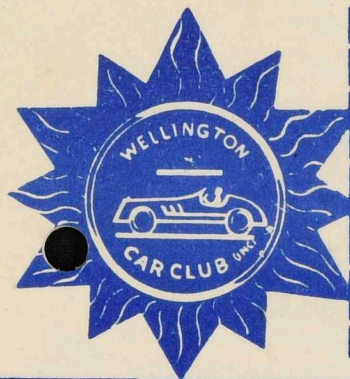


WELLINGTON  
CAR CLUB  
(INC.)

# Bulletin



FEBRUARY 1965

CLUB DIRECTOR

# WELLINGTON CAR CLUB (INC.)

R. & W. BUTTERS  
LINDEN GARAGE

P.O. Box 5142.

# CLUB DIRECTORY

PRESIDENT	-Brook Leyland 7 Marama Tce. Eastbourne.	B. 692-145 H. 8501 Eastbourne
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# EDITORIAL

Well, another new year is upon us, and from every indication it seems we have a first-class year coming up. Although the last couple of months has been the height of the Club "off season" we have had very good attendances at all recent events. With new cars and new members swelling our ranks it appears 1965 will be a golden year for the Wellington Car Club. The Committee looks forward to even better support from members during the coming year, both in competition and in assisting with the organisation of events. There is no reason why ordinary members can't run a trial - several did so last year. The committee will be most interested to hear from anyone who is interested in this. Remember, also, there can be no events without marshals, so let's see you all turn up and lend a hand in running the events if for some reason you're not competing. Just one small reminder: there's a lot of work still to be done on the clubrooms. We need the aid of members every weekend. If you can spare an hour or two on a Saturday or Sunday give any committee member a ring - he'll let you know when, where, etc. We're not asking for qualified builders - just ordinary unskilled labourers like you.

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# COMING EVENTS

FEBRUARY 16	Monthly CLUBNIGHT
FEBRUARY 27	LEVIN SPRINT. Scrutineering outside South Gate from 9.30 a.m. Usual requirements - civil and competition licences, approved hats, etc. Applicants for speed extensions will be observed as usual, if any new member (or other) is interested. 10/- basic entry fee.
MARCH 14	PALMER HEAD hill-climb.
MARCH 16	March CLUBNIGHT
MARCH 27	LEVIN motor race meeting.
MARCH 28	Trial
APRIL 3	HOGHTON BAY Gold Star hillclimb.

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An Overdose of Lead-foot.

By T.L.J.

The common disease known as lead-foot is inherited early in the peace by the young, enthusiastic drivers of today, often with disastrous sometimes fatal results. The symptoms of this disease are an un-controllable desire to place the right foot hard on the accelerator, and a reluctance to remove and place on the brake. Fortunately many carriers of this disease have already been 'arrested' by the authorities, some have been cured, some too addicted to ever be cured. Lead-foot is usually contracted when a young driver, placing himself behind the wheel of a suitable vehicle, is fascinated by the fact that upon placing his right foot upon the 'go pedal' the result is that he starts to move, and by placing his foot harder and harder down, he goes faster and faster. After a while, even sometimes before he learns to drive the vehicle properly, he discovers that every time he places his foot on the accelerator, his foot begins to twitch and the only way he can stop it from doing this is to put it hard down to the floor and keep it there. He is then satisfied for the meantime until he has to take it off and place his foot on the brake, which to his dismay slows the car. He has got to the stage now that every time his foot is placed near the pedal it must go hard down, and stay there. When his foot cannot be placed hard on the accelerator and left there, such as in heavy traffic, he begins to get impatient and irritable and curses the driver in front who it would seem has not yet been affected. Some people, after they have been addicted for long periods, become experts in the control of the lead-foot, having learnt to raise and lower it at the right time. In most cases here, the person has been deprived of using his lead-foot by the authorities, and when he is able to do so again, he becomes more cunning in the use of it, thwarting the authorities by using it in out of the way places, but eventually he would get caught again, and deprived of it once more, and this hurts the most. The dreaded cure of all lead-foots is the life ban on driving a vehicle, or even a lengthy period of disqualification, during which time he becomes used to placing both feet down to propell himself. The twitching of the foot disappears and sometimes he finds that when being driven by other lead-foots, he places his one time leadfoot on the accelerator, hard on an imaginary brake on the floor-boards. This type cannot stand to be driven by other lead-foots in a manner which he himself, surprisingly enough, used to do, and he realises how dangerous it really is. There are several types of lead-foots. Those who are experts quite often indulge in the sport, and give other would be leadfoots many thrills, as well as themselves, but the most dangerous form of lead-foot is the one, mostly un-experienced, who, after watching the professionals, goes out and sees how fast he can make his vehicle go by lead-footing, endangering all other road users. This type, although can lead-foot on the public roads, are usually found to possess very little lead when given the opportunity on a proper lead-footing track. Most probably the best cure for lead-foot is an overdose, and he finds himself wrapped around a pole, or over a bank. This experience has many lasting effects on our lead-foot, and if the lead-footedness does not disappear at that time, then he is sure to be addicted for the rest of his life.

CLUB TROPHIES

Final points are now to hand for the remainder of the Club's trophies for 1964.

HANSEN TROPHY Points gained from competition in all events during the year.

1. COLIN TAYLOR	30		
2. DICK BUTTERS	29		
3. DAVE KING	23		
4. Alec Wilson	21		
5= K Foulkes	20		
Peter Slocombe	20		
7. Gary Huxford	19		
8. Alan Pratt	18		
9. John Gladhill	17		
10= John Mines	16		
Ian Shepherd	16		
12= Tim Beetham	15	42 = Bill Flanagan	4
Peter Martin	15	Neil Hawker	4
14. Ted King	13	Mrs Hilary Mowat	4
15= Dave Jurie	12	John Neilson	4
John Swan	12	Des Rouse	4
17= Hugh Slocombe	11	Bernie Russell	4
Brian Watson	11	Dauntsey Teagle	4
19= Ray Duffell	10	Peter Thomas	4
Dave Money	10	Murray Wyness	4
Pat Tollan	10	Trevor Wyness	4
Neil Whittaker	10	52= D. Elder, V. Evans, G. Lang,	
23= Bruce Abernethy	8	E. Parsons, N. Watson	3
Lance Crawford	8	57= M. Charles, R. Clover, G. Duff, R. Duff,	
Mike Frost	8	G. Gwynne, T. Huxford, T. Jackson, C.	
Dave McKinney	8	Lawton, G. McRae, J. Manuel, T. O'Halloran	
27= Graham Robson	7	K. Paterson, P. Powell, R. Sellens,	
Mrs Laraine Shepherd	7	N. Wanklyn	2
29= Miss Helen Dollimore	6	72= G. Adie, A. Anderson, P. Bennett, E.	
Tom Doyle	6	Conroy, K. Cornford, I. Cubbin, P.	
Bob Gibbons	6	Deere, D. Harvie, V. James, W. Joyce,	
Ian Pinkerton	6	D. Lawson, W. Martin, S. Mishkin	
Dave Walker	6	Newson, Miss R. Shepherd, R. Smith,	
34= Gavin Beaumont	5	R. Stewart, J. Stichbury, P. Swinburn,	
Geoff Beaver	5	J. Taylor, P. Webley.	1
Brook Leyland	5		
Jeff Morris	5		
Dave Mowat	5		
Kerry Porter	5		
Peter Riggs	5		
Peter Wyness	5		

MORGAN TROPHY Awarded, again on a points basis over the year, to the club workers. For organisers and marshals.

1. RAY DUFFELL	36		
2. DAVE MOWAT	30		
3. PETER MARTIN	28		
4. John Swan	26		
5. Pat Tollan	25		
6. Brook Leyland	24		
7. Colin Taylor	22		
8= K Foulkes	20		
Alan Pratt	20		
10. Dave McKinney	19		
Dave King	12	35= Laurie Watson	3
12. Ted King	11	36= Gavin Beaumont	2
13= John Gladhill	10	Mike Frost	2
John Manuel	10	J. Gray	2
15= Mrs Hilary Mowat	9	Ian Hector	2
Ian Pinkerton	9	Dave Lawson	2
17. Gary Lang	8	Dennis Mackley	2
18. Dick Butters	7	John Mawhinnie	2
19= Ian Cubbin	6	John Mines	2
Vryn Evans	6	John Neilson	2
Jeff Morris	6	Kerry Porter	2
Peter Riggs	6	Peter Powell	2
Brian Watson	6	Graham Robson	2
24= Miss Ruth Shepherd	5	Bernie Russell	2
Chris Swan	5	Peter Slocombe	2
26= J. Alderson	4	Bruce Sutherland	2
Geoff Beaver	4	Dave Walker	2
John Beaver	4	Neville Watson	2
Bob Clover	4		
Colin Lawton	4		
Mrs Jenny Leyland	4		
Dave Money	4		
Bob Newson	4		
Hugh Slocombe	4		

We extend a warm welcome to the following new members:

Angus Cameron	Chrysler Valiant
Peter Godber	Zephyr Mk 1
David Lee	Standard Eight
Wayne Porteous	Alvis TC 21
John Reid	Morgan +4 and Popular
Bill Rees	Holden FE
Barry Smith (country)	Hillman Imp
John Stiebury	Morris Mini
Alister Vowell (country)	Morris Mini
Don Walker	Healey 3000 and Mini
David Young	Hillman Imp



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## PAST EVENTS

STRAIGHT SPRINT. 5.12/64

A surprisingly large entry of twenty-five cars turned up for annual standing and flying quarter mile sprint, held for the first time on the Masterton by-pass road. Fastest car in the standing quarter in the morning was Neil Whittaker's 2-litre Cooper-Climax, with a time of 12.87 seconds. A quick change of gear ratios in the lunch-break and Neil was out to score FTD in the flying section at 135 m.p.h. Peter Slocombe in the Lotus did 14.75 sec. in the standing and 117.5 in the flying. Faster than the Lotus, however, was the glamour car of the meeting, Des Rouse's black fixed-head E-Type Jaguar. The 'E' was hindered by plug troubles all day, but despite this managed to average 124.5 m.p.h. over the flying quarter.



RESULTS STRAIGHT SPRINT, MASTERTON, 5/12/64

Standing 1/4-mile:

Saloons under 1000 c.c.

1. Terry Huxford	Austin A35	18.74	19.72
2. Alister Vowell	Austin Mini	20.72	20.86
3. Gary Voice	Austin A40	21.16	20.73
4. Mike Frost	Hillman Imp	21.67	21.59
5. Dave Money	Austin Mini	21.73	22.37

Saloons 1001-1500 c.c.

1. Dave Jurie	Anglia	16.46	16.52
2. Graham Cowie	Morris Cooper S	16.67	16.73
3. Don Archer	Morris Cooper S	17.19	17.66
4. Allan James	Morris Cooper	17.94	17.42
5. Gary Huxford	Anglia	17.65	17.86
6. Ian Lane	Morris Cooper S	17.82	17.96
7. Colin Roberts	Anglia	17.91	18.12
8. John Stichbury	Austin Mini	19.72	21.55
9. David King	Morris 1100	22.96	22.63

Saloons over 1500 c.c.

1. Mike Poulton	Hillman V	18.72	18.26
2. Tommy Doyle	Gazelle	-	19.92
3. John Swan	Austin A90	-	23.09

Sports cars ( and GT )

1. Des Rouse	Jaguar E	15.96	16.17
2. Dauntsey Teagle	Sprite 1150	16.98	17.06
3. Bob Gibbons	Jaguar XK 150	18.26	18.08
4. Alwyn Knowles	Sprite s/c	18.51	19.16
5. John Robson	M.G.A 1600	-	19.47

Racing cars

1. Neil Whittaker	Cooper-Climax	12.87	14.15
2. Peter Slocombe	Lotus Ford	16.11	14.75

Flying 1/4-mile:

Under 1000 c.c. saloons

1. G. Voice	A40	10.86	10.59	10.51	85.6 m.p.h.
2. D. Money	Mini	11.00	11.12	11.08	81.8 m.p.h.
3. A. Vowell	Mini	11.33	11.36	-	79.4 m.p.h.
4. M. Frost	Imp	11.58	11.78	11.71	78.2 m.p.h.
5. T. Huxford	A35	14.43	-	-	62.4 m.p.h.

1001-1500 c.c. saloons

1. C. Roberts	Anglia	9.01	8.85	8.89	101.8 m.p.h.
2. A. James	Mini-C	8.94	9.05	-	100.7 m.p.h.
3. D. Archer	Mini S	9.09	9.30	-	99.0 m.p.h.
4. G? Huxford	Anglia	9.13	9.24	9.16	98.8 m.p.h.
5. I. Lane	Mini S	9.24	9.21	-	97.7 m.p.h.
6. G. Cowie	Mini S	9.41	9.46	-	95.6 m.p.h.
7. J. Stichbury	Mini	10.77	10.84	-	83.6 m.p.h.
8. D. King	1100	11.82	11.87	11.38	79.1 m.p.h.
9. D. Jurie	Anglia	11.76	-	-	76.5 m.p.h.

Over 1500 c.c. saloons

1. M. Poulton	Minx	9.50	9.78	9.70	94.7 m.p.h.
2. T. Doyle	Singer	10.20	10.10	10.14	84.1 m.p.h.
3. J. Swan	A90	10.95	10.78	10.65	84.5 m.p.h.

Sports cars

1. D. Rouse	Jaguar	7.23	7.32	-	124.5 m.p.h.
2. R. Gibbons	Jaguar	8.00	8.05	7.99	112.6 m.p.h.
3. D. Teagle	Sprite	8.46	8.63	-	106.4 m.p.h.
4. J. Robson	MGA	9.33	9.62	9.62	96.5 m.p.h.
5. A. Knowles	Sprite	9.47	-	-	95.4 m.p.h.

Racing cars

1. N. Whittaker	Cooper	6.45	6.45	6.38	135.3 m.p.h.
2. P. Slocombe	Lotus	8.68	7.66	-	117.5 m.p.h.
3. R. Butters	Cooper	9.05	9.14	8.91	101.0 m.p.h.

G Y M K H A N A

PALMER HEAD 25-1-65

Rank	Name	Car	car no.
1.	Mike Frost	Hillman Imp	7
2=	John Gladhill	Morris Mini	8
2=	Peter Martin	Herald Estate	9
4.	Colin Taylor	Morris Mini	11
5.	Dave Money	Austin Mini	6
6.	John Reid	Ford Popular	10
7.	Dave King	Morris 1100	12
8.	Dave Mowat	Herald	2
9.	Jeff Morris	Hillman Husky	4
10.	R. McDonald	Ford Prefect	5
11.	Peter Riggs	Zodiac 11	3
12.	Willard Martin	Ford Prefect	

- Test 1: Circular Wiggle-woggle (tight)
- Test 2: Circular wiggle-woggle (increased size)
- Test 3: Three garages
- Test 4: Serpentine
- Test 5: Cloverleaf
- Test 6: Dog-leg wiggle-woggle.

Car	ONE		TWO		THREE		FOUR	
	1.	18.55	18.75	11.69	11.51	1:22.71	45.95	45.53
2.	22.60	29.50	12.96	22.78	1:17.79	1:09.71	50.49	53.25
3.	31.30	31.00	13.51	13.81	1:09.79	1:03.41	59.28	57.85
4.	29.40	29.50	13.03	13.00	1:05.22	1:00.37	56.29	57.57
5.	45.45	34.75	12.97	12.68	1:18.69	1:07.57	54.96	56.16
6.	21.20	20.00	12.75	12.49	1:01.16	48.59	45.50	49.53
7.	20.45	18.25	11.47	11.15	1:00.48	59.19	50.75	44.53
8.	20.60	19.25	12.26	12.70	53.26	52.32	40.98	36.44
9.	19.75	20.75	11.66	11.29	55.22	59.13	47.32	46.32
10.	27.20	23.25	12.26	12.65	1:17.14	1:10.72	53.30	47.71
11.	19.00	18.75	12.28	12.02	1:02.62	50.96	46.53	50.28
12.	-	-	-	-	-	-	38.04	41.56

Car	FIVE		SIX	
	1.	40.08	39.58	31.36
2.	42.76	43.29	33.73	32.98
3.	46.45	44.76	35.48	34.57
4.	45.16	44.36	33.86	34.46
5.	48.21	48.16	35.90	35.80
6.	42.92	42.68	32.97	32.25
7.	42.03	41.01	29.78	29.69
8.	41.35	40.06	28.20	28.01
9.	39.43	39.51	33.34	30.57
10.	41.11	46.07	34.07	33.10
11.	42.43	39.97	31.72	31.54
12.	41.94	41.81	28.66	31.11

NOVELTY TRIAL 7-2-65

Rank	Name	Car	Value
1.	Peter Martin / Ian Shepherd	Triumph Herald	225.2
2.	John Reid / Pat Tollan	Ford Popular	303.5
3.	Colin Lawton / L. Brabin	Zodiac 11	347.4
4.	Dave King / Paul Taylor	Morris 1100	353.2
5.	Dave Money / Don Walker	Austin Mini	416.1
6.	Graham Duff / B. Duff	Hillman Imp	676.7
7.	Willard Martin / -	Prefect	701.8
8.	Jeff Morris / Miss J. Bailey	Husky	840.1
9.	Alan Mines / Gary Gwynne	Minor 1000	1162.0

	CHECK 1 - KHANDALLAH	CHECK 2 - CROFTON DOWNS	CONTROL - CHAYTOR ST.	CHECK 1 - PARKVALE RD.	CHECK 2 - PAROA ROAD.	CHECK 3 - CUMBERLAND PLACE	CONTROL - BEACHCOMBER	
1.	7.8	0	10.8	10.2	38.8	180	98.5	= 416.1
2.	180	180	180	82.2	179.8	180	180	= 1162.0
3.	180	15.0	94.8	47.2	39.8	108.9	180	= 676.7
4.	0	.5	0	11.2	5.3+ 50	113.4	167	= 347.4
5.	0	15.0	34.8	0	7.8	65.9	180	= 303.5
6.	.8	35.0	24.3+150	130mc	180 mc	180	59.0	= 840.1
7.	4.8	4.5E	24.4	11.8	15.3	65.9	98.5	= 225.2
8.	.2	3.0E	0	11.2	6.8	180	152	= 353.2
9.	180	34.5	61.8	14.2E	38.8	180	142.5	= 701.8



## PERSONALITY PARADE

### NO. 4: RAY DUFFELL:

Probably the Club's best example of the member who works quietly behind the scenes with little or no recognition, Ray Duffell has been a member of the Wellington Car Club for almost nine years, and has served on the Committee for six. He originally joined, along with Ian Watson, with the idea of competing in the Mobil Economy Run. They missed out that year, but stayed on, having become interested in Trials. Indeed it was not until last year that Ray got his ride, with Alan Pratt in the Imp.

Ray and Ian met with quite a bit of success in local trials over the next few years, both in Ray's A30 and Ian's A50. By 1960 Ray was on New Zealand's first and it seems last, "works"-sponsored team for trials. The team ran Triumph Herald's, and amongst other local members were Brock Leyland, Don Walker and Keith Clegg. With the team Ray had his first experience of an Auckland event and quickly realized that much more standardisation was required in the running of Gold Star trials.

He got his chance when a major trial was mooted to run in conjunction with the Wellington Festival. Along with Stewart Alexander he was given the job of setting the route. As an upshot of this event and its regulations the national Standing Supplementary Regulations we have today were evolved, and Ray played no small part in their development.

In 1962 Ray changed his mount from the trusty A30 to what he has proved to be an equally trusty Herald, his present car. He and Stewart also set the Festival Trial that year. Since then Ray has always had a lot to do with trials, both on the organisational side, and competing whenever possible,

Although not quite so interested in speed events, he attends hillclimbs and sprints more often than not, and is responsible for the timing at these events. He is also a senior flag marshal at Levin race meetings.

He was elected to Committee in 1959, became Vice-Captain two years later and ( he continues ); ".....Club Captain in 1963, and it seems Club Carpenter in 1964. I have done my bit for the Club and will not be seeking re-election as Club Captain this year. It's time for someone else to have a go." Although we will be sorry to say "goodbye" to Ray as Club Captain, we cannot but agree with his comments about doing his bit. But for his seemingly inexhaustible efforts our Clubrooms would be nowhere near their present state of progress, for without a doubt he has put in many more hours solid labour on the site than any other club member. We have every faith that Ray Duffell will be re-elected to the Committee this year, for we cannot afford to lose the advantage of his experience and his valued advice in the running of the Club.

## CLUB MEMBERS RACING THIS SEASON

A number of members have been making their presence felt in motor racing this season. First and foremost is BRUCE ABERNETHY who returned from Britain with a 2.5 Cooper-Climax which, it appears, has been doomed to failure right from the start. It was rebuilt from the charred remains of the F.1 car Phil Hill crashed at Zeltweg last year, assembled in record time by Bill Hanna and 'Ginger' Grundel and indeed just made it for the final practice session at Pukekohe. 'Abbo' got right down to business and turned in some very good times, but then the trouble started. Since then the project has seen nothing but bad luck all the way. In his heat Bruce was third to the two Hills until he spun, and in the GP itself he spun right at the start and eventually pulled out with a faulty gearbox.

Similar troubles dogged him at Levin and Wigram, and a steady drive to seventh place at Puketonga was followed by a heart-stopping excursion into the ditch in the last race of the day.

NEIL WHITTAKER collected a couple of good placings at the November Levin meeting in his new (to him) Cooper, and rounded it off with an outstanding win in the last race of the day. The car was badly overheating at the GP meeting but Neil nevertheless placed sixth in the Pukekohe Championship. At Levin a week later he took fourth position after another very good drive in the final race.

COLIN NGAN (Valour) was not very fast at the first Levin meeting but won a handicap at Pukekohe in December. He did not start at the GP meeting but by the end of the day at the Levin International had begun to motor very effectively and was mixing it with the factory 1500s.

PETER SLOCOMBE finished sixth in the 1500 race at Pukekohe, his 1340 motor giving away a lot of power to the newer machines; he also raced at the Levin International.

DICK BUITTERS seems to have made himself a great favorite of the Levin crowds with spectacular driving of the Cooper at both recent meetings there. Under 59 in an old 500 - whew!

BRIAN WATSON raced at Levin last month but the Baggall chose to break its front suspension when Brian was handily placed in the first half dozen in the field of the main sports-car race.

DAUNTSEY TEAGLE has been racing the Sprite with an 1145 c.c. motor this season and was placed a good fifth in the sports-car race at Pukekohe. He also competed at both the Levin meetings.

At the November Levin JOHN MINES collected two placings in handicap races with his little black JRM.

In saloon fields DAVE JURIE went well at Levin but spun more than once. He scored a very good third at Pukekohe in December but was hampered by handling troubles again at the International Pukekohe and Levin.

This thing has been going the rounds of various Car Club magazines throughout the country. See how you like it.

DICKERS' DICTIONARY OF MOTORING MEANINGS

ABARTH	All drivers should have at least one a week.
'ALFA ROMEO	One half of a popular Italian car.
BACK MARKER	Girl with long finger nails.
BALL RACE	Like a ball game, only faster.
BATTERY	Where the lion gets its little egg.
BIG-END	Rear view of an elephant.
BRABHAM	Car and Driver
CABRIOLET	Tag race for taxis.
CHEQUERED FLAG	London's leading sports-car specialists.
CHEVROLET STINGRAY	Kind of mongoose, partial to Cobras.
CLUTCH	Brood of chickens.
CLUTCH SLIP	When she breaks out of your grasp.
COMMUTATOR	Man who tells you who's leading therace.
COMPRESSION RATIO	How many elephants you can cram into a Mini.
CONTACT BREAKER	Person who offends your friends in high places.
C.S.I.	Short for "Cor, she's immoral! "
CUBIC CAPACITY	How much you can drink and still drive.
DAMPER	Each successive Snetterton International.
DRY SUMP	When the dipstick registers minus.
ENGINE	Machine that pulls a train.
FILTER	Cigarette with "spats".
FORD	Wade accross.
FUEL PUMP	Where you fill up at the garage.
GEARBOX	The thing race mechanics keep all their bits and pieces in.
GRAND PRIX	Big Prize.
G.T.	Often a sports car.
HIGH TENSION LEAD	Back marker in front of Jim Clark.
HOT ROD	A con-rod that's just gone looking for air.
IGNITION	A 'bright spark'.
LANDAULETTE	Chinese launderette.
LINERS	Large passenger ships.
LOW PROFILE	Result of sagging suspension.
LUCAS	Inspector Maigret's No. 2.
MECHANIC	Actress with an armband.
MODS	Opposite of rockers.

motor racing	The other sport.
MOTOR RACING	Our other magazine.
M.P.G.	Miles per Gallon.
OVERHEATING	Too much excitement.
POLE POSITION	Grandstand reserved for spectators from Poland.
PUNCTURE	Tyre with a 'flat' at the bottom.
RACE REPORT	Loud bang.
RACK AND PINION	Medieval instrument of torture.
ROLL	Road race.
REBORE	When she needs this, she's clapped.
REV COUNTER	Turnstile at a clergymen's conference.
ROCKERS	Opposite of Mods.
ROLL CENTRE	About an inch above the navel.
R.P.M.	Resale Price Maintenance.
SCREWDRIVER	A mechanic's tool
SEMI ELLIPTIC	Driver who sometimes throws a fit.
SHOCK ABSORBER	Cushion a driver sits on.
SILENCER	Keep your girl quiet.
SLIPSTREAMING	Girl's dress blowing in the wind.
SPORTS CAR	Vehicle in which to play games.
SPORTSCAR	Magazine for enthusiastic motoring amorals. (Or motoring's first picture monthly).
SUPERCHARGE	Insurance premium for an E-Type.
TOE-IN	Well-known motoring enthusiasts' hostelry.
TURNING CIRCLE	Measure this to see if it's possible in your sports car.
VALVE	Can be a poppet, you just have to tappet and see.
V 8	Daily Excess' new straight-six.
WHEELBASE	Where the tyre touches the ground.

# letters

Sir,

Your correspondent "Aardvaark" has again rushed into print in your December issue with statements that provoke much mirth - to those of equally low intelligence.

It is interesting to note that the Oxford Dictionary defines 'aardvark' as being Dutch for 'earth-pig'. His statements appear to be double-dutch with a piggish "I'm all right" attitude. This seems, therefore, a very appropriate nom-de-plume. Being a Car Club member (I presume) would the translation also mean "road hog" ?

I remain, etc.,  
"POTTON".

From now on no more childish, name-calling and off-point letters will be published - Ed.

## Fields Service Station Ltd

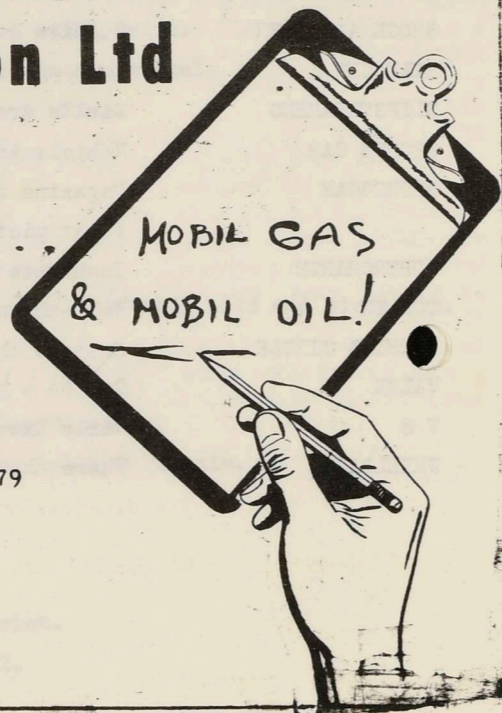
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Same day retread service -

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## CONROD CORNER

Two more 1275 Cooper S s are in the Club. One is red and black, the other white and black. Who will be the first with one of the rumoured twin-cam 1410 c.c. s ?

Hamish Buchanan in the Wairarapa is apparently going back to Minis. He has the ex-Langley 1275 S.

Alex Wilson is reputedly putting a 1500 c.c. engine in his already potent Anglia. Brook; you're not the only one in the Club with a twin-carbed 1100 !

It is likely that one of our Club-members will be spotting a 1500 Brabham before next season.

By the time this Bulletin is out Dave and Hilary Mowat should be the proud owners of a new-look Cortina GT. Finished in red - should make a good replacement for the Rapier, which must be getting just a little bit tired ?

It seems at least three crews will be doing all the major trials this winter. The Club should be able to field a team in every event.

