

BULLETIN

FEBRUARY

1966

WELLINGTON CAR CLUB INC

BOX 5142

WELLINGTON

DIRECTORY.

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CLUB-ROOMS	-South End RUSSELL TCE., Berhampore, S.1	

Key-holders of the Club-rooms are Ray Duffell and Peter Martin.

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CLUBROOMS

All members able to help with the building programme are reminded that there are regular working-bees on the site every Sunday morning, and also on all Saturdays that we have no events. Any-one able to work during week-day evenings should get in touch with one of the key-holders (see Directory at front of Bulletin).

CLUB CALENDAR

FEBRUARY 19	Autocross and barbecue
MARCH 5	Map-reading Trial
MARCH 20	Economy Run
APRIL 2	Gold Star Hill-climb
APRIL 19	Annual General Meeting
APRIL 23	Day and Night Trial
MAY 15	Treasure Hunt
MAY 29	Gymkhana
JUNE 11	Levin Sprint
JUNE 26	Winter 100 Trial
JULY 9	Hillclimb
JULY 24	Trial
AUGUST 7	Inter-club Gymkhana
AUGUST 20	Social Trial
SEPTEMBER 4	Palmer Head Hill-climb
SEPTEMBER 18	Honeypot Trial
OCTOBER 2	Mudplug
OCTOBER 15	Levin sprint
NOVEMBER 5	Barbecue
DECEMBER 3	Straight sprint
DECEMBER 10	Christmas party.

COMING EVENTS

AUTOCROSS AND BARBECUE - Saturday February 19th *

An autocross is a cross between a sprint and a gymkhana. They are very popular in England and we hope everyone who has a car will enter this one. The surface will be smooth grass and any type of car (except racing-cars) may enter. All you need is a crash-helmet (a couple of spares will be available) and a basic competition licence.

Mud-grip or spiked tyres, chains, etc. will NOT be allowed. If your tyres are not standard please check with the organisers. (SPs etc. are O.K.)

The venue is opposite the Public Cemetery in Martinborough. To get there bear right onto Highway 53 at Featherston and take the first left after entering the Martinborough 30 m.p.h. area. Then right at cross-roads. Please drive slowly on the gravel to avoid annoying the residents with the dust.

Scrutineering will be from 9:30 until 10:45. - first run at 11 sharp.

Bring along some lunch; the site is only half a mile from the shopping area.

For further information ring John Gladhill or
John Reid - Ph.17597.

After the event we will be holding a barbecue, probably by the river near the venue. Bring along some sags and join in the fun. If you can't make it to the autocross, come along anyway. It should be well worthwhile.

MAP READING TRIAL - March 5th *

Starts at the Clubrooms, Houghton Bay at 7 p.m. Map NZMS 17 Wellington will be necessary

ECONOMY RUN - March 20th *

Start at Field's Service Station, Kiloirnie at 2 p.m.

TOUR OF SOUTHWARD'S MUSEUM AND FACTORY * Tuesday March 22nd. Factory tour of approx. 1/2-hour starts at 7.15. Then on to Museum. This should be a very interesting evening

R & W BUTTERS LINDEN GARAGE

VALVE GRINDS, RING JOBS, ALL MECHANICAL
REPAIRS.

WE ARE BOTH "A" GRADE MECHANICS

MARFAK LUBRICATION

BORON FUEL

MOTORING SUNDRIES

HINAU STREET LINDEN

PHONE 2940.

PAST EVENTS

GYMKHANA - Winter Show Car-Park - 23/1/66

Well, what a marvellous start to the new year's activities with thirty entries for our first event. All those who turned up to the Showgrounds really enjoyed themselves - please keep the entry-lists up high, it really makes organising worthwhile. Set out below are results and places for all tests.

1. John Gladhill	Morris 1100	169 points
2. Colin Taylor	Mini-Cooper	158
3. John Reid	Mini-Cooper	141
4. Lance Elliott	Mini	140
5. Ian Cubbin	M.G. 1100	138
6. Dave King	Morris 1100	126
7. Ross Dyson	Morris 1100	124
8. John Graham	Mini	122
9. Don Archer	Mini-Cooper	119
10. Colin Lawton	Zodiac	117

Test 1: Tight wiggle-woggle
Test 2: Fast wiggle-woggle
Test 3: Forward Cloverleaf
Test 4: Cloverleaf in reverse
Test 5: Serpentine
Test 6: Forward and reverse garages.

	<u>1.</u>	<u>2.</u>	<u>3.</u>	<u>4.</u>	<u>5.</u>	<u>6.</u>	<u>Total</u>
G. Hill	28	27	30	29	29	26	169
Taylor	30	30	26	27	30	15	158
Reid	14	29	28	30	25	15	141
Elliott	27	23	27	17	17	29	140
Cubbin	19	28	25	8	28	30	138
King	23	22	22	18	18	23	126
Dyson	26	25	29	3	24	17	124
Graham	19	26	20	4	26	27	122
Archer	29	12	23	24	16	15	119
Lawton	22	20	21	25	9	20	117
R. O'Neill	17	11	13	28	23	24	116
R. Lewers	15	13	24	14	27	21	114
K. Foulkes	24	15	14	21	6	28	108
J. Sharp	25	21	19	10	12	15	102
W. Alcock	20	8	15	22	21	15	101
M. Galvin	19	6	16	16	20	22	99
M. Frost	18	14	18	20	10	18	98
S. Lachman	19	24	11	12	15	15	96
P. Ransom	12	20	8	23	11	19	93
I. Quayle	21	20	10	15	5	16	87
J. Alderson	19	6	6	26	4	25	86
P. Taylor	13	17	4	11	19	15	79
P. Riggs	11	16	9	19	3	15	73
R. Newson	19	10	12	13	3	15	72
B. Heyland	19	6	4	5	22	15	71
J. Hope	19	6	17	3	3	15	63
M. Brady	16	9	7	7	8	15	62
W. Whitelaw	19	6	4	3	14	15	61
P. Reading	19	6	4	9	7	15	60
G. Adie	11	7	5	6	13	15	57

PALMER HEAD HILLCLIMB - 5/2/66

On February 5th we were to hold our first Levin sprint of the year, but a last-minute decision to reseal more of the circuit left us with no alternative but Palmer Head. Thirty-two competitors changed their plans for the day, and from all accounts had a most enjoyable day. Neil Whittaker made Ftd in his trusty Cooper, in 39.42 seconds, which is still 0.37 sec. outside Syd Jensen's 1960 record. Basil Jones in the Cougar was second-fastest, with John Stichbury in the ex-Gilbertson 1275S Mini-Cooper a very good third. Next best were Jack Oakley (U2), Angus Cameron (Valiant) and John Reid (1275S), all particularly fine performances.

The under 1000 c.c. Saloon class went to Club Captain Colin Taylor's Mini-Cooper (since sold), in 54.02 sec. Michael Galvin (A30) and Andrew Hughson (Mini) took the next places.

The 1275Ss of Stichbury and Reid were 1-2 in the 1001 to 1400 c.c. class, with Rodney Kirk-Burnard's Min third. Angus Cameron wound the Valiant up to previously-unaccomplished limits to record fastest time in the unlimited class, easily defeating Brian Taylor in the "Fowog" and Rick Cooper (Cortina).

Alan Harvie (MGB) took third place behind Jones and Oakley in the sports-car class, and was the only driver apart from the fastest six overall to get under fifty seconds.

From all accounts (I keep saying this - I was at Waimate the same day) a very good day's sport, and our thanks go to Alexander's for lending the VESTA batteries which made the day possible.

PALMER HEAD HILLCLIMB.

Held 5 February 1966.

RACING CARS.

N. Whittaker. Cooper Climax. 39.42 sec FTD

SPORTS CARS.

1st	B. S. Jones	Cougar	45.74
2nd	R. J. Coklie	U 2	48.70
3rd	A. Harvie	M G B	49.87
4th	T. L. Williams	Bristol W.M.S.	50.76
5th	Sutherland	M G B	52.58
6th	I. C. Pinkerton	Spitfire	56.86

SALOONS UP TO 1000 cc

1st	C. Taylor	Mini Cooper	54.02
2nd	M. J. Galvin	A 30	57.72
3rd	G. Hughson	Morris Mini	59.08
4th	D. Stephens	Austin Mini	1.01.11
5th	B. J. Debenham	Austin Mini	1.01.15
6th	A. Parker	Fiat Nardi	1.03.15
7th	A. Yiasoumi	Fiat Nardi	1.03.31
8th	S. M. Lachman	Minor	1.12.74

SALOONS 1001 - 1400 cc

1st	J. Stichbury	Morris Cooper 'S'	45.98
2nd	J. Reid	Austin Cooper 'S'	49.56
3rd	R. K. Burnnando	Austin Mini	51.59
4th	M. A. Low	Anglia	52.32
5th	R. J. Butters	Anglia	52.50
6th	M. Jackson	Anglia	53.92
7th	A. Serkin	Morris Cooper	53.95
8th	G. Hare	A 40	56.10
9th	D. King	Morris 1100	59.72

SALOONS OVER 1401 cc

1st	A. Cameron	Valiant	48.84
2nd	B. G. Taylor	Fowog	50.74
3rd	R. J. Cooper	Cortina	52.26
4th	P. Smucar	Humber 80	52.28
5th	J. Shirer	Zodiac	53.68
6th	I. J. Colie	Hillman	59.34
7th	B. Slacke	Falcon	57.56
8th	M. Frost	A 90	1.02.31

P.A. SERKIN	54.70	54.16	55.79	-	55.79	54.47	53.95
M.J. GALVIN	1.11.39	-	-	1.18.85	-	58.74	57.72
S.M. LACHMAN	1.14.67	1.12.74	1.13.12	1.14.09	1.14.59	-	-
G. HUGHSON	59.45	59.41	59.75	59.08	59.25	59.65	-
I.S. COLE	1.01.63	59.34	59.74	-	-	-	-
D. STEPHENS	1.01.94	1.01.66	1.01.75	MT	1.01.76	1.01.11	1.01.58
J. REID	53.88	50.81	51.11	50.26	50.60	50.09	49.56
J. SUTHERLAND	54.76	53.00	54.68	52.58	52.89	-	-
A. YIASOUMI	-	1.03.31	1.06.99	-	1.03.58	-	-
J. SHIRER	54.75	54.20	54.18	54.40	53.68	-	-
G. Hare	58.19	57.19	57.00	58.35	56.10	56.47	56.77
R.K. BURNNAND	52.89	52.28	53.43	52.37	51.59	51.66	52.24
I. PINKERTON	56.86	57.13	57.35	57.33	-	-	-
P. RANSOM	1.02.52	1.02.20	1.01.20	1.01.87	1.00.42	1.00.33	1.00.61
P. SMUCAR	54.22	53.21	52.60	53.63	52.28	-	-
T. JACKSON	57.88	55.68	54.65	54.79	53.92	-	-
R.S. COOPER	MT	52.51	52.52	-	52.26	-	-
R. K. COKLE	48.92	49.89	-	48.70	50.99	-	-
M. FROST	1.03.10	1.02.78	1.03.68	1.03.03	1.03.47	1.02.31	1.03.56
M.A. LOW	54.01	52.78	53.05	52.50	52.32	52.58	52.56
B.J. TAYLOR	55.94	52.41	52.42	51.98	51.33	51.28	50.74
A. HARVIE	51.20	50.80	MT	49.87	59.04	50.06	-
D. KING	1.01.82	1.00.77	1.01.85	1.00.27	1.00.02	1.00.27	59.72
A. CAMERON	49.49	48.84	48.88	49.04	48.92	-	-
A. PACKER	-	-	-	1.05.84	-	1.03.15	-
J. STICHBURY	46.49	-	46.46	45.98	46.17	-	-
B.J. SLACKE	-	58.23	57.56	57.60	-	-	-
C. TAYLOR	56.67	54.80	54.87	54.65	54.84	54.02	54.29
N. WHITTAKER	42.29	40.61	40.21	39.42	39.83	40.28	-
T.L. WILLIAMS	-	-	50.76	51.55	-	-	-
R. J. BUTTERS	-	-	54.06	52.69	52.72	52.50	-
B.S. JONES	-	-	-	-	-	45.74	45.79
B.J. DEBENHAM	MT	1.01.53	1.02.68	1.01.55	1.01.84	1.01.16	1.01.15

Best wishes to Peter and Lynnette Martin, who were married on January 22.

