbecue in their back lawn. After everybody had eaten - and your correspondent had fallen down Gary's car-pit - we again adjourned to the games room for the presentation. Your worthy scribe accepted the Wall Trophy on behalf of the Wellington Car Club, and feels that it will make a handsome addition to our club-rooms for many years to come.

- 'Aardvark'

First four place-getters in the Wantwood Rally:-

- | | | |
|----------------------------------|------------|-------------|
| 1. John Gladhill & Pat Tollan | Wgtn. C.C. | Mini-Minor |
| 2. Fred & Mrs Major | Wai.C.C. | Citroen |
| 3. Alan Pratt & Kingsley Foulkes | Wgtn. C.C. | Hillman Imp |
| 4. Mike Frost & "The Twins" | Wgtn. C.C. | Hillman Imp |

FINAL POSITIONS IN THE 1964 WORLD DRIVERS' CHAMPIONSHIP

1.	JOHN SURTEES	U.K.	Ferrari	40 points
2.	GRAHAM HILL	U.K.	B.R.M.	39
3.	JIMMY CLARK	U.K.	Lotus-Climax	32
4=	LORENZO BANDINI	Italy	Ferrari	23
4=	RICHIE GIMMER	U.S.A.	B.R.M.	23
6.	DAN GURNEY	U.S.A.	Brabham-climax	19
7.	BRUCE McLAREN	New Zealand	Cooper-Climax	13
8=	PETER ARUNDELL	U.K.	Lotus-Climax	11
8=	JACK BRABHAM	Australia	Brabham-Climax	11
10.	JOSEPH SIFFERT	Switzerland	Brabham-B.R.M.	7

New Zealander Chris Amon finished equal fifteenth among the 22 point-scorers.

HILLCLIMB CHAMPIONSHIP:

With four qualifying rounds gone Roy Lyme still leads the 1964/65 A.N.Z.C.C. Hillclimb Championship, with 33 points. Lyme's fellow Rotorua driver Steve Boreham has 21 points, just one ahead of Jim Boyd, who has won both the events he has entered in the Lycoming. These three are well ahead of the next man, Bill Stone, who has 7 points.

BRABHAM MODELS:

Further to our list of Lotus models last month, these are the cars produced by Jack Brabham and Ron Tauranac since they joined forces about four years ago. The prefix BT stands for Brabham-Tauranac.

- BT 1: M.R.D. Junior (prototype) 1961
- BT 2: 1962 Junior
- BT 3: 1962 F.1 prototype
- BT 4: 1963 Tasman cars
- BT 5: 1963 sports-racer
- BT 6: 1963 F.1 car
- BT 7: 1964 Tasman car
- BT 8: 1964 sports-racer
- BT 9: 1964 F.3
- BT 10: 1964 F.2
- BT 11: 1964 F.1
- BT 12: Indianapolis car

CONROD CORNER

The Wellington Car Club has two members on the new Hutt Valley Motoring Club committee. Tom Crawford is Secretary, and Phil Deere was elected onto the committee.

The Bulletin editor has full results of the Taupo inter-club gymkhana if any competitors or others are interested in having a look.

Congratulation to members Alan Pratt and Helen Dollimore on their recent engagement.

Congratulations also to P. R. O. John Manuel whose wife presented him with a daughter last month

The Secretary has regulations etc. for the international meeting at Teretonga Park next month. Other big events should soon be available, or if you are interested in entering, prospectuses are available from the promoting clubs.

Alan Pratt and Ray Duffell feather-footed the Imp into a class third in the Mobil Economy Run last month. They were apparently assured of victory until the throttle line developed a leak. The Thomases were, I think, fourth in their class in the Valiant.

Dave Jurie had the Anglia running at Renwick but retired in both his races. In the first he was well up until he lost his fan-belt, and he later pulled out with no oil pressure. Colin Ngan took the Valour down but had cooling problems before the race and didn't start. John Taylor's ex-McLaren Mini-Cooper went well in the hands of Dave Gooch and finished fifth in the second race before withdrawing from later races with brake troubles.

Laugh of the day at Renwick came from a spectating Committee member of this club. Grant's Brabham was in the pits, just together after a quick change of ratios. Patron Len Southward was struggling to refill the gearbox, using one of those quart measures you can see in any service station. Noting his difficulty, aforementioned committee member was heard to comment, "Why doesn't he use a Lesco Pour-a-Can?"

In the next Bulletin we hope to give you a resume of the entire Wall Cup series, also some notes on the International race meetings.

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