After the performance of new member John Reid and his Ford Popular in a couple of gymkhanas, a couple of experts in this field were overheard discussing possibilities of buying a Popular just for gymkhanas !

At least two members we know of are showing keen interest in Sunbeam Tigers for next season. The Tiger is, of course, the 2.2 Ford V8 powered Alpine.

Dickie Butters, driving the Slocombe Lotus, made FTD at the Wairarapa Car Club's Levin sprint in December. Second and third in the racing-car class were Peter Slocombe and John Swan, also in the Lotus. Times were 59.4, 1;04.6 and 1;06.0 respectively. Other Club members competing included Brian Watson (Bagnall), Bill O'Mahagan (TR2), Gary Huxford (Anglia); Mike Frost and Barry Smith (Imps) and John Stichbury, Dave Money and Alister Vowell in Minis.

Don Walker, Bulletin Editor a few years ago until a transfer to England, has returned to Wellington with an Austin-Healey 3000 amongst his luggage.

Congratulations to Trevor James on his recent engagement.

Phil Deere has bought the Badger, a Ford 10 Special built by Hutt Valley man Ian Macrae

# for sale

THE TWO MOST SUCCESSFUL HILLCLIMB CARS IN THE CLUB ! ! ! !

1. 1340 c.c. LOTUS 18. Numerous spares, trailer, etc. Interested parties can find out more simply by telephoning Peter Slocombe. 36-207 ( evenings ).
2. COOPER-NORTON 500. Also numerous spares and trailer. £ 365 o.n.o. Be in ! Contact Dick Butters ( 398 and ask for 2940 )

+++++

1500 c.c CORTINA short-block - complete with GT camshaft. Brand new and unused. Worth about £130. All yours for £160. Ring Dennis Mackley 877 2.

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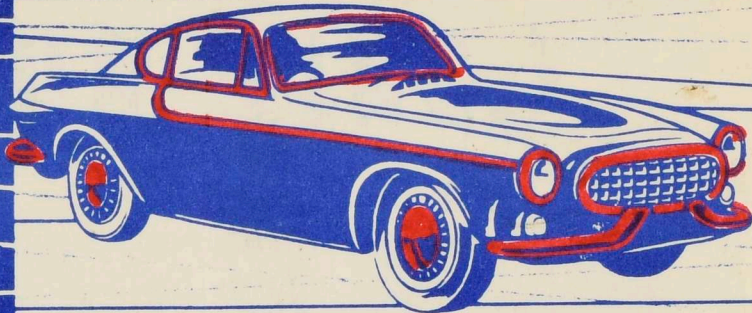
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More than a pint in every gallon  
of Supershell.

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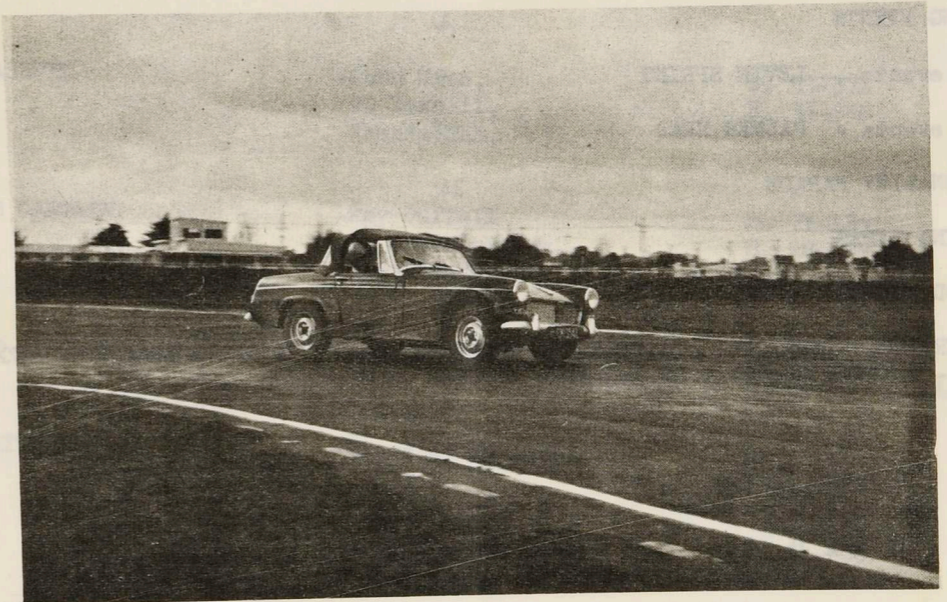
WELLINGTON  
CAR CLUB  
(INC.)

# Bulletin



MARCH - APRIL 1965

# WELLINGTON CAR CLUB (INC.)



SUBJECT OF THIS MONTH'S PERSONALITY PARADE. "K" FOULKES IN THE MIDGET AT LEVIN.

**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	B. as below or 47-235 x 8 H. 58-000 / 6045
COMMITTEE	-Kingsley Foulkes	B. - H. 17-597
	-Dave King	B. 54-600 H. -
	-Peter Martin	B. 50-351 H. 88-261
	-Colin Taylor	B. 41-126 H. 85-702
BULLETIN EDITOR	-Dave McKinney	B. 54-610 H. 27-469
HON. SOLICITOR	-Mr John Tannahill, Deacon & Tannahill.	B. 43-333



# CLUB CALENDAR

**CANCELLATION:** Due to there being no trial plotted for the 28th March (there was supposed to be one!) this event has been postponed until sometime in the new club year.

- MARCH 27 LEVIN Motor Race Meeting
- APRIL 5 HOUGHTON BAY Gold Star Hillclimb. Regulations and entry forms now available from committee members.
- APRIL 3 PUKEKOHE race meeting - Auckland Car Club.
- APRIL 20 ANNUAL GENERAL MEETING - be there!
- APRIL 24 NIGHT TRIAL. Starts 7:30 p.m. at the Clubrooms. Map required: NZMS 17 - Porirua. Warning: this is not an easy one; it is intended to prepare competitors for Gold Star Trials. But don't be put off, all regular competitors should be able to master it.
- MAY 1 & 2 SHELL TRIAL starts Rotorua about Noon Saturday. First finishers are expected back in Wellington early Sunday afternoon.

By the time you receive this Bulletin your annual subscription will have less than a week to go. Let's create a new record and have all subs renewed by the end of April.

## COMING EVENTS

### GOLD STAR TRIALS

The first Gold Star Trial is not far away: the R.A.T.E.C. event on March the 23rd. It is followed by the North Otago event a week later. Dates for the rest of the 1965 series are:-

- |           |                               |
|-----------|-------------------------------|
| May 1-2   | Wellington Motor Sports Assn. |
| May 15-16 | Northern Wairoa Car Club      |
| May 22-23 | Canterbury Car Club           |
| June 5-6  | Northern Sports Car Club      |
| June 19   | Thames Valley Car Club        |
| June 26   | Otago Sports Car Club         |
| July 3-4  | Auckland Car Club             |

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### NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Wellington Car Club will be held at the R.S.A. Hall, Mahora Street, Kilbirnie, on Tuesday 20th April, 1965, commencing at 8 p.m.

The Agenda is as follows:

- The Presentation of Last Year's Minutes
- Apologies
- The President's Report
- Presentation of Accounts
- General Business
- Election of Officers

+ + + + +

The following Club officers will not be standing for re-election:

- |             |   |
|-------------|---|
| Alan Pratt  | Secretary                                   |
| Ray Duffell | Club Captain (but will stand for Committee) |

The following are standing for re-election:

- C. B. Leyland
- J. V. Swan
- J. D. Mowat
- G. K. Foulkes
- D. B. King
- P. C. Martin
- C. G. Taylor

-5-

H O U G H T O N B A Y

Regulations are now available for our annual National-scale speed event, the Gold Star hill-climb at Houghton Bay on April 3rd. Everything points towards this being the best event for some years. Neil Whittaker is known to be interested in competing, and there's always the possibility of Jim Boyd, Roy Lyme and other Championship contenders appearing. We expect a good turn-out of non-competing members to assist with marshalling.

Just to refresh everyone's memories, here is an unofficial list of the class records as they stand:

SALOONS:-

Under 1000cc:	Peter Bennett	Austin A40	49.48	30.7.63
1001-2000 cc:	Tony Gilbertson	Mini-Cooper	48.57	8.4.64
2001-3000 cc:	Alistair McLeod	Zephyr	51.24	8.4.61
Over 3000 cc:	Alistair McBeath	Jaguar 3.8	49.61	7.4.62
	and Hamish Buchanan	Jaguar 3.8	49.61	30.3.63

SPORTS:-

Under 1000cc:	John Mines	JRM-Ford	50.51	4.4.64
1001-2000 cc:	Doug Lawrence	Cooper-Climax	44.87	8.4.61
Over 2000 cc:	Ian Young	Cooper-Bristol	43.36	7.4.62

RACING:-

Under 1500cc:	Bob Gibbons	Cooper JAP	43.35	8.3.58
Over 1500 cc:	Syd Jensen	Cooper-Climax	40.90	19.3.60



PRESIDENT:  
CLUB CAPTAIN:  
SECRETARY:



NORTHERN SPORTS CAR CLUB INC.

P.O. BOX 3693 AUCKLAND, C.I

16th February, 1965.

The Secretary,  
Wellington Car Club Inc  
WELLINGTON.

Dear Sir / Madam,

It would be appreciated if you would print details of the following event in your next bulletin to your members.

The 1965 Northern Sports Car Club Castrol Rally will be held on June 5th - 6th (Queens Birthday Weekend). This will be a Gold Star Event and present indications are that it will be the best yet. The event will be a rally to the Chateau Tongariro with starting points at Auckland, Wellington, Hamilton, Rotorua, New Plymouth, Hastings & Palmerston North.

This year's event will have a 'Monte Carlo' flavour with the finishing point being the N.Z. Grand Prix circuit where all competitors will complete 2 regularity laps of the G.P. circuit.

Castrol Ltd. have increased their sponsorship for this years event and the major prizes will be increased to 1st £150. 2nd £100 3rd £50. 4th £20. 5th £15. Teams prize £15. 1st Car using Castrol Oil £35. Prizes for other minor placings down to 30th with a total prize list value of £700.

Supplementary Regs. and Entry forms are available from the Secretary, M. D. Chandler, 550 Gt. South Road, Greenlane, Auckland after 30th March. The Entry fee is £3. and entries close 14th May, 1965.

Yours faithfully,

*M. D. Chandler*  
.....  
M. D. Chandler,  
Secretary,  
N.S.C.C. Castrol Rally.

### CLUB TROPHIES

The following trophies were not claimed at the prizegiving last year :

Nu-Tread Trophy	won by Mike Frost
Wn. Car Club 3000-5000 cc Trophy	" " Brian Watson
Friendly Car Sales Trophy	" " Tony Gilbertson
Sheridan Trophy	" " " "
Standard Triumph Trophy	" " Lance Crawford
N.Z. Sports-car Club Trophy	" " Dave Jurie
Honeypot	" " Leo Dalley

Rightful owners may collect these from John Swan if they wish to hold them for a few months.



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### LEVIN SPRINT - 27.2.65

Dickie Butters once again made FTD at the Levin sprint on February 27. Dick claims he is going as fast on the short straight before the Hairpin as he is at the end of the main straight, which sounds like fairly good gearing. Brian Watson was second best with the Bagnall, with the next places going to Alec Wilson and Colin Roberts in Anglias.

#### RESULTS:-

##### Under 1200 c.c. saloons:

1. Bob Gibbons	Mini-Cooper 'S'	1 min 08.90 sec.
2. Dave King	Morris 1100	1 : 10.78
3. John Stichbury	Mini 1089	1 : 11.77
4. Alan Pratt	Hillman Imp	1 : 14.65
5. John Paton	Volkswagen	1 : 15.29

##### Over 1200 c.c. saloons:

1. Alec Wilson	Anglia	1 : 04.80
2. Colin Roberts	Anglia	1 : 05.18
3. Hamish McLeod	Cortina	1 : 06.72
4. Warren Arthur	Zephyr	1 : 09.63
5. John Shirer	Zodiac	1 : 12.57
6. Angus Cameron	Valiant	1 : 15.00

##### Sports-cars:

1. Brian Watson	Bagnall	1 : 04.13
2. Bruce Cook	Porsche	1 : 09.16
3. Barry Aplin	TR 2	1 : 09.50
4. Roger Shuttleworth	MG Midge+	1 : 11.52
5. Stephen Paul	Sprite 11	1 : 12.52

##### Racing-cars:

1. Dick Butters	Cooper	59.75
2. Hetterscheid	Special	1 : 09.32

## PAST EVENTS

INDIVIDUAL LAP TIMES - LEVIN SPRINT

1. J. McLellan	retired							
2. J. Shirer	1:21.90	1:15.07	1:15.31	1:14.18	1:14.54	1:13.92	1:13.16	
3. R. Gibbons	1:20.16	1:11.82	1:11.48	1:11.65	1:10.76	1:10.06	1:09.46	
4. A. Wilson	1:16.76	1:09.96	1:09.68	1:07.06	1:06.47	1:06.60	1:06.68	
5. D. King	1:28.41	1:14.45	1:11.72	1:12.92	1:11.62	1:11.05	1:12.20	
6. W. Arthur	1:24.13	1:16.06	1:14.36	1:13.58	1:11.73	1:11.19	1:11.18	
7. JI Paton	1:27.24	1:20.32	1:17.51	1:17.13	1:16.69	1:18.30	1:16.87	
8. J. Stichbury	1:22.07	1:13.62	1:13.67	1:13.62	1:13.12	1:13.52	1:12.55	
9. A. Cameron	1:23.21	1:16.95	1:16.47	1:16.48	1:15.72	1:17.35	1:15.31	
10. F. Hetterscheid	1:21.13	1:19.08	1:19.63	1:14.37	1:12.83	1:13.14	1:14.74	
11. S. Paul	1:23.37	1:16.81	1:17.52	1:14.24	1:14.26	1:13.53	1:15.38	
12. B. Aplin	1:19.30	1:12.48	1:12.02	1:12.89	1:12.57	1:11.11	1:11.76	
13. B. Watson	1:11.13	1:05.68	1:05.72	1:05.39	1:04.95	1:04.73	1:05.31	
14. C. Roberts	1:15.75	1:06.64	1:06.94	1:06.58	1:05.97	1:07.81	1:05.79	
15. A. Pratt	1:24.02	1:15.92	1:15.74	1:14.88	1:14.65	1:14.72	1:14.92	
16. R. Shuttleworth	1:22.56	1:13.82	1:13.27	1:13.53	1:12.80	1:16.01	1:13.75	
17. B. Cook	-	1:13.20	1:11.98	1:11.84	1:11.26	1:11.31	1:10.74	
18. R. Butters	-	1:01.11	1:00.37	1:00.89	1:00.20	59.88	59.74	
19. H. McLeod	-	1:09.11	1:08.20	1:07.72	1:09.13	1:06.94	1:06.72	

First lap standing; the rest are flying laps.

1:13.30	1:12.74	1:12.57	-	-	-	-	-	2.
1:09.51	1:08.92	1:09.71	1:09.61	1:08.90	-	-	-	3.
1:06.36	1:05.84	1:06.00	1:05.21	1:04.80	-	-	-	4.
1:11.03	1:11.39	1:11.90	1:11.05	1:10.78	-	-	-	5.
1:10.14	1:09.63	-	-	-	-	-	-	6.
1:17.21	1:16.13	1:15.29	1:16.41	-	-	-	-	7.
1:12.49	1:11.77	1:12.50	1:12.32	1:12.56	-	-	-	8.
1:15.00	-	-	-	-	-	-	-	9.
1:15.70	1:14.83	1:12.20	1:12.65	1:11.90	1:09.32	1:11.39	1:11.70	10.
1:13.65	1:13.14	1:13.61	1:12.52	1:13.06	-	-	-	11.
1:11.10	1:11.15	1:11.14	1:10.29	1:09.50	-	-	-	12.
1:04.85	1:04.48	1:04.38	1:04.13	1:04.75	-	-	-	13.
1:06.07	1:06.83	1:05.18	1:05.23	1:06.02	-	-	-	14.
1:06.23	1:16.23	-	-	-	-	-	-	15.
1:12.91	1:13.69	1:12.24	1:11.52	-	-	-	-	16.
1:10.06	1:09.94	1:09.16	-	-	-	-	-	17.

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Pat Colgan has photos of most competitors in recent local speed events and gymkhanas. Also a comprehensive selection of all this year's international motor races and many last season. Prices are:

5" X 3 1/2"	: 2/-
5 1/2" X 4"	: 3/-
6 1/2" X 4 1/2"	: 4/-
7 1/2" X 6"	: 6/-

To select your choice ring Pat at 41-467 (Bus.) or call evenings at 19 Little Pipitea Street.

**PALMER HEAD HILLCLIMB 14/3/65**

This was the first Sunday speed event held by this Club for many years, and judging by the excellent crowd of spectators and above average field of competitors, it won't be the last. There were thirty entries, drivers coming from as far afield as Ohakune!

Neil Whittaker in the Cooper-Climax made FTD in 39.76 seconds, which makes Neil the second man ever to break 40 seconds at Palmer Head. The first was Syd Jensen whose five-year-old record of 39.05 seconds still stands. Dick Butters had a bit of trouble with the Cooper 500 but reeled off one run in 45.7 seconds to take second FTD. Johnny Mines in the JRM - now with 1200 motor - was third best overall with a twitchy 46.76 seconds, one-tenth better than H.V.M.C. Club Captain Peter Ransom. Peter was giving the Lancer its first run with its newly-fitted 1500 c.c. motor.

The under 1100 c.c. saloons class went to M.G. Car Club member Alan Harvie in his Morris 1100. Alan Paul's 1275 c.c. Mini-Cooper 'S' s. won the 1101 to 1500 c.c. class in 50.20 seconds. Frank Hamlin made his first appearance in a Wellington Car Club hillclimb for something like eight years, and his time in another 1275 S was only  $\frac{1}{3}$  sec. slower than the class-winning time.

Warren Arthur in an ex Grady Thomson Zephyr won the big saloon class in 49.48 sec., which was fifth fastest overall. Keith Ward made what seems to be his annual appearance to place second in the class with a '34 Chev coupe. Mention must also be made of new member Angus Cameron, who motored his Chrysler Valiant up the hill to the accompaniment of much rubber-smoke to record a best time of 53.4.

In the small sports-car class Barry Aplin and John Moynihan competed with the former's "Coventry-Climax Special", which is in actual fact a Consul-powered Mistral chassis clothed in an aluminium body which one rude member described as looking like "a cross between a Supersqualo Ferrari and a Triumph Mayflower". Despite a spin on an early run the car put up some very respectable times.

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for trials. Two way boxes to suit.

**Under 1100 c.c. Saloons:-**

1. Alan Harvie	Morris 1100	52.13	52.08	53.96	<u>50.26</u>	50.38	50.44
2. Terry Huxford	Austin A35	57.12	57.60	56.54	<u>56.29</u>	56.45	<u>55.84</u>
3. John Stichbury	Mini 1100	57.88	57.20	56.86	<u>56.41</u>	56.72	56.81
4. David King	Morris 1100	-	-	60.33	59.80	58.97	<u>58.03</u>
5. Mike Frost	Hillman Imp	59.68	59.60	58.83	58.99	<u>58.47</u>	58.65
6. Dave Money	Austin Mini	62.84	60.90	60.03	59.77	61.26	<u>59.69</u>
7. Alan Pratt	Hillman Imp	-	-	60.34	60.86	60.67	<u>60.36</u>

**1101 to 1500 c.c. Saloons:-**

1. Alan Paul	Mini-Cooper 1275S	52.71	51.86	50.74	50.60	50.59	<u>50.28</u>
2. Hamish McLeod	Cortina 1300	-	-	-	-	51.59	<u>50.38</u>
3. Frank Hamlin	Mini-Cooper 1275S	53.30	51.92	51.28	51.41	<u>50.62</u>	50.97
4. Robin Smith	Cortina 1200	58.83	mt	57.95	57.73	<u>57.34</u>	57.88
5. John Paton	Volkswagen	62.41	60.00	61.16	60.89	60.50	<u>59.03</u>

**Over 1500 c.c. Saloons:-**

1. Warren Arthur	Zephyr	51.92	49.58	49.72	49.49	49.58	<u>49.48</u>
2. Keith Ward	Chevrolet	55.33	-	<u>52.03</u>	-	-	-
3. Mike Tong	Hillman Minx	52.48	53.27	52.48	<u>53.01</u>	54.41	53.39
4. Angus Cameron	Valiant	57.95	<u>53.40</u>	54.06	54.00	53.43	-
5. John Shirer	Zodiac	54.56	55.22	54.23	<u>53.47</u>	54.53	53.98
6. Tom Doyle	Gazelle	58.52	57.76	65.48	58.41	57.26	<u>56.62</u>
7. R. A. Cooper	Humber 80	60.91	62.10	-	60.41	<u>58.98</u>	60.19
8. Morrie Hogan	Humber 90	-	-	-	63.94	63.87	<u>62.30</u>
9. Trevor Williams	Velox	-	-	64.10	64.30	63.67	<u>63.50</u>

**Under 1500 c.c. Sports-cars:-**

1. John Mines	JRM-Ford	49.13	-	48.02	48.72	46.97	<u>46.76</u>
2. Peter Ransom	Lancer	-	48.35	47.36	47.03	<u>46.86</u>	47.15
3. Barry Aplin	Consul Special	-	79.80	-	53.78	-	<u>52.49</u>
4. John Moynihan	Consul Special	54.38	-	53.91	-	<u>53.38</u>	-
5. K Foulkes	M.G. Midget	-	-	55.52	55.05	55.00	<u>54.95</u>

**Over 1500 c.c. Sports-cars:-**

1. B. S. Jones	Cougar	-	51.54	51.58	<u>49.98</u>	52.69	52.02
2. Don Walker	Healey 3000	56.22	54.45	-	<u>54.57</u>	53.95	<u>52.50</u>

**Racing-cars:-**

1. Neil Whittaker	Cooper-Climax	41.03	40.07	39.90	40.24	41.67	<u>39.76</u>
2. Dick Butters	Cooper-JAP	48.82	83.34	-	<u>45.70</u>	47.24	46.16

## PERSONALITY PARADE

### No. 5: KINGSLEY FOULKES:

G. Kingsley Foulkes, better known as "K" ( he doesn't approve of having it spelt "Kay") has been on the Committee of the Wellington Car Club for four years. He joined the Club in 1958, and in March 1961 became the first Club Secretary, as distinct from Secretary-Treasurer. After holding this post for three years he stood down, but was re-elected for the Committee.

When K joined the Club it was as the owner of a 1937 Riley, one of the 1½-litre 'Kestrel' saloons. It wasn't until last year that he finally parted with it! In his early years of membership he competed in sundry local trials and the North Island Motor Rally of 1959, driving the Kestrel. This faithful machine was also pressed into service for other events and was a "violent competitor" in gymkhanas where its preselector gearbox enabled it to go backwards while it was still going forwards, if you see what I mean.

After gaining his speed extension at one of the early Palmer Head hill-climbs, K decided that old cars were perhaps not good club cars, and the Riley was honourably retired. K then reverted to passengering in trials, principally for Ian Watson in the A50, and took part in a couple of Gold Star events.

His long association with Colin Taylor began with the North Island Motor Rally of 1960 when they competed in a PA Vauxhall. Over the past seasons he has kept time for Colin in as many Gold Star Trials as possible (about twelve in the past two years) as well as practically every local event. He is recognised as being one of the top two or three time-keepers in the district today.

K had been using a scooter as transportation since the demise of the Riley, but in June last year turned to four wheels again. The vehicle in question was the black M.G. Midget which he has driven in all types of events, including odd speed events over the past few months.

During his years of secretaryship K was Secretary of Meeting for practically every Club speed event. He missed a couple when he was on a six-month stay in Auckland, where he was made an honorary member of the Auckland Car Club. He also represented the Wellington Car Club on the old Joint Committee and was our delegate to the Wellington Road Safety Council for about twelve months.

As one of the keenest supporters of the clubrooms project from when it was first mooted, K did most of the preliminary snooping around looking for suitable buildings, and he was responsible for our eventual acquisition of the former gymnasium which forms the basis of our present clubrooms.

K is one of the most active Committee members and his views are always worth the attention they get, whether they concern the running of speed events, of which he has an intimate knowledge, trials, which are still his forte, or general club activities, which he has perhaps even better knowledge of.

## DRIVING TYPES

By T.L.J.

### THE TRAFFIC-JAM HORN HONKER:

Gets impatient in a long queue and begins honking horn. When this does no good, leans out window or gets out of the car, looking down line of cars. If getting no where fast, may push rudely into another lane if he sees traffic moving there. Looks in dismay when the lane he was in before moves off before he does.

### ROAD HOG:

This type always selects the outside lane and settles for about 40 mph especially during rush hour traffic. Refuses to move over when car comes up from behind and sits on his tail, then gives a filthy look if you pass him on the left to get in front.

### SUNDAY DRIVER:

Does 35 mph in open zone, surveying the scenery, at the same time keeping in the middle of his lane. Likes to see how many cars he can collect behind him. Is amused at the antics of cars behind ducking in and out, when no-one is coming the other way, to try and get to the front to pass him. Ignores 'passing bay, slow drivers please pull over' road signs, and shakes his head if a car finally passes with a blast of a horn or some angry gesture.

### STREET LIGHT STALLER:

Sits at the lights in a dream, or watching the goings-on about him. Does not notice when the light turns green, and when the lane alongside of him moves off or a car behind sounds his horn, he finally wakes up, jerks in the clutch in a hurry and stalls. In attempts to restart quite often floods the carburettor, and when he finally gets moving, takes off in a series of leaps and bounds, when the red light is showing again.

### WOMAN DRIVER: ( although does not apply to all )

Cautiously approaches intersections and lights which she does not trust and looks both ways, in the meantime almost coming to a halt. Gives very pronounced hand signals, usually meaning she is going to do something else. Revs engine like mad on the take-off then splutters off at low revs in second gear. Always give yourself plenty of room behind one who is making a handbrake hill start. Most always let the brake off before the clutch engages, resulting in the car rolling back down the hill several feet, before she wrenches the handbrake on again with a jerk. Is scared of the clutch, and always rides the brake as well.

### STREET-LIGHT DRAGGER:

Smart type, screeches to a halt alongside. Revs engine to attract attention. Roars off. If he is beaten by another car, will follow, and is not satisfied until he has passed it somewhere else.

### THE PARKING-SPACE GRABBER:

This type can't be bothered circling the streets looking for a parking place, he is wasting petrol, so lets someone else find a place for him. Sits and waits till he sees a car pull out and another one double park and prepare to back in, then nips in in front. Always maintains he saw it first.

### KING OF THE ROAD:

Usually driving large truck or bus, think that they own the road, and know that smaller vehicles will always give them the benefit of the doubt. Even when they are obliged to give way will bluff smaller car into stopping by applying brakes at the last moment, making the other think he was not going to stop. Are experts at pulling out into a stream of traffic without even a signal or any thought of the car behind them.

### THE PARK BY EAR DRIVER:

When going into a parking place this type does not bother to ascertain how close he is to the car behind, before he applies opposite lock to move forward and straighten up, just waits till he hears his bumper hit the car behind, then he knows he has gone far enough, then forward again till he hears another bump. He has no judgement or any idea where the front or rear of his car ends.

### THE FOLLOW CLOSE BEHIND TYPE:

This type enjoy following another vehicle too close behind, whether to get a 'tow' or to hurry up the chap in front. Are very sure of their judgement of distances as well as being smart. Good treatment for this type is for the car being followed too close to give a sharp jab on it's brakes, even though he runs the risk of having the fellow behind run up his tail.

### THE PARK TOO CLOSE ALONG SIDE TYPE:

When cars are parked in rows along side each other, there is always someone who squeezes into a place too small or does not give enough room between himself and the car he is next to, so to open his door without it crashing into your car. The result is, he opens his door as he would normally and it crashes into your door or guard, chipping of some paint. This type lacks consideration for the others paintwork, at the same time moans if someone does it to his car.

### THE COWBOY TYPE:

Cruises up and down the main streets every night, enjoys drags from the lights as well. Will always but on a demo from the boys parked on the side of the road, and circles back to talk for a while. If nothing doing in town, all go off round the bays for a drag. Return later to survey brush coming out of the movies.

### THE TUNNEL BACK-FIRER :

Every time this type drives through a traffic tunnel he persists in making loud backfires or sounding his horn long and loud, annoying other tunnel users and pedestrians. Blowing out the muffler is an expensive way of letting others know you have entered the tunnel as well.