Once again several Club Members have been flying the Wellington flag in this season's racing.

Neil Whittaker drove a good steady race in the Lasco R.T. 2.5 Brabham to place tenth in Grand Prix at Pukakohe. He was going well at Levin the following week but solid contact with a bank didn't improve the handling and as a result he missed the southern circuit.

Colin Ngan had a dismal start to his second season with the Valour, retiring at both Paritutu and Ruapuna, and hasn't raced since.

Mid Beckett has entered the ex-Abernethy supercharged Kieft at a couple of meetings, but has yet to make the starting-line with it. Instead he has continued campaigning the Lotus VII.

Brian Watson (Bagnall-Jaguar) went well at Levin in November, and at the January meeting John Mines in the J.R.M. placed fourth in a handicap race.

In the saloon fields Tim Beetham and Dick Butters have been racing their variously-modified Anglias and Johns Stichoury and Paton have made several forays with 1275S Mini-Coopers. At the November Levin meeting Bob Clover's 997 Cooper was the fastest Under 1000 c.c. Group 11 car.

Having been away for much of the past few weeks, we have tended to miss out on a lot of the local news, but we can report having seen Neil Hawker in a very nice Corsair GT (not a V4!), and heard that Graham McRae has been looking hard at E-Types.

Congratulations to Ian and Laraine Shepherd on the production of a fighter last week.

What's this we hear about a works Formula 1 drive for Kerry Grant in Europe this year?

FOR SALE

JAGUAR XK120 1951

Recent mechanical overhaul. New tyres. Fitted with high-ratio rear axle producing 18 sec. Standing $\frac{1}{4}$ and over 120 m.p.h. Flying $\frac{1}{2}$. A complete spare axle with lower ratio is also available.

Contact Simon Taylor: Residence 16-642
Business 56-646

LOTUS Mk 6

Recently overhauled. Ford i.o.e. engine, 4-speed gearbox. Good tyres. Fast road car. £500. Phone 36-545.

CASA FONTANA

THE LARGEST AND BEST COFFEE LOUNGE
IN TOWN

WITH ROOM AVAILABLE FOR PRIVATE BOOKINGS

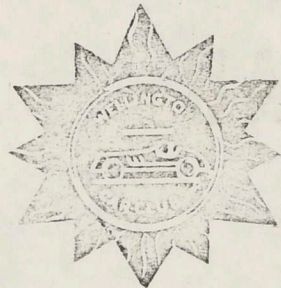
38 VICTORIA STREET - - - PHONE 46259

**WELLINGTON CAR
CLUB (INC.)
P.O. Box 5142,**

Bulletin

MAY 1966

CAUTION is no substitute for SKILL



DIRECTORY

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Lyllall Bay, E.3

TREASURER- -JOHN SWAN, B. 53-371
20 Boxhill, H. 36-658
Khandallah, N.5

CLUB CAPTAIN- -COLIN TAYLOR, B. 41-126
14 Seine Street, H. 85-702
Island Bay, S.2

VICE-CAPTAIN- -DAVE MOWAT, B. 47-235 ext 817
55 Hopper Street, H. 58-000 a/f 6045
City, C.2

CLUB-ROOMS-

are situated at the south end of Russell Terrace, Berhampore.
A key is held by Peter Martin, whose 'phone numbers are listed
on the facing page.

Working-bees are held most Sundays. Give Peter a ring before you
go and he will tell you what to bring.

one

COMMITTEE-

-DAVE MCKINNEY, B. 54-610
33 Rimu Road, H. 27-469
Kelburn, W.1
(Convenor Speed Events)

-PETER MARTIN, B. 50-351 or 50-982
7 Kitchener Tce., H. 75-269
Johnsonville.
(CO-convenor Speed Events)

-JOHN REID, B. 71-259
7 Pinelands Ave., H. 17-597
Seatoun, E.5
(Convenor Trials)

-JOHN GLADHILL, B. 56-080 ext 504
7 Pinelands Ave., H. 17-597
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-PAT TOLLAN, B. 41-467
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Thorndon, N.1
(Social Convenor)

-DAVE KING, B. -
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two

C O N T E N T S

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H A E R E M A I !

We welcome the following new members to our Club and remind their proposers and seconders that it is their duty to introduce the new members to committee members at Clubnight, or their first event.

Murray Kerr	Humber 80
Ian Renfrew	Morris Minor
Peter Chard	B.M.C. Mini
Mertin Nichols	-
Alan Buckendahl	-
David McGrath	Hillman Imp
Peter Crisp	-
Peter Bennett	1964 Fairlane
David McNeill	M.G. 'TC'
Derek Etherington	-
Rodney Kirk-Burnnand	Austin Mini
Alan Anderson	Austin A40
Peter Kerr	A40 Farina
Robert Young	Ford Zephyr
Mike Bitossi	Anglia 1200

three

COMING EVENTS

- May 7th, Sat. LEVIN SPRINT -- WAIRARAPA CAR CLUB.
Scrutineering 9-30 to 12 noon at Beach Rd entrance.
Don't forget bash hat, comp licence, fire ext. etc.
N.B. as this is a tentative date ring Wellington Club
Secretary during the preceding week in case this event
is cancelled..Entry fee 10/-...
- May 15th. Sun. NOVELTY TRIAL.-- Starts at the club rooms at 1-30pm.
Lasts approx 2½ hours Wellington Street map could
prove useful.
Organised by Jeff Morris...
- May 17th. Tues. CLUB NIGHT & NOVICE TRIAL--- Bring N.Z.M.S. 17 Wellington
Starts at Kilbirne R.S.A.Hall at 7-15.
- May 21st. Sat. STANDING & FLYING ¼MILE SPRINT. WAIRARAPA CAR CLUB
Paierau Road, Mt.Bruce, MASTERTON--
Entry fee 10/-. Regulation crash hat and fire
extinguishers and Basic Competition Licence.
Scrutineering on the Loopline Road Opaki
Timed runs standing through flying will comence
at 1pm. sharp...
- May 24th Tues. FIRST MID-WEEK NIGHT TRIAL.--
Starts at the club-rooms at 7-15pm. Guaranteed
finish by 10pm. at tha Casa-Fontana. Maps not required
Organised by John Reid...
- May 29th. Sun. GYMKHANA-- Cumberland Place 1-30pm. This will follow
the working bee at the club rooms (See elsewhere
in bulletin).
- June 11th. Sat. LEVIN SPRINT--Details next bulletin...
- June 26th. Sun. WINTER 100 TRIAL. Details next bulletin.....
-

HAVE YOU PAID your 1966-67 sub?

four

NORTH ISLAND GOLD STAR TRIALS
THIS WINTER

- April 30/
May 1: Shell Gold Star Trial organised by W.M.S.A.
Starts Wanganui Noon Sat., finishes Wellington
Town Hall 10-11a.m. Sun.
- May 14/15: Peugeot Trial, Northern Wairoa C.C. Starts in
Auckland about 5p.m. Sat., finishes in Dargaville
lunchtime Sun. (last car).
- June 4/5: Castrol Rally, Northern Sports C.C. Starts in
Auckland, Hamilton, Rotorua, Hastings, Wellington, Palmerston
North and New Plymouth approx. noon Sat., finishes Pukekohe
G.P. circuit late Sun. morning with tests after usual run to
Chateau followed by "common route", to finish.
- July 2/3: Shell 24-Hour Trial, Auckland C.C. Start not
yet known, but route is reliably reported to
lie entirely north of Auckland this year. Usually starts and
finishes early in the afternoon of the two days.

CASA FONTANA

THE LARGEST AND BEST COFFEE LOUNGE
IN TOWN

WITH ROOM AVAILABLE FOR PRIVATE BOOKINGS

38 VICTORIA STREET -----PHONE 44259

five

AUTOCROSS IS IN!

New Zealand's first Autocross was held on February 19th on Gary Wall's farm at Martinborough in very hot and dusty conditions. The course was two laps of a very tight $\frac{1}{2}$ -mile circuit, which cut up fairly quickly to make the going rough.

After scrutineering, practice started at 11 a.m. and each driver had two timed runs with the track to himself. There was then much experimenting with tyre pressures (without any effect that we could see) and after lunch-break cars were paired according to their best practice times and set off together. This system was reluctantly abandoned after everyone had had a try, as the very thick dust made passing nearly impossible and close running distinctly dangerous, and the remainder of the runs were one car at a time.

There were many different techniques for dealing with the loose surface but the most successful drivers followed conventional lines through the corners for to do anything else meant crossing the ruts, a bumpy undertaking. A spectacular exception was Graham Robson, who won the class for front-engined rear-wheel-drive cars in his Anglia. M. Mune of Wanganui in his much-modified Velox and Mike Frost in his A90 were very impressive in this class, setting good times in their big cars.

The class for cars with engines over driving wheels featured close competition between Ian Cubbin in his M.G. 1100 and K Foulkes in the VW. Although K really hurled the Beetle around, the 1100 eventually bettered his time.

A barbecue followed, and this proved an ideal opportunity to lubricate dusty throats. We must express our thanks to Gary Wall for so generously allowing us the use of his property.

-J.S.R.

RESULTS:-

Class 1. (Engines over driving wheels)

1. John Reid	Cooper 'S'	64.40 sec.
2. Ian Cubbin	M.G. 1100	67.92
3. K Foulkes	Volkswagen	69.38

Class 2. (Front-engined, rear-wheel-drive cars)

1. Graham Robson	Anglia	71.64 sec
2. M. Mune	Vauxhall	71.84
3. Mike Frost	A.90	72.89

contd..

six

INDIVIDUAL BEST TIMES:

Bill Alcock	Morris Minor.	74.56 secs.
Willard Martin	Morris Minor.	74.03
Steve Lachman	Morris Minor	73.39
Mike Frost	Austin A90	72.89
John Graham	Austin Mini	72.26
John Reid	Austin Cooper S	64.40
Graham Robson	Anglia	71.64
K Foulkes	VW.	69.38
M. Mune	Vauxhall Velox	71.84
Noel Kelly	Austin Mini	69.78
Dave King	Morris 1100	69.98
A. Duncan	Vauxhall Velox	73.73
Murry Barra	Morris Mini	72.57
Colin Taylor	VW.	70.22
David Young	Imp	72.80
Ian Cubbin	MG 1100.	67.92
Dave Money	MG 1100.	71.84
Bob Cooper	Morris Minor	78.60

NOVICE TRIAL, FEBRUARY CLUBNIGHT RESULTS

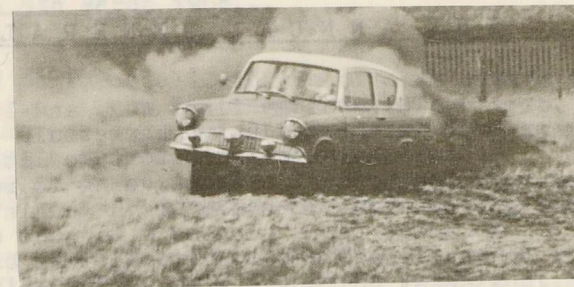
		No points Lost
K & Colleen Foulkes	VW	
Ray Duffell/Ian Scott	Herald	14.8
Steve Lachman/Pat Tollan	Minor 1000	22.1
Jeff Bondy/Bob Millen	VW	23.2
Peter Jackson/John Williams	Imp	25.2
Roderick Hoy/B. McLean	Morris 1100	29.3
Alan Mines/Gary Gwynne	Minor 1000	30.8
Richard O'Neill/David Young	Spitfire	44.0
Dick Pugh/D. McNeill	Mini	228.8

NOVICE TRIAL, MARCH CLUBNIGHT RESULTS

John Gladhill	Morris 1100	30.4
Colin Taylor	Singer Vogue	37.0
Gavin Beaumont	Hillman V	41.3
Peter Farmer	Humber IIIb	42.4
Dave Money	Herald	45.0
K Foulkes	VW	68.1
Paul Taylor	Consul Mk1	90.7
Ian Renfrew	Minor	94.5
John Reid	Cooper 1275S	149.7 (first home!)

seven

Graham Robson in characteristic vigorous pose at the Autocross. (Rt.)



Left-David Young, closely followed by his own dust-storm.



Right- John Graham about to wave his fist at a passing Witch's Hat.



Left-Club Captain Taylor was more spectacular in K's Chaff-cutter, though slower.

Photos by throgfotog

eight

EDITORIAL

THE ANNUAL GENERAL MEETING, 19th April.

This was my first AGM, and I was interested to see how much interest Club members would take in it. It is, of course, a Kiwi characteristic to take little advantage of such opportunities to decide who's going to run things, whether it's the whole country or the local tennis club members who are asked to vote; so I suppose a turnout of about a third of current financial members wasn't all that bad. None the less, it is a great shame that, in a club with such a young group of officers, more interest isn't shown in the running of the Club by the large majority of younger members. Yet anyone who was there will agree, I'm sure, that it was far from boring.

To me the most surprising aspect was the complete lack of general business from the floor. Surely someone in the Club has some request to make, complaint to bring about the Club's events during the past year (or perhaps its failure to hold or provide for some particular type of event) or criticism of the running of one or more of our events.

Surely the Club's not perfect? Think about it--isn't there something you would like to see improved, or something you would like the Club to organise that it doesn't run at the moment, whether it's a dragstrip, race meetings, or a weekly mod hop?

I'm not bringing this up just for something to gripe about--the point is this: If you have got a suggestion to make on the subject of Club activities, the best time for it was the AGM, when you were helping to elect a new Committee to look into your ideas; but it's not too late NOW or any other time to pass on your opinions to the Committee, whose job it is, after all, to consider them and, quite probably, put them into effect.

Another point worth considering (since, let's face it, this is a bit of a moan now I come to read it) is the possibility of shaking a leg one Sunday morning soon and turning on a quick zap up to your new Clubrooms and a couple of hours' WORK, if only so you can look yourself in the face after they're opened and you're using them!

EVANS BAY TIMBER COMPANY...

Has already saved us \$2,40.4, the 50% discount on the bill for materials so far supplied. This is a magnificent gesture--make sure you do your bit in return by buying all your supplies from them. It's first-class stuff, as you can see for yourself at any working bee..

nine

MAP READING TRIAL 5th March 1966...

At the A.G.M. I threatened to force all winners of club events to provide reports of the events.... now I'm caught in my own trap.

It was my idea of what a map-reading trial should be--dead easy time keeping because of a single (20mph.) average throughout. By using various types of map reading exercise, Ray Duffell kept us interested which is very hard when setting so much map reading without a break.

Section one took us across gridlines (on NZMS 17 Wellington) from the start at the club rooms through the City, along the waterfront, and up the old Porirua Road. From here we crossed several folds in the map in quick succession (an old but good trick) plotting a route through Khandallah and down Fraser Ave. and thence to the Newlands road. We and several other crews needed only one look at the track behind the abattoirs at Ngauranga before deciding to stick to Fraser Ave

Considerably worn in the steering dept, we found ourselves some miles later crossing the motorway and back in Johnsonville. From there we kept various streets on our left and right as required, and sooner or later most of us found ourselves at the bottom of Sar St. From there, keeping the sea as close as possible to the left, we proceeded..and proceeded.. ..for miles.. andmiles.. ..past the Pass of Brandy (so the sign there says) and to a short break at Lyall Bay. Brandy was not Passed. Pity.

The new instructions gave us a few streets to use (with lots of room between for taking non-shortest routes from one to the next, if you weren't careful). Quite a few missed a check near the Winter Show Building through taking almost the shortest route, or something. I suspect my limited local knowledge may actually have been a slight advantage in this area, and again a few miles away on the way over to Karori. After almost seeing the Makara Road for the first time I found myself being conducted back down into town and so to the finish, at Casa Fontana. Most enjoyable, Ray--thanks.

Results :

- D.D.E.

Rank	Car No.	Driver(s)	pts
1st	1	Willard Martin & Derek Etherington	55
2nd	7	John Gladhill & Dave McKinney	142.5
3rd	2	Ross Burney & Lance Elliott.	399
4th	4	K.B. Wilson & B. Scott.	412.5
5th	8	Mike Bitossi & Peter Chard	438.5
6th	9	Steve Lachman & Pat Tollan	532.5
7th	5	Rory Hoy & B. McLean.	625.5
8th	6	John Reid & Colin Taylor	718.5
9th	11	Phil Deere & Mike Grace.	748.5
10th	3	Neil McGill & Dennis Wilson.	840
11th	10	Paul Taylor & Rick Lewers.	861

WHEN filling in Entry Forms, please assist us by giving your full name, not just your initials, so that we have full names for the Bulletin results lists.

Ken

THE A.G.M.

The notable feature of this year's AGM, of course, was the retirement of the Club's outstanding personality of the last few years, Brook Leyland, from the Presidency. He will be greatly missed, both as a leader and as a regularly-met friend, by all of us, and we wish him good health and good fortune in his new venture. Brook graciously accepted a clock presented to Jenny and him as a token of the Club's gratitude (and proceeded to investigate its works with much interest - and noise).

In his final President's Report Brook made some interesting observations on the Club's past, present, and future. Their theme was, in effect, that we need a goal if we are to be a successful Club; we have been, and continue, working on the establishing of our Clubrooms, which will be one of the finest assets of any N.Z. car club, and when we have finished them we can feel proud of our efforts. But even then we must not rest on our laurels, but must find another project to aim at. If we don't go forward we shall go back.

Ray Duffell, another stalwart to whom the Club owes its gratitude, not surprisingly felt like a rest from the duties of a Committee member, and was presented with a beer tankard (for large gins-and-tonic, presumably). He will, he promised, still be available for timekeeping and the like at events -- only now he won't get any of the kudos, I guess! We hope, however, that he will feel sufficiently rewarded for his efforts by the Life Membership he also received from the Club.

John Swan's accounts showed a most satisfactory state of affairs, and it was good to see a "profit" from the year's activities of over £200, assisted no doubt by an increase in paid-up memberships to some 242. Total assets were shown as nearly £1100, but as Brook pointed out, the Clubrooms should eventually be worth more than four times this figure!

When nominations were called for a new President the only nominee was K Foulkes, who was accordingly declared elected unanimously to the position. K's years of experience in Club affairs make him an obvious choice for this vital role in our activities. None the less, I am sure he would be the first to agree that it is going to be hard to fill Brook's place.

As is now the usual procedure, nominations for Club Captain and Vice-Captain were taken together, the nominees with the highest and next-highest number of votes to be declared elected to those positions respectively; last year's twosome of Colin Taylor and Dave Mowatt were the only candidates, and were returned to their former posts. Ian Pinkerton, Secretary, and John Swan, Treasurer, were also returned unopposed.

The meeting having already agreed to change the number of general Committee members required by the Club Rules from four to six, we were given the task of eliminating three of

eleven

nine nominees. Those elected were John Gladhill, Dave King, Peter Martin, Dave McKinney, John Reid, and Pat Tollan.

The Club's officers for the coming year are a group of enthusiastic, widely experienced "ideas men", capable of getting much done for and by the Club given the wholehearted support of all our members. Abig attendance and plenty of entries at all our events is the best sort of encouragement they could have.

DAY - NIGHT TRIAL

This event held on the 23rd April had the makings of a very good trial but due to some organisational problems did not go as well as it might have. Just before the trial was about to begin word came to hand that Dave Walker's mother had had a fall. Exit very quickly our organiser. (Hope the fall was not too bad Dave and that your Mother is OK)

Section one took us from the club rooms on a Touring Section to the Hutt Rd Service Station. Averages perhaps a little high for mid-city traffic.

Section two, a series of map references around the Hutt Valley. We found that these references had to be plotted very carefully. Some crews were not careful enough in this respect and all but three missed a well placed check in the Hayward's loop. The section ended down a blind one way road some miles into the Akatarawas.

Section three started well for some, for as they motored from the control, fast approaching in-going competitors were met. Good fun if you enjoy that sort of thing. Over the Akatarawas stopping only at a check at the top and another at Reikorangi. Through a loop both sides of the railway at Paraparaumu and on to dinner at Centennial Inn.

Wasn't it a mighty earthquake?

Section 4 included the "Col du Paekak" and the well used Moonshine. Good averages on this section although perhaps a few too many. A missing marshall at the Silverstream control held up the proceedings for a while here. Eventually the Club Captain and his crew were roped in to dish out the CRIs for the next section.

Section five took us back over Haywards to a well placed check at Porirua, which the trial (or some of us anyway) went through twice. Back onto the Motorway and by the most direct route to the clubrooms. We thought that this would be the final control. Then came the slayer-- one more section.....

Thirty-one map references around the city and suburbs. Some plots were very close and the map was very big and the picture traffic was quite heavy and the averages were quite good and we became later and later and..... Understandable? Again we headed north to Johnsonville, aren't we ever going to finish this trial? Through Newlands and down the Horokiwi track we came. Then the Hutt Rd via Thorndon Quay Featherston St up to the Byrd Memorial to the final control.. At last....

Apart from some minor faults this was a very good trial, which gave all crews a good shake-down (or up if you prefer) for the Wellington Gold Star Trial.

After the final control the remaining crews adjourned to the Casa Fontana where, Full marks to the organiser, the results were soon available.

!Aardvark!

RESULTS are on next two pages..

twelve

Check No.

Car No.	1	2	3	4	5	6	7	8	9
1	1.5L	22.2L	180MC	180MC	162.2L	20.3L	41.6E	9.0L	4.1L
2	7.0L	11.8L	180MC	35.1L	0	38.3L	40.2E	0.1L	2.8L
3	12.0L	9.2L	180WA/L	17.0E	9.2L	31.3L	22.7E	0	10.8L
4	5.3L	0	13.9	3.8E	15.2L	32.8L	36.7E	58.1L	8.7L
5	5.0L	23.9L	10.1L	43.8E	101.2L	20.3L	26.5E	0	1.3L
6	0	1.9E	180WA/L	1.5E	126.2L	25.3L	12.0E	15.6E	2.7E
7	12.7L	0.4E	180MC	129.4E	142.7L	35.0L	38.1E	0	1.2E
8	24.0L	0.4E	180MC	12.4E	180MAX	31.8L	38.7E	55.6L	11.8L

thirteen

Check No.

Car No.	10	11	12	13	14	15	16	17	18
1	180MC	0.8E	1.9E	5.9E	19.8E	180MC	42.4L	41.3L	65.7
2	180MC	8.7L	12.2E	9.6E	0	180MC	48.4L	39.9L	0
3	180MC	8.2L	10.8L	14.1E	14.8E	180MC	180MC	180MC	180MC
4	180MC	1.8E	3.5L	4.8E	0	124.1L	20.5L	180MC	180MAX
5	180MC	2.8E	6.4E	5.4E	0	180MC	144.4L	180MC	180MC
6	0.6L	0	0.2E	6.1E	0	32.2L	12.3E	6.8L	7.3L
7	180MC	0	0	6.6E	180MC	180MC	45.6L	180MC	180MC
8	180MC	17.2L	55.8L	2.6E	180MC	180MC	127.6L	180MC	180MC

Day night trial results ctnd...