### THE PUDDLE SPLASHING TYPE:

On wet days this type enjoy driving through every puddle they come across, trying to direct streams of water through the windows of passing cars, or deliberately spraying pedestrians crossing the road. This type invariably make sure their own windows are closed tightly.

### THE HIGH BEAM DRIVER:

This type drives everywhere with his lights on full, refusing to dip for anyone. When someone else comes towards him with full lights also, he is always given the lights down lights up signal, but his own remain on full. Cure for this, if a car with full lights is following behind you, is to let him pass, then give him the up and down with your own lights several times at close range.

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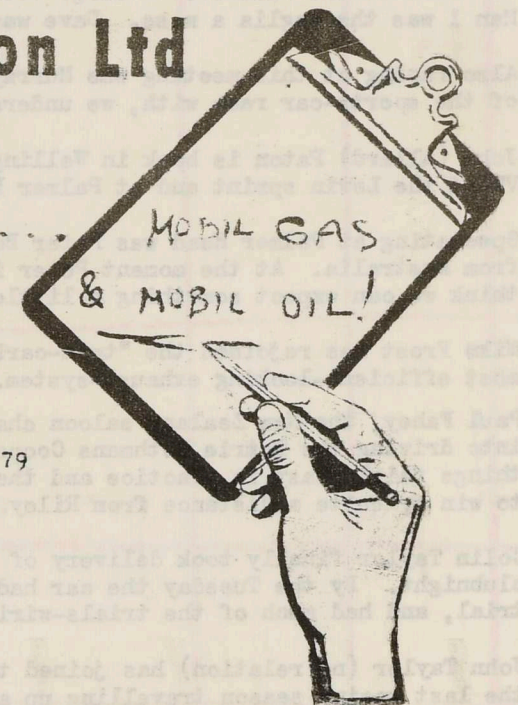
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# CONROD CORNER

Club Secretary Alan Pratt is leaving Wellington at the end of the month. He has been transferrrd to Whangarei. We would like to take this opportunity of wishing Alan all the best in his new position, and tendering our appreciation for all he has done for the club during his years as Secretary and Committee Member.

Bob Gibbons now has two S-Type Mini-Coopers ! One is his familiar 1071 and the other a new 1275.

The A.N.Z.C.C. Hillclimb Championship is still wide open. Jim Boyd, Roy Lyme and Steve Boreham all have a chance at this stage.

We hear there's £7000 worth of Tasman Formula Lotus lying about New Zealand, the property of a former Gold Star winner. Will someone drive it for him, or is the Champ planning a big comeback ?

At Feilding Bryan Thomas is rebuilding the Lotus 27 that landed in the ditch at the G.P. He also still has the Gemini.

The Shell Trial on May 1 and 2 promises to be a good one this year. We are assured that averaged will not be as slow as they were last year.

Dave Jurie damaged the Anglia in a big way at Pukekohe last month. He lost it at Rothman's on the last lap and slid across the grass at high speed towards the ditch in front of the Paddock. A large tree effectively stopped further progress but Man ! was the Anglia a mess. Dave was unbelievably lucky to step out unhurt.

Also racing at this meeting was Murray Wyness. The Midget retired on the first lap of the sports-car race with, we understand, a perforated block. (For errant conrods.)

John (Allard) Paton is back in Wellington after several years in Fiji. He drove a VW at the Levin sprint and at Palmer Head.

Spectating at Palmer Head was Peter Bennett, another returned expatriate, this time from Australia. At the moment Peter is motoring Mum's Zephyr convertible, but I think we can expect something a little more competitive before very long.

Mike Frost has rejoined the "twin-carb brigade". His Imp now sports two SUs and a most efficient-looking exhaust-system.

Paul Fahey, the New Zealand saloon champion, was more or less pushed unwillingly into driving the Ecurie Rothmans Cooper 2.5 at Pukekohe on 27 February. He took things fairly easy in practice and the first race but in the main event cleared out to win by quite a distance from Riley and Dawson, who as we all know, are no sluggards.

Colin Taylor finally took delivery of his new Morris 1100 the Friday before last clubnight. By the Tuesday the car had had its 500 mile check, had competed in a trial, and had much of the trials-wiring done !

John Taylor (no relation) has joined the ranks of Cortina GT owners. He has spent the last racing season travelling up and down the country looking after Dave Gooch's interests.





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Dynamic power component  
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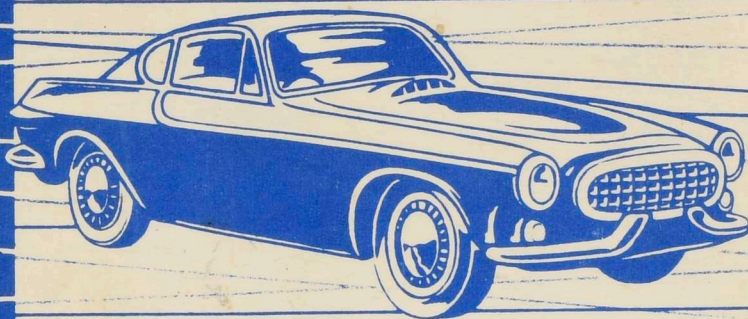
Get the power of Methyl Benzine.  
More than a pint in every gallon  
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IT HAS TO BE GOOD TO BE



WELLINGTON  
CAR CLUB  
(INC.)

# Bulletin



MAY 1965

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# CLUB DIRECTORY

PRESIDENT	-Brook Leyland 7 Marama Tce., Eastbourne.	B. 692-145 H. 8501 Eastbourne
SECRETARY	-Ian Pinkerton, 10 Tavistock Road, Lyall Bay, E.3	B. 51-097 H. 73-779
TREASURER	-John Swan, 20 Boxhill, Khandallah, N.5	B. 53-371 H. 36-658
CLUB CAPTAIN	-Colin Taylor, 14 Seine Street, Island Bay, S. 2	B. 41-126 H. 85-702
VICE-CAPTAIN	-Dave Mowat, 55 Hopper Street, City.	B. as below or 47-235 ext 852 H. 58-000 / 6045
COMMITTEE	-Ray Duffell, 11 Creswick Tce., Northland, W. 2.	B. 71-139 H. 28-479
	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E.5	B. 46-153 H. 17-597
	-Dave King, Glenside Road Nth., Johnsonville.	B. <del>54-600</del> H. -
	-Peter Martin, 17A Sutherland Cres., Melrose, E.3	B. 50-351 H. 88-261
BULLETIN EDITOR	-Dave McKinney, 33 Rimu Road, Kelburn, W.1	B. 54-610 H. 27-469
CON. SOLICITOR	-Mr John Tannahill, Deacon & Tannahill.	B. 43-333

# EDITORIAL

Although the vast majority of the work in preparing the Bulletin always falls on the shoulders of the Editor, I am very grateful to the surprising number of people who have offered to lend a hand. During the year articles have been written by Trevor James, Pat Tollan, John Gladhill, Dave King, Alan Pratt, Colin Taylor and Dauntsey Teagle, and in addition many others have helped with sending out. The latter job seems to have been carried out mainly by Pat Tollan.

I would like to offer my most grateful thanks to these people who have considerably eased the burden of producing the Bulletin every month. (Well, almost !)

During the next year, in addition to the regular features, we hope to run a story each month on one of the better known cars in the Club. We hope this proves as interesting and informative as we envisage.

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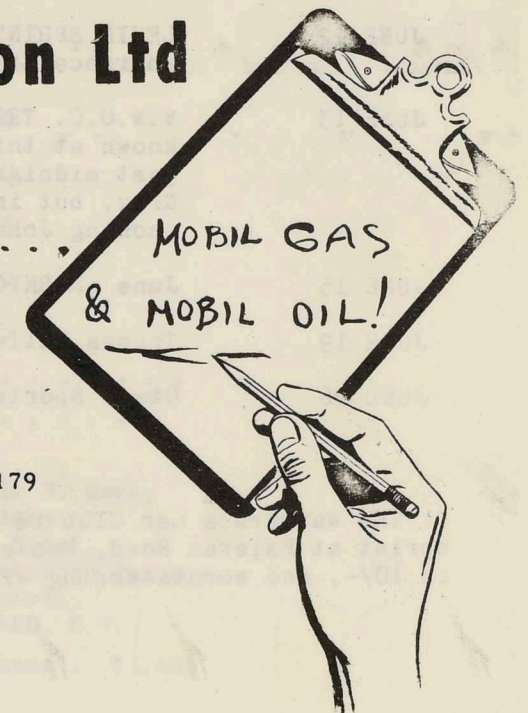
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# COMING EVENTS

- MAY 18 CLUBNIGHT - M.S.A. HALL, Mahora Street, Kilbirnie. A simple novice trial (Meaning NOVICE trial) will be held beforehand, starting at the Hall at 7.30 p.m.
- MAY 29 H.V.M.C. MANGAROA Hillclimb.
- MAY 30 ECONOMY RUN. Starts Feild's Service Station, Hillside, at 1 p.m. sharp. -Approx. 3 hours. Route is easy to follow. Bring the wife or girl-friend and see just what m.p.g. your car will do under average running conditions. This is one of the few social-type events we have been able to arrange for the coming year, so don't miss out.
- JUNE 5/6 Northern Sports C.C. CASTROL RALLY. Late entries close soon, so hurry up and obtain your entry-forms from the Secretary.
- JUNE 12 LEVIN SPRINT. Scrutineering at Hokio Beach Road entrance at 9 a.m. Marshalls required.
- JUNE 13 V.W.O.C. TRIAL Wall Cup qualifier. Only details known at this stage are that it starts at one minute past midnight and that it is being organised by John Gray, but intending competitors can find out more by phoning John at 71-151 (bus.)
- JUNE 15 June CLUBNIGHT.
- JUNE 19 Thames Valley C.C. GOLD STAR TRIAL
- JUNE 26 Otago Sports C.C. GOLD STAR TRIAL.

The Wairarapa Car Club is holding a standing and flying 1/4-mile sprint at Paierau Road, Masterton, on Saturday, May 22. Entry fee is 10/-, and scrutineering will be between 11 a.m. and 1 p.m. ONLY.

## AUCKLAND CAR CLUB (INC.)

Box 2591,  
AUCKLAND.

The following are details of the coming Shell Gold Star Reliability Trial organised by this Club :

### 1965 SHELL GOLD STAR RELIABILITY TRIAL

Start : Pukekohe Saturday 3rd July

First Car : 3 p.m.

Finish : Auckland Sunday 4th July

First Car : 1 p.m.

Entries Close : Monday 21st June 1965

Late Entries : Wednesday 30th June 1965

Entry Fee : £3.10.0 per car

Late Entry Fee : £4.10.0 per car

Teams Entry Fee : 10/- per car  
(3 cars same Club)

Major Prizes :	1st Prize	£ 200
	2nd Prize	£ 100
	3rd Prize	£ 75
	4th Prize	£ 50
	5th Prize	£ 25

Plus numerous other Prizes \* \* \* \* \*

For further details,  
Supplementary Regulations  
&  
Entry Forms please contact :

Malcolm R. Owen,  
Secretary,  
Shell Trial,  
17 Cambridge Terrace,  
Devonport,  
AUCKLAND, N. 1.  
Telephone : 71.463

# CLUB CALENDAR

JUNE 12	Levin Sprint
JUNE 15	Clubnight
JUNE 27	Winter 100 Trial
JULY 10	Ohariu valley hill-climb
JULY 20	Clubnight
JULY 24	Treasure Hunt
AUGUST 8	Mud-plug
AUGUST 17	Clubnight
AUGUST 21	Night Trial
SEPTEMBER 4	Palmer head hillclimb
SEPTEMBER 19	Gymkhana
SEPTEMBER 21	Clubnight
OCTOBER 3	Honey,ot Trial
OCTOBER 16	Straight Sprint
OCTOBER 19	Clubnight
OCTOBER 30	Levin Sprint
NOVEMBER 6	Barbecue
NOVEMBER 16	Clubnight
DECEMBER 5	Gimmick Trial
DECEMBER 11	Christmas Party
JANUARY 18	Clubnight
JANUARY 23	Gymkhana
FEBRUARY 2	Levin sprint
FEBRUARY 15	Clubnight
FEBRUARY	Economy Run
MARCH 5	Map-reading Trial
MARCH 15	Clubnight
MARCH 20	Gymkhana
APRIL 2	Houghton Bay hillclimb
APRIL 16	Trial
APRIL 19	A.G.M.
MAY 14	Treasure Hunt

# PAST EVENTS

## HOUGHTON BAY - Gold Star Hillclimb

A near record of forty-two entries was received for the annual Houghton Bay hillclimb on April 3rd. Fastest car on the course proved to be the Valour, driven by Colin Ngan to record a best time of 45.07 seconds.

Rotorua visitor Steve Boreham was second in the Mk X Cooper, with Dickie Butters just behind in his Mk IX Cooper-JAP. Their times were 46 seconds dead and 46.07 seconds respectively.

Next best of the open cars were Peter Ransom's Lancer (46.64) and Ian Horley's Mowog (46.95), but they were very strongly challenged by the fantastic 1275 Cooper 'S's' of Gilbertson, Fournau and Cowie, and Neil Hawker's stove-hot Cortina.

Two class records fell, although the outright record of 40.9 sec. remained unchallenged. Gilbertson's time of 46.93 slashed 1.64 sec. off his own 1001 to 2000 c.c. saloon record set last year. Bill MacPherson's potent Holden knocked .79 sec. off Alistair McLeod's long-standing record in the 2-3 litres class.

The first practice runs got under way before 11 a.m. which was not bad considering the difficulties always encountered with the running of this event. Thereafter things went very smoothly, apart from the Min which forgot to turn the last corner and went straight off the edge, fortunately with little damage.

## RED BAND

*for me!*



*It's the best beer in the land...*

Keep your friends happy—  
keep Red-Band on hand

RESULTS HOUGHTON BAY HILLCLIMB

Under 1000 c.c. Saloons:

1. B. R. Mackintosh	Mini-Cooper	56.28	55.31	54.42	<u>52.30</u>	-
2. A. Stichbury	Mini 962	58.26	54.66	<u>54.25</u>	<u>56.07</u>	-
3. Terry Huxford	A35	56.54	56.75	56.13	<u>55.85</u>	-
4. P. Richmond	A35	61.52	60.07	60.04	<u>60.00</u>	-
D. J. Wilkins	Mini 880		retired			

1001 to 2000 c.c. Saloons:

1. Tony Gilbertson	Mini-Cpr 1275	49.41	48.02	47.54	<u>46.93</u>	48.55
2. Neil Hawker	Cortina	48.37	48.25	<u>47.36</u>	<u>47.43</u>	47.43
3. Kevin Fourneau	Mini-Cpr 1275	49.27	48.50	48.19	<u>47.82</u>	-
4. Graham Cowie	Mini-Cpr 1275	50.43	48.75	48.42	<u>47.92</u>	48.01
5. Alec Wilson	Anglia 1800	49.40	50.42	49.00	<u>48.4</u>	48.72
6. Gary Huxford	Anglia 1200	49.86	49.54	49.78	49.60	<u>49.42</u>
7. Hamish Buchanan	Mini-Cpr 1275	63.83	50.33	<u>49.88</u>	55.78	-
8. Bob Gibbons	Mini-Cpr 1275	51.16	51.75	<u>50.03</u>	50.14	-
9. Don Archer	Mini-Cpr 1275	52.13	51.05	51.60	<u>50.16</u>	-
10. Russell Grace	Mini-Cpr 1275	51.67	51.46	50.66	<u>50.17</u>	-
11. Trevor Eve	Anglia 1500	51.20	52.03	50.65	<u>50.37</u>	-
12. Alan Harvie	Morris 1100	53.38	52.05	51.38	<u>50.77</u>	-
13. Allan Freeman	Mini-Cpr 1275	52.72	53.18	51.69	<u>51.14</u>	-
14. John Stichbury	Mini 1100	55.24	54.66	53.55	52.62	-
15. Jim Algie	Anglia 1200	56.94	55.37	<u>54.88</u>	55.42	-
16. Robin Smith	Cortina 1200	56.70	56.21	56.31	<u>55.67</u>	-
17. R. A. Cooper	Humber 80	57.28	56.74	-	<u>55.78</u>	-
Dave MacDougall	Cortina 1500	54.54				retired

2001 to 3000 c.c. Saloons:

1. Bill MacPherson	Holden	50.66	50.86	<u>50.45</u>	51.12	-
2. Warren Arthur	Zephyr	51.18	50.72	51.85	<u>51.20</u>	-
3. John Shirer	Zodiac	55.77	55.46	mt	<u>55.57</u>	-
Morrie Hogan	Allardette	51.79	48.88			retired

Over 3000 c.c. Saloons:

1. Angus Cameron	Valiant	55.22	54.05	54.68	<u>53.42</u>	-
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Under 2000 c.c. Sports-cars:

1. Peter Ransom	Lancer	48.25	48.36	46.66	46.82	<u>46.64</u>
2. Ian Horley	Mowog	54.22	49.46	48.37	47.92	<u>46.95</u>
3. Bruce Cook	Porsche	54.02	53.55	<u>52.24</u>	52.43	-
4. Barry Aplin	Anti-Climax	55.71	52.66	54.06	<u>53.88</u>	-
5. Bill Jenkins	Ford 10 Spl.	55.72	54.57	54.77	<u>54.33</u>	-
6. Alan Packer	Stanford Spl.	56.10	55.84	54.98	<u>54.84</u>	-
7. Phil Deere	badger	56.24	55.52	<u>56.21</u>	56.32	-

Over 2000 c.c. Sports:

1. Don Walker	Austin-Healey	54.10	52.59	52.35	50.80	-
Brian Watson	Bagnall	52.36	49.10		retired	

Racing - Under 1500 c.c.:

1. Colin Ngan	Valour	45.82	47.96	45.53	mt	45.07
2. Steve Boreham	Cooper 650	48.03	48.18	46.30	48.46	<u>46.00</u>
3. Dick Butters	Cooper 500	46.40	45.82	<u>46.07</u>	47.10	<u>46.34</u>
4. R. N. Wakelin	Cooper 1100	55.77	49.72	<u>51.10</u>	-	-

over 1500 c.c. Racing:

Neil Whittaker	Cooper-Climax					retired
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FASTEST TEN:

1. Ngan	6. Horley
2. Boreham	7. Hawker
3. Butters	8. Fourneau
4. Ransom	9. Cowie
5. Gilbertson	10. Wilson



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OF  
JOHN SUTTON !

38 VICTORIA STREET ————— PHONE 44259

NIGHT TRIAL - 24/4/65

1. Colin Taylor/K Foulkes	Morris 1100	11	60.9
2. John Gladhill/Pat Tollan	Morris 1100	9	190.9
3. Ted King/Denis Beckett	Humber 80	2	425.0
4. Mike Frost/Mike McLaren	Hillman Imp	1	472.3
5. John Beaver/brook Leyland	Morris 1100	7	539.2
6. Ed Conroy/Gavin Beaumont	Cortina	8	604.4
7. R. Chartres/Graeme Duff	Austin A90	6	779.8
8. Jeff Morris/Miss J. Bailey	Vanguard	10	780.3
9. Alan Mines/Gary Gwynne	Minor 1000	4	868.2
10. Geoff Beaver/Dave Money	Austin Mini	3	945.8
11. David Young/Ashley Conland	Hillman Imp	5	1204.9

1. CONTROL 1 - Start
2. CONTROL 2 - Johnsonville Service Station
3. CHECK 1 - (directional) - Tawa Fire Station
4. CHECK 2 - Tawa main Road
5. CHECK 3 - Taka, u Road railway Station
6. CHECK 4 - Mepham Place, Porirua.
7. CHECK 5 - (directional) - Tepepe Ave., Titahi Bay - CANCELLED
8. CHECK 6 - Johnsonville Railway Station
9. CONTROL 3 - Burma Road, Khandallah.
10. CHECK 7 - (directional) - Woodmanwote Rd., Khandallah
11. CHECK 8 - Ngaio Gorge Road
12. CHECK 9 - Johnston Street, City
13. CONTROL 4 - Willeston Street, City.

	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>8</u>	<u>9</u>
1.	-	-	0	75L	7.2L	13.6L	0
2.	-	-	0	36L	66L	32.5E	0
3.	2L	180 mc	0	180 mc	180 mc	35.5L	1.3E
4.	-	-	66	0	180 mc	137.5L	0
5.	-	-	180 mc	40.9L	84L	180 mc	180L
6.	-	-	180 mc	26.0L	0	25.6L	0
7.	6L	-	180 mc	55.9L	15L	85.6L	3.2L
8.	2E	-	180 mc	13.9L	12L	16.6L	1.3E
9.	-	-	180 mc	10.9L	0	0	0
10.	1.5L	-	126L	90L	180 mc	32.5L	4.3E
11.	3L	-	0	45L	4.2E	0	0

	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>TOTAL</u>
1.	180 mc	12E	180 mc	4.5L	472.3
2.	0	104.5L	102L	85L	425.0
3.	180 mc	5.5E	180 mc	1.5L	945.8
4.	0	180 mc	180 mc	124.7L	868.2
5.	0	180 mc	180 mc	180L	1204.9
6.	0	180 mc	180 mc	148.2L	779.8
7.	0	10.9L	180 mc	215L	539.2
8.	180 mc	180 mc	16.6E	12L	604.4
9.	0	0	0	0	190.9
10.	180 mc	47.5L	66L	67.5	780.3
11.	0	5L	3L	5.2L	60.9



### 'DR' NATIONAL FIVE HOURS

The first long-distance race in New Zealand for truly production vehicles only was run by the Southland Sports Car Club at Teretonga Park on April 10. Overall winner was a Chrysler Valiant driven by 1963 N. Z. Champion Angus Hyslop and 1960 Champion Syd Jensen. Throughout the race they were challenged by the Ford Zodiac of Ernie Sprague and Harold Heasley, but the British car's diff developed serious symptoms about half way and the South Islanders eased up to finish 13.5 seconds behind the winners.

Fiat 1500s featured prominently in the placings. Aucklanders Harrington and Bailey drove one into third place and were followed by similar cars driven by the Bunce brothers of Invercargill and Leonard and Hayes from Timaru. Paul Fahey and Barry Cottle in yet another 1500 harried the leading duo early on but pulled out just past half distance with a lack of oil pressure. Another early challenge was the 220SE Mercedes-Benz of the Crosbie brothers which finished sixth after a couple of pit-stops.

One of the outstanding performances was that of the Hillman Imp driven by Phil Ornstein and Wellington Car Club member Bob Gibbons. This car won its class by a big margin and was victor in the index of Price category.

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### DUNCAN MACKENZIE MEMORIAL TROPHY

The Duncan Mackenzie Memorial Trophy was presented for the first time at the A.G.M. Initial winner was Dick Butters, who won by quite a handsome margin from Peter Slocombe. A full points-score list appears below.

Qualifying events were:-

- 1) Hutt Valley Motoring Club's Mangaroa - 6/6/64
- 2) Wellington Car Club's Palmer Head - 25/7/64
- 3) M.G. Car Club's Palmer Head - 13/2/65
- 4) Wellington Car Club's Houghton Bay - 3/4/65

The fifth round was to have been the H.V.M.C.'s Wallaceville climb, but this unfortunately had to be cancelled.

Dick Butters	Wn C.C.	10	7	10	7	34
Peter Slocombe	Wn C.C.	7	10	-	-	17
Graham Cowie	H.V.M.C.	5	3	5	1	14
Neil Hawker	Wn C.C.	3	5	-	3	11
Colin Ngan	Wn C.C.	-	-	-	10	10
John Mines	Wn C.C.	1	-	7	-	8
Peter Ransom	H.V.M.C.	-	-	-	5	5
Gary Huxford	Wn C.C.	-	-	3	-	3
Alec Wilson	Wn C.C.	-	1	-	-	1
Bryan Harvie	M.G.C.C.	-	-	1	-	1

Points were awarded to the fastest ten members of a Wellington district Club, irrespective of class at each of the four qualifying events.

The competition will be run on similar lines this year, though it is hoped that the Hutt Valley club will be able to find an alternative sealed climb as a substitute for Wallaceville.

#### NEW HILLCLIMB:

Don Pres Mr Leyland has secured a new Hillclimb site, subject to approval by the A.N.Z.C.C. stewards. It is a half-mile gravel course at Oheriu Valley and first event is scheduled for July 10th. The road is used normally for access to a private airstrip on Angus (Valiant) Cameron's property, and one of the conditions of our use is that we keep the road maintained. Therefore entry fee for the first event will be £2.10.0 or a day's work on the hill beforehand.

## NEW MEMBERS

We welcome the following new members to the Club, and wish them many miles of happy motoring with us for many years:-

Trevor Benton	Ford Oldsmobile
George Cunningham	Cortina
Michael Galvin	-
Tony Gilbertson	Morris
Michael Hopley	-
Anton Jones	Liteweight Special
Christopher Jones	Liteweight Special
John Paton	Volkswagen
Mike Robinson	Morris 1100
Roger Shuttleworth	M.G. Midget
Mike Tong	Hillman Minx
Ian Tylee	Citroen 15
Andrew Wilcox	Citroen 12

# for sale

## SPORTS - CAR :

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## CONROD CORNER

Country member Tim Beetham has bought the ex-Molyslip Team 1650 Anglia used this season by Tony Lawrence. In his first outing Tim made ~~second~~ FTD in the Kourarau hill-climb.

Morris 1100s now seem to be the most popular club wear. We can think of seven off hand.

hear rumours that a local Cortina is to be fitted with a V8 Daimler motor. The ultimate aim is Levin in under the minute.

Neil Whittaker has had a lot of trouble with his Cooper lately, and has been forced to scratch from his last three events. Then at Kourarau the other week the car developed an inexplicable understeering characteristic. (Never was a good hill for wellington Club members, that).

The Lotus driven by Jim Clark in Australasia this year is apparently still unsold. Two of the best offers received by Chapman are from a former New Zealand champion and from the N.Z. Lotus distributors.

Within the country there are a number of machinery changes going on in preparation for the next motor-racing season. It's less than six months away.

Meanwhile the trials season has come upon us. The R.A.T.E.C.'s 18-hour effort on March 27/28 was won by H. J. Waller, with Colin Taylor and crew fifth. They went on to place a provisional sixth in the north Otago event a week later.

The wellington Car Club handsomely won last year's Wall Cup (for competition amongst Clubs in the area) and has a handy lead in this year's contest. One round has been run, the Hutt valley M.C.'s Deavoll Cup on April 18th. Dave King (Morris 1100), assisted by Pat Tollan and Dave McKinney won from Colin Taylor's similar car, the latter being crewed by K Foulkes, John Gladhill and Colleen Hickey. A VW was third and Dave McDougall's well-known Cortina from the organising Club fourth. The wellington Car Club No.1 Team, Taylor and King, could not help but win the Teams award.

One of the cars competing in the Night Trial on April 24th had an over-sized badge-bar fitted. The crew was apparently on their way to the Palmerston North Showgrounds.....

The Club seems fast to be losing members to other parts of the world. Trevor James, one of the bulletin's more regular contributors, now resides in Brisbane. Duncan Feila, of the Seoring Healey, is in London, and we hear that Dauntsey (Sprite) Teagle is up Auckland way.

I am sure the Club will join me in wishing Ian Pinkerton all the best in his new position as Secretary of the Club. 'Pinkie' is one of the keenest and certainly one of the most knowledgeable members we have, and we feel sure the Club will benefit from his application of this knowledge to the Committee work. Congratulations also to Colin Taylor, who becomes Club Captain. The new committee is printed in the front of this Bulletin. The fact that there is only one new figure on the executive surely reflects the members' faith in the running of the club last year.

And while on the subject of well-wishing; congratulations to Constance and Bruce Sutherland on the production of another son. Bruce is the mustachioed gent who works at the Central Service Station. Both he and his wife have been members of the club from way back.

## Letters

Sir,

What has happened to the Marshalls' Pool?

Patrick P. Tollan.

## H.E.W. Silver-

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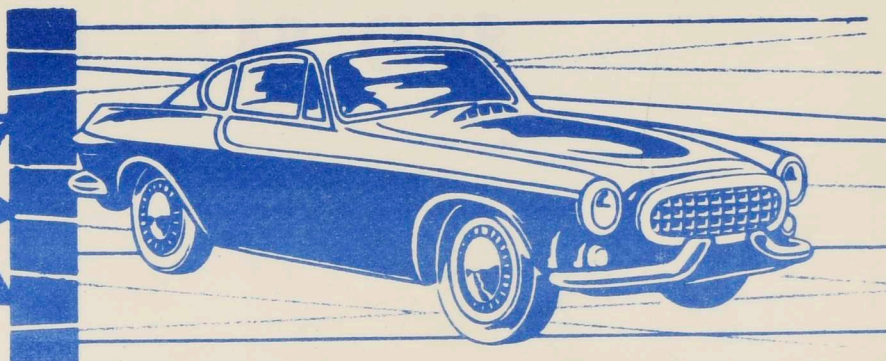
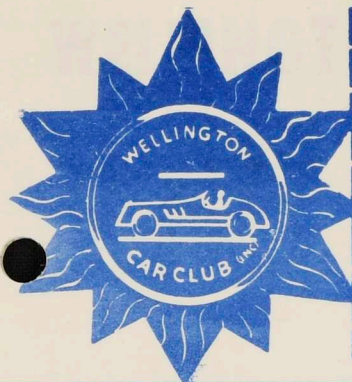
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WELLINGTON  
CAR CLUB  
(INC.)

# Bulletin



JUNE 1965

**WELLINGTON CAR CLUB**

**Box 5142 Wellington**

# CLUB DIRECTORY

PRESIDENT	-Brook Leyland 7 Marama Tce., Eastbourne.	B. 692-145 H. 8501 Eastbourne
SECRETARY	-Ian Pinkerton, 10 Tavistock Road, Lyall Bay, E.3	B. 51-097 H. 73-779
TREASURER	-John Swan, 20 Boxhill, Khandallah, N.5	B. 53-371 H. 36-658
CLUB CAPTAIN	-Colin Taylor, 14 Seine Street, Island Bay, S. 2	B. 41-126 H. 85-702
VICE-CAPTAIN	-Dave Mowat, 55 Hopper Street, City.	B. as below or 47-235 ext 852 H. 58-000 / 6045
COMMITTEE	-Ray Duffell, 11 Creswick Tce., Northland, W. 2	B. 71-139 H. 28-479
	-Kingsley Foulkes, 7 Pinelands Ave., Seatoun, E.5	B. 46-153 H. 17-597
	-Dave King, Glenside Road Nth., Johnsonville.	B. 41-126 H. -
	-Peter Martin, 17A Sutherland Cres., Melrose, E.3	B. 50-351 H. 88-261
BULLETIN EDITOR	-Dave McKinney, 33 Rimu Road, Kelburn, W.1	B. 54-610 H. 27-469
HON. SOLICITOR	-Mr John Tannahill, Deacon & Tannahill.	B. 43-333

# CLUB CALENDAR

JUNE 15	Clubnight
JUNE 27	Winter 100 Trial
JULY 10	Oharu Valley hillclimb
JULY 20	Clubnight
JULY 24	Treasure Hunt
AUGUST 8	Mud-plug
AUGUST 17	Clubnight
AUGUST 21	Night Trial
SEPTEMBER 4	Palmer Head hillclimb
SEPTEMBER 19	Gymkhana
SEPTEMBER 21	Clubnight
OCTOBER 3	Honeypot Trial
OCTOBER 16	Straight sprint
OCTOBER 19	Clubnight
OCTOBER 30	Levin sprint
NOVEMBER 6	Barbecue
NOVEMBER 16	Clubnight
DECEMBER 5	Gimmick Trial
DECEMBER 11	Christmas Party
JANUARY 18	Clubnight
JANUARY 23	Gymkhana
FEBRUARY 2	Levin sprint
FEBRUARY 15	Clubnight
FEBRUARY 20	Economy Run
MARCH 5	Map-reading Trial
MARCH 15	Clubnight
MARCH 20	Gymkhana
APRIL 2	Houghton Bay hillclimb
APRIL 16	Trial
APRIL 19	A.G.M.
MAY 14	Treasure Hunt

# COMING EVENTS

- JUNE 15 CLUBNIGHT Novice Trial starts at 7:30 p.m.
- JUNE 27 WINTER 100 Trial. Approx 100 miles. Requirements: Lands and Survey NZMS 17 maps of Wellington and Hutt Valley, 12" rule, protractor, dividers. Starts at the Clubrooms, Houlton Bay at 1 p.m.
- JULY 10 HILLCLIMB Palmer Head. Scrutineering in pits at top of hill at 9:30 a.m.
- JULY 11 WALL CUP TRIAL - Wairarapa Car Club. Details from Secretary
- JULY 20 CLUBNIGHT The third in the current series of Novice Trials will start at 7.30 p.m.
- JULY 24 TREASURE HUNT - Details in next Bulletin.

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## AUCKLAND CAR CLUB (INC.)

Box 2591,  
AUCKLAND.

The following are details of the coming Shell Gold Star Reliability Trial organised by this Club :

### 1965 SHELL GOLD STAR RELIABILITY TRIAL

Start : Pukekohe Saturday 3rd July

First Car : 3 p.m.

Finish : Auckland Sunday 4th July

First Car : 1 p.m.

Entries Close : Monday 21st June 1965

Late Entries : Wednesday 30th June 1965

Entry Fee : £3.10.0 per car

Late Entry Fee : £4.10.0 per car

Teams Entry Fee : 10/- per car  
(3 cars same Club)

Major Prizes :

1st Prize	£ 200
2nd Prize	£ 100
3rd Prize	£ 75
4th Prize	£ 50
5th Prize	£ 25

Plus numerous other Prizes \* \* \* \* \*

\* \* \* \* \*

For further details,  
Supplementary Regulations  
&  
Entry Forms please contact :

Malcolm R. Owen,  
Secretary,  
Shell Trial,  
17 Cambridge Terrace,  
Devonport,  
AUCKLAND, N.1.

Telephone : 71.463



# PAST EVENTS

## NOVICE TRIAL

The May Clubnight saw a good turn out of novices for the first of this year's series of novice trials.

1. J. Bondy	Volkswagen	35 points lost
2. Bill Rees	Holden	40
3. Alan Mines	Minor	45
4= Dave Money	Mini	60
4= M. McMullan	Humber	60
6. N. Galvin	Cortina	70
7. P. Miller	M.G. 'TF'	75
8. Gavin Beaumont	Hillman	80
9. Jeff Morris	A55 van	95
10. David Young	Holden	100
11. John Beaver	Morris 10	305

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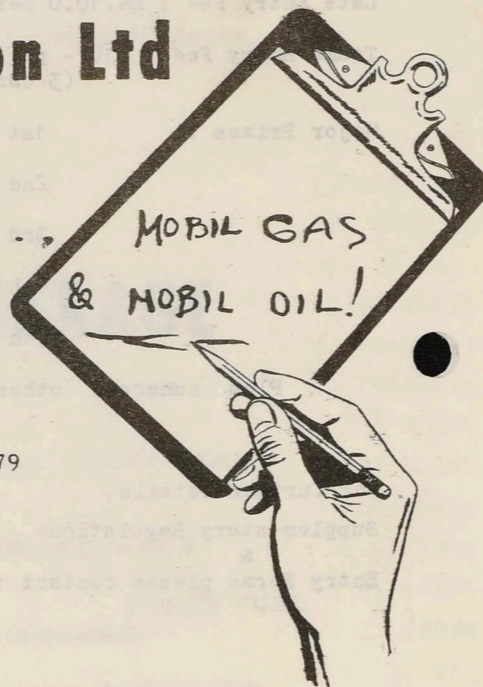
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## ECONOMY RUN RESULTS

### Under 1000 c.c.

1. W. F. Richards/Jim Gratton	Fiat 500D	61.57
2. David Young/Ash Conland	Hillman Imp	52.44
3. R. L. Millen/M. J. Campoell	Dauphine	48.83
4= Gary Gwynne/Kevin Gwynne	Anglia	47.20
4= Bruce Martin/L. C. Martin	Morris Mini	47.20
6. Hugh Slocombe/Peter Slocombe	Austin Mini	41.65
7. Laraine Shepherd/Ian Shepherd	Herald	39.33
8. Brook Leyland/Jenny Leyland	Austin Mini	37.26

### 1001 to 1200 c.c.

1. Ray Duffell/Helen Dollimore	Herald 1200	44.25
2. Richard O'Neill/Miss Pengelly	Herald 1200	39.89
3. Peter Martin/Lynnette Johnson	Herald 1200	39.33
4. Colin Taylor/Leonie Ellera	Morris 1100	38.27
5. Ed Conroy/Anne Conroy	Cortina 1200	37.26
6. Dave Lawson/M. McMullan	Prefect 1003	31.47
7. Dave King	Morris 1100	25.75

### Over 1200 c.c.

1. Gavin Beaumont/Denis Beckett	Hillman V	42.28
2. Graham Rooson/Don Robson	Riley 4/72	41.65
3. Ted King/Mike Denny	Humber 111c	39.33
4. John Swan/Tony Swan	Gazelle	27.76
5. Peter Bennett/Jim Algie	Zephyr 11	26.22
6. J. R. Wallace/Jim McCulloch	Vanguard 6	23.21

Once again there was a first-class turnout for this event, with three others excluded from competition because this was a closed event and they were not financial members. The route went through town and up as far as Paekakariki, over the Paekak hill and Haywards to Lower Hutt and more town work before the finish at Field's again. We would like to thank the service station for allowing us to use their premises, and for consenting to being kept so busy throughout the afternoon.

## 1965 SHELL GOLD STAR TRIAL

This event was the first important trial for most Wellington Car Club members this season. There were a large number of familiar faces at Rotorua, where the forty odd starters assembled on the Saturday morning. The route led initially in a loop through open country to the west and south-west of Rotorua then back for a novelty section through the Whakarewawewa State Forest. The roads used here were pumice-surfaced forestry roads, and provided a welcome if unusual change from the normal type of road encountered on trials.

From here competitors proceeded by a devious route to another forestry section on the eastern boundary of the Kaiangaroa Forest, finishing at Murupara. It was now fairly obvious that the route would take us through to Hawkes Bay via Waikaremoana, and this it duly did. The organisers succeeded in making things a good deal more interesting than might have been expected by keeping plenty of average changes and instructions throughout the distance. In fact the only deviation from the main route came just before Wairoa, where there was a break for tea.

After tea the trial continued via Mohaka and back roads west of Hastings to a coffee break at Hastings, then a tulip section by-passing Hastings and Havelock North to the eastern environs of Waipukurau, Waipawa and Dannevirke. During this stage one of the leading competitors left the road, but most other contenders had lost very few points. The early hours of Sunday morning were spent crossing to Pahiataua by a seemingly little-used roads which claimed three Wellington competitors, two with mechanical troubles and one who lost all chances by going off course.

A breakfast stop at Pahiataua was followed by a relatively easy route through the Wairarapa to Upper Hutt, then Moonshine and the Motorway, and we were back to be greeted by Wellington's first day of winter. The driving tests were fairly poorly attended, some crews going straight home to bed, but most going to Shell House for tea and biscuits and to await results.

Here we heard one or two complaints, the principal one being that the averages were too high. This we could not agree with, as at no stage had our small saloon been unable to hold them, while it was on course.

At least it was not so monotonously slow as last year's event, where some crews had difficulty in keeping awake.

We also feel that the event should have been renamed the Shell Scenic Trial, for there was some truly magnificent scenery for those with time to see it. All in all a most enjoyable trial, with the only faults being our own.

## GYMKHANA RESULTS . . . . . 16 - 5 - 65 .

Sunday 16th. May, was fine and calm. Just as well, as the new Gymkhana venue that we used was situated on the top of a very exposed hill. Last farm on the right down Ohariu Valley was the direction given to get there and led us to Angus Cameron's farm, and by taking the proposed Hillclimb road to the top of the hill, we found ourselves on a topdressing airstrip. An A.1. spot for a grass Gymkhana, (if there is no wind, I should think).

One of the largest turnouts to a Gymkhana we have seen for some time, thirty three entries and many spectators. Keep up those numbers chaps.

Four tests were run during the afternoon. By running two tests at one time, we were able to have two 'runs' at the first, second, and fourth runs, but only one 'run' at the third.

The first test was a favourite 'Ice-breaker', a Wiggle-Woggle. The level grass airstrip was ideal for this test. D.Archer, in his Mini Cooper S and overall winner of the Gymkhana, put up fastest time with 22.84 seconds.

Test two was a little more complicated. Forward from the start; back and across between two flags; forward again and around an end flag, returning and repeating the back and across between the two flags; then to the finish. 38.72 seconds, put up by H.Slocombe in his Mini, gained first place in this test.

Third on the list was that energetic 'Gates' test. Only two gates were used this time; a long straight run to the first, a short trip round an end flag to the second, then a long straight to the finish. John Swan's time was 1 minute 00.72 seconds, but he didn't keep to the normal pattern, although he did do all that was required. Second fastest was D.Archer with 1 min. 01.97 secs.

Two tins set a few inches wider apart from our car wheel base, was the start of the last test. Forward into a garage, reverse between the two tins and into another garage, then back to finish between the two tins - as fast as possible. Many squashed tins were left at the end of this test. Fastest was Peter Martin in his Herald, who returned 20.18 seconds for the test.

Competitors enjoyed the afternoons event, as did the spectators who were treated to an exciting afternoon of continual runs. Our thanks to Angus Cameron for letting us use his property.

		1	2	3	4			
D.Mowat	Cortina GT	26.11	27.72	46.84	50.06	1.08.72	22.80	18=
P.Martin	Herald	24.66	24.70	44.45	40.50	1.04.22	21.04*	20.18
D.Money	Mini	26.56	24.45	42.98	41.38	1.11.23	25.64*	23.11
W.Martin	V.W.	25.62	26.22	45.11	45.50	1.04.98	20.36*	22.32
D.Archer	Mini C.S.	25.34	22.84	45.30	41.10	1.01.97	22.60	21.56
H.Flocombe	Mini	25.94	25.24	42.17	38.72	1.03.47	22.24	21.65
K.Porter	Anglia	26.44	25.27	45.25	42.70	1.06.10	24.47	10=
P.Giggs	Cortina	27.92	25.50	47.05	49.80	1.09.16	25.08	21
G.Taylor	V.W.	25.41	24.75	41.70	42.50	1.10.24	22.14*	6
N.Kelly	Mini	27.90	26.05	43.24	41.50	1.11.24	25.06*	13=
A.Anderson	V.W.	26.34	26.78	42.80	41.02	1.04.40	23.48**	1
G.Adie	A.30	29.98	29.35	55.05	51.24	-	-	2
R.Kyle	Herald	27.02	26.57	45.00	47.33	1.12.39	22.20*	22.02
K.Pilcher	Prefect	27.26	24.84	43.50	40.04	1.06.53	22.30*	3
B.Watson	Missator	41.32	33.25	44.00	44.11	1.27.24	27.74	28
C.Duff	Imp	26.24	25.05	43.54	42.39	1.10.83	21.62	7=
M.Frost	Imp	24.73	23.02	42.40	40.14	1.08.25	21.30	20.78
B.Pilcher	Prefect	29.37	28.10	53.12	43.61	1.10.18	22.00	25.53
L.Vatson	Missator	47.09	40.94	44.82	54.64	1.32.22	30.30	30
T.Doyle	Gazelle	29.12	25.63	46.76	45.24	1.06.52	24.71*	17
D.Young	Imp	27.32	26.52	49.85	43.83	1.13.44	23.91*	23.04
B.Leyland	Mini	24.47	24.89	42.35	38.78	1.22.57	22.50	22.44
P.Miller	M.G. T.F.	25.24	25.68	46.88	42.41	1.09.47	24.34*	13
C.Swan	Humber 80	29.84	29.10*	-	-	-	-	22
D.Lupp	Holden	29.75	29.85	56.13	45.29	1.07.97	22.08	20
R.Sellens	A.40	30.26	27.13	50.53	43.57	1.07.89	24.71	15=
D.Walker	Anglia	28.01	25.32	46.09	45.68	1.07.00	25.04	14
G.Beaver	Anglia	31.07	26.48	47.28	50.71	1.14.15	26.45	27
A.Cameron	Valiant	31.69	27.95	-	-	1.11.76	-	29
W.Porteous	Alvis	31.79	30.45	50.09	47.67	1.19.12	26.44*	31
J.Swan	Gazelle	28.04	27.51	-	-	1.00.72	-	25
V.Whitelaw	Skoda	27.15	26.64	54.25	49.83	1.09.00	-	26
E.Martin	Mini	25.55	25.35	44.95	43.78	1.12.30	28.75	22=

\* FLAG PENALTY.

## NOVICE TRIALS

The club has started running a series of Novice Trials, starting from the Clubrooms at Kilbirnie each Clubnight. The results of the May event appear elsewhere.

The first car leaves at about 7:15, and the trials last approximately twenty to thirty minutes.

Requirements are a map of Wellington, a watch (preferably with a sweep second hand), pencil and paper. After the first three events you will find a copy of "Larry Reid's Average Speed Tables" useful.

Here are a few hints to help you through the first few trials:-

TURN RIGHT

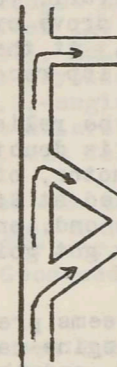
Approx. 90 degrees

ACUTE RIGHT

Less than 90 degrees

BEAR RIGHT

More than 90 degrees.



If no instruction is given for an intersection proceed straight ahead, even if this means leaving the main road.

It is more important to be on course than to be on time.

You must stop at all cars with a CHECK sign on them, and give your watch to the marshall in the car.

You are allowed to be thirty seconds late or early at checks without being penalised.

After booking in at a check, you must add one minute into your time to allow for the stop.

Obeey the road code at all times, taking particular care not to park across driveways, etc.

Do not loiter at a check, or you will be penalised.

## OVERSEAS NEWS

The international season is now well under way. The unpopular 1½-litre Formula 1, which has provided some of the closest-fought big-league racing ever, is in its last year. Indications are that racing this year will be dominated by the same marques as before. Lotus and B.R.M. seem more or less equal, with Brabham right with them, and Ferrari as yet a little slower.

Of the four Formula 1 races so far run (Snetterton, Syracuse, Goodwood and Silverstone), three have been won by Lotus and two by B.R.M. Mike Spence opened the former marque's account with a fine win at Snetterton after Jim Clark in the number 1 car had left the road. Clark later won at Goodwood after a duel with Graham Hill's B.R.M., which finished second.

Clark went on to win at Syracuse, with John Surtees and Lorenzo Bandini second and third for Ferrari. Surtees was second at Silverstone behind Stewart, who drove brilliantly to win the race, only his fourth Formula 1 start. At the Easter Goodwood meeting Stewart shared with Clark a new lap record.

The Brabhams just don't seem to be reliable enough yet, though the speed is certainly there. This is doubtless due mainly to the new four-valve-per-cylinder Climax motor, of which Brabham has one and Clark the only other. Brabham led at Silverstone until mechanical misfortunes put him out near the end, and New Zealander Denis Hulme in the second works car scarcely got going. In this event Chris Amon drove an old B.R.M. but retired.

In Formula 2 competition again seems pretty even, with interest centred on rivalry among three engine-manufacturers rather than the cars themselves. Both B.R.M. and the Japanese Honda firm have produced competitive 1-litre engines to challenge Cosworth's long-standing supremacy. First major race at Oulton Park went to Cosworth, with Hulme winning in a Brabham, but Jackie Stewart in a B.R.M.-propelled Cooper was second. Graham Hill (Brabham-B.R.M.) retired after an early lead but went on to win at Snetterton, where retirements included Clark in a Lotus-Cosworth and Brabham in the Brabham-Honda. Clark won the Pau Grand Prix in April from Dick Attwood in a Lola-Cosworth. Retirements included Stewart, and Hill, the two fastest in practice.

Sports-car racing, or "GT and GT Prototype" as the F.I.A. has it, is showing signs of increasing in the popularity that started last year. At Sebring Texans Jim Hall and Hap Sharp won the twelve-hour race, but their Chaparral did not qualify for points in either of the manufacturers' championships. Maximum points in the Prototype Championship went to the second-placed Ford "GT" of Ken Miles and Bruce McLaren, while in the GT Championship the Ferrari of David Piper and Tony Magge was winner.

It was Ferrari's turn in the Monza 1000km race later in April. Mike Parkes and Jean Guichet in a 3.3-litre prototype won from team-mates John Surtees and Ludovico Scarfiotti in a 4-litre variant. McLaren and Miles brought their Ford in third after dropping back with mechanical troubles. The other Ford, which Chris Amon held in third place for some time, also retired.

New Zealand scored a fine victory in the historic Tourist Trophy race a week later when Denis Hulme brought his 2.2-litre Brabham-Climax over the line in first place, after the failure of practically all the bigger cars. Clark (Lotus 30), McLaren (McLaren-Olds) and Hugh Dibley (Lola 70) all fell by the wayside leaving only David Hobbs in another Lola to represent the U.S.-engined machines. He eventually managed second. Chris Amon in a McLaren-entered Elva-BMW led the 2-litre class early in the race, but fell right back to finish last.

At Silverstone last month McLaren won the international sports-car race with his McLaren, and also set a new outright lap record at 113 m.p.h. Amon, driving a similar car, has since reduced this unofficially to 116 m.p.h. At Goodwood earlier McLaren had finished second to Clark in a Lotus 30.

Meanwhile "Wild Willy" Mairesse won the Spa Grand Prix for Ferrari. The Sicilian classic, the Targa Florio, was another Ferrari victory, with Lorenzo Bandini and local boy Nino Vaccarella driving the winning 3.3-litre prototype. Porsches have always done well in this event, and this year Colin Davis and Gerhard Mitter finished second for Germany, leading three more Porsches in the next three places.

Ferrari prototypes driven by Surtees/Scarfiotti (4-litre) and Parkes/Guichet (3.3) were first and second in the Nurburg 1000km a fortnight later. Kiwis McLaren and Amon, driving Fords, both held second place at various stages, but once again both retired. Sensation of the race was Bandini and Vaccarella's new 1.6-litre Ferrari which held third for much of the race but a pit-stop dropped it behind the eight-cylinder Porsche of Joachim Bonnier and Jochen Rindt.

MONACO GRAND PRIX 30/5/65

Graham Hill drove what has been described as the race of his life to win his third consecutive Monaco Grand Prix for B.R.M. on May 30. Hill was fastest in practice with team-mate Jackie Stewart third behind Jack Brabham's Brabham. The next fastest were Ferrari drivers Bandini and Surtees, with the promising young Englishman Dick Attwood sixth in a Lotus-BRM.

A lap after the start the B.R.M.s were first and second with Bandini and Surtees next in the Ferraris. The picture remained much the same for twenty laps, with fifth man Brabham slowly closing the gap all the time. Then on lap 25 Hill spun to avoid a slower car, leaving the young Scotsman Stewart in the lead, until he, too, spun. Hill's car was undamaged, but Stewart's slightly damaged his rear suspension and a wheel.

This left Bandini in front, with Brabham now second ahead of Surtees. Attwood was some way back, followed by Hill. The race had now developed into one of the closest and most exciting seen anywhere, with the three leading cars seconds apart. Brabham soon forced his way into the lead, with the Ferraris right on his tail. Further back Hill had passed his slowing team-mate and was fourth.

On lap 43 Brabham, the 1959 winner, blew up the 4-valve Climax engine and not surprisingly retired, leaving the Ferraris to hold off Hill, who was driving at his brilliant best. Next at this stage were Stewart in the Number 2 B.R.M. and Kiwis McLaren (Cooper) and Hulme (Brabham).

Just after half way (50 laps) Hill passed Surtees into second place and before long was in the lead, breaking the lap record several times in the process and just holding off the Italian cars. A few laps later Surtees passed Bandini and came up to challenge Hill, out with two laps to go the World Champion ran out of petrol and coasted into his pit. This left Hill with a comparatively easy win after a truly inspired race. Bandini and Stewart were second and third, with Surtees pushing his car over the line into fourth place.

'LUCKY' CASNER

EDGAR BARTH

During the past couple of months the international scene has lost two of its best known figures in 'Lucky' Casner and Edgar Barth. Lloyd P. Casner raced Porsches and Ferraris in the States without much success in the late 'fifties, but during 1959 he formed what was to become one of America's most successful international racing teams. This was Camoradi U.S.A., which got its name from Casner Motor Racing Division.. This was the team that brought the "bird-cage" Maserati so much fame in 1960. These machines proved to be far and away the fastest things in sports-car racing, but were notoriously unreliable. Despite this Stirling Moss won the Cuban G.P. and with Dan Gurney took the Nurburgring 1000km. Victory in the German classic again came their way in 1961, winning drivers being Masten Gregory and the patron himself.. Casner had already won at Rouen in 1960, driving the same car. He remained faithful to Maseratis after the works withdrew their unofficial support at the end of 1961. It was driving the infamous 5-litre Maserati coupe in practice at Le Mans that he crashed fatally.

The German Edgar Barth earned his name in another field of endeavour, the exacting sport of hillclimbing, although for many years he was a mainstay of the Porsche team in sports-car races. After racing motorcycles since the early '30s, Barth drove the communist-supported F.M.W. sports-car after the war. He was East German Champion in 1952, 1953 and 1956 and then made his way to the other side of the curtain. Driving always for Porsche, he scored numerous class and outright victories in Championship races throughout the world. His most notable performances, however, came in hillclimbs, and he won the coveted European Mountain Championship in 1960, and again in 1963 and finally once more last year. He died last month after a lengthy illness at the age of 47.

1/2 QUARTS ↔  
2

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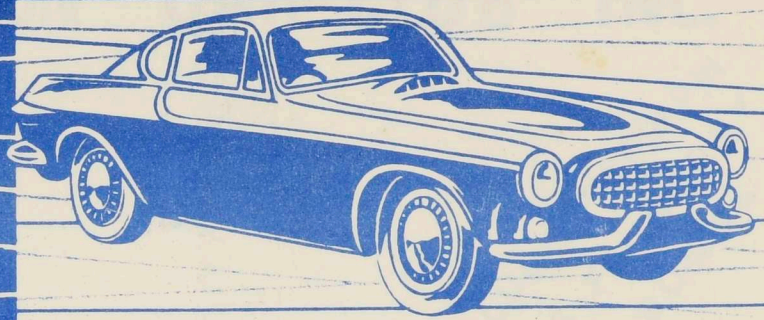
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WELLINGTON  
CAR CLUB  
(INC.)

# Bulletin



**JULY 1965**



DIRECTORY

**WELLINGTON CAR CLUB INC.**

WELLINGTON CAR CLUB INC.  
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WELLINGTON, N.Z.

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**BOX 5142 Wellington.**

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A.N.Z.C.C. ANNUAL CONFERENCE

Tickets are available from committee members at 15/- a throw for the social evening at the White Heron on Saturday 21st August. There will be some slot-racing, along with films, refreshments, etc.

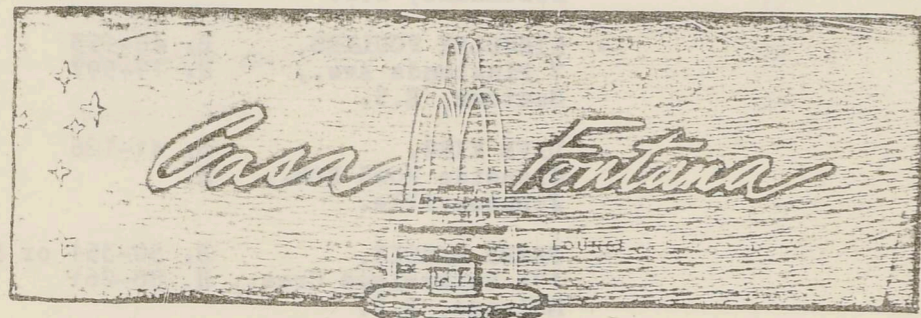
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KEY Holders are Ray Duffell & Peter Martin  
Members wishing to assist in building programme  
Please contact Ray or Peter for arrangements.

## EDITORIAL

We would like to take this opportunity of thanking our advertisers, Shell Oil New Zealand Limited for their fine gesture in filling the space in the front cover of the Bulletin. The picture of a Triumph 2000 in the Urewera hills during the running of this year's Shell Gold Star Trial was made available to us by the courtesy of Shell through their interest in motor sport in general, and also in the Wellington Car Club.

Unfortunately, the setting up of the block, and other more general production delays, held up the printing of the Bulletin for over two weeks, which explains the long wait members had for last month's issue. For this reason this issue has been called "July/August" and we hope to be able to carry on from here with more regularity.



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# COMING EVENTS.