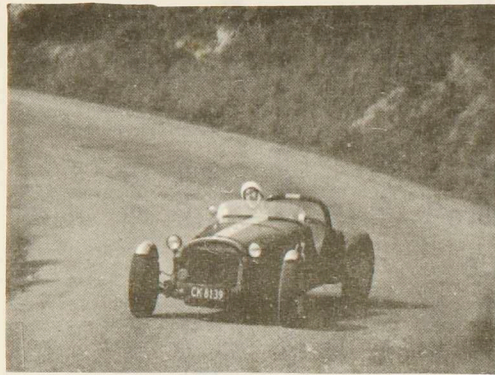
Car No.	Check No.	19	TOTAL LOSS	PLACE
1	16.4E		1175.1	4th
2	18.2E		812.3	2nd
3	180Max		1420.0	6th
4	16.6E		885.8	3rd
5	180MC		1291.1	5th
6	4.0E		434.7	1st
7	180MC		1671.7	7th
8	180MC		1925.9	8th

Car No.	Driver	Model
1	Graham Robson / Don Robson	Anglia
2	John Gladhill / Mike Burch	Morris 1100
3	Ross Burny / Lance Elliot	Mini
4	Steve Lachman / Pat Tollan	Minor
5	Mike Frost / Mike McLaren	A90
6	Colin Taylor / K foulkes	VW.
7	Mike Bitossi / N. Stent	Anglia 1200
8	M. Hopley / A. Gomes	Mini

Check Locations

1. Hutt Road Service Station : 2. KoroKoro Rd.: 3. Haywards 4 Upper Hutt
 5 Akatarawa 6 Top Akatarawa 7: Reikorangi 8: Kapiti Rd 9 Centennial Inn
 10: Paekak Hill. 11: Haywards Rd 12: Moonshine. 13: Silverstream 14:
 14 Porirua 15: Porirua (the same one) 16: Clubrooms. 17: Crofton Downs
 18: Horokiwi. 19 Byrd Memorial.....

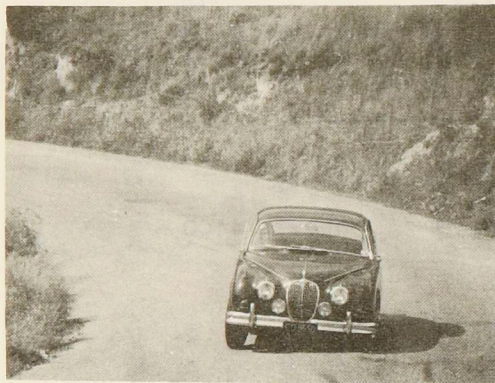
fourteen



1)



(4



2)



(5



3)

- * Flat, with oversteer - Tyrell Turtill's V8 Spl.
- 2) Roll & understeer - Grady Thompson's 3.8.
- 3) Roll & understeer again, but no more of either - Alistair McLeod's Ponty.
- 4) Just lifting - Terry Huxford, shortly before carrying out body alterations.
- 5) Just BURNING! - Angus Cameron, obscured by his own tyre smoke.

fifteen

HOUGHTON BAY

GOLD STAR

HILL CLIMB

2 April 1966.

This year the clubs' premier event was notable for two things. Record Entries - Bad weather. For the first time in many years over 50 entries were received before entries closed and a further increase was received on the day. With such a large entry, really slick organization was needed and unfortunately a number of small things happened which caused several delays. Like the member with the Hockey stick who forgot to pull it away from spinning back wheels etc. or the steward not being able to read the insurance cover note and demanding that more insurance be obtained before the event could start. (I'll bet this was the first time we have been doubly insured. Perhaps this is what they mean by double indemnity).

All these delays meant less runs and when the rain came down this cut things back even further, some people only getting two practise and one official timed runs.

Amongst the interesting cars entered was Alistair MacLeods Pontiac. Huge in size and Power and very well driven to a class win. He even beat Angus in the Valliant. Dany Lupp had his latest 'thing' entered but it did not seem quite up to scratch. Apparently it was beneath the Jag motors dignity to sit in an old Holden - or something. Amongst the small classes no less than Eight 1275 Coopers turned out and had no trouble dominating there class. One of the most pleasant aspects of the days runs was that for once saloons were kept well down in the overall results list by the Racing and Sports Cars. Amongst the sports cars competition was very close and Basil Jones did very well to beat Ian Horley who was 3rd in the Sports Car Racing championship.

Out of town drivers dominated proceedings with all classes being won by them apart from Sports cars and Racing Cars.

Congratulations to club member Neil Whittaker in his overall FTD and winning the Duncan MacKenzie Memorial Trophy. It could not go to a more deserving man and a more loyal supporter of the club. Commiserations to Terry Huxford and Mike Ravenscroft on their prangs. We hope you get the cars straightened pretty soon.

-I.C.H.P.

sixteen

HOUGHTON BAY HILLCLIMB.

OFFICIAL RESULTS.

Overall Results.

1st	Neil Whittaker	Cooper	42.56
2nd	Steve Boreham	Cooper 500	43.82
3rd	Basil Jones	Cougar	45.27
4th	Ian Horley	Beowulf	45.41
5th	Jack Oakley	U2	46.20
6th	Peter Ransom	Lancer	46.60
7th	Brian Watson	Bag Jag	46.82
8th	Tim Beetham	Anglia	46.86
9th	Morrie Hogan	Allardette	47.00
10th	Tyrell Turtill	V8 Spl.	47.14

Saloons 0 to 1000cc.

1st	D.J.Wilkins	Mini Cooper	50.98
2nd	M.G.Ravenscroft	A40	52.76
3rd	Bruce MacIntosh	Mini Cooper	53.16
4th	D.J.Stephens	Mini	55.28
5th	A.M.Jackson	Mini Cooper	55.14
6th	Noel Kelly	Mini	56.06
7th	Mike Galvin	A30	56.68
8th	Barry Smith	Imp	58.91

Saloons 1000 to 1300cc.

1st	Hamish Buchanan	Cooper 'S'	48.19
2nd	Doc Cowie	Cooper 'S'	48.47
3rd	John Stitchbury	Cooper 'S'	48.67
4th	John Paton	Cooper 'S'	49.04
5th	Bob Gibbons	Cooper 'S'	49.62
6th	Bob Clover	Cooper 'S'	49.88
7th	John Reid	Cooper 'S'	50.50
8th	D.F.Dawson	Austin 1100 (1275)	51.06
9th	Clive Bush	Anglia	51.45
10th	P.Richmond	Anglia	51.81
11th	R.C.Arthur	Anglia	53.21
12th	J.D.Wigston	A40	55.74
13th	Graeme Hare	A40	55.88
14th	Russell Grace	Cooper	56.96
15th	Paul Ransom	Prefect	1.00.82

seventeen

Houghton Bay Results ctnd.

Saloons 1300 to 2000cc.

1st	Tim Beetham	Anglia	46.86
2nd	Morrie Hogan	Allardette	47.00
3rd	Robin Smith	Cortina	48.85
4th	Rick Cooper	Cortina	50.64
5th	Bill Cottle	Cortina G.T.	51.42
6th	Mike Low	Anglia	53.31

Saloons over 2000cc

1st	Alistair McLeod	Pontiac 7000cc	48.83
2nd	Angus Cameron	Valiant	50.00
3rd	Grady Thomson	Jaguar 3.8	52.19
4th	Dany Lupp	Holden	52.99
5th	Dave Slater	Holden	53.44
6th	Peter Bennett	Fairlane	53.92
7th	John Shirer	Zodiac	54.62
8th	Graeme Davidson	Chevrolet	55.96
9th	Dick Slack	Falcon	59.20

Sports Cars

1st	Basil Jones	Cougar	45.27
2nd	Ian Horley	Beowulf	45.41
3rd	Jack Oakley	U2	46.20
4th	Peter Ransom	Lancer	46.60
5th	Brian Watson	Bagnall	46.82
6th	Tyrell Turtill	V8 Spl.	47.14
7th	Johnny Mines	J.R.M.	47.56
8th	Bruce Cook	Porsche	51.43
9th	Simon Taylor	XK120	1.00.03
10th	Phil Deere	Ford Spl.	1.31.04

Racing Cars

1st	Neil Whittaker	Cooper 2000	42.56 (ftd)
2nd	Steve Boreham	Cooper 500	43.82.

eighteen

SHELL GOLD STAR TRIAL (WELLINGTON)



30th April - 1st May 1966

This year's WMSA Gold Star Trial was a great start to the North Island championship "season". Despite criticism of the higher speeds in last year's event which some WMSA delegates have made, this year the speeds were again realistic (in view of the standard of the event) and very, very popular with competitors. Especially good were a couple of virtual Special Stages, one through the forest on the sand dunes west of Bulls, and the other alongside the Manawatu River stopbanks through the Moutua Flax Estate north of Levin. Both of these were just "on" if you hurried, but there was no call to overdo things.

This is of course the tendency of major trials in recent years, and attracts far more competitors than it deters (if it deters any, which I doubt).

The route covered a sort of clover leaf layout. From the start we went right through Wanganui's main street on the odometer check section.

Section one lasted nearly two hours but ended only about 15 miles from Wanganui on the highway to Bulls. Section two was the forest stage and ended in Bulls. Next we spent some 1 1/2 hours going round in circles near Marton, where we wound up for tea break; this section included about a mile of grass, at 8mph, in which we got about three minutes early showing how easy it was for the Saab. Naturally there was a check at the end of it to catch us!

Section four led north-east to Hunterville, from where we set off into the hilly country between there and the Rushines, 30 miles or so to the east. This area is cut by ridges and valleys running parallel to the ranges, and seems very lonely at night. We spent all night there, apart from a very welcome 30 minute coffeebreak at the Feilding Shell garage; this was very similar to those Bill Hannah and co turn on at Havelock North - terrific. (Other organisers take note - no more bring-it-and-serve-it-yourself stops at the road side please.)

A few miles from here Bob Newson, lead car with the Consul 315, "drowned" it in a so-called ford. Water rose above the transmission tunnel and even pushed the car slightly down-stream before Jack Edgar's A55 pulled him out. There was a delay of thirty to sixty minutes for competitors, outside the Cheltenham pub. No-body really minded - not even Bob whose car goes as well as ever. Later in the same section there was another 8mph stretch, this time on about three miles of tractor-track on the edge of a drop varying between about twenty and three hundred feet (I think - often I couldn't actually see the bottom with the spotlight).

Near dawn there was one of those map-reading sections, in which the shortest route point-to-point isn't the shortest overall; and the most obvious route was a fraction longer than the right way. With several well-placed checks, this section was a good "sorter-out", but not so intricate as to discourage less expert navigators

nineteen

A tremendously quick and efficient breakfast stop at the Palmerston North Railway Station was followed by a section which mixed an Army vehicle track in the Tararua's with some quick fire route finding, and many crews lost points at check in Shannon. We got the Saab afloat in mud here, and Willard Martin stopped behind us. A "beast" which had spent the night stuck in the mud and had freed itself before we arrived, took an instant dislike to Will's "KrautMobile" and charged it from the rear, only to K.O. itself and fall senseless to the ground, blocking Will's retreat for several minutes. Best value I have seen on a trial yet...

Section ten will probably go down in trials history. There were separate route and speed schedules: the speed schedule included 21 speeds within ninety minutes while in the route schedule were several instructions to turn at given times from the control. All very cunning -- but they did not tell us to allow for the two minutes at the control, so many crews spent many anxious minutes, and less than a dozen, I'm told, found every check in the section.

This complicated time-keeping is ridiculous. Very, very few trialists indeed indulge in motor sport because they enjoy complicated maths, and if a trial needs such a section to find a winner the rest must be too damned easy by half. (Comments on this view will be welcomed).

The touring section to town was followed by the usual gymnastics bit, where the local Nods, Hoons, and Triffids provided their annual proof of Quints's undeniable veracity, and then we all repaired to Shell House to eat more of their food and tell one another what a first rate trial it was - and it was, thanks to all concerned.

-D.D.E.

PROVISIONAL RESULTS:

	Pts
1st: B. Robson/D. Benefield, RATEC, Zephyr Mk3	573.4
2nd: H. Hawira/C. Boyd, N.S.C.C., Minor 1100	595.7
3rd: M. Smith/D. Etherington, N.S.C.C., Saab	857.7
4th: S. & I. Boreham, Rotorua C.C., Morris 1100	905.5
5th: R. Spence/D. Hawksworth, Te Awamutu C.C., Fiat 1500	978.8
6th: G. Jowitt/A. McWatt, Auckland C.C., Morris 1100	1103.8
7th: J. Gladhill/D. McKinney, Wgtn C.C., Morris 1100	1171.9
8th: K. Wilson/B. Scott, Wairarapa C.C., VW 1300	1200.3
9th: R. Densem/N. Hill, S. Rangitikei C.C., 100E Prefect	1329.6
10th: W. Martin/W. Sykes, Wgtn C.C., VW	1409.4

The above results are subject to amendments before Final Results are declared.

twenty

HIGH PERFORMANCE ON CHEAP CARBS.