## MUD-FLUG ? ? ?

At the time of going to press things are rather hazy regarding this event, but it will probably take place somewhere in the Plimmerton area on Sunday August 8. For further details see the "Evening Post" motoring page on Thursday and club notices in Saturday's "Post".

## NIGHT TRIAL

The date for this event has been brought forward one week to August 14th to avoid any possible clash with the A.N.Z.C.C.'s Annual General Conference. It will cover about 60 miles in two to three hours. First car leaves from the Houghton Bay clubrooms at 7:30. No maps are required. The organisers emphasise that this will be a straightforward trial.

## CLUBNIGHT

The August Clubnight will be on Tuesday, August 17th at the R.S.A. Hall, Mahora Street, Kilbirnie, starting at 8 p.m. Except, of course, for the novice triallists who will be expected to start arriving about 7:15.

## PALMER HEAD

Palmer Head time is here again, or will be on September 4. Let's hope for better weather and consequently a better entry at this event. It's one of the few sealed hillclimbs left in the district so be in ! Scrutineering as usual will take place in the pits at the top of the hill at 9:30 a.m.

HUTT VALLEY MOTORING CLUB (INC)

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at 3 pm  
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# PAST EVENTS

## RESULTS LEVIN SPRINT 12/6/65

### Under 950 c.c. Saloons:

1. Rodney Hill	Sth Rangitikei	Austin Mini 848	1:12.98
2. Jon Hope	Hutt Valley	Austin Mini 848	1:13.74
3. Bruce Martin	M.G.	Morris Mini 848	1:17.68
4. Dick Sellens	Wellington	Austin A40 948	1:18.89
5. Tom Donovan	Hutt Valley	Austin A35 948	1:19.15
6. John Taylor	Gisborne	Austin Mini 848	1:19.52

### 951 to 1100 c.c. Saloons:

1. Colin Taylor	Wellington	Morris 1100	1:09.72
2. G. R. Passey	Hawkes Bay	Minor 1098	1:10.67
3. Bob Clover	Wellington	Mini-Cooper 998	1:11.40
4. M. Gorden-	Glassford	Mini-Cooper 997	1:11.94
5. Paul Stichbury	Manewatu	Austin Mini 962	1:12.43
6. Alan Stichbury	Hawkes Bay	Austin Mini 962	1:12.72
7. Peter Cross	Hawkes Bay	Morris Mini 1098	1:12.74
8. David King	Wellington	Morris 1100	1:15.77

### 1101 to 1300 c.c. Saloons:

1. Russell Grace	Manawatu	Mini-Cooper S 1275	1:05.64
2. Tony Gilbertson	Hawkes Bay	Mini-Cooper S 1275	1:05.74
3. Bob Gibbons	Wellington	Mini-Cooper S 1275	1:07.63
4. Kevin Fournneau	Hawkes Bay	Mini-Cooper S 1275	1:07.77
5. John Fairley	Hawkes Bay	Mini-Cooper S 1275	1:07.79
6. Robert Britton	Taihape	Mini-Cooper 1122	1:10.14
7. Alan Paul	Wellington	Mini-Cooper S 1275	1:11.38
8. Malcolm McGavin	Wellington	Cortina 1198	1:20.57

### 1301 to 1600 c.c. Saloons:

1. Clive Bush	Hawkes Bay	Anglia 1340	1:09.74
2. Wayne Fuller	Wellington	Cortina 1498	1:12.23
3. Norm Treneman	Hawkes Bay	Humber 80	1:12.26
4. Dene Fuller	Wairarapa	Cortina 1498	1:13.44
5. R. Cooper	Hutt Valley	Humber 80	1:14.05
6. K. Styles	Hawkes Bay	Humber 80	1:18.69

Over 1500 c.c. Saloons:

1. Tim Beetham	Wellington	Anglia 1650	1:02.90
2. Warren Arthur	Hutt Valley	Zephyr 2553	1:07.35
3. J.G. Sutherland	Wairarapa	Jaguar 3781	1:08.34
4. W. L. Ridd	Sth Rangitikei	Austin 1800	1:10.64
5. John Shirer	Hutt Valley	Zodiac 2552	1:13.30
6. Danny Lupp	Wellington	Holden FJ	1:15.55
7. Graeme Davidson	W'gton	Holden FE	1:20.85
8. Bill Rees	Wellington	Holden FE	1:24.51

Sports-cars:

1. Bill Britton	Taihape	M.G.B.	1:07.02
2. Brian Watson	Wellington	Begnall	1:07.91
3. Paul Miller	Wellington	M.G. 'TF'	1:14.54

Racing-cars:

1. Peter Slocombe	Wellington	Lotus	58.88
2. Dick Butters	Wellington	Cooper	1:01.37
3. John Swan	Wellington	Lotus	1:02.34

We held our most successful Levin sprint for some time on June 10, with over forty entries. Unpredicted heavy rain sent most people home after one run, and during the rest of the day only one competitor improved on his time.

Peter Slocombe in the Lotus 18 made FTD, being only driver to get under the magic minute. Next fastest were the other two single-seater entries, Dick Butters (Cooper) and John Swan in Peter's Lotus. Fourth FTD went to Tim Beetham in his ex-Molyslip Anglia with a very smooth run in 1:02.9, and then came Russell Grace and Tony Gilbertson in 1275S Coopers.

For the first time we used our "New System". This involved getting special permission from the A.N.Z.C.C., but it was well worth the extra trouble. The system worked like this. As one competitor completed the third of his four runs, the next man got ready and was away within half a lap or so. This meant timing two cars together for one lap, but much concentration by all concerned ensured that nothing got fouled up.

As the second runs commenced the rain suddenly came down in torrents. Within seconds the track was flooded. Officials leapt for shelter in the nearest cars, and the man out on the circuit pulled to the side and stopped. He couldn't see! During the next half-hour everybody packed up and most called it a day there and then. But the rain eventually eased and the runs recommenced.

INDIVIDUAL LAP TIMES:

Hill	1:26.71	1:14.69	1:12.98	1:13.33	-	-	-	-	-
Hope	1:23.36	1:14.37	1:13.90	1:13.74	-	-	-	-	-
Martin	1:29.31	1:19.63	1:18.28	1:17.68	1:22.46	1:29.06	1:21.43	1:20.47	1:18.94 1:25.41
Sellens	1:29.22	1:20.00	1:18.89	1:18.99	1:22.33	1:21.16	1:20.08	-	-
Donovan	1:27.09	1:19.15	1:19.17	-	-	-	-	-	-
J. Taylor	1:30.51	1:21.17	1:20.83	1:19.52	1:27.79	1:24.66	1:25.55	-	-
C. Taylor	1:19.27	1:11.20	1:09.72	1:10.49	1:15.27	1:13.37	1:12.72	-	-
Passey	1:18.22	1:11.08	1:10.87	1:10.67	-	-	-	-	-
Clover	1:19.67	1:11.40	1:12.08	1:11.60	-	-	-	-	-
G-Glassford	1:21.75	1:13.44	1:11.94	1:12.15	-	-	-	-	-
P. Stichbury	-	1:12.90	1:12.43	1:13.09	-	-	-	-	-
A. Stichbury	1:24.20	1:13.64	1:12.72	-	-	-	-	-	-
Cross	1:20.42	1:13.99	1:14.02	1:12.74	-	-	-	-	-
King	1:25.07	1:15.85	m.t	1:15.77	1:20.50	1:18.30	1:18.48	1:18.46	1:17.48
Grace	1:12.52	1:06.60	1:06.57	1:05.64	-	-	-	-	-
Gilbertson	1:17.76	1:09.08	1:06.94	1:05.74	-	-	-	-	-
Gibbons	1:17.30	1:08.03	1:07.88	1:07.63	1:12.31	1:10.92	1:11.03	1:10.02	1:10.37 1:10.10
Fourneau	1:17.77	1:09.71	1:08.27	1:07.77	-	-	-	-	-
Fairley	1:15.03	1:09.76	1:08.38	1:07.79	-	-	-	-	-
Britton	1:18.43	1:11.75	1:10.42	1:10.14	-	-	-	-	-
Paul	1:18.67	1:12.98	1:12.60	1:11.38	1:12.31	1:13.60	1:14.11	-	-
McGavin	1:31.61	1:21.31	1:20.57	1:21.23	-	-	-	-	-
Bush	1:17.53	1:11.49	1:11.57	1:09.74	-	-	-	-	-
W.Fuller	1:20.70	1:12.54	1:12.23	1:12.48	-	-	-	-	-
Treneman	1:17.74	1:15.20	1:12.26	1:18.26	-	-	-	-	-
D.Fuller	1:22.27	1:13.44	1:13.82	1:13.56	-	-	-	-	-
Cooper	1:21.56	1:14.05	1:16.16	-	-	-	-	-	-
Styles	1:26.78	1:18.69	1:20.56	1:19.78	-	-	-	-	-
Beetham	1:13.09	1:04.07	1:02.90	1:02.94	-	-	-	-	-
Arthur	1:14.38	1:07.35	-	-	-	-	-	-	-
Sutherland	1:15.18	1:08.81	1:08.34	1:11.80	-	-	-	-	-
Ridd	1:18.71	1:10.64	1:11.02	1:11.55	-	-	-	-	-
Shirer	1:21.10	1:14.09	1:13.30	1:14.09	-	-	-	-	-
Lupp	1:24.64	1:16.63	1:16.00	1:15.55	1:21.08	1:19.02	1:19.26	1:19.80	1:19.32 1:18.48
Davidson	1:31.76	1:22.60	1:21.80	1:20.85	-	-	-	-	-
Rees	1:33.44	1:26.41	1:25.02	1:24.91	1:28.26	1:26.20	1:26.01	1:25.11	1:24.51
Britton	1:15.06	1:07.48	1:07.14	1:07.02	-	-	-	-	-
Watson	1:15.65	1:09.27	1:08.13	1:07.91	1:12.63	1:11.25	1:09.72	-	-
Miller	1:25.28	1:16.33	1:14.54	m.t	1:20.42	1:19.04	1:18.78	1:17.24	1:16.76 1:16.37
Slocombe	1:04.17	1:00.59	59.62	58.88	-	-	-	-	-
Butters	1:08.87	1:01.53	1:01.74	1:01.37	-	-	-	-	-
Swan	1:09.68	1:05.56	1:03.96	1:02.34	-	-	-	-	-

WINTER 100 TRIAL 27/6/65

Place	Car no.	Driver	Co-driver	car	points loss
1.	6	John Gladhill	Pat Tollen	Morris 1100	1203
2.	7	Dave Mowat	Hilary Mowat	Cortina GT	1347
3.	8	Dave Money	Dave Walker	Morris 1100	1773
4.	2	Bill Alcock	Paul Miller	Minor 1000	1921
<u>retired:</u>					
1		Mike Burch	R. Miller	Austin 12/4	
3		Warwick Richards	Jim Gratton	Fiat 500D	
4		John Hughes	D. Richards	Ford Special	
5		Gavin Beaumont	Ed Conroy	Hillman	
9		Graham Rooson	Don Rooson	Riley 4/72	
10		N. M. Kealy	N. R. Harkness	Mini	

This annual event was rather farcical, with less than half the starters completing the course due, we feel, to the comparative difficulty experienced by most. The plotters are very experienced trials competitors, and made the trial extremely interesting by incorporating all the little tricks and catches they have learnt from other organisers throughout the country. While we agree with this in part, it was unfortunate that advertising before the event did not include a warning to some less experienced trials crews who were competing in their first bigish event. We hope their discouragement in the Winter 100 will not prevent them competing in further events.

The trial started at the Clubrooms and was fairly straightforward around the bays to Seatoun. This was followed by a simple map-reading exercise through Miramar and Kilbirnie to the Zoo. Then the trouble started, with crews getting lost at numerous stages between here and Britomart Street, where there was the familiar (to some) trick of placing a check just after a turn-off so that the less-awake crews go straight in.

Thence the route went through Kingston, Brooklvn, Aro Street and Kaweri to Khandallah and more wasted time looking for the route.

This section finally finished at Austin's factory in Petone, and was followed by many variations on the map-reading theme all around the Hutt Valley as far as Silverstream. The final part of this section, into Upper Hutt, fooled those who hadn't been fooled already, and a further three cars gave up here.

The final section back to Wellington was fortunately a relatively straightforward one, with no-one losing too many points. What we'd really like to have seen would be whether the Rolfs and Buttses could have got around without losing any points!

Check	Location	Car No:	1	2	3	4	5	6	7	8	10
1.	Pinelands Ave		0	0	0	-	8	3	0	0	4
2.	Broadway		11	11	0	-	20	5	4	0	11
3.	Aberdeen Quay		13	13	0	-	180mc	3	2	0	21
4.	Newtown Park		37	37	0	-	38	0	6	35	10
5.	Britomart dir.		0	0	180mc	-	0	0	0	0	09
6.	Britomart Street	123	123	123	30	-	90	116	83	59	70
7.	Raroa Cres.		150max	150max	70	-	150max	101	150max	150max	150max
8.	Khandallah		150max	150max	180mc	-	150max	150max	150max	150max	180mc
9.	Ngauranga Gor.		150max	150max	150max	-	150max	150max	150max	150max	150max
10.	CONTRCI (Austins)	150max	150max	150max	150max	-	150max	150max	150max	150max	150max
11.	Te Puni St Petone	180mc	180mc	180mc	0	-	180mc	5	0	180mc	-
12.	Bell Road		10F	10F	10	-	27	2	21	45	-
13.	Chapman Cres		180mc	180mc	180mc	-	180mc	22	67	148	-
14.	Gloucester St.		180mc	180mc	180mc	-	180mc	180mc	180mc	180mc	-
15.	Sinclair St.		180mc	180mc	180mc	-	180mc	180mc	180mc	180mc	-
16.	CONTRCI (U. Hutt)	150max	150max	150max	150max	-	19	129	123	150max	1
17.	Haywards		59	59	-	-	-	0	16	8	-
18.	Highway 1, Porirua		64	64	-	-	-	3	56	11	-
19.	CONTRCI (Herd St)		144	144	-	-	-	4	9	36	-

"-" denotes retirement  
Car no. 9 didn't reach first check.

PALMER HEAD HILL CLIMB 10/7/65

Cold, wet weather is becoming familiar at Palmer Head, but not so familiar as to attract large numbers of competitors and spectators. The hillclimb on July 10 was a success despite this, and resulted in FTD for Brian Watson and the old "Baggy-Jaggy" in a splendid 46.82 seconds. Trevor Eve's Anglia, now 1650 c.c., unblown and Webered, was just behind Brian all day, but his final FTD bid was somewhat hindered by a spin. Third FTD went to Bill MacPherson, another Miramar Racing Team member, in his black FJ Holden monster, with a terrifying run in 48.43 seconds. Nobody else got under fifty sec., though Bob Gibbons recorded exactly this with his 1275S Mini-Cooper/

Interesting cars included Murray Charles's so-called Morris Minor and an old Triumph roadster fitted with a noisy six-cylinder Bristol motor. Both these cars seemed to have more power than wet-weather road-holding capabilities, and their best times were recorded on reduced throttle-openings.

## Fields Service Station Ltd

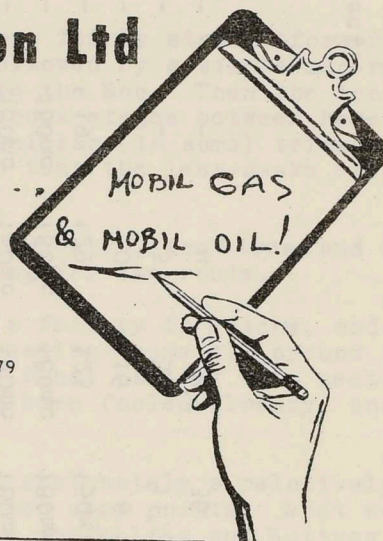
KILBIRNIE

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Same day retread service -

Full range of Goodyear tyres

OPEN SEVEN DAYS A WEEK - PHONE 79-179



PALMER HEAD HILL-CLIMB 10/7/65

Under 1200 c.c. Saloons:

1. Robin Smith	Cortina	-	-	57.58	56.20	59.15	<u>55.10</u>	55.66
2. Bob Clover	Mini-Cooper	-	-	57.27	56.65	56.32	<u>56.34</u>	<u>55.84</u>
3. Willard Martin	Volkswagen	69.62	68.74	68.71	m.t	68.40	68.18	<u>67.66</u>

1201 - 1500 c.c. Saloons:

1. Bob Gibbons	Cooper 1275S	51.76	51.13	50.95	51.12	50.34	50.28	50.00
2. Murray Charles	Minor Thing	52.12	53.19	52.86	53.21	51.48	51.00	<u>50.33</u>
3. Bill Cottle	Cortina g.t.	-	-	-	53.02	52.49	<u>51.44</u>	<u>51.56</u>
4. Kevin Fourneau	Cooper 1275S	-	-	-	-	54.65	<u>51.55</u>	52.16
5. Paul Webley	Anglia 1340	55.52	55.02	54.40	54.76	53.34	<u>53.58</u>	<u>53.10</u>

Over 1500 c.c. Saloons:

1. Trevor Eve	Anglia 1650	48.98	50.17	48.09	<u>47.47</u>	47.94	47.53	83.62
2. Bill MacPherson	Holden	50.34	90.86	-	<u>49.06</u>	<u>48.45</u>	48.81	48.56
3. Angus Cameron	Valiant	53.59	54.38	53.99	<u>52.49</u>	52.76	52.97	53.06
4. R. A. Cooper	Humber	55.26	53.98	-	-	54.41	<u>53.59</u>	53.73
5. Jeff Morris	A55 GT	68.26	67.77	72.81	70.65	67.06	<u>66.79</u>	<u>66.50</u>

Under 2000 c.c. Sports:

1. John Moynihan	Anti-Climax	-	-	52.02	-	54.11	-	<u>51.59</u>
2. Barry Aplin	Anti-Climax	-	-	-	54.41	-	<u>53.50</u>	-
3. Trevor Williams	Triumph-Bristol	-	-	91.12	65.34	<u>58.29</u>	<u>60.04</u>	71.65

Over 2000 c.c. Sports:

1. Brian Watson	Bagnall-Jaguar	-	-	50.22	48.73	48.38	<u>46.82</u>	47.50
2. Mike Poulton	Austin-Healey	52.75	51.49	51.16	50.44	-	<u>52.34</u>	<u>50.32</u>
B. S. Jones	Cougar	49.73	51.82	-	-	-	-	-

TREASURE TRIAL 24/7/65

	Car No.		
1. John Gladhill / Dave McKinney	9)	Morris 1100	40
2. Peter Martin / R. Abbott	3)	Herald	84
3. Dave King / Ray Duffell	10)	Morris 1100	126
4. Bob Mansoridge / Lance Elliott	6)	Mini	156
5. R. Dyson / Richard Lewers	5)	Morris 1100	158
6. Kevin Cornford / Ruth Shepherd	11)	Consul 315	186
7. Laraine Shepherd / Ian Shepherd	4)	Herald	236
8. Terry Huxford / Mike Galvin	2)	Anglia	286
9. Graham Robson / Don Robson	1)	Anglia	192
10. R. Masters / J. Tait	8)	M.G.A.	380
11. Paul Webley / Beryl Phillips	7)	Anglia	420

Points were deducted as follows: 20 points for a wrong answer or in same cases less if the answer was partly correct. Times were taken at the finish and 6 points awarded per minute late or early. It was originally specified that the timing points would be 6 per minute late and twelve per minute early, but the change affected only cars 4 and 11, and did not alter the positions in the event.

Car no:	1	2	3	4	5	6	7	8	9	10	11
Zoo	20	20	20	20	20	20	20	0	20	20	20
Victor 101	0	20	0	0	0	0	0	20	0	0	20
Tangimoana 50	20	0	0	20	0	20	0	0	0	0	20
Butchers	20	2	2	0	0	4	20	20	0	2	4
Y.W.C.A.	0	20	0	0	0	0	20	20	0	0	0
Mayfair Cleaning	0	20	0	0	0	0	20	20	0	0	0
N.P. signs	12	4	0	2	2	4	20	20	0	2	2
Education Dept	0	20	20	20	0	20	20	20	20	20	20
Ban notice	20	20	0	20	20	20	20	20	0	20	20
Easterfield stone	0	0	0	0	0	0	20	20	0	0	20
City engineer	0	0	0	0	0	0	20	20	0	0	0
Phone number	0	20	0	0	0	0	20	20	0	0	0
Fedlock	20	20	0	0	20	0	20	20	0	0	0
Fedlock	20	20	0	0	20	0	20	20	0	0	0
Waterworks	20	20	0	20	20	0	20	20	0	0	0
Mansfield	0	0	0	0	0	0	20	20	0	0	0
Wakefield	20	0	0	20	0	0	20	20	0	0	0
Dixon St steps	20	20	0	20	20	8	20	20	0	2	20
Winstone's	20	0	0	20	0	0	20	0	0	0	0
Labour Dept	20	0	0	20	0	0	20	0	0	0	0
Timing	<u>60</u>	<u>60</u>	<u>42</u>	<u>54</u>	<u>36</u>	<u>60</u>	<u>60</u>	<u>60</u>	<u>0</u>	<u>60</u>	<u>36</u>
	292	286	84	236	158	156	420	380	40	126	186

NOVICE TRIAL No. 2 15/6/65

1. Bill Alcock	Morris Minor	5.6
2. K Foulkes	Volkswagen	6.1
3. Graham Robson	Anglia	11.6
4. Paul Miller	M.G.	15.9
5. Gavin Beaumont	Hillman	28.6
6. C. Jenkins	Anglia	36.6
7. Jeff Morris	A55	42.5
8. Dave Lawson	Prefect	60.0
9. R. Dyson	Austin 1100	64.0
10. Ian Barnes	Mini	65.2
11. J. Graham	Mini	67.4
12. Ray Duffell	Herald	68.8
13. D. W. Brown	Lomac	83.0
14. Dave Mowat	Oxford	87.9

NOVICE TRIAL No. 3 20/7/65

1. Dave Money	Morris 1100	88.2
2. Steve Lachman	A30	11.3
3. Jeff Morris	A55	11.5
4. Alan Mines	Minor 1000	11.7
5. Bill Rees	Holden	19.7
6. Gavin Beaumont	Hillman	21.8
7. C. Jenkins	Anglia	25.1
8. Bill Alcock	Minor 1000	41.3
9. R. Dyson	Morris 1100	72.1
10. Richard O'Neill	Herald	75.7
11. Mike Galvin	Cortina	81.2
12. Graham Robson	Anglia	85.2

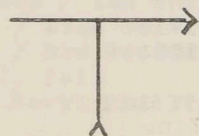
These events are proving to be tremendously popular, and the organisers, John Gladhill and John Reid, have many interesting developments in store. Some pointers will be found on the next page.



### NOVICE TRIALS:

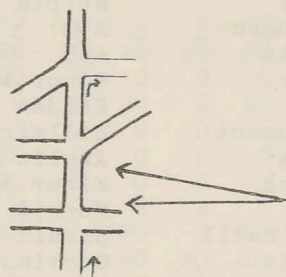
Please arrive at the clubrooms before 7:30 each clubnite.

Next clubnite (August) you will be introduced to "Tulip diagrams". These are accurate drawings of the intersections you will encounter with arrows showing where you have come from and where you will go to. e.g.



= right at T

If the instruction does not fit the intersection, proceed straight ahead, e.g.



Proceed straight  
through these  
crossroads

The following month (September) the trial will take the form of a Map-Reading Trial. You will need a map of Wellington, Lands and Survey map NZMS 17. These can be obtained from Whitcombe and Tombs, or if you go to map sales in the old Government Buildings and tell them you are from the Wellington Car Club, you will get one-third off the price of any maps you want.

### THE NORTHERN GOLD STAR TRIALS

Two Wellington Car Club crews - in virtually identical Morris 1100s - did quite well in the recently completed series of Gold Star trials in the north. These events were the Northern Wairoa Car Club's Peugeot Trial, the Northern Sports Car Club's Castrol Rally, the Thames Valley Car Club's event and the Auckland Car Club Shell Trial, and the crews in question were Colin Taylor / K Foulkes / Dave King and John Gladhill / Pat Tollan / Dave McKinney. The former finished sixth in the Thames Valley trial and ninth in both the Peugeot and the Castrol, and the other blokes were fourth in the Thames and tenth in the Peugeot.

Other local drivers competing in these events were Dave Mowat (Cortina GT), Bob Newson (315 and Mini), Ted King (Humber 80) and Mike Frost and Bob Chartres (A90s) and Gery Cameron (VW). Members of the Club who served as crews in the various cars included the former Club Secretary Alan Pratt, now based in Whangarei, Ray Duffell, Hilary Mowat, John Reid, Willard Martin, Graeme Duff, Mike Dennys, Denis Beckett, Jeff Morris, Jayne Bailey and either or both the Beavers (we can't quite remember). Quite a representation from little old Wellington, and we hope we haven't missed anyone.

FOR SALE

One CURTA in near-new condition. As used by top triallists. Here's the chance you embryo Gold Star champions have been waiting for! This example has been used exclusively for trials, and free lessons will be given. Interested parties contact Kingsley Foulkes 86-059 bus., 17597 home.

### LOW PROFILE TYRES !! !!

560X 13 Michelins in excellent condition. £5 each, including tubes. Ring Phil Deere 691-145 (home).

NEW MEMBERS:

The following new members are welcomed to the club:

Mr & Mrs A. Adamson	Austin 1100
Bill Alcock	Morris Minor 1000
Miss Jayne Bailey	Simca
Ian Banks	-
Derek Batcheler	Austin A30
Tom Bracefield	A40 Farina
Mike Burch	Austin 12/4
John Fairley	Morris-Cooper
Kevin Fourneau	Austin-Cooper 1275S
Chris Gordon	-
John Graham	Austin Mini
Jim Gratton	Morris Minor 1000
John Hughes	Ford Special
Steve Lachman	-
Richard Lewers	-
Mike McMullan	Humber 80
Bob Mansbridge	Austin Mimi
Gordon Martin	-
Robert Millen	-
Ramsay Newton	Holden
Jeff Ng	-
Alan Oldham	Fiat 1100 and A60
Miss Beryl Phillips	-
Warwick Richards	Fiat 500D
Don Robson	Riley 4/72
Alan Stichbury	-
David Stickney	Mistral
John Taylor	-
Paul Taylor	-
Hewitt Trumper	Humber 10, Jaguar 2.4
Bruce Wallace	Austin 1100

AUCKLAND GOLD STAR TRIAL

The best part of Gold Star trialling is the going to and returning from the events. We always try to make Taupo in time for a dip in the AC Hot Baths. Most refreshing.

After dinner we return to the motel to compare notes on the trip up etc. This trip was uneventful compared with our trip to the Thames Gold Star trial two weeks earlier, when we found a '57 Studebaker had left the road at high speed and ended up down a thirty foot bank. The car was swrite-off but none of the six occupants were hurt. Further on we found a '48 V8 upside down and, as the wheels were still revolving, we decided to stop and see if they were O.K. They were.

Back to the motel. Next morning a voice was heard to scream, "What the hell is that thing in the oven?" - "My pavlova." John R. not very popular for monopolising the oven to prove he COULD cook a better pav than the restaurant supplied the night before. Although a brownish white colour, it tasted quite good. A triumph for positive thinking and just the thing to raise our blood-sugar levels.

After breakfast (cereal, peaches, sausages and eggs, pavlova and tea or coffee) we motored on to Pukekoke and started the trial. Guess who went off-course (we DIDN'T get lost!) before the ten-mile speedo check?

The trial was a tough one with three map-reading sections and a tulip section. That night was the coldest I have ever spent. On the second and third Map-reading sections we were down to 20 m.p.h. because ice was forming on both sides of the windscreen faster than we could keep it clear. Daybreak was welcomed by all.

Now we were on Tulips and going towards (Glen Murray (where the mines are) when we found Colin's 1100 stuck in a private mud-bath. They had fitted chains but even with our help the car wouldn't move. Luckily Rolfe and crew came along in the Standard 10 and with their help we just managed to get the 1100 out.

The trial slowed down after this and nothing much happened to the finish.

What with lots of ice and rain the trip home wasn't much fun, until Bulls when John L.B. B.S. P.T. S.o.M. R's valiant effort surprised Dave in the GT. Cortina GT almost done by a barge? Shame!

Unfortunately none of us figured in the results but we had fun trying.

-J.A.G.

## OVERSEAS NEWS

The annual Canadian "Players 200" went this year to World Champion John Surtees in a Lola-Chevrolet from Texan Jim Hall in the Chaparral of his own manufacture. These cars were considered invincible in sports-car events last year, and the addition of automatic transmission has made them faster on most circuits. Retirements during the race included Jim Clark (Lotus-Ford) and Bruce McLaren (McLaren-Elva-Oldsmobile). In another Canadian race last month McLaren went extremely well to beat the Chaparrals of Hall and his partner Hap Sharp.

McLaren's cars are enjoying increasing successes in the U.K. Graham Hill drove one to victory at Mallory Park a month or so back and on the same day privateer John Coundley in a similar car won at Goodwood. Another McLaren victory was notched up by Chris Amon in the Martini Trophy race at Silverstone two weeks ago.

More good work is being carried out for New Zealand by Denis Hulme, who drove a Brabham to two wins at Mallory Park and one at Crystal Palace all in the same weekend. He broke the lap record in Palace race, in which another Kiwi (Amon) was third in a McLaren-entered Elva-B.M.W.

The classic LeMans 24 Hour race held special interest for New Zealanders. Who would have thought, a few years ago, that one day we would see not one, but two Kiwis leading this event? After one lap McLaren and Amon in Fords held the lead from the works Ferraris of John Surtees and last year's winner, Frenchman Jean Guichet. One hour later the position was the same but with two hours gone things were slackening. McLaren was still leading, having repassed the Ferraris after a pit-stop had left him in eighth place, but Amon had retired when holding first place.

At quarter-distance the Ferraris had, as usual, taken complete command, and held all the leading positions. The works cars of Ludovico Scarfiotti / Surtees and Mike Parkes / Guichet were first and second with the private entry of Joekim Bonnier / David Piper third. Another works car, driven by Lorenzo Bandini and Giampetro Biscaldi was fourth, with two more Ferraris in the next two places.

At half-distance only the Parkes / Guichet car remained of these in the leading quartet, which was, however, still all Ferrari. Final positions were: first, Masten Gregory / Jochen Rindt, second Dunay / Cosselin, third Mairesse / "Beurlys". Although the works Ferraris had been little more reliable than the Fords, they had once again won, by sheer weight of numbers.

At Reims the following week it was again all Ferrari, Fords this time staying away. Rodriguez and Guichet won from Surtees/Parkes and Mairesse/"Beurlys".

The current 1000 c.c. Formula 2 is giving up and coming drivers a chance to pit themselves against graded drivers, and many of the younger men are showing up very well. Racing has at times been very close (at Reims less than a second separated the first four cars!) and there is keen competition amongst the leading marques Brabham, Lotus and Lola, and engine-manufacturers Cosworth and B.R.M. A Lotus-Cosworth driven by Jim Clark won at Crystal Palace and Rouen and was third at Reims. Jack Brabham in the works Brabham-Cosworth was third at Rouen but the Winkelmann Team's similar cars have been generally more successful. They won at Reims, driven by the young Austrian Jochen Rindt, placed second and third at Solitude (Alan Rees and Gerhard Mitter) and fourth at Reims (Rees). A Brabham-B.R.M. driven by Graham Hill has scored second places at Crystal Palace and Rouen, while the similarly-powered Lola of Aussie Frank Gardner was second at Reims. Lola-Cosworth cars have won at Solitude (Chris Amon) and placed third at Crystal Palace (Richard Attwood).

Formula 3, a sort of detuned Formula 2, has also taken on in a big way, with British divers often fairly well-matched with young Continentals, but always in British cars. Until Reims, that is. Here the big race was won by one Jean-Pierre Beltoise in a French machine called the Matra, and he followed this up with a second place at Rouen.

## BELGIAN GRAND PRIX:

Jimmy Clark, World Champion in 1963, notched up his fourth consecutive victory in the Belgian Grand Prix at Spa-Francorchamps recently. He was second fastest in practice, and was flanked on the starting grid by the B.R.M.s of Graham Hill and Jackie Stewart. Behind them were Richie Ginther (Honda) and Dan Gurney (Brabham).

Hill led at flag-fall but Clark was soon in the lead he held to the finish. After one lap the Flying Scotsman's Lotus was followed by the two B.R.M.s with John Surtees (Ferrari) and Ginther in the Honda next.

About this time heavy rain began to fall and thereafter Clark built up his lead lap by lap. Hill's B.R.M. was unmanageable in the wet and he was soon passed by his team-mate Stewart and on lap five by Surtees who retired immediately with valve trouble.

After about twenty laps Clark had a lead of well over a minute and was followed by Stewart, Bruce McLaren (Cooper), Jack Brabham (Brabham) and Hill, and this is how they finished on lap 32, with only Clark and Stewart on the same lap.

### FRENCH GRAND PRIX :

The French Grand Prix, run this year on the interesting "miniature Nurburgring" circuit at Clermont-Ferrand, saw another win for Clark's Lotus, with Jackie Stewart again second for B.R.M. The two Scots were fastest in practice, and shared the front row of the grid with Lorenzo Bandini's Ferrari. Behind them were Surtees and Gurney, in Ferrari and Brabham respectively. In the third row two New Zealanders flanked Ginther's Honda, they being Denis Hulme (Brabham) and Chris Amen (Lotus-BRM).

Clark made his usual fast start and within one lap had built up a three-second lead over Bandini, Stewart, Surtees and Gurney. By the third lap Bandini had dropped to fifth.

Clark kept his Lotus safely ahead of Stewart's B.R.M., with Surtees equally safe in third position by half-distance. At this stage Denis Hulme was lying fourth, having cut through the field after a very bad start. There was some rain during the second part of the race, but it produced no changes in the major positions, and the leaders crossed the line at the end of the race in order Clark, Stewart, Surtees, Hulme.

### BRITISH GRAND PRIX:

The British Grand Prix was another Clark benefit, his fourth win in this event. Main interest in the race was centred on Graham Hill's epic chase after Clark's ailing Lotus in the closing laps. Clark and Hill were first and second in practice, with Ginther in the Honda a remarkable third and Stewart in the other B.R.M. fourth. Behind them on the grid were Surtees (Ferrari), Mike Spence (Lotus) and Dan Gurney (Brabham).

The start was notable for the reason that for the first time ever a Japanese car led a Grand Prix motor-race. However, this lasted only until the first corner, where Clark's Lotus took over its customary position at the head of the field. After one lap Clark and Ginther led from Hill, who soon took second place, Stewart and Surtees. Clark and Hill immediately set to and battled for the lead, with Surtees now ahead of Ginther and Stewart.

By the twentieth lap ( $\frac{1}{2}$ -distance) Clark had moved ahead of Hill, who was suffering handling problems due to mixed tyres on his car. This problem was common to Surtees, Stewart and Spence, who, like Hill, had anticipated rain. Surtees and Stewart were third and fourth.

The position was much the same at half-distance, but now the leading Lotus was beginning to miss slightly. This trouble got worse as the race wore on, and Clark dropped right back within reach of the B.R.M. Hill set a new lap record in the closing laps but failed by 100 yds (3.2 seconds) to catch Clark. Another lap and it would have been a different story. Surtees was third with Spence a fine fourth ahead of Stewart.

### DUTCH GRAND PRIX:

At Zandvoort on July 19 Jim Clark won his fourth consecutive grande epreuve victory when he won the Dutch Grand Prix from fellow-Scot Jackie Stewart (B.R.M.) Graham Hill in the number one B.R.M. had pole position on the grid, with Clark and Ginther alongside him. Behind them were Surtees (Ferrari) and Gurney (Brabham).

At the start Ginther in the white Honda again shot into the lead, but this time he stayed longer, holding off Hill, Clark and Gurney for two laps before Hill hit the front. Three laps later Clark was past the Honda and on Lap 6 took the lead from Hill and proceeded to walk away. Gurney also passed Ginther at this stage and set off after Hill. From here on Clark was uncatchable, but behind him Hill and Gurney were fighting a terrific battle, followed by their respective team-mates, Stewart and Denis Hulme.

The dice for second place was enlivened when the brilliant Stewart passed Hill and Gurney on consecutive laps and started to whittle away Clark's lead. By half-distance, however, Clark had begun to open out again, and Gurney was on Stewart's tail. Although it was fairly obvious that Clark was well in control, the remaining half of the race was full of interest, with battles going on all down field. Stewart managed to hold his second place to the end, with Gurney third and Hill fourth.

### WORLD CHAMPIONSHIP POSITIONS AFTER DUTCH GRAND PRIX

1. Jimmy Clark	Lotus-Climax	45
2. Graham Hill	B.R.M.	26
3. Jackie Stewart	B.R.M.	25
4. John Surtees	Ferrari	17
5. Bruce McLaren	Cooper-Climax	8
6. Lorenzo Bandini	Ferrari	6
6. Mike Spence	Lotus-Climax	6
8. Denis Hulme	Brabham-Climax	5
9. Dan Gurney	Brabham-Climax	4
10. Jack Brabham	Brabham-Climax	3
11. Richie Ginther	Honda	2
11. Joseph Siffert	Brabham-B.R.M.	2
13. Joakim Bonnier	Brabham-Climax	1

To prevent Clark winning the Championship Hill has to win the remaining four rounds with Clark unplaced in all !

## PERSONALITY PARADE

### No 6: DAVE MOWAT:

Our present Club Vice-Captain, Dave Mowat, came to us from the Hutt Valley Motoring Club in September, 1960. At that time he was motoring a Mk 1 Zephyr convertible, which came in for its share of trial miles. This branch of motoring has always held foremost place in Dave's activities.

With the Zephyr and his later Rapier he drove in all the big local events, but it was not until this year that he was able to take in a northern event. This was the Auckland Car Club's Shell Trial last month, and he was one of the first Wellington area drivers to finish. He navigated for Colin Taylor in a North Island Motor Rally several years ago, but apart from this has always been behind the wheel himself.

Dave is one of those very fortunate people with a wife who is also an enthusiast. In November, 1963, he made what he calls "the best decision of my life" when he married Hilary Goodacre. Together they plotted this year's Shell Trial putting in a fantastic mileage in the Rapier.

After three years of service the Rapier was replaced, early this year, by the already familiar red Cortina GT which was fitted with a roof-spot before it was very many weeks old.

During his ownership of the Rapier Dave also competed in many local speed events, gaining several class placings. He also travelled the country to various race-meetings, and for something like five years has been waving pretty flags at all the racing-drivers at Levin. Incidentally, Hilary is also an accredited Levin flag-marshal.

Dave was able to have another sort of close look at the Levin track at one sprint meeting - it was just a couple of inches from the top of his windscreen! In 1963 he won the Hansen Trophy, being the most successful competitor in club events during the year.

Dave served on the committee for two years before becoming Vice-Captain two A.G.M.s ago. During this time he has been a leading light in the organising of club activities, and seems invariably to be landed with one of the responsible jobs at speed events.

Like everyone else with the Club's future at heart, Dave has his grumbles. Appreciating as he does the amount of work involved in organising events, he is concerned with the apparent lack of interest shown by most members. There is nothing more frustrating than to put hours of time and effort into organising an event for members, and have only half a dozen competitors turn up.

## CON-ROD CORNER

As can be seen from the Levin sprint results, Wellington Car Club competitors constituted only 40% of the entry. Something wrong somewhere! There were ten entrants from the Hawkes Bay Car Club, five from the Hutt Valley Motoring Club, and the remainder from six other clubs.

Ferris de Joux, builder of a long line of beautifully-finished sports and GT specials, is planning to put his latest creation into limited production in Auckland. This is a Mini-based luxury GT car.

Dave Money has sold his Mini and bought "Digit", the presidential Morris 1100. K Foulkes has sold the M.G. Midget for a VW, Mike Frost has swapped his Imp for an A90 and Gavin Beaumont has traded in his Series V Hillman Minx on a Series V Hillman Minx.

The Allcomers' Saloon class really took on last year, and despite what anybody might say, was a tremendous success. Already plans for next season are being put into action. Auckland Bill Norrish is working on a hot, hot Anglia and Rod Coppins is carrying out further development work on the Zephyr-Corvette, while in Dunedin someone is trying to shoe-horn a Corvette motor into a Cortina! The ex-Fahey Championship-winning Lotus-Cortina has moved south to Christchurch, and will be driven next season by Ron Rutherford and Ren Macdonald.

A welcome feature of next year's saloon events will be the return to this sphere of 1964 Saloon Champion Kerry Grant. He is working on another A40, with a target of 58 seconds around Levin in the back of his mind. Particular attention is being paid to suspension lay-out, applying the more advanced modifications which have been extensively developed over the past couple of seasons.

Up in Auckland there are all sorts of rumours circulating about the formation of a new racing team. Called Teurie Palm Court, it proposes to use the ex-Thomson 2.5 Brabham, the ex-Flowers 2.5 Lola, a 1500c.c. V8 Climax-engined machine (probably a Lotus), a Lotus 22 and, for hillclimbs, a 2.2-litre Cooper-Climax. Not content with this line-up they also have a Lotus XI and a Fiat 1500 and are importing a 2.5 Climax-engined Lotus 19 sports. Drivers so far named include Ronnie Moore, Ray Thackwell and Merv Neil. Auckland newcomer Mark Petch will head the sports-car team, and the Lotus 22 will be driven by young Rod Housego, son of the Team Manager.

The ex-Abernethy Kieft-Vincent put in an appearance at the Hutt Club's Levin sprint the other week. Driver was to be Mid Beckett (remember him in the Lotus VII?) but for various reasons the car was unable to run.

Congratulations to Jeff Morris and Jayne Bailey on their engagement last month. Jeff has driven a Hillman Husky and an A55 panel-van in a number of events over the past few months, more often than not with Jayne, who has now also joined the Club.

As you will see from the directory at the front of the Bulletin, Ray Duffell and Peter Martin hold keys to the clubrooms. Any time you have a spare hour or two (or more) give one of them a ring. There's still a lot of work to be done, and not all of it is strenuous, difficult or in need of qualified professional attention.

While on the subject of Clubrooms: one of the Club's veteran members has come forward with a donation towards the fund. The committee really appreciates this sort of generous gesture, and is always prepared to accept any similar donations.

We have also applied to the Golden Kiwi board for a grant, so that we can buy the necessary materials to finish the clubrooms. Without this it is likely that work will drag on for two or three years more. But we still need that voluntary labour.....

More changes of mount: Dickie Butters seems at long last to have forsaken Austins, and is currently to be seen motoring about in a 1057 Anglia. Neil Hawker has the ex-Alistair McLeod 3.8 Jaguar looking really immaculate, and Graham McRae has also been seen in a similar white Jag. Rob Newson has sold his Consul 315 (his second) and pedalled a hot Min-pin for a while before "going big" in the form of an Austin A95. In the official entry-list for a recent Gold Star Trial the Min was described as a "rocket-propelled sledge."

It is now confirmed that Jim Palmer will be driving the ex-Clark 2.5 Lotus next season. If we can believe our usually reliable grapevine, Jim could well have his work cut out to retain his championship crown, because Andrew Buchanan will be at the wheel of the Scuderia Veloce 2.5 Brabham which won this year's N.Z. Grand Prix at Pukekohe.

The promising young Auckland driver Bill Caldwell has sold his Lola to Ivy Stephenson and is moving on to single-seaters, per medium of the ex-Buchanan Brabham.

Murray Charles seems to have pulled another one out of the bag. His very standard-looking Minor 1000 has appeared in a couple of events lately. It is motivated by a 1500 Ford motor which propels it at velocities in excess of 100 m.p.h., with acceleration to match.

match. Planned modifications include the installation of a twin-cam motor. Ouch!

Tuesday the thirteenth was an unlucky day for two club-member flat-mates.....

At the Hutt Valley Levin sprint the other weekend Neil Whittaker in his rebuilt and lengthened Cooper did a lap in 55 seconds to make FTD. Peter Slocombe really got the Lotus wound up and was lapping around the 56 mark.

Harping back to our statistical survey of the Wellington club Levin sprint, 24 of the 42 competitors were tooling BMC products. Of the remainder nine were "powered by Ford", three were Holdens, three Rootes Group products, two had Jaguar engines and one a disused motorbike donk.

At least three committee members have had their paths blocked by stopped cars recently. Some don't seem to think it the "done" thing to avoid these obstacles.

#### FOR SALE

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Mini-Minor 1097 c.c., full race mods including twin-choke Webbers, Peter Manton cam, Mullins tune on 13 to 1 comp. ratio. Lowered suspension, widened wheels, perspex windows etc. Full road trim and a host of spares included. Probably fastest non-1275S Mini in the country. Will trade Reasonably priced.

Contact Lin Neilson, Vogue Motors, 700 Gt King Street, Dunedin.

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15" alloy wheels ex Cooper. Total of eight being:  
2 fronts which fit on Ford 10 stub axles  
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2 4" and 2 6½" rimmed four-stud rears  
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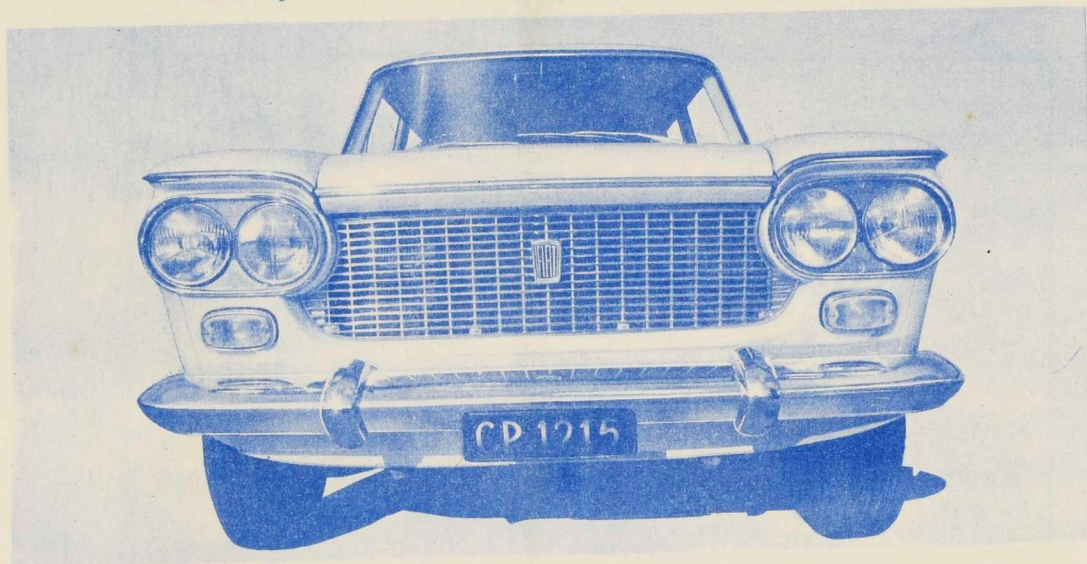
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WELLINGTON  
CAR CLUB  
(INC.)

# Bulletin



SEPTEMBER  
1965

# DIRECTORY ★

- PRESIDENT - BROOK LEYLAND,  
7 Marama Tce., Eastbourne. B. 692-145  
H. 8501 Eastbourne.
- SECRETARY - IAN PINKERTON,  
10 Tavistock Rd., Lyall Bay, E.3. B. 51-097  
H. 73-779
- TREASURER - JOHN SWAN,  
20 Boxhill, Khandallah, N.5. B. 53-371  
H. 36-658
- CLUB CAPTAIN - COLIN TAYLOR,  
14 Seine Street, Island Bay, S.2. B. 41-126  
H. 85-702
- VICE-CAPTAIN - DAVE MOWAT,  
55 Hopper Street, City, C.2. B. As below, or,  
47-235 Ext 817.  
H. 58-000 ask for 6045
- COMMITTEE - RAY DUFFELL,  
11 Creswick Tce., Northland, W.2. B. 71-139 Ext. 57.  
H. 26-428
- KINGSLEY FOULKES,  
7 Pinelands Ave., Seatoun, E.5. B. 46-153  
H. 17-597
- DAVE KING,  
Glenside Road Nth., Johnsonville. B. 41-126  
H.
- PETER MARTIN,  
17a Sutherland Cres., Melrose, E.3. B. 50-351 or 50-982  
H. 88-261
- BULLETIN EDITOR - DAVE MCKINNEY,  
33 Rimu Road, Kelburn, W.1. B. 54-610  
H. 27-469
- HON. SOLICITOR - JOHN TANNAHILL,  
Deacon & Tannahill,  
151 Lambton Quay, C.1. B. 43-333 or 41-109
- CLUBROOMS - Sth. end RUSSELL TCE,  
Newtown, S.2.  
KEY Holders are Ray Duffell & Peter Martin  
Members wishing to assist in building programme  
Please contact Ray or Peter for arrangements.

SEPT. CLUBNIGHT  
- FILM -  
THE GREEN HELMET

# CLUB CALENDAR

SEPTEMBER 19	Gymkhana
SEPTEMBER 21	Clubnight and Novice Trial
OCTOBER 3	Honeypot Trial
OCTOBER 16	Straight sprint
OCTOBER 19	Clubnight and Novice trial
NOVEMBER 6	Barbecue
NOVEMBER 16	Clubnight and Novice Trial
DECEMBER 5	Gimmick Trial
DECEMBER 11	Christmas party
JANUARY 18	Clubnight
JANUARY 23	Gymkhana
FEBRUARY 2	Levin sprint
FEBRUARY 15	Clubnight and Novice Trial
FEBRUARY 20	Economy run
MARCH 5	Map-reading trial
MARCH 15	Clubnight and Novice Trial
MARCH 20	Gymkhana
APRIL 2	Houghton Bay hillclimb
APRIL 16	Trial
APRIL 19	A. G. M.
MAY 14	Treasure Hunt

## LEVIN SPRINT

October 30th Scrutineering at 9:30. Use south gate.

## G Y M K H A N A

Sunday September 19th. First test should start at 1:30 p.m. Venue is the car park behind the Winter Show building. It is a floose surface - come along and join in the fun.

## C L U B N I G H T

The September club-night is on Tuesday the 21st. As usual, there will be a short Novice Trial before the meeting proper, starting at 7.15 p.m. See also notes on Novice Trials further on.

## H O N E Y P O T T R I A L

Wall Cup Qualifying event.

Sunday, October 3rd. Starts Centennial Inn, Paekakariki at 10 a.m. (Entries open 9 a.m till 10 a.m.) You will need to fillup there for 200 miles.

Requirements: Lands and Survey map N152 Levin (2nd ed. 1961), and any other map north of Wellington that you may care to bring (in case you get lost). Also 12" ruler, dividers, protractor.

Entry fee 7/6. Bring your own lunch

## **R & W BUTTERS LINDEN GARAGE**

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PHONE 2940.

CROFTON DOWNS MUD-PLUG 8.8.65

A mud-plug is always popular and this event was no exception with a good entry enjoying some light-hearted motoring. The site was a grassy knob off Churchill Drive and the weather was unexpectedly fine.

The first test was a curving wiggle-woggle starting up-hill, winding along the side of the hill to a short steep slope leading up to the finish. Man, found how very slippery the surface was by sitting motionless at the start, wheel-spinning. This was the only test not won by an f.w.d. B.M.C. machine, John Reid's Popular managing fastest corrected time.

Peter Serkin in a Mini-Cooper won the second test which was a short downhill 'S'-bend that everyone found fairly easy as the close times show. The Club Secretary gave a game performance in the Bulletin Editor's ill-gotten Ford 'Y', but victory and the flags eluded him.

Speed enthusiasts enjoyed the third test which was a circuit of the whole site, starting with a hair-raising downhill swoop. Early perpendicular models teetered precariously around while Dave Walker set a glorious best time in the Money 1100, finishing in a mighty slide, to the consternation of the by-standers.

Bob Gibbons went further in the fourth test by attacking marshals off-course in his mud-throwing Mini. The course was a straight climb which defeated all the f.w.d. cars not having chains or mudgrips, with the exception of Peter Serkin's Mini. Peter Reading was fastest in Brook's Mini plus chains.

The final test was a similar straight climb but had a tight curve at the bottom which made the main slope difficult to attack with any speed. Brook Leyland delighted the audience with his burrowing Mini-mole and Dave Money proved the superiority of his mudgrip tyres in the conditions by making an excellent climb in his Morris 1100 to record fastest time. No rear-wheel-drive cars completed this final test.

Willard Martin in his VW with chains did consistently well in all the tests for a well-deserved overall win.

-J.S.R.

MUD PLUG RESULTS

		1	2	3	Flag 4	Flag 5
1.W. Martin	VW	40.89 <del>f</del>	9.73	20.69	TOP:14.12 <del>f</del>	8 23.66 <del>f</del>
2.D. Money	1100	mt	10.64 <sup>m</sup>	19.47 <sup>m</sup>	TOP:11.82 <sup>m</sup>	TOP: 17.60 <sup>m</sup>
3.P. Serkin	Mini	64.44	8.71	18.80	TOP:13.60	13 10.50
4.J. Reid	Popular	38.21	9.81	21.73	TOP:13.48	11 13.44
5.R. Gibbons	Mini	47.72	9.52	20.01	attacked	TOP: 22.95 <del>F</del>
					marshalls	
A. Paul	Mini	41.28	9.11	20.10	7 12.80	- -
7.D. Walker	1100	51.34 <sup>m</sup>	-	18.78 <sup>m</sup>	TOP:17.17 <sup>m</sup>	TOP: 18.81 <sup>m</sup>
8.R. Dyson	1100	mt	10.09	19.22	7 13.58	11 15.44
9.P.Miller	'TF'	59.04	10.36	19.17	TOP:14.74	- -
10.B. Leyland	Mini	-	-	20.60 <del>f</del>	TOP:11.67 <del>f</del>	TOP: 19.48 <del>f</del>
11.P. Reading	Mini	-	-	21.02 <del>f</del>	TOP:11.53 <del>f</del>	TOP: 21.07
12.P. Martin	Herald	mt	10.27	19.50	13 12.56	- -
C. Taylor	1100	mt	11.28 <del>f</del>	21.29 <del>f</del>	TOP:13.37 <del>f</del>	- -
14.S. Lachman	A30	mt	10.69	21.58	11 12.00	12 12.23
15.J. Morris	A55	43.53 <del>f</del>	10.30	22.50	- -	- -
16.G. Robson	Anglia	mt	11.52 <del>f</del>	23.44 <del>f</del>	TOP:14.82 <del>f</del>	11 15.38 <del>f</del>
17.R. Lewers	1100	55.73	11.76	21.81	8 14.02	- -
18.R. Mansbridge	Mini	49.80	12.08	25.25	9 13.47	13 12.24
19.G. Lang	Herald	mt	11.10	22.78	12 13.08	- -
20.D. McKinney	Ford Y	mt	10.96	22.87	14 14.32	13. 14.57
21.R. Kirk	Mini	-	-	21.49	- -	- -
22.J. Alderson	'TA'	-	-	26.26	- -	- -
23.D. Robson	Anglia	-	13.20 <del>f</del>	25.53 <del>f</del>	- -	- -
I. Pinkerton	Ford Y	-	mt	-	- -	- -
R. Butters	Anglia	mt	-	-	- -	- -
J. Wallace	Vanguard	mt	-	-	- -	- -
R. Sellens	A40	mt	-	-	- -	- -

Code:-  
~~f~~ indicates 15% penalty for chains  
<sup>m</sup> indicates 5% penalty for mudgrip tyres  
~~F~~ indicates 5 sec. penalty for hitting flags  
 mt maximum time.

RESULTS - NOVICE TRIAL No. 4 - 17/8/65

1. Gavin Beaumont	Hillman	3.3
2. Paul Taylor	Morris 1100	5.5
3. Alan Mines	Minor 1000	8.6
4. Dick Dyson	Morris 1100	16.6
5. Steve Lachman	Austin A30	28.5.
6. Jeff Morris	Austin A55	35.4
7. Dave Money	Morris 1100	35.5
8. Peter Riggs	Mini	69.0
9. Bill Alcock	Minor 1000	71.3
10. Wayne Porteous	Alvis	80.7
11. Lance Eliot	Mini	100.8
12. K Foulkes	Volkswagen	116.4
13. Peter Martin	Herald	123.0
14. Dave Lawson	Prefect	125.0

RESULTS NIGHT TRIAL 14.8.65

1. Noel Kelly/Neville Harkness	Mini	164.7
2. Colin Taylor/John Gladhill	Morris 1100	218.0
3. John Graham/Pat Tollan	Mini	429.1
4. Mike Frost/Mike McLaren	Austin A90	617.1
5. Ted King/Dave King	Mumber 80	624.8
6. Gavin Beaumont/Ed Conroy	Hillman	746.1
7. Dave Money/Dave Walker	Morris 1100	752.7
8. Dick Butters	Anglia	812.3
9. Dave Mowat/Hilary Mowat	Cortina GT	819.5
10. Alan Mines/Gary Gwynne	Minor 1000	904.8
11. K Foulkes/Colleen Hickey	Volkswagen	943.2
12. Jeff Morris/Jayne Bailey	Austin A55	1161.6

Unfortunately we did not compete on this trial so are unable to report it even briefly. Perhaps one of the competitors would like to write something for next month's Bulletin?