By R.H.M.

If you're thinking of multi-carburettors for that heap you'd like to race then don't turn your nose up at motor bike carbs.

The Amal-type carburettor almost standard on hundreds of motor cycles of anywhere between one and four cylinders can be a honey - if you know how to use it. It's simple, it can give a higher output than a carb with butterfly throttle control, it can provide complete accuracy of mixture control right through the throttle range, and above all it's inexpensive. There are racing models, of course, such as the T.T. type, the remote needle type and the non-needle jobs for dirt tracks, but unless you are after that very last tiny ounce of power forget about those and consider a standard model. You might be able to pick up a couple for as little as £2 or £3 second hand and the most these almost indestructible instruments are likely to need by way of refurbishing is replacement of the throttle slides.

The throttle slide, by the way, is one of the means by which you alter the range of mixtures available. You can get slides with different amounts of cutaway on one side to control the mixture strength from low openings up to about half way. The other things with which you can alter the mixture are the pilot adjusting screw (which controls the AIR to the idling jet on standard carburettors and the FUEL to the idling jet on racing carburettors), the size of the main jet, and the position of the needle control valve which moves up and down with the throttle valve, and can be set in any one of five, and sometimes seven, positions. The lower the needle the weaker the mixture right through the throttle range; the higher the richer.

What size carburettor will you want? In practice you'll probably be limited by the efficiency of the induction "pipe" you can carve out or otherwise arrange between valve throat and carburettor choke. Another factor will be how many cylinders you intend filling with each carburettor.

The ways and means towards more efficient valves and ports would take too long to be included here; and such a range of engines and possible induction systems could be under contemplation that it would be impossible to lay down hard and fast rules. As an example, however, you might take two carburettors, each of 15/16 to 1 inch choke, to feed a developed one-litre Ford; or four carburettors on an eight-port Rootes Group one-and-a-half-litre might run from 1 inch to 1 1/8 inch choke each.

Amongst other things it is wise to consider the type of performance you really want --- whether you want all the power up at the screaming end of the range or how far down towards chugging revs do you want your engine's main "push"? The faster she revs the

Twenty-one

bigger the carbs, but if you take this sort of thing too far you finish up with bags of power on full scream, and practically nothing below that, and you'll need either a dozen gears or a circuit with no corners to get your money's worth. So don't overdo the carburettor size.

One final factor to consider before we get on to tuning is the float chamber. One of the most suitable Amal carburettors developed in recent times has the float chamber cast as one with the throttle block and is in fact known as a monobloc model. The others normally have a float bowl at one side of the throttle block and it may be necessary to alter the position of this so cornering will not provide odd mixture effects by surging the fuel. Or it may be necessary to provide a "swill pot" on the opposite side to the float chamber to counteract centrifugal force (as fuel level rises in one chamber, under the forces of cornering, fuel level in the opposite chamber drops, leaving the same mean level at the jet and maintaining the same fuel-air mixture for the engine.)

Sometimes it is found advantageous to mount the float bowl on the frame (at the correct height in relation to the jet, of course) and link it to the throttle block with a length of flexible hose. Shortly after the war a German firm which was winning practically everything even mounted the WHOLE carburettor on a rubber hose which formed the induction pipe. I figured that with its own inertia the carburettor in this case would tend to stay still while the engine wobbled around in its frame but all the German works engineers would say was: "Iss goot".

Next month we will present the second part of R.H.M's article - tuning methods with these carbs.

=====

CLUB ROOMS REPORT

The Committee and one or two experts held a Working B on Sunday May 8th, and the next two will be held as follows:

May 28th, 10a.m. to 12.30 (before the Cumberland Place gymkhana -- but if the working force is too small and we don't get enough done, the gymkhana may start a little late).

June 12th or 19th or both (see next month's Bulletin).

The Clubhouse is now being wired for sound -- I mean for power and water -- ar, you know. After some more exterior painting, some interior lining, some floor sanding, etcetc, all we'll need is seats. These, however, are going to be a real problem; we'll have to have at least 100 of them, and at the very generous rate of £1 each we've been offered, well, we just can't afford them.

What we're after, therefore, is all the old chairs, too decrepit to be seen in the house any more, that members and their families can rake up...a "chair drive" in fact. Your Committee now hopes to hold the AUGUST CLUBNIGHT in the Clubrooms. There is every chance of this, given the required amount of help (and the chairs!)

Twenty-two

HIGHLIGHT of the proceedings at the finish of the Shell Trial was undoubtedly Bill ("The Basher") Bryce's run -- either the FTD one, or the one with WNTV's cameraman aboard, or the one in which he smote the parking meter with a mighty smiting; take your pick.

This is

CON-ROD CORNER.....

contributed by David Raine

Dave and Hillary Mowat are on the move. Trading the G.T. in on a house. We hear the purchase of a mansion in Khandallah.....

Congratulations to Colin Taylor and Barbara Winstanley on their engagement. Wedding Bells in February it's said.

K and Colleen Foulkes are expecting - the grapevine reports- to have something to celebrate too.

In the Shellington Well or whatever the shell it's called Mike Bitossi, last on the road at this stage helped a couple of cars get through Pararorangi Rd (3 miles on wet grass at 8mph) and then got stuck near the end. He waited for the trail car, a landrover, which got stuck near the beginning. The crew walked through in the hope of reaching civilisation and reached Mike's Anglia instead- at dawn. There was only one thing for it - Mike up and joined the Army.

Compulsorily.

Dave McKinney's there too.....

Just imagine it, will you?

Most unpleasant accident to Mike Frost's A90 on the Wellington Shell. Motored into a washout at speed, we hear. Bit lacking in the front cross member department. Seems also that a lot of other competitors owe their front cross member's health to one of the Beavae, heaven only knows which.

It was most distressing to hear word of our Secretary's loss of one eye. Our heartfelt commiserations, Pinky .

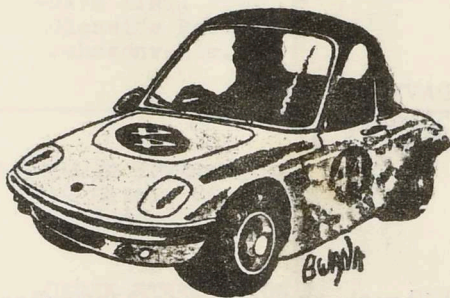
Extensions to Levin : next season cars will turn right instead of left at the present pit entrance, hairpin left through the existing pit area and follow a much faster sweep back into the front straight. As they will be arriving faster than ever at the Cabbage Tree this spectator area has been moved back to make room for a wide spin-out area.

Twenty-Three

WELLINGTON CAR CLUB (INC.) P.O. Box 5142.

EV Caries

BULLETIN JUNE 1966



(S.C.W.)

CAUTION is no substitute for SKILL



DIRECTORY

PRESIDENT- -KINGSLEY FOULKES, B. 46-153
14 Fitzroy Street, H. -
Wadestown, N.2

SECRETARY- -IAN PINKERTON, B. 51-097
10 Tavistock Road, H. 73-779
Lyllall Bay, E.3

TREASURER- -JOHN SWAN, B. 53-371
20 Boxhill, H. 36-658
Khandallah, N.5

CLUB CAPTAIN- -COLIN TAYLOR, B. 41-126
14 Seine Street, H. 85-702
Island Bay, S.2

VICE-CAPTAIN- -DAVE MOWAT, B. 47-235 ext 817
55 Hopper Street, H. 58-000 a/f 6045
City, C.2

CLUB-ROOMS-

are situated at the south end of Russell Terrace, Berhampore.
A key is held by Peter Martin, whose 'phone numbers are listed
on the facing page.

Working-bees are held most Sundays. Give Peter a ring before you
go and he will tell you what to bring.

one

COMMITTEE-

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33 Rimu Road, H. 27-469
Kelburn, W.1
(Convenor Speed Events)

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Johnsonville.
(CO-convenor Speed Events)

-JOHN REID, B. 71-259
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(Production)

HON. SOLICITOR- -JOHN TANNAHILL, B. 43-333
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151 Lambton Quay, C.1

two

COMING EVENTS



- June 11th. Sat. HILLCLIMB - PALMER HEAD.
Because of the extensions to the Levin circuit the L.M.R.C. have closed the track. Our sprint therefore has been postponed. Scrutineering for the hillclimb will start at 8-30am in the pits at the top of the hill. Don't forget crashhat, comp licence, fire putter-outer etc.
- June 21st. Tues NOVICE TRIAL & CLUBNIGHT.
Trial starts at 7-15pm from the Kilbirne RSA. A talk on the organisation of the East African Safari will be given by Mr. John Lamb, who was for eight years a member of the organising committee. John will be pleased to answer any questions on the Safari. Films from Shell & Ford on the event will follow.
- June 28th. Tues. MID - WEEK NIGHT TRIAL.
Stars from the clubrooms in Russel Tee at 7-15pm. See elsewhere in bulletin.
- June 26th. Sun. WINTER 100.
Approx 100 miles, 3½ hours.
Starts at the Bus Barns Aotea Quay at 1pm.
Bring NZMS 17 Porirua, Hutt Valley and Wellington Maps could be useful too.
- July Sat 9th. HILLCLIMB.
Details next bulletin.
- July 19th. Tues. NOVICE TRIAL & CLUBNIGHT.
- July 24th. Sun. TRIAL.
Details next bulletin.
- July 26th Tues. MID-WEEK NIGHT TRIAL.
- AUG. 7th Sun. INTER-CLUB GYMKHANA.

five

Editorial Opinion

WHAT FUTURE FOR N. Z. MOTOR RACING?

By now most members will know of the recent report that the Tas-

man series of races in 1967 is not to include a race at Levin. This has been confirmed by Mr Murray Carkeek, the hard-working Secretary of the Levin M.R.C., who must be particularly disappointed after the energy he has expended since the reorganisation some months ago.

It is also well known that the circuit is being lengthened, and most of it resurfaced to first class standard. The cutting from the "Evening Post" reproduced here reports a statement of Mr R.W.A.

Work On Levin

Motor Circuit

"Evening Post," 28/5/66

ABOUT \$10,000 is being spent on lengthening and re-sealing the Levin motor-racing circuit. The track will be completed by the start of the season in November.

It is being lengthened at the eastern end and this will enable cars to reach greater speeds along the main straight.

It will also give drivers a better approach to the straight.

The manager of the New Zealand Grand Prix Association (Mr. R. Frost) said the circuit will be 1½ miles long when completed. Its present length is 1.1 miles.

Mr. Frost said speeds of up to 130mph should be reached in the straight. Top speeds reached last season were about 120mph.

The re-sealing will improve the surface considerably. It should also satisfy drivers who have been complaining about the roughness of the track.

"The track wasn't really rough, but it wasn't as good as the other three main circuits in the country," Mr. Frost said.

Half Done

He said work had been progressing steadily. About half the circuit was already completed and this included the main straight around to Cabbage Tree Corner.

This corner, where a number of drivers have gone off the track and into the bank, is also being improved.

At present the bank is only 25ft from the actual track. However, it is being moved and will be 90ft from the circuit.

Mr. Frost said the track, when completed, would be comparable with Pukekohe, Wigram and Teretonga.

NEIGP, President of MANZ, or an official of the LMRC we cannot say, but if it is the last we would have expected Mr Carkeek to release it. These days Mr Frost's concern, naturally, is the Pukekohe circuit, for which he is doing wonders.

The questions now arising, and which must occur to every enthusiast in the country, are:

Is any attempt to be made to reinstate Tasman status to the January Levin meeting, as from all accounts the circuit will be at least as good as Australia's Lakeside (some 1½ miles of rough going)?

If not, why not? And is a meeting of International status and a 2.5-litre main event, going to be held as usual?

But perhaps the most important question is this: why haven't Car Clubs, at least, been told something of the bothers that must have been besetting our major promoters, for them to be unable to resist the overt, even blatant, attempts of the Australian race organisers to transfer the whole international season - even the title Tasman Championship, ironically - to Australia?