PALMER HEAD HILLCLIMB 5.9.65

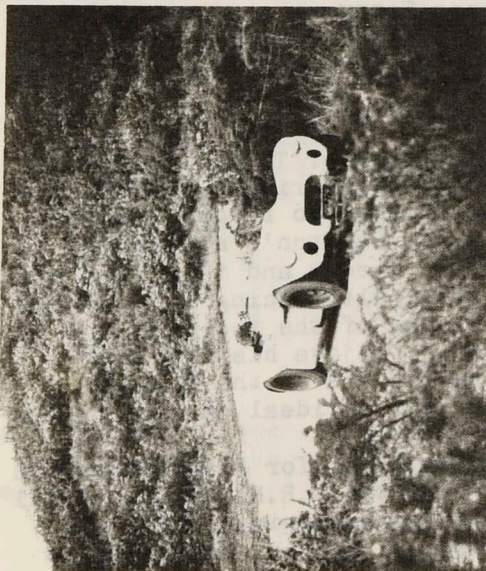
There was a first-class entry for the Palmer Head hill-climb on Sunday, September 5th. Dickie Butters just snatched FTD from Peter Ransom, whose Lancer is now going particularly well. His time of 45.6 seconds is the fastest any sports-car has been up the hill since the days when Doug Lawrence used to punt his bob-tailed Coopers up about five years ago. Bas Jones had the ferocious Holden-powered Cougar going better than we have ever seen it, and got under 47 seconds in one excellent run, to beat Brian Watson. The Bagnall is now resplendent in half a coat of brown and green, and the Cougar, too, is in the process of a body rebuild.

John Stichbury gave the ex-Yock Cooper 1071S its first competition outing in the North Island and easily won the Under 1100 c.c. Saloons class with a best time of 48.78 seconds. We believe this to be a new class record. Hamish McLeod turned up with his latest acquisition, an Abarth-Fiat (complete with open rear lid) and got down to a seemingly effortless 51.67 seconds. John Gladhill (Morris 1100) was another who brought his times down substantially on each ascent, and wound up with third place in the class. The other two competitors in this class provided the Hairpin spectators with all the excitement they wanted. Alan Packer tried a climb with right foot flat all the way, but found the Hairpin a little tight. His Nardi-Fiat went right up on two wheels but was able to continue on its way (on four). Not so fortunate was young Donovan, who managed to roll his A35.

Gary Huxford made his first appearance for several months to win the next class. His current mount is an attractively-finished blue Cortina which clocked 49.24 seconds. Young brother Terry was second, driving Gary's old Anglia, with Rick Cooper and Mike Tong in Rootes Group products next. And to think we thought Humber 80s weren't any good for competition work any more.

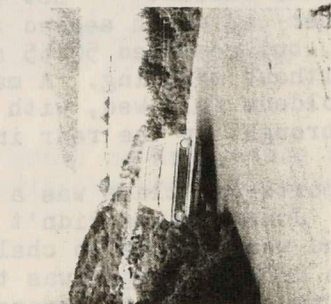
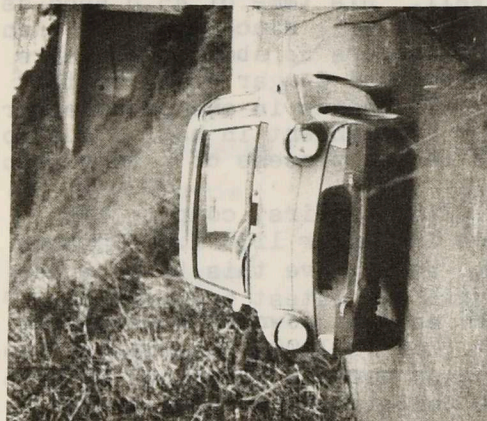
The over 1600 c.c. Saloon class was an easy one for Trevor Eve, whose recently repainted (blue) Anglia is now really motoring. "Fireball Trev's" day was not without incident: he managed to revolve once or twice, but got down under 47½ seconds. Angus Cameron's spectacular but spectacular Valiant - now with widened wheels and the extra carby - was another car which seemed to have difficulty facing the same way as the road, but recorded 50.55 seconds on one of the two runs he completed without spinning. A man who really enjoys his motoring! A trio of Holdens followed, with Graeme Davidson's FE the fastest. Mike Frost brought up the rear in his A90, not an ideal car for Palmer H.

The small sports-car class was a bit of a walkover for Peter Ransom in the Lancer. Johnny Mines didn't seem to have the J.R.M. going as well as usual, and wasn't able to challenge the bigger-engined car. Phil Deere in the detuned Badger was third, followed by Paul Miller's M.G 'TF' and Wairarapa visitor Graeme Bews in a Midget. The latter driver was a model of consistency, his last three runs being separated by one hundredth of a second!



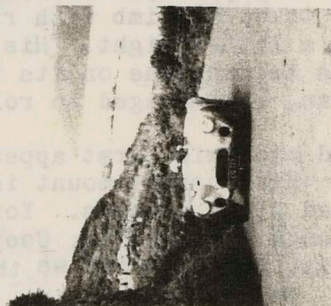
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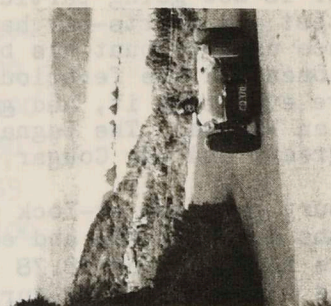


3 ←

4 →



5 ↑



1. Brian Watson on his way to FTD in the July Palmer Head. 2: Trevor Eve (Anglia). 3: Valiant Angus Cameron. 4: The Bagnall at this month's Palmer Head. 5: Johnny Mines in the J.R.M.-Ford.

On the other hand, the bigger sports-car class saw quite a dice for fastest time between the Cougar and the Bagnall, with the smaller car coming out on top. The racing-car class was narrowly won by Dick Butters after brilliantly defeating all his challengers in this class.

RESULTS PALMER HEAD HILLCLIMB 5.9.65

Under 1100 c.c. Saloons:

1. John Stinchbury	Mini-Cooper	48.78
2. Hamish McLeod	Fiat-Abarth	51.67
3. John Gladhill	Morris 1100	56.21
4. Tom Donovan	Austin A35	58.00
5. Alan Packer	Fiat-Nardi	60.81

1101 to 1600 c.c. Saloons:

1. Gary Huxford	Cortina	49.24
2. Terry Huxford	Anglia	51.41
3. Rick Cooper	Humber 80	51.89
4. Mike Tong	Hillman	52.15
5. Robin Smith	Cortina	52.92
6. Paul Ransom	Prefect	61.57

Over 1600 c.c. Saloons:

1. Trevor Eve	Anglia	47.47
2. Angus Cameron	Valiant	50.55
3. Graeme Davidson	Holden	56.78
4. Danny Lupp	Holden	57.51
5. Bill Whitelaw	Holden	61.53
6. Mike Frost	Austin A90	61.88

Under 1500 c.c. Sports:

1. Peter Ransom	Lancer	45.60
2. John Mines	J.R.M.	48.73
3. Phil Deere	Badger	55.37
4. Paul Miller	M.G. 'TF'	55.46
5. Graeme Bews	M.G. Midget	57.67

Over 1500 c.c Sports:

1. Basil Jones	Cougar	46.84
2. Brian Watson	Bagnall	47.10
3. Tyrrell Turtill	Ford Special	48.85

Racing Cars

1. Dick Butters	Cooper	44.99
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### NOVICE TRIAL

September Club-night - 7.15 p.m.

For this trial it is essential that competitors have a copy of the official map 'NZMS 17 Wellington', published by the Lands and Survey Dept. You may buy this map from most book-shops or direct from the Lands and Survey Dept who give a 33.3% discount to club-members.

On page 11 is a set of average speed tables which will be adequate for all novice trials in the present series. If you can bear to deface your Bulletin we suggest that you paste this sheet on some firm cardboard to preserve it from wear and tear.

Also, below is a schedule of penalties which is used for the Novise Trials. The main point worth noting is that the penalty for being off course is very high compared with that for being early or late. Therefore two-man crews in particular should experiment with time-keeping only when they are quite sure that they are on course.

#### SCHEDULE OF PENALTIES for NOVICE TRIALS

	<u>Points</u>
1. Late or early arrival at check-points and/or controls in excess of thirty seconds late or early:	0.1 per second
2. Failure to report at check-point and/or Control.	60
3. Passing check-point and/or Control in the wrong direction.	40
4. Failure to give proper turning and/or stopping signals:	3
5. Incorrect parking or lighting:	3
6. Failure to obey traffic regulations:	20
7. Maximum aggregate points lost at any one check-point or control:	60

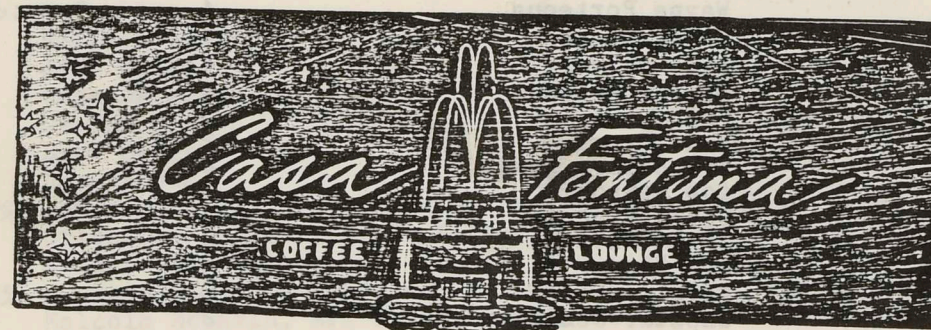
Penalties 4, 5 and 6 are intended to ensure reasonable road behaviour during a trial and as conditions can become fairly hectic at times competitors should be careful to avoid the following faults:-

- parking double, or across driveways when reporting at checks and controls.
- leaving headlamps on or turning out all lights when

- parking double or across driveways when reporting at checks and controls.
- leaving headlamps on or turning out all lights when reporting at checks and controls. (Parking lights only is correct)
- giving no signal when leaving check or control (winkies etc are O.K.)
- failure to obey compulsory stop or "Give Way" sign.

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### CLUB TROPHIES:

Here are the mid-season point-scores for the three annual Club trophies. The Clapperton Trophy is for competition in all events; the Hanson Trophy for non-speed events, and the Morgan Trophy for organisers and marshals. Points are awarded only in events run by the Wellington Car Club.

#### MORGAN TROPHY

1. Ray Duffell	36
2. Colin Taylor	22
3. K. Foulkes	20
Peter Martin	20
5. Brook Leyland	16
Dave Mowat	16
7. Dave King	12
8. John Swan	10
Alan Pratt	10
10. Geoff Beaver	8
John Beaver	8
Dave McKinney	8
Ian Pinkerton	8
14. Dave Money	6
Graham Robson	6
Ian Shepherd	6
17. Stewart Alexander	4
Wrea Duncan	4
Dave Lawson	4
Colin Lawton	4
Wayne Porteous	4
Peter Riggs	4
Dave Walker	4
Laurie Watson	4
25. Pat Tollan	2
Mike Frost	2
Mrs Hilary Mowat	2
Bob Newson	2
Peter Slocombe	2
Brian Watson	2
Bob Clover	2
Neville Watson	2
Chester Jenkins	2
Bruce Sutherland	2
Kevin Gestro	2
John Paton	2
Chris Gordon	2
Gary Lang	2
Malcolm McGavin	2
Jeff Morris	2
Lloyd Evans	2
Don Robson	2
Ray Abbott	2
Chris Swan	2
Miss Helen Dollimore	2

#### CLAPPERTON TROPHY

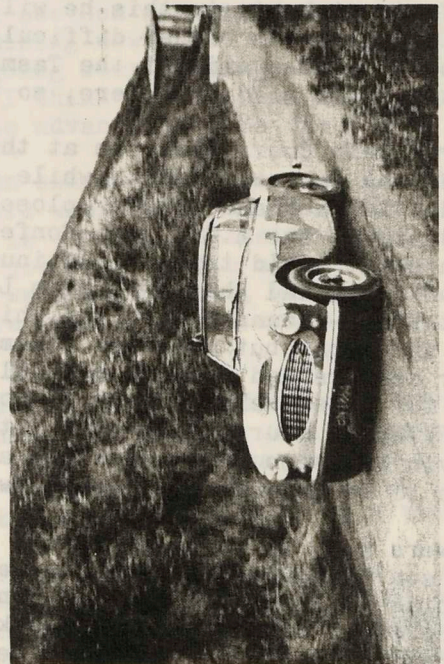
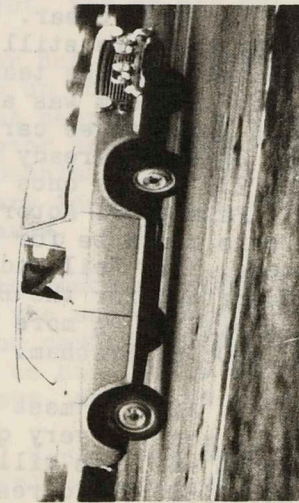
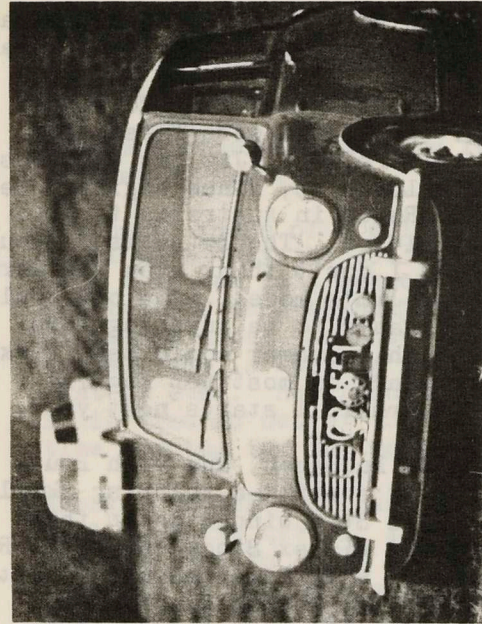
1. Peter Martin	16
2. John Gladhill	14
3. Dick Butters	13
Angus Cameron	13
Bob Gibbons	13
Brian Watson	13
7. Barry Aplin	12
Dave King	12
9. Dave McKinney	11
Colin Taylor	11
11. Pat Tollan	10
12. Terry Huxford	9
13. Mike Frost	8
Don Walker	8
Neil Whittaker	8
16. Bruce Cook	7
Dave Money	7
John Reid	7
Alex Wilson	7
20. Gavin Beaumont	6
Bob Clover	6
Ray Duffell	6
Jeff Morris	6
Ian Shepherd	6
John Stichoury	6
26. K Foulkes	5
Willard Martin	5
John Paton	5
Warwick Richards	5
Graham Robson	5
Dick Sellens	5
Dave Young	5
35. Denis Beckett, Miss Helen Dollimore, Wayne Fuller, Tony Gilbertson, Ted King, R. Miller, John Mines, Dave Mowat, Robin Smith, Dave Walker.	4 points each.
43. R. Abbott, Murray Charles, Graeme Duff, Gary Gwynne, Brook Leyland, Malcolm McGavin, Mrs Hilary Mowat, Richard O'Neill, Alan Paul, Ian Pinkerton, Keith Ward.	3 points each.
54. J. Swan, P. Riggs, C. Lawton, A. Mines, A. Pratt, T. Doyle, G. Huxford, G. Beaver, J. Beaver, H. Slocombe, B. Martin, E. Conroy, R. Dyson, M. Dennys, K. Fourneau, Miss R. Shepherd, D. Robson:	2 pts each.
71. R. McDonald, A. Freeman, M. McLaren, R. Chartres, K. Pilcher, K. Porter, A. Anderson, G. Adie, W. Porteous, B. Pilcher, L. Watson, P. Miller, C. Swan, D. Lupp, P. Slocombe, Mrs L. Shepherd, Mrs J. Leyland, P. Powell, D. Lawson, M. McMullan, P. Bennett, J. Wallace, J. McCulloch, R. Mansbridge, L. Elliot, R. Lewers, K. Cornford, M. Burch, D. Richards, J. Hughes, N. Kelly.	1 point each.

HANSON TROPHY

1.	Peter Martin	16
2.	John Gladhill	14
3.	Dave McKinney	11
4.	Pat Tollan	10
5.	Mike Frost	7
	John Reid	7
	Colin Taylor	7
8.	Gavin Beaumont	6
	Ray Duffell	6
	Dave Money	6
	Ian Shepherd	6
12.	Graham Robson	5
	Warwick Richards	5
	Dave Young	5
15.	Denis Beckett	4
	helen Dollimore	4
	K Foulkes	4
	Ted King	4
	Paul Miller	4
	Dave Mowat	4
	Dave Walker	4
22.	R. Abbott	3
	Graham Duff	3
	Gary Gwynne	3
	Dave King	3
	Brook Leyland	3
	Willard Martin	3
	Jeff Morris	3
	Hilary Mowat	3
	Richard O'Neill	3
	Ian Pinkerton	3
32.	Geoff Beaver	2
	John Beaver	2
	Ed Conroy	2
	Mike Dennys	2
	Ross Dyson	2
	Colin Lawton	2
	Bruce Martin	2
	Alan Mines	2
	Don Robson	2
	Ruth Shephaerd	2
	Hugh Slocombe	2
	John Swan	2

The following members have one point each:

Angus Cameron, Brian Watson, Terry Huxford, Tom Doyle, Bob Chartres, Ken Piltner, Kerry Porter, A. Anderson, Gary Adie, Wayne Porteous, Laurie Watson, Bruce Pilcher, Chris Swan, Danny Lupp, Peter Slocombe, Mrs Laraine Shepherd, Mrs Jenny Leyland, Peter Powell, Dave Lawson, Peter Bennett, John Wallace, Jim McCulloch, Bob Mansbridge, Lance Eliot, Richard Lewers, K. Cornford, M. McGavin, R. Miller, Mike Burch, D. Richards, John Hughes,



1. Colin Taylor (1100) at our last Levin sprint. 2: Peter Reading at the mud-plug. 3: Mike Poulton in the ex-McKae Healey - July Palmer Head. 4: Jeff Morris in his Mackenzie Trojny contender.

## PRE-SEASON RREVIEW

With 1966 drawing rapidly nearer it is time to see what facts can be drawn from the many rumours currently circulating about next season's motor-racing

The single-seater boys always seem to attract most attention from the enthusiasts, and so I will start with them. New Zealanders first, and what better starter than National Champion Jim Palmer? Jim has of course sold the Brabham, and purchased the ex-Clark Lotus 35, minus engine. He is having a special Climax motor built up by Repco in Australia to give him the same horsepower as his overseas opposition. The Lotus is of course the most advanced car in the world today, and I don't think even the works cars next season will have any advantage over Jim's model. Jim obviously realises that this season is 'it' if he ever wants to be anything more than New Zealand Champion, and a good season this summer could mean (taking into consideration the lack of big car experience of most top English drivers) a works drive when the three-litre formula 1 starts next year.

The Palmer Brabham is now in the hands of Andy Buchanan, and with Bruce Wilson's superb preparation combining with Andy's still-developing skill, this car could quite conceivably carry the Gold Star winner again this season. Runner-up last year, Johnny Riley, and his ex Stock car twin, Red Dawson, are both in the market for new 'wheels' with Riley as usual just one jump ahead of Dawson. He raced the Palm Court Motors ex-Thomasen Brabham into fifth place at Lakeside in Australia last month and if he can sell the Lotus he will probably appear in this car. If Dawson wants to keep pace with him in this he will need something pretty potent, and at then moment it is rather difficult to see just what is available. Rumour on the other side of the Tasman has it that the 'Total Team' Brabham has been sold over here, so we can draw our own conclusions!

The Ecurie Palm Court story is at the moment far from clear. Some say that the team is now defunct, while others say they are still buying cars like mad. An Auckland source (closely connected with the team's parent company) said at the A.N.Z.C.C. Conference that the team was a bit short of finance but would try and continue with at least three cars. At the last count they had the ex-Flowers Lola, the Brabham already mentioned, and another ex-Thomasen car, the 'high-line' 2.5 Cooper once raced by McLaren and Amon, but one must remember that Palm Court Motors Ltd are used car dealers and some if not all these cars could be for sale. The drivers for these were to include Ronnie Moore, Merv Neil and Ray Thackwell. Riley of course must come into consideration for the Brabham and Roly Levis has also been mentioned as a possibility. A more recent addition to the stable has been a twin-cam 1500c.c. Brabham.

Rex Flowers must be in something of a quandry. After a most disappointing last season he dumped the Lola and as usual is keeping very quiet. I don't think we'll see him in a 2.5 next season and this will be a great pity. However, perhaps a spell back in a good 1500 would restore some of his confidence, although retirement is strongly rumoured. This would be a great pity as Rex has immense skill, and when he switched to the Lola was on the verge of great things.

Kerry Grant is another who must be wondering where he is going. The Brabham (the oldest of the 2.5 cars) is now past its competitive best and unless Len Southward spends a lot of money updating it Kerry won't get a look in. Let us hope that Mr Southward takes a leaf out of the Aussie sponsors' books and forks out for a brand new car because this is what is needed.

Rothmans' ideas of a multi-car team seem to have come to nothing, they still have only the 1963 ex-works Cooper that Bruce Abernethy brought back for them last season. Paul Fahey seems to be the man who will handle this car, although Andy Buchanan and Roly Levis had try-outs at Teretonga after the international, as did no less a person than Ross Jensen, who is keeping in training and is of course still as smooth and fast as ever. How fascinating it would be if he made a return to racing. It is also no secret that a former N.Z. Champion (not K.J.P.) was at one time bidding for the works Lotus.

Amongst the smaller cars it would appear that the top dog once again will be Rollo Levis. It is more than likely that he will stick to the Brabham even in spite of the above-mentioned offers. Ranged against him will be the most equal field of cars ever seen on our circuits. Of last year's 1500 drivers nearly all will be out again this season with the addition of Bill Caldwell who has purchased the Buchanan Brabham. Bill has chosen just the right moment to switch from sports-cars and a good season with the Brabham will see him established right at the top. He is in my opinion our most promising newcomer. Don MacDonald, the other Lola man, is also contemplating going over to single-seaters, but this is not yet confirmed. At any rate, I think it is a bit early for him to switch yet, for he did not seem to advance towards the end of last season.

Ken Sager has been something of an enigma over the past few years. He did not live up to his hillclimb record when he moved to the circuits, but what most people did not realise is that his Lotus 20 had a locally-tuned motor and not the Cosworth job used by his opposition. Now, with the ex Dennis O'Sullivan Brabham well sorted out, he is starting to motor very fast, and I think there will be quite a few surprised fans this season.

Graeme Lawrence started to handle his first single seater very well towards the end of last season, and this year we will undoubtedly see some good performances from him. Much the same as we said of Ken Sager applies to his fellow Aucklander Kenny Smith. His Lotus 22 is beautifully turned out, and as he gets used to it he should show us a thing or two.

We still don't know much about Bryan Thomas from Feilding. He went commendably rapidly at Levin in November but his Puke shunt did much damage to the little monocoque-Lotus 27 and he did not reappear last season. However, all will be fixed for this season so we shall have to wait and see. Dene Hollier is another sorely in need of a new car and a 2.5 is not beyond his capabilities. With a competitive car he could

well cause a stir.

This about sums up the leading local lights though there are a number of others who could appear in the results but these people have not appeared regularly enough for a forecast to be made.

Next month I will try to forecast our overseas opposition and the saloon car opposition.

-I.C.H.P.

WORLD CHAMPIONSHIP POSITIONS AFTER GERMAN GRAND PRIX:

1.	Jimmy Clark	Lotus-Climax	54
2.	Graham Hill	B.R.M.	32
3.	Jackie Stewart	B.R.M.	25
4.	John Surtees	ferrari	17
5.	Dan Gurney	Brabham-Climax	9
6.	Bruce McLaren	Cooper-Climax	8
7.	Lorenzo Bandini	Ferrari	7
8.	Mike Spence	Lotus-Climax	6
9.	Jack Brabham	Brabham-Climax	5
9.	Denis Hulme	Brabham-Climax	5

GERMAN GRAND PRIX

In winning the German Grand Prix at the Nurburgring on July 31st, Jimmy Clark clinched this year's World Championship. This was the sixth grande epreuve Clark has started in this year, and the sixth he has won.

In practice the Scotsman set fastest lap, and took pole position on the starting grid, with B.R.M. drivers Jackie Stewart and Graham Hill and John Surtees (Ferrari) next. The fastest ten drivers were all inside Surtees's 1964 lap record.

At flagfall the front row surged forward with Clark just heading the B.R.M.s. After one 14-mile lap the Lotus had a three second lead over Hill and Stewart in the B.R.M.s. Surtees pulled straight into the pits, to be followed a lap later by Stewart. This put Dan Gurney's Brabham in third place, and he was followed by Mike Spence (Lotus) and Lorenzo Bandini (Ferrari). These last two were at the head of a tight bunch, in which positions were changing all the time. Bruce McLaren (Cooper) was fourth on lap 4, but retired three laps later. The promising young Swiss driver Joseph Siffert in a Brabham-B.R.M. then moved up to challenge Spence, but he, too, was out before the end.

Clark held a fairly secure lead till the end, and won - perhaps not quite so comfortably as usual - from Hill, who in turn was challenged by Gurney over the past few miles. Fourth place finally went to Cooper's Number 2 driver, Austrian Jochen Rindt.

For the second consecutive year Joseph Siffert beat Jim Clark's works Lotus to win the F.1 Mediterranean Grand Prix at Enna-Pergusa, Sicily. Mike Spence crashed the other works Lotus when in the lead, and Denis Hulme's Brabham fell back to finish fourth. This left Aussie Frank Gardner to place third in a Brabham-B.R.M. Siffert's winning average was a staggering 139 m.p.h. Some going for an unsupercharged 1500 !

The following week Siffert's Brabham)B.R.M. won a Swiss hillclimb, setting a faster time than Clark's Indianapolis Lotus !

Two major Formula 2 races have been run over the past few weeks, and have illustrated the speed and reliability of the Cosworth-powered Brabham. At Pergusa these cars filled the first three places, driven by Alan Rees, Rindt and Mike Beckwith. At Karlskoga in Sweden the same day the works cars of Hack Brabham and Hulme were first and second, ahead of local boy Jo Bonnier in a Lola-B.R.M.

Fastest car in sports-car racing at the moment seems to be the Type 70 Lola. At Silverstone last month Chris Amon's works McLaren-Elva won only after the retirement of Surtees in the Lola, and in the Guards Trophy race at Brands Hatch last week Surtees beat Bruce McLaren's McLaren-Elva quite comfortably.

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Ph. 86-199

#### PERSONALITY PARADE

##### No 7: COLIN TAYLOR:

One of the best known Club-members over the past several years is the present Club Captain, Colin Taylor. Col has packed more motoring miles into his six years of membership than anyone else we can think of, but has still found time to serve on the Committee for the past two or three years.

Colin joined the Club almost as soon as he was fifteen years old. At that time he had a 1947 Standard "Flying Eight" which apparently did. Fly, we mean. This was a replacement for his earlier Morris 12, but before long it gave way to a Vauxhall J, which was entered in economy runs and trials. A little later he gained his speed extension in a hillclimb at Wright's Hill, driving Dad's PA Velox, and it was this car that gave him his first experience of a major trial. The event in question was the last North Island Motor Rally held (1961), which Colin drove Dave Mowat and K Foulkes around.

This event sparked off the long Taylor-Foulkes partnership that was to last for four full seasons. They ran in the 1962 Wellington Festival Gold Star Trial in Colin's Standard Ten. There were 72 starters in this event, and 70 finishers. They finished 70th, after running out of fuel several times, breaking speedo cables, etc., etc.

The Standard 10 was modified by Colin himself. He describes his tuning methods of that time as "unorthodox", but the Standard's performance surprised quite a few people. As well as covering hundreds of trial miles, this little car competed in hillclimbs and gymkhanas, the latter having always been a Taylor specialty. A feature of these events at this time was Col's battles with Peter Martin's Standard 10 van. All sorts of measures were resorted to, like filling the car with large rocks to keep the tail down.

Colin's next car was a red Mini. This had been imported from the U.K. complete with twin carbs, but its subsequent performances led many onlookers (and Colin !) to suspect that perhaps there were more modifications than just this. The Min, easily recognisable by its Kangaroo guard and roof-mounted spot-light (home-made) put up some good performances in gymkhanas as well as trials. Colin has competed in every Palmerston North inter-club gymkhana for the past four years, and also at the big Taupo do, and has always done very well.

About two years ago Colin changed his job and needed a larger car, so the Min was replaced with a Singer Gazelle. This car quickly became well-known all over the south-eastern corner of the North Island. Colin names the Gazelle as the car he has most enjoyed driving, particularly on loose-surfaced roads. With this car Colin won both the Hanson Trophy and the Clapperton Trophy last year.

This year Colin's firm provided him with a Singer Vogue to do all his commercial travelling with, so he sold the Gazelle (now with nearly 80,000 miles under its belt) and was able to get his hands on a new Morris 1100, which was immediately Hamlinised and rigged up for trialling, and also appeared in a couple of sprints.

Over the past few years, first with the Min, then the Gazelle, and this year the 1100, Co in has competed in all the Gold Star trials in the North Island and a good few in the South. K Foulkes was always on the crew, Alan Pratt was map-reader for part of 1963 and all of 1964, and Dave King has been third man this year. For the first two years they had a phenomenal run of bad luck, mostly mechanical, and the stories of their hasty patch-ups and improvisations could fill an entire Bulletin. (Which gives me an idea.....) Nevertheless, they managed fifth place in the 1964 Castrol Rallye. This year they missed only one Gold Star Trial in New Zealand, and gained one fifth place, two sixths, one seventh and two ninths to give Colin a total of 28 points.

Whatever branch of motorsport Colin may turn to in future years, he says he will always maintain an active interest in trials. His years of competitive motoring have been streaked with mechanical let-downs and sheer bad luck, but he has always come through smiling. As a result he knows that perseverance pays off in the end, and offers this advice to newer members: "Keep at it. Never feel you're defeated."

# RED BAND



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for me!

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keep Red Band on hand

BULLETIN OCT-DEC  
1965

**MERRY XMAS**

AND

**HAPPY NEW YEAR**

**WELLINGTON CAR CLUB INC**

**BOX 5142**

**WELLINGTON**

# EDITORIAL

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We feel that members deserve an explanation for the lack of Bulletins for the past three months. The necessity to complete a steadily increasing volume of work after office hours has knocked a considerable hole in the Editor's spare time. Add to this a number of trips all over the country to attend race-meetings ( in official capacities, I might add ) - to say nothing of attending local events - and it becomes apparent that there is very little time left.

The work involved in writing, typing and setting up a Bulletin is quite colossal - as any ex-Editor will confirm! - and I fear that there just has not been time to get an issue organised. In apologising for this, we wish to extend to readers our hopes that production will soon be restored to its former regularity.

May you all have a Merry Christmas, and drive many exciting cars in the New Year.

\* \* \* \* \*

I'm sure the Club will join me in wishing "all the best" to Alan and Helen Pratt, who were married on November 6, and to K and Colleen Foulkes, who followed suit two weeks later. Both Alan and K have served the Club as secretaries in past years - K is still on the Committee. We trust we will continue to see them, with their wives, at as many future events as possible, though Alan and Helen can be excused to a certain degree - they're living in Whangarei!



# CLUB CALENDAR

As most of you will know (or will have found out!) there was no Clubnight in December, but these will resume on January 18th. Events after this are as follows, but we would point out that one or two may be changed. You will, of course, be notified of these as the changes are made

- JANUARY 23 Gymkhana - probably at Winter Showgrounds
- FEBRUARY 5 Levin sprint
- FEBRUARY 15 Clubnight
- FEBRUARY 19 Gymkhana and barbecue
- MARCH 5 Map-reading trial
- MARCH 15 Clubnight
- MARCH 20 Economy run
- APRIL 2 Houghton Bay Gold Star hillclimb
- APRIL 19 Annual General Meeting.

Actually, a calendar has been drawn up right through till December, 1966, but its too tentative even for publication here.

# PAST EVENTS

## HONEYPOT TRIAL - 3/10/65

1. Mike Bitossi/N.E. Stent	HVMC 1	Anglia	21.9
2. John Gladhill/Dave McKinney	WCC 3	Morris 1100	33.1
3. Dave Mowat/John Reid	WCC 3	Cortina GT	64.4
4. Ray Duffell/Roderick Hoy	WCC 2	Herald	119.6
5. Warwick Richards/Mike Burch	WCC 1	Volkswagen	121.9
6. John Beaver/Pat Tollen	WCC 1	Morris 8	139.6
7. Bob Coope/George Dennison	MGCC 1	Morris Minor	191.6
8. Mike Frost/Mike McLaren	WCC 2	Austin A90	262.6
9. K.B. Wilson/B.F. Scott	WVOC 1	Volkswagen	264.1
10. A.W. Lane/I. Bettison	WVOC 1	Austin 850	282.9
11. Alister Vowell/Dale Wadham	Wai 1	Mini Minor	289.9
12. W.J. Ellingham/Allan Cottle	Wai 1	Wyvern	404.8
13. Gary Wall/Miss H. Wilton	HVMC 1	Morris 1100	546.4
14. Berne Baker/John Kroon	(HVMC)	Hillman	1475.4

Full details were sent to each competitor.

GYMKHANA - 19/9/65

The increasing popularity of gymkhanas was once again demonstrated on September the 19th when twenty-nine competitors turned up at the car-park behind the Winter Show buildings. The event turned into a Standard-Triumph versus Morris 1100 battle, with these marques filling six of the first ten places.

The day started with a traditional wiggle-woggle, and immediately the usual variety of techniques became apparent. Winner in 24.8 seconds was John Gladhill in his Morris 1100, with Brook Leyland's Mini second and Colin Taylor third in his 1100. The second test comprised a series of drags connected with 180° or 90° corners.. Again varying tactics were evident, but Colin Taylor won in 37.4 seconds. Dave King in yet another 1100 took second place in this test, having missed the first test, and Dave Walker in his Mini was third.

Two garages were set up back to back for the third and final test, each to be entered once forwards and once backwards. In this test the famed Standard-Triumph lock showed to its best advantage: Peter Martin in the Herald made best time by more than a second from Ian Pinkerton's Spitfire. Best 1100 was Dave King's example which took third place, almost three seconds slower than the Herald.

1= Peter Martin	Herald	27.0	6	39.8	6	45.0	1
1= Colin Taylor	1100	25.8	3	37.4	1	56.0	9
3= Ross Dyson	1100	26.0	4	39.2	4	52.3	6
3= Ian Pinkerton	Spitfire	27.2	7=	39.5	5	46.2	2
5. John Gladhill	1100	24.8	1	40.8	9	52.0	5
6. Dave Walker	Mini	27.8	10=	39.0	3	48.2	4
7. Dick Butters	Anglia	27.2	7=	42.8	12=	56.2	100
8. Lance Elliott	Mini	27.2	7=	45.2	17	53.0	7=
9.=Richard Lewers	1100	29.1	18	40.1	7	53.0	7=
9= Peter Slocombe	Anglia	26.8	5	44.6	15	59.4	12
11. Dave King	1100	-	-	38.0	2	48.0	3
12= Brook Leyland	Mini	25.0	2	40.5	8	-	-
12= Michael Low	Anglia	27.8	10=	45.0	16	59.9	13
14 Willard Martin	Volkswagen	27.8	10=	41.8	10	67.0	20
15. Dave Money	1100	28.5	14	46.4	19	58.5	11
16= Ian Cubbin	Volkswagen	28.9	17	42.0	11	62.2	17
16= Colin Lawton	Zodiac	28.8	15=	43.5	14	62.0	16
18 Bill Alcock	Minor	29.3	19	48.0	22=	60.0	14
19= Mike Frost	A90	29.8	21	46.2	18	64.0	18
19= John Graham	Mini	28.0	13	47.0	21	70.0	23
21. Paul Taylor	1100	31.0	24	42.8	12=	69.0	22
22. Brian Watson	A35	30.0	22=	46.7	20	65.5	19
23. John Taylor	A40	30.0	22=	51.6	27	61.5	15
24. Michael Arthurs	Humber	31.5	25	48.0	21=	68.0	21
25. Bob Mansoridge	Mini	29.5	20	51.8	28	82.0	24
26. John Swan	Gazelle	28.8	15=	56.5	29	-	-
27. Jim Gratton	Minor	34.0	27	48.8	24	83.0	25
28. Laurie Watson	A35	35.0	28	50.5	26	98.0	26
29. Dave McKinney	Husky	31.8	26	50.0	25	-	-

NOVICE TRIAL 21.9.65

1. Paul Miller	M.G. 'TF'	73.4
2. Jim Gratton	Minor 1000	83.0
3. Gavin Beaumont	Hillman	120.6
4. Dave Money	Morris 1100	131.5
5. Paul Taylor	Consul	136.2
6. Terry Huxford	Anglia	152.6
7. K Foulkes	Volkswagen	158.1
8. Lance Elliott	Mini	187.7
9. Ian Pinkerton	Spitfire	197.5
10. Andrew Wilcox	Citroen	230.2
11. Willard Martin	Volkswagen	248.9

Novice Trial

19.10.65

1. Peter Martin	Herald	24.0
2. Willard Martin	Volkswagen	32.2
3. Graham Robson	Anglia	42.0
4. Dave McKinney	Husky	45.5
5. Jim Gratton	Minor	46.0
6. Michael Arthurs	Humber	62.3
7. K Foulkes	Volkswagen	118.5
8. Ross Dyson	Morris 1100	137.0
9. Dennis Mahony	Minor	165.0
10. Wayne Porteous	Alvis	183.5
11. Alan Oldham	Austin	277.5
12. Paul Taylor	Consul	278.5
13= Gavin Beaumont	Hillman	300.0
John Graham	Mini	300.0

Treasure Hunt 16.11.65

1. Derek Batcheler	Mini	110
2. Steve Lachman	Minor	109
3= Mike Arthurs	Humber	108
Ed Conroy	Cortina	108
5. Jeff Morris	Peugeot	100
6= Dave McKinney	Hillman	99
Allan Mines	Minor	99
Paul Taylor	Consul	99
9= Mike Burch	Austin	98
Robert Millen	Dauphine	98
11= Bill Alcock	Minor	88
Mike Frost	A90	88
13= Michael Hopley	Mini	87
Dave Money	1100	87
15. Paul Miller	A.40	85

### LEVIN SPRINT

On Saturday 30th October we held our postponed Levin sprint, and a very successful event it was, too. During the day there were almost three hundred timed runs, which works out at an average of approximately 1 minute 12 seconds per timed lap! FTD went to Tim Beetham's Anglia, which failed by a mere half-second to break the magic minute. Brian Watson recorded 1 min 02.6 seconds in the Bagnall-Jaguar to take second FTD. This was the only sports-car amongst the ten fastest cars. Dave Jurie's Anglia took third overall place, driven by Colin Ngen.

Over half the entries fell into the three under 1300 c.c. saloon classes, and once again most of these were BMC Mini variants. 'Ned' Kelly's Austin Mini placed second in the under 900 c.c. class, between two similar cars from Wanganui. Fastest under 1000 c.c. saloon was Bob Clover's warmed Mini-cooper, in a shade over 1 min. 6 sec. Lester and Mackintosh, more Wanganui visitors, were second and third, also in Mini-Coopers.

Local driver Bryan Faloon won the 1001 to 1300 c.c. class with a tail-sliding 1:03.2, two seconds better than Russell Grace's second-placed 1275 Cooper. Peter Cross, from the Hawke's Bay, was right behind him with his 1100 c.c. Mini. Gary Huxford's Cortina was victor in the next biggest class, a second and a bit faster than Bryan Taylor in the ex-Murray Charles Cortina-powered Minor.

The 1650 Anglias of Beetham and Ngen were first and second in the big saloons class, but Graeme Young, who also drove the Jurie Anglia, had to give best to Angus Cameron's Valiant. As well as containing the fastest car overall, this class also had perhaps the most unusual for a speed event, namely Mike Burch's 1938 Austin "Light 12/4", which managed a quite remarkable 1:30.94.

Don Walker's 'Healey 3000 was second to the Bagnall in the sports-car class, with Bill Baxter from Taihape third in his MGB.

Major excitement of the day was Simon Taylor's inversion of his Borrowed Hillman Imp in front of the pits. The car was fairly extensively damaged, but Simon was able to drive it home later.

### LEVIN SPRINT RESULTS 30/10/65

#### Under 900 c.c. Saloons

1. J.F. Graham	Wanganui C.C.	Austin Mini	1:10.41
2. Noel Kelly	Wellington C.C.	Austin Mini	1:14.09
3. E. G. Jones	Wanganui C.C.	Austin Mini	1:15.43
4. D. W. Adams	Weirarapa C.C.	Austin Mini	1:15.65
5. Alan Packer	Hutt Valley M.C.	Fiat Nardi	1:17.11
6. Simon Taylor	Hutt Valley M.C.	Hillman Imp	1:18.68
7. Bob Mansbridge	Wellington C.C.	Austin Mini	1:25.26

#### 901-1000 c.c. Saloons

1. Bob Clover	Wellington C.C.	Morris-Cooper	1:06.01
2. John Lester	Wanganui C.C.	Morris-Cooper	1:08.84
3. B. R. Mackintosh	Wanganui C.C.	Austin-Cooper	1:09.01
4. Hamish McLeod	Levin M.R.C.	Fiat Abarth	1:09.08
5. Dick Butters	Wellington C.C.	Anglia	1:10.47
6. I. F. Sherwood	Levin M.R.C.	Austin A35	1:10.98
7. Brian Lawrence	Wanganui C.C.	Anglia	1:11.40

#### 1001-1300 c.c. Saloons

1. Bryan Faloon	Levin M.R.C.	Anglia	1:03.20
2. Russell Grace	Manawatu C.C.	Morris-Copper	1:05.23
3. Peter Cross	Hawkes Bay C.C.	Morris Mini	1:05.66
4. John Paton	Wellington C.C.	Morris-Cooper	1:07.53
5. Rodney Kirk-Burnand	Hutt Valley M.C.	Austin Mini	1:09.67
6. John Osborne	Hawkes Bay C.C.	Morris Mini	1:13.52
7. Graham Hare	Hutt Valley M.C.	Austin A40	1:14.25
8. Robin Smith	Wellington C.C.	Cortina	1:14.88
9. A. Allsworth	Wairarapa C.C.	Simca	1:21.26

#### 1301-1500 c.c. Saloons

1. Gary Huxford	Wellington C.C.	Cortina	1:04.57
2. Bryan Taylor	Hutt Valley M.C.	"Fowog"	1:05.83
3. Bruce Lester	Wanganui C.C.	Anglia	1:07.90
4. Wayne Fuller	Wellington C.C.	Cortina	1:08.08
5. Peter Coe	Hutt Valley M.C.	Anglia	1:09.85
6. Michael Low	Wellington C.C.	Anglia	1:12.47
7. Mike Arthurs	Wellington C.C.	Humber 30	1:19.86
8. Chris Carson	Wellington C.C.	A55	1:22.30

#### Over 1500 c.c. Saloons

1. Tim Beetham	Wellington C.C.	Anglia	1:00.50
2. Colin Ngen	Wellington C.C.	Anglia	1:03.01
3. Angus Cameron	Wellington C.C.	Valiant	1:07.44
4. Graeme Young	Wellington C.C.	Anglia	1:07.77
5. Bill Rees	Wellington C.C.	Holden	1:21.44
6. Mike Burch	Wellington C.C.	Austin	1:30.94

#### Sports-cars

1. Brian Watson	Wellington C.C.	Bagnall-Jaguar	1:02.06
2. Don Walker	Wellington C.C.	Austin-Healey	1:07.99
3. Bill Baxter	Manawatu C.C.	MGB	1:09.70
4. John Alderson	Wellington C.C.	Austin-Healey	1:13.16
5. Chris Swan	Wellington C.C.	Healey Sprite	1:18.86

STRAIGHT SPRINT 3/12/65

For the second time we held our annual Standing and Flying  $\frac{1}{4}$ -mile sprint at Paierau Road, Masterton, and for the second time Neil W Whittaker's 2-litre Cooper-Climax made Fastest Time of Day. Neil did a Standing  $\frac{1}{4}$  in 13 seconds dead, (a shade slower than last year) and averaged 144.23 m.p.h. over the flying  $\frac{1}{4}$ , almost better than last year and, we think, the fastest time ever recorded at one of our sprints. Des Rouse made his annual appearance to record 126.23 m.p.h. in his E-Type Jaguar, a similar speed to his last year's time. Third fastest in the Flying was Brian Watson (Bagnall) at 116.13 m.p.h., and three other cars exceeded 100 m.p.h.: Basil Jones's Cougar, Bill MacPherson's Holden and Angus Cameron's Valiant.

Jones's Holden-powered special made second-best time in the Standing  $\frac{1}{4}$  with 15.43 seconds, and MacPherson was only half a second slower. Watson, Rouse and Cameron also got under 18 seconds.

Class 'A' - Saloons under 1000 c.c.

1. Bob Clover	Mini-Cooper	18.92	9.44
2. D. Adams	Austin Mini	20.08	10.45
3. Dick Butters	Anglia	20.66	10.20
4. Alister Vowell	Mini	20.54	10.80
5. Steve Lachman	Minor 1000	24.54	12.57

Class 'B' - Saloons 1001 to 1500 c.c.

1. Kevin Auckram	Anglia	19.01	9.67
2. Allen Jones	M.G. 1100	19.19	9.53
3. Ross Dyson	Morris 1100	20.38	9.99
4. John Gladhill	Morris 1100	20.66	10.09
5. Dave King	Morris 1100	21.61	10.90

Class 'C' - Saloons over 1500 c.c.

1. Bill MacPherson	Holden FJ	15.95	8.37
2. Angus Cameron	Valiant	17.44	8.70
3. Peter Slocombe	Jaguar 2.4	21.67	9.24

Class 'D' - Sports-cars under 1500c.c

1. Graeme Bews	Kea	18.69	10.13
2. Ian Pinkerton	Spitfire	19.94	9.86
3. Gary Lang	Sprite	23.83	11.76

Class 'E' - Sports-cars over 1500c.c

1. Basil Jones	Cougar	15.43	8.18
2. Des Rouse	E-Type	16.79	7.13
3. Brian Watson	Bagnall	16.28	7.75

Class 'F' - Racing

1. Neil Whittaker	Cooper-Climax	13.00	6.24
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THE FASTEST TEN

STANDING:

	Class:	Time:
Whittaker	F	13.00
B. Jones	E	15.43
MacPherson	C	15.95
Rouse	E	16.28
Cameron	C	16.79
Bews	D	17.44
Clover	A	18.69
Auckram	B	18.92
A. Jones	B	19.01
		19.19

FLYING:

Whittaker	F	144.23 m.p.h.
Rouse	E	126.23
Watson	E	116.13
B. Jones	E	110.02
MacPherson	C	107.53
Cameron	C	103.45
Slocombe	C	97.40
Clover	A	95.34
A. Jones	B	94.44
Auckram	B	93.07

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Below are the final scores in the Club's three major annual trophies. As is often the case, both the Hansen Trophy and the Clapperton Trophy go to the same man, though this year, for the first time in many years, the winner (John Gladhill) is not a committee member. Which must mean something, though I can't think what. And Ray Duffell has won the Morgan Trophy for (I think) the sixth time in seven years.

### CLAPPERTON TROPHY

Awarded to competitors in non-speed events

1. JOHN GLADHILL	22
2. PETER MARTIN	21
3. COLIN TAYLOR	15
4. DAVE MCKINNEY	13
5= JOHN REID	12
PAT TOLLAN	12
7. DAVE MONEY	11
8. MIKE FROST	9
9= RAY DUFFELL	8
WILLARD MARTIN	8
DAVE MOWAT	8
12= Gavin Beaumont	7
Hilary Mowat	7
Dave Walker	7
15= Ian Pinkerton	6
Warwick Richards	6
Graham Robson	6
Ian Shepherd	6
19= Ross Dyson	5
K Foulkes	5
Noel Kelly	5
Dave King	5
Ted King	5
Brock Leyland	5
Jeff Morris	5
Dave Young	5
27= John Beaver, Denis Beckett, John Graham, Gary Gwynne, R. Miller, Mrs Pratt	4 points each
33= Ray Abbott, Dick Butters, Graeme Duff, Colin Lawton, Richard Lewers, Bob Mansbridge, Alan Mines, Richard O'Neill, Ken Pilcher, Don Robson, Chris Swan	3 points each
44= Geoff Beaver, Ed Conroy, Mike Dennys, Lance Elliott, R. Hoy, M. McGavin, P. Miller, Peter Riggs, Dick Sellens, Hugh Slocombe, Peter Slocombe, Alan Stichbury, John Wallace, Brian Watson, Laurie Watson	2 points each.
59= G. Adie, W. Alcock, J. Alderson, P. Bennett, M. Burch, A. Cameron, R. Chartres, I. Cubbin, T. Doyle, R. Gibbons, N. Harkness, J. Hughes, T. Huxford, R. Kirk, S. Lachman, G. Lang, D. Lawson, Mrs Leyland, M. Low, D. Lupp, J. McCulloch, M. McMullan, A. Paul, B. Pilcher, W. Portecus, K. Porter, P. Powell, P. Reading, D. Richards, Mrs Shepherd, C. Swan, P. Taylor	1 point each.

### HANSEN TROPHY

For annual competition in all events.

1. JOHN GLADHILL	28
2. DICK BUTTERS	27
3= ANGUS CAMERON	25
BRIAN WATSON	25
5. PETER MARTIN	21
6. COLIN TAYLOR	19
7. DAVE MCKINNEY	17
8. DAVE KING	16
9= BOB CLOVER	14
BOB GIBBONS	14
Pat Tollan	13
Neil Whittaker	13
13= Barry Aplin	12
Mike Frost	12
Terry Huxford	12
Dave Money	12
John Reid	12
18. Don Walker	11
19. Willard Martin	10
20. Ross Dyson	9
Gary Huxford	9
John Paton	9
Robin Smith	9
22= John Mines	8
Jeff Morris	8
Dave Mowat	8
25= Gavin Beaumont	7
Bruce Cook	7
Wayne Fuller	7
Hilary Mowat	7
Dave Walker	7
Alex Wilson	7
31= Ray Duffell, K. Foulkes, Ian Pinkerton, Warwick Richards, Graham Robson, Dick Sellens, Ian Shepherd, Peter Slocombe, John Stichoury	6 points each
40= Tim Beetham, Ted King, Brock Leyland, Dave Young	5 points each.
44= John Beaver, Denis Beckett, Tony Gilbortson, Gary Gwynne, Neville Harkness, Gary Lang, Danny Lupp, R. Miller, Colin Ngan, Alan Paul, Helen Pratt, Des Rouse, Keith Ward	4 points each
57= R. Abbott, J. Alderson, M. Burch, M. Charles, E. Conroy, G. Davidson, P. Deere, G. Duff, J. Graham, S. Lachman, C. Lawton, R. Lewers, M. Low, M. McGavin, R. Mansbridge, A. Mines, R. O'Neill, K. Pilcher, D. Robson, C. Swan, J. Swan, A. Vowell, L. Watson	3 points each
80= M. Arthurs, G. Beaver, M. Dennys, T. Doyle, L. Elliott, K. Fournneau, R. Hoy, B. Pilcher, W. Portecus, A. Pratt, D. Richards, P. Riggs, R. Shepherd, H. Slocombe, M. Tong, J. Wallace, F. Weoley	2 points each.

98= G.Adie, W.Alcock, A.Anderson, P.Bennett, M.Campbell, R.Chartres,  
 A.Freeman, J.Gratton, J.Hughes, R.Kirk, D.Lawson, Mrs Leyland, J.  
 McCulloch, M.McMullen, K.Porter, P.Powell, P.Reading, W.Rees, Mrs  
 Shepherd, A.Stichbury, J.S.Taylor, P.Taylor, G.Young.  
 1 point each.

MORGAN TROPHY

The "Workers' Trophy" - for marshalls and organisers.

1.	RAY DOFFELL	48
2=	DAVE MOWAT	26
	COLIN TAYLOR	26
4.	PETER MARTIN	24
5.	K FOULKES	22
6=	BROCK LEYLAND	20
	DAVE MCKINNEY	20
	JOHN SWAN	20
9.	JOHN REID	18
10=	JOHN GLADHILL	16
	DAVE KING	16
12.	Ian Pinkerton	12
13.	Alan Pratt	10
14=	Geoff Beaver	8
	John Beaver	8
16=	Dick Butters	6
	Dave Money	6
	Graham Robson	6
	Ian Shepherd	6
	Dave Walker	6
	Laurie Watson	6
22=	Stewart Alexander	4
	Ed Conroy	4
	Wrea Duncan	4
	Chris Gordon	4
	Dave Lewson	4
	Colin Lawton	4
	Mrs Hilary Mowat	4
	Wayne Porteous	4
	Peter Riggs	4
	Peter Slocombe	4
	Chris Swen	4
	Fat Tollen	4
34=	R.Abbott, D.Betcheler, G.Beaumont, D.Beckett, R.Blundell, C.Brunton, R.Clover, I.Cubbin, L.Evans, M.Frost, K.Gestro, J.Graham, J.Gratton, C.Jenkins, G.Lang, M.McGavin, J.Morris, R.Newson, A.Oldham, J.Paton, K.Piercy, Mrs Pratt, D.Robson, B.Sutherland, B.Watson, N.Watson.	1 point each.

There has been quite an accumulation of new members over the past few months, and in welcoming the following we hope they will have many pleasant miles of motoring, in competition and otherwise. Indeed, many have already taken part in several events.

Michael Arthurs	Humber 80
Richard Blundell	-
Paul Braddock	Morris 1100
Clive Brunton	-
Richard Cameron	-
Chris Carson	Vauxhall Velox
Terry Cook	Fairlane
Rick Cooper	Cortina
George Cunningham	Cortina
J. Donovan	-
Lance Elliott	Mini
John Everingham	Anglia
Peter Farmer	Herald
Neville Harkness	-
Norman Harvey	Morris Mini
Andrew Hughson	A35
John Jowers	Chevrolet
Noel Kelly	Mini
Ian McGill	Austin 7
Dennis Mahony	Morris Minor
Ray Marshall	Hillman Imp
Brent Martyn	Standard 8, Herald
Russell Mills	-
Bill Mirams	Morris 1100
Euan Patchett	Anglia
Kieth Piercy	Holden
Graham Pohl	Mini
Maxwell Price	Humber 80
Richard Pugh	Austin Mini
Peter Reading	M.G. Midget
John Sharp	Austin Mini
Simon Taylor	Mini, XK120
Robert Wair	Prefact
John Alderson	Austin-Healey
Peter Christiansen	-
Ian Cole	Citroen L15, Hillman
Peter Cook	Vauxhall Velox
Robert Cox	-
Barry Debenham	-
Alan Henderson	Zephyr 11
Roderick Hoy	Citroen DS19
Tony Jackson	Zodiac 11
Peter Jackson	Hillman Imp
Ross Kelly	Austin Mini

## WALL TROPHY

For the second year in its two-year history the Wall Trophy has been won by the Wellington Car Club, with 85 points, almost twice as many as the other four contenders all put together.

The five qualifying rounds were: Hutt Valley M.C. Deavoll Cup (10/4/65), Volkswagen Owners' Club Night Trial (13/6/65), Wairarapa C.C. Trial (18/7/65), Wellington C.C. Honey Pot Trial (3/10/65) and M.G. C.C. Wantwood Cup (28/11/65), and this is how the points came in. Scoring was on a basis of 10 points for the first two-car team, 7 for the second, 5 for the third, three for the fourth and one for the fifth.

	Round	1	2	3	4	5	Total
WELLINGTON CAR CLUB		10	22	13	22	18	85
VW OWNERS' CLUB (WOTN)		-	4	5	3	5	17
WAIRARAPA CAR CLUB		3	-	7	-	3	13
M.G. CAR CLUB (WK CENTRE)		7	-	1	-	-	8
HUTT VALLEY MOTORING CLUB		5	-	-	1	-	7

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