To most of us this has been evident for years, literally, and the only surprise is that now, when the LMRC is at last able to put its track, and its house, in order, our representatives have opened the first fatal crack in their own, and our own, defence! What on earth is wrong with our promoters - the N.Z. International events were established before the Australians got with it; our spectators nearly as numerous and more knowledgeable;

and, when meeting on equal terms, our car/driver combinations

six

nearly always better than theirs. In short, their only advantage is...MONEY.

The latest financial reports of the NZIGP show that under the guidance of Mr Frost, they are making good progress at last. Money is essential to this, one of the most expensive of sports for competitor and promoter alike, for without it there can be no spectacular cars, so no spectators, so no gate takings to pay for the circuit -- it's all too simple. Is it too much to hope that our major (and minor!) promoters will take a good look at Pukekohe's success, and that the GP organisation will have the pure common sense to see that when Australian organisers are getting international stars like Paddy Hopkirk or Ken Miles or Pat Moss-Carlsson to drive at their events, they've got something for them and their cars to appear in over here a week later? The future of Motor Racing in this country depends on our ability to think big, and to think in sufficiently flexible terms.

PUKEKOHE, says Frank Matich for one, has too many straights and not enough fast corners. It's also too far from town.

LEVIN is too small by half, exactly. It's possibly too far from town too, in this case Wellington.

WIGRAM is good -- perhaps too good to last...it is to be hoped that The M.R.C. is keeping Ardmore in mind, and saving hard against the day when they are forced to buy land of their own, not too far from town. Here's hoping, of course, that day never comes.

TERETONGA is too small. Save money, grow quickly, or go the way of Levin - out into the cold.

* * * * *

LETTER TO THE EDITOR
@@@@@@@@@@@@@@@@@@@@@@@@@@@@

Dear Sir,

Futher to your item in Conrod Corner stating that I had lost an eye I would like to point out to members and in particular your contributor David Raine that both my eyes are in perfect condition. Spreading such a callous rumour has caused much concern to a number of my friends and acquaintances, within this and other clubs.

Mr Raine, whom I do not know personally, should check on his facts more carefully before going into print. Although to my closer friends I may have joked that my eye was no longer, Mr Raine should not use hearsay when informing members.

Yours faithfully,
I.C.H. Pinkerton.

(David Raine points out that our correspondent told several members, apparently in all seriousness, that he had lost an eye. Can we regard this letter as a joke? — Ed.)

seven

E C O N O M Y R U N
20th March

This year's Economy Run proved to be quite a controversial affair, to say the least. The organisers decided that the course should be "round the houses" instead of a country drive. The route took in nearly every suburb in town and involved 35.12 miles of constant hill climbing and stop-start motoring.

The results were a resounding victory for the mob from Pinelands Avenue, with John Reid leading John Gladhill in a one-two win and Lance Elliot following in 7th place.

The event was most disappointingly supported by our members, and this lack of interest is not very pleasing. How can we expect people to spend time and money organising events when only a few competitors are likely to turn up? Fifteen entries from 240 members isn't very inspiring!

The results were arrived at as follows: Each car was given a miles-per-gallon figure (actual miles divided by petrol used) and a time penalty according to how late or early it was at final control (one point per 10 seconds, less a 3-point allowance). To obtain the corrected MPG figure it was decided that each 5 penalty points would cost 1 MPG, and this was deducted from the actual MPG to give the corrected overall placings.

OVERALL RESULTS.

-I.C.H.P.

			Corrected MPG	
1.	John Reid	Mini Cooper 's	"	44.800
2.	John Gladhill	Morris 1100	"	37.225
3.	R. O'Niell	Herald	"	33.545
4.	Graham Robson	Anglia	"	29.983
5.	Peter Martin	Herald	"	29.800
6.	Colin Taylor	Victor	"	24.840
7.	Lance Elliott	Mini Cooper 's'	"	22.733
8.	Willard Martin	VW	"	22.636
9.	Dave Money	Herald	"	19.218
10.	Ted King	Humber 80	"	17.443
11.	Paul Taylor	Consul MK 1	"	14.400
12.	Colin Lawton	Holden S/Waggon	"	13.866
13.	Don Robson	Riley 4/72	"	2.625
14.	Peter Jackson	IMP	"	10.400

eight

1966 PEUGEOT TRIAL
 ++++++

This year's Peugeot was an unusual trial.

The first section, a Touring Section of 124 miles took us from the start in Auckland to the first meal break in Whangarei, using Highways One and Sixteen nearly all the way. At the control we had to wait about 15 minutes to clock in, as we could not nominate our time; time out for each car was listed at the restaurant where we ate (clocks being sealed for the duration to the time of day).

Section two took us, with some map reading on an AA map, north from Whangarei, and section three led into trialling territory new to nearly every crew, the area north of Kawakawa and east of Opua and Pahiia, in the Bay of Islands. We used a 4½ mile track, much of it "three-ply" which we shan't forget for many seasons.

The Section ended at Ohaeawai, and the next was partly Tulip diagrams. It led us round in circles in the vicinity of Lake Omapere (altitude 780ft, depth 8ft!) and then back to Kawakawa.

A few competitors stopped soon after starting the next section (another Highway Touring section back to Whangarei) to look at the mid-50s Aston Martin single-seater in Lionel Bulcraigs well-lighted showroom.

After the post-midnight coffee break in Whangarei we set off into the area to the west and south, then after dawn, back to the north-west to arrive in Dargaville for breakfast. Not an exceptional trial - but a very well laid-out and organised one. How such a small club does it each year is a mystery-- top marks to them for it.

D.D.E.

PROVISIONAL RESULTS.

1st.	K.B.Wilson.	Wairarapa C.C.	VW.	30.5
2nd.	B.Robson	R.A.T.E.C.	Zephyr	60.1
3rd.	A.B.West	Auck. C.C.	Consul	73.1
4th.	K.V.Lay	R.A.T.E.C.	Cortina GT.	79.1
5th.	S.C.Boreham.	Rotorua C.C.	Morris 1100	83.7
6th.	J.Harwood.	Taranaki C.C.	Peugeot 404	136.9
7th.	H. Hawira	N.S.C.C.	Minor 1100	205.6
8th.	R.Spence	Te Awamutu C.C.	Fiat 1500	206.1
9th.	S.Tattersall	N.W.C.C.	-	212.7
10th.	D.Rayner	N.W.C.C.	Simca	220.5

nine

NOVELTY TRIAL.

13th. May 1966.
 @@@

Once again a successful event organised by a non-committee-member. It is very good to see more members taking an interest in organising events — many thanks to Jayne and Jeff.

This event started from the Clubrooms and proceeded around the suburbs of Wellington and Lower Hutt by a given route, competitors answering questions and picking up various articles as they went.

We covered about 50 miles in 3¼ hours - but just tell me where you get all the objects on a Sunday afternoon when some are :

- A nail
- A Union Jack
- 2 walnuts
- A stocking
- "Winne the Pooh at Pooh Corner"
- A daisy
- A Fanta top
- A pair of glasses.

I had with me K and Colleen Foulkes and my fiancée. K and I decided to let the girls do all the navigating - which they did to good effect as we won, which shows those who didn't enter how simple it is for anyone to get around a Novelty Trial...

C.G.T.

(Jayne and Jeff have asked us to publish their apology for two mistakes in the CRIs, and their regret that competitors' Sunday afternoons were spoiled. From all accounts, though, no-one minded really greatly. -- Ed.)

RESULTS:

	Ans- wers	Art- icles	Fin.	Tot.		
1	Mike Hopley/J.Munro, Min . . . . .	.26	30	180L	236	6th
2	Bruce McLean/Roderick Hoy, 1100.	.18	26	180L	224	4th=
3	Peter Jackson/John Williams, Imp	.28	16	180L	224	4th=
4	Graham & Don Robson, Anglia.	.26	4	180L	210	3rd
5	Colin Taylor/K Foulkes, Vogue .	.10	14	0	24	1st
6	Paul Taylor/Ann Burns, Consul .	.24	26	99L	149	2nd
7	A. & N.McGill, Min. . . . .	.50	16	180L	246	7th
8	Ross Dyson/T.Hutt, 1100	-	-	-	-	Retired - -

ten

The Secretary has received this letter;

"Would you be kind enough to convey the appreciation of both Jenny and I to all Club members with our special thanks to the out-going committee for the chiming clock.

In also making me a Life Member it would appear that you want me to be associated with the Club in the future, despite my blunt manner in the past.

As you know, I have seen the Club grow tremendously and progress. My main regret is that I shall not be here to see the completion of the Club rooms.

Jennie and I will be pleased to see every one of you, when and if you are in the Whakatane district.

There shouldn't be any advertising in a letter of this nature but you will find me under a Shell sign, where I will be happy to serve you "some of my sponsor's fine products!"

With every best wish to the Club for the future,
Sincerely
Brook Leyland!

MID-WEEK MONTHLY NIGHT TRIALS.

These trials will be held once a month on the Tuesday FOLLOWING Clubnights.

They will all start from the Clubrooms in Russel Tce.

The first car will leave at 7-30pm. and the last car before 7-45pm. so be early or you are liable to dip out.

The events will finish at a coffee bar down town some 2 to 2½ hours later.

They will be harder than Novice trials.

Maps of Wellington, Hutt Valley and Johnsonville could be helpful. You can buy these from the Lands and Survey Dept in the wooden building on Lambton Quay. Show your membership card and you will get a ¼ discount

"CHECK BOARDS" will be used on these events- one will be on display at the start. On the route you must stop at these and sign your name on the space provided. One minute allowance (same as for normal checks) is given.

thirteen

MID-WEEK NIGHT TRIAL.

Tues 24th May.

This event was a most enjoyable run, despite the organizers' having to cut out one section due to weather conditions.

All six entrants were away from our Clubrooms shortly after 7-15pm. and section one took cars down Adelaide Rd. and in a round-about way to Karori, via Aro St., to arrive at no.1 check at the top of Beauchamp St. Extension.

From here competitors, after getting back to the Main Karori Rd., had to follow a route to Johnsonville through Makara. A considerable amount of water was experienced in Makara, with heavy rain and the overflowing of the river across the road. The flooding of the river caused a further motoring hazard by forcing cattle from the low lying land and onto the road just round a bend on loose metal. On reaching the turn-off to Makara Gorge all competitors found the road closed, but all used their initiative and made their way to the end of section one control, in Bassett Rd. Johnsonville.

Two check boards were placed for Directional Checks on lamp-posts in each section, and kept every-one on the lookout right from the start.

Section two from Johnsonville went through Glenside to Tawa, where we had an extensive tour of the residential area before heading for Porirua East.

Once in Porirua we soon found ourselves leaving the seal to negotiate what is commonly known as the "Dog Dosing Strip", which held many surprises as to the depth of the numerous water holes which caused a lack of brakes when one was faced with storm-water sumps and bad ruts on this track.

After leaving this section and check point a good run was had through the remainder of Porirua and south down the Motorway into the city - and so to the Casa Fontana after making a wrong approach to the final control.

After one round of hot coffee and much discussion the results were announced.

Many thanks to John Reid and John Gladhill for the running and organising of this trial.

-G.P.B.

(Results are on next page)

fourteen

RESULTS.

Car No.	SECTION 1.		SECTION 2.		Total	Place	
	Chk 1	Bd 1	Bd 2	Chk 3 Control			
1.	0	0	0	126.2L	180W.A.-L	306.2	2
2.	9.6E	180MC	180MC	30.7L	180W.A.-L	580.3	6
3.	27L	0	180MC	131.2L	180W.A.-L	518.2	5
4.	0	0	0	48.2L	180W.A.-L	228.2	1
5.	31.6L	0	0	140.0L	180W.A.-L	351.6	3
6.	19.4L	0	0	57.2L	180W.A.-L	436.6	4

Board Two & Three plus Control were wiped. (See Text)

Car No.	1	Jim Gratton/Mike Burch	Minor 1000
	.	Jeff Bondy/Dave Young	VW
	3.	Rory Hoy/Bruce McLean	Morris 1100
	4.	Gavin Beaumont/Ed Conroy	Hillman
	5.	Lionel Jackson/ Paul Braddock	Herald
	6.	Paul Taylor/Rick Lewers	Consul MK 1

**R & W BUTTERS
LINDEN GARAGE**

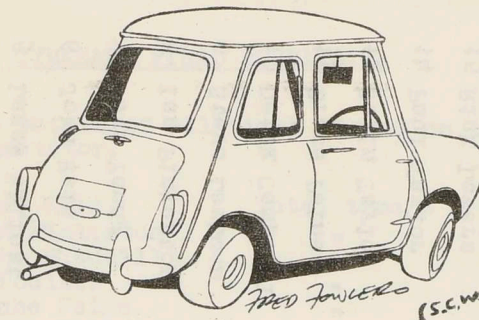
VALVE GRINDS, RING JOBS, ALL MECHANICAL REPAIRS.

WE ARE BOTH "A" GRADE MECHANICS

MARFAK LUBRICATION BORON FUEL
MOTORING SUNDRIES

HINAU STREET, LINDEN - - - - PHONE 2940.

fifteen



CUMBERLAND PLACE GYMKHANA
@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@

In conditions that could be described as most unpleasant, the Club held it's first gymkhana in Cumberland Place. The wind fair whistled through the parking meters, and seemed to cut through the warmest clothing that club-members could muster.

The "Boys from Pinelands " turned on a most spectacular display with the dextrous use of their handbrakes to the accompaniment of the 'Dunlop Symphony'. John Reid wound up taking fastest time in every test while flatmates John Gladhill and Lance Elliott also turned in some very fast times !

Club Secretary, Ian Pinkerton, apparently lost all vision early in the big wiggle-woggle and ended up a full 180° to his intended direction of travel. Shades of Paddy Hopkirk !!

Dave Young had the misfortune to come into rather violent contact with the kerb and break the upper wishbone of his Imp.

Another early casualty was Rick Lewers, who snapped a clutch-rod. Bit heavy in the left-foot department ?

Club Captain, Colin Taylor, was the only one to come into contact with one of the parking meters although his "Beetle" suffered only slight nasal damage.

The spectators were sure that they were going to see Graham Robson polish his door handles with the asphalt.

Full results for each test are on the next page. The * by the time means that the penalty for knocking over a flag (5 seconds) has been added to this time.

'aardvark'

sixteen

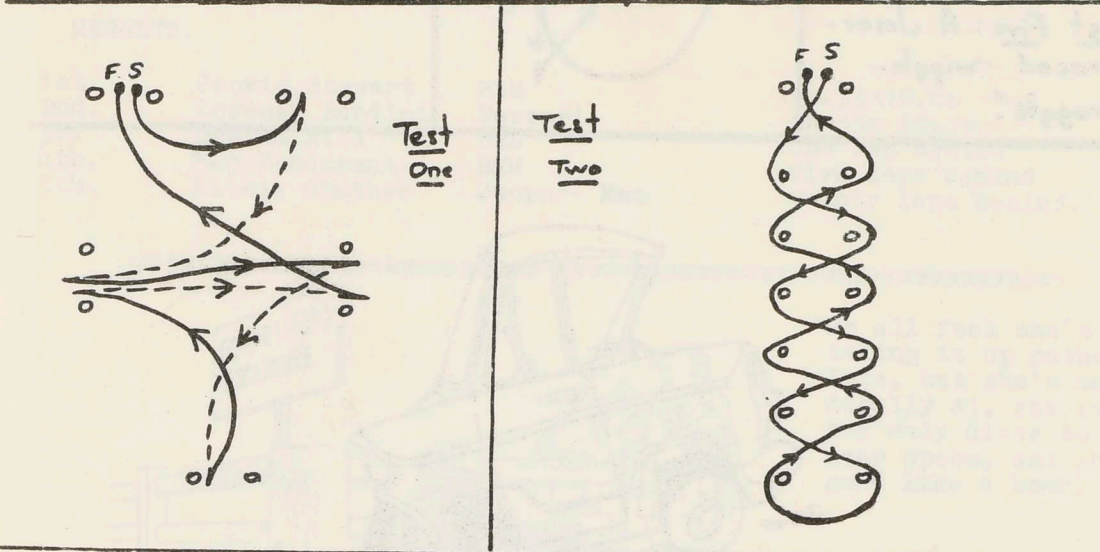
GYMKHANA FINAL RESULTS.

These are the totals of all times listed on the opposite page, for each competitor.

1st.	John Reid.	Total time =	216.70	secs.
2nd.	Ian Pinkerton	"	249.15	"
3rd.	John Gladhill	"	253.91	"
4th.	K Foulkes	"	260.80	"
5th.	Bruce Paine	"	261.24	"
6th.	Lance Elliott	"	262.05	"
7th.	Steve Lachman	"	277.47	"
8th.	Colin Taylor	"	279.64	"
9th.	Neil McGill	"	292.84	"
10th.	Dennis Wilson	"	297.17	"
11th.	Graham Robson	"	316.71	"
12th.	Paul Taylor	"	398.95	"

The remainder of the competitors did not complete all of the tests and therefore do not figure in results..

Gymkhana Tests - Cumberland Place, 29th May



(Cont'd...)

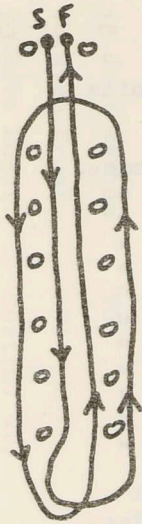
eighteen

GYMKHANA RESULTS 29th May 1966

1	John Wallace.	Vanguard	60.45	41.68	31.62	55.38	38.92	54.16	7
2	John Gladhill	Morris 1100	37.52*	30.65	25.72	43.47	31.69	41.78	43.08
3	Neil Mc Gill	Austin Mini	42.05	31.21	29.72	48.00	33.12	54.24	54.50
4	Dennis Wilson	Austin Mini	51.33	30.26	28.82	49.29	31.32	52.50	60.65
5	Lance Elliott	Cooper S	39.75	30.10	32.92*	42.78	32.05*	38.10	46.35
6	John Reid	Cooper S	31.05	29.85	23.72	31.89	26.40	37.79	38.00
7	Dave Young	Imp	47.35	-	-	-	27.80	-	7
8	Ian Pinkerton	Spiritfire	34.41	29.52	33.82	40.00	27.80	44.10	39.50
9	Steve Lachman	Minor	35.10	31.66	29.12	48.54	31.29	47.90	53.86
10	Derek Campbell	Herald	42.87	31.58	30.12	45.38	-	-	-
11	Bruce Paine	Austin Mini	32.82	31.29	32.12	48.38	28.62	44.62	43.39
12	Colin Taylor	VW	46.73	29.25	39.50*	49.66	28.30	45.51	50.69
14	Paul Taylor	Consul	62.55*	56.10	37.40	57.23	40.80	64.17	80.70
15	Rick Lewers	Minor SV	50.20	-	-	-	-	-	-
16	Graham Robson	Anglia	52.59*	33.26	42.12	56.12	29.61	50.84	52.17
17	K Foulkes	VW	35.97	30.50	31.46	43.89	31.52	43.46	44.00
18	John Graham	VW	57.00	37.54	-	57.23	-	52.44	-
19	Mike Frost	AGO	-	35.71	28.00	50.15	32.59	47.61	53.20
20	Dave Howat	Cortina GT.	-	-	-	-	-	43.40	54.28

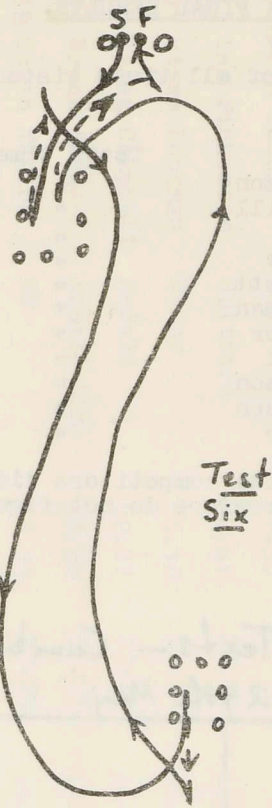
seventeen

Test Four

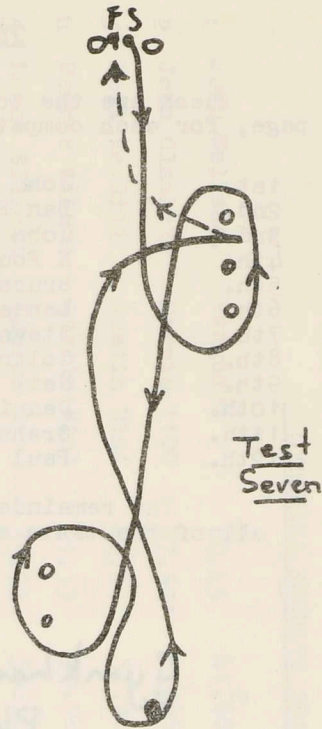


Test Three: A widely-spaced "wobble-wobble".

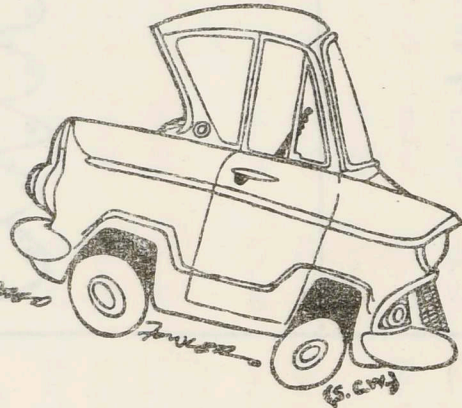
Test Five: A closer-spaced "wobble-wobble".



Test Six



Test Seven



nineteen

MONACO

AND

THE NEW FORMULA

Jackie Stewart, after leading almost from the drop of the flag, won the first of the Grande Epreuve of the new Formula, at Monaco on the 22nd. of May, driving one of the two litre cars brought out for the Tasman Series.

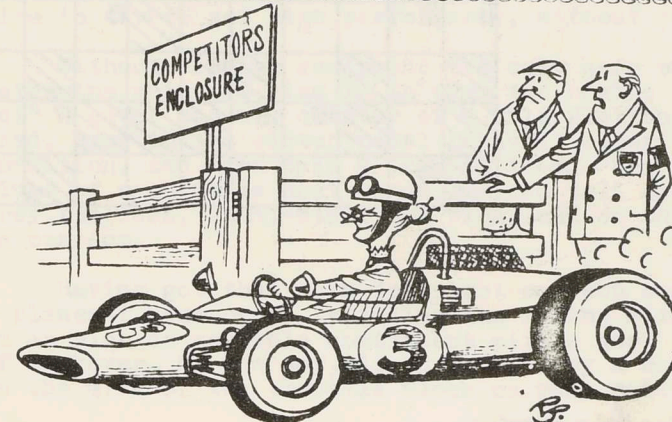
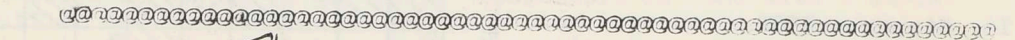
Lorenzo Bandini, in one of the V12 Ferraris prepared for the new Formula, was second, some forty seconds behind Stewart. One minute behind these two came Graham Hill's BRM followed by a private BRM -- American 'rookie' Bob Bondurant. The only other classified as a finisher was Richie Ginther who, after problems at the start of the race rejoined to tail, by some twenty laps, the eventual winner.

New Zealanders Denis Hulme, driving a Brabham-Climax, and Bruce McLaren, driving a three litre McLaren-Ford abandoned the race with mechanical troubles. 'Uncle' Jack Brabham, Brabham mounted, was also among the retirements.

Stewart's fellow Scot, Jim Clark, the defending world champion, was forced out with a broken rear suspension just when it seemed he was about to throw out his challenge for the lead.

RESULTS.

1st.	Jackie Stewart	BRM	2h. 33m 10.6s
2nd.	Lorenzo Bandini	Ferrari	2h 33m 50.7s
3r.	Graham Hill	BRM	one lap behind
4th.	Bob Bondurant	BRM	five laps behind
5th.	Richie Ginther	Cooper- Mas	twenty laps behind.



"We all feel she's taking it up rather late, but she's medically A1, she isn't the only dicer to wear specs, and she goes like a bomb!"

twenty

M O N T H L Y
C R O S S W O R D
N U M B E R O N E

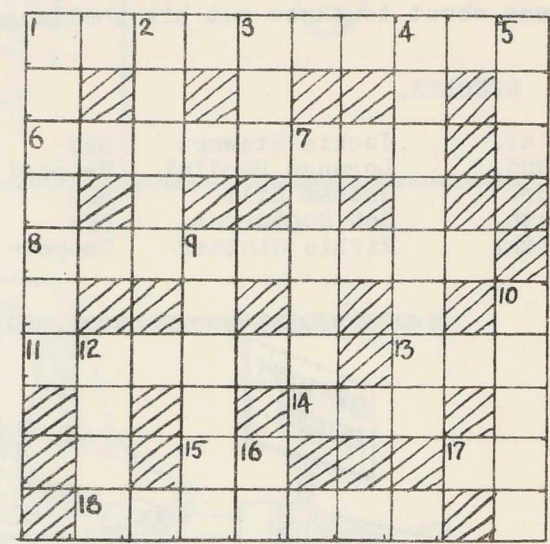
by G. L.

CLUES - DOWN.

1. Skoda.
2. Racing saloons must have at least two of these.
3. Handy on a trial.
4. Part of car's electrical system.
5. Riley.
7. Pat's relationship to Stirling.
9. 'Players 200' sports car race is run in this country.
10. 1965 World Champion.
12. G.P. in South Africa.
16. Singer --I500.

CLUES - ACROSS.

- I. 'In my merry -----'.
6. Famous American hot-rodder.
8. Measure of oil's 'stickiness'.
- II. Simca.
13. Engine would seize without it.
14. --- Flockhart.
15. Citroen --I9.
17. 'Best car in the world' (Initials)
18. ----- T, American truck.



Twenty-one

HIGH PERFORMANCE ON
CHEAP CARS.

By R. H. M.

P A R T T W O.

Although many factors affect the size of main jet required - factors such as type of fuel, compression ratio, altitude, air temperature and humidity - main jet size is more dependent on the size of carburettor bore than anything else. On premium grade petrol you are likely to find the best size in the following range:-

<u>CHOKE SIZE Ins.</u>	<u>JET No.</u>
15/16	130 - 170
1	150 - 190
1-1/16	170 - 210

Jet numbers go up in tens and are the actual number of cubic centimetres of fuel which will pass through the jet under certain conditions - not necessarily in the carburettor.

You can see from this that increasing the choke diameter by as little as 1/16 inch means an increase in jet size to two or three sizes larger.

It can not be emphasised too much that dozens of things you may alter about the car will affect the abused carburettors and it is most important to have as many variables as possible settled before doing something serious to your carburetion. For instance you will want a larger jet and smaller cutaway on the throttle valve if your exhaust is a highly extractive type, and it would be stupid to get your carburettors in tune with a stock muffler and then change to an absorption type or to a straight pipe to try to get high performance, without retuning the carbs.

Without complex equipment the only safe way finally to determine main jet size is to warm the engine and then do a "plug cut" - cover about a quarter of a mile flat out, cut the engine dead, hoof in the clutch pedal to avoid altering the spark plug condition, and then take a look at them. We will assume you have plugs of a suitable heat range and can tell by their colour (white-grey too lean, ~~furry~~-black too rich, and so on) whether the mixture is correct.

Having got that main jet right on each carb, you can spend a pleasant hour or so twiddling the idling mixture until you get it as rich as possible consistent with a good tickover. The RATE of tickover, by the way, is controlled by a screw angled upwards on the side of the throttle block on many models, and of course

Twenty-two

you will be taking up the slack on the individual throttle CABLE each time to ensure all of your carbs are opening together. Don't, however, concentrate on a super idle at the expense of instant response when the throttle is slammed open.

You will almost certainly find it necessary to have your induction system linked with a balancing tube for good idling but again, as with porting and valve improvement, that is another topic and cannot be covered in a short article on carburettor tuning. You may need a throttle slide with a different cutaway from that originally chosen. The cutaways vary in steps of 1/16 inch in height so a Number Three, for instance, has a 3/16 inch cutaway, and usually the lower the cutaway can be kept, consistent with clean running throughout the first half of the throttle opening (after that the cutaway doesn't have effect) the better will be acceleration.

The throttle needle valve can be adjusted up or down as you go along in your acceleration tests, to eliminate any lean or rich spots through the range. Both cutaway and needle position might have to be altered in conjunction, but a little thought will tell you what is needed. For instance, if there is a tendency to cut out as the throttle is opened fast from lowish revs you will go to a lower cutaway, but this may introduce a rich spot which you will then eliminate by lowering the needle a notch or two.

Finally, to get that last bit of smoothness through the rev - and throttle-range along with top power, it may be necessary to try various combinations of induction and exhaust pipe length. Details cannot be entered into here, but it is fairly easy to arrange "trombone" lengths of pipe which slide into each other to test various combinations by trial and error. Really surprising results can be obtained by achieving a perfect match.

T H E E N D.

MAP READING LIGHTS.

Genuine BUTLER'S FLEXI-LIGHTS now available.

Fully flexible stalk and adjustable cone of light. They are ideal for the rally and trials navigator..

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Twenty-three

EXCITING NEW ECONOMY CAR

Two very interesting new cars were recently announced by the Ford Motor Company to replace the current Zephyr range.

The new Zodiac makes it's appearance sporting a new V6 motor of three litres and Mustang-like styling with a list price of £1750. However, the spotlight definitely falls on Ford's remarkable entry into the economy car field with their new Zephyr powered by a V6 motor of only 250cc (Evening Post, 22-4-66).

At £1140 this car seems somewhat expensive with regard to the limited horsepower available but nowhere else is a six seater car available capable of 100mpg. The engine is a sleeved down version of the Zodiac unit and is probably more sleeve than cylinder.

After a brief test drive in this vehicle we would suggest that the performance could best be described as adequate for members of the Wellington to Paraparaumu Sunday Drivers Society. The comparatively slow acceleration (0-30 in 59secs.) renders the Zephyr a quite harmless projectile during the 5 P.M. 'mad mile' drag race. Gone is the fear of impaling one's radiator on the preceding car's exhaust system.

Having been soundly out-dragged at a traffic light Grand Prix by a derelict Bradford van loaded with umpteen little jeering faces we decided that maybe rocket-like acceleration is not really necessary. Maybe!

With it's regular size petrol tank and miserly fuel consumption this is just the car for a trans-Australia trip providing you have a year or two to spend. On the competitive scene the Zephyr's forte seems to be the Mobilgas Economy Run where even the heaviest leadfoot must emerge triumphant.

Judging by our test car's performance we would venture to say that the rumour that Ford are bringing out Ay Jay and Parnelli to pilot one in the Will's Six Hours seems highly doubtful.

-G.L.

* * * * *

DON'T FORGET the invaluable contribution that

THE EVANS BAY TIMBER COMPANY

is making to our Clubrooms. They have saved us a considerable sum already by making materials available to us at

50 per cent of retail price

and will save us more yet. This is greatly appreciated by us all - and we're all showing it by patronising them whenever possible, naturally.

Twenty-four

Dave Simpson is a likeable 22 year old Aucklander who has rocketed to the top of the N.Z.R.D.C. National Saloon Car Championship this season. For a young man who professes only a limited knowledge of engines and who has only been racing since the beginning of the 1965 season, he is the comingest comingman we know. Few would have picked a relative unknown without a win to his credit to show a fast back to Paul Fahey, reigning Saloon Champion at the beginning of the season. (Sorry about the 'fast back' - ouch!)

Dave admits that his greatest thrill was the first Championship win at Renwick. Then not even he foresaw the success of the coming season - five more wins at Gold Star meetings from Pukekohe to Teretonga. In one fell swoop the novice achieved what most saloon car drivers dream about - he was the New Zealand Champion. He finished by the end of the main straight at Pukekohe with the sum total of 63 points. Fahey, his nearest rival, had 31.

The fairy tale began before the start of the 64/65 season when he thought he would try his skill, or lack of it, on the track. He was marshalling now and then at Puke at the time - this could be a secret of his fantastic success - was it through watching others in action that he rose to fame so fast? (The Club executive will spread this lie pronto in the hope of attracting more club-members to marshalling duties).

Dave recalls that he got himself a second-hand Anglia which had done 34,000 miles and lowered it. A 1500 c.c. Cortina engine and a brace of SUs was inserted. The car was moderately successful, and noticeably well-driven.

As the new season approached a demoniacal gleam entered the eyes of the Simpson rocket doctors and the motor was contemplated until Nirvana was reached and in true Buddhist tradition the power of the Lotus was seen and heard. Those who doubted if Dave could handle the new projectile soon got their answer.

"Really I never dreamt that I would be so successful. I thought perhaps I might get a chance to get in the top six..... if I was lucky", he said.

The fabulous fastback, which would pull 7500 in top (130m.p.h.) has been sold. The future is uncertain. Dave says he might eventually go into Grand Prix racing, but has yet to make up his mind about this, if asked. "It's such a big step - I really don't know - I wouldn't like to commit myself", he says, although he is determined to continue racing.

He's not big-headed about it, being saloon champ in two years, and admits to being nervous before a race. "Perhaps it's the feeling that only competition can stimulate. I suppose an athlete feels the

twenty-five

same before a race, but once the flag drops you are concentrating so hard on the race, no other thoughts enter your mind".

Apart from getting a leg out of bed in the engine at Pukekohe the only other of his eight major races in the Anglia that he has failed to win was the match against Spencer Martin in the Ferrari 250LM at Wigram.

-J.S.D.

F I L M R E V I E W

'RED LINE 7000'

'Red Line 7000' represents one of Hollywood's more successful ventures into the world of motor sport. Judging by previous examples Hollywood and motor racing seem somewhat incompatible; with past attempts to depict the world of speed ranging from slightly absurd to completely ridiculous.

Stock car racing on the banked super-tracks has been proven the most exciting of American racing and NASCAR stock car racing is the featured sport in 'Red Line 7000'.

As is to be expected spectacular crashes occupy a considerable portion of the racing footage of the film. Almost all racing scenes are taken from actual racing films and are not as disjointed as customary. The few staged racing scenes are sufficiently realistic and are well done.

The team featured is equipped with Fords but the usual Ford advertising all over the cars is conspicuously absent and at no time in the dialogue or racing commentaries are any cars referred to by make.

Mercifully the producers have resisted the temptation to doctor the cars into Fordollets or Plymiacs and nobody puts sugar in somebody else's petrol tank nor sabotages their steering.

The principal characters in the film are a group of somewhat confusing 'wonder-drivers' involved in a game of musical chairs with a similar number of equally confusing females. One 'overnight-boy-Fangio' manages to dust off Foyt, Petty, Lorenzen & Co with amazing ease and regularity. After several laps of bumping, another manages to push his racetrack and boudoir rival over the edge of the banking to almost total destruction in the film's most spectacular pile-up. However, apparently all is fair in love and stock car racing and after a mild punch-up both drivers are circulating merrily again by the end of the film.

The film ends rather abruptly and unexpectedly with A.J. Foyt going gloriously end over end at Riverside.

Well worth seeing - Provided you keep your eyes shut between the racing sequences!

-G.L.

twenty-six

NOTICES

ORGANISERS NEEDED !

If you could organise either a half-hour novice trial, to be held before clubnight, or a two hour or so mid-week night trial, please get in touch with John Reid or John Gladhill.
If you need any help or advice they are willing to oblige.

@@

COMPETING MINORS.

No, not Morris Minors. Entry forms for any and all events signed by a minor, must be countersigned by that person's parent or guardian. It is suggested that junior members obtain entry forms prior to the date of the event that they wish to compete in, so that the appropriate signatures can be obtained. Stocks of all types of entry forms are held by the club secretary.

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ALL CLASSES OF WELDING & SPRAYPAINTING.

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None too small
Leave it to Kiwi
We'll Fix 'em all "

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PROPS. S. J. HENDERSON
J. T. TIHEMA.

MEMBERS SPECIAL RATES,
PRODUCE MEMBERSHIP CARD.

Seventy-seven

V E N U E S

are required for Hillelimbs
Bent Sprints
Straight Sprints (somewhere new to hold standing & flying 1/4-mile and standing kilo. events)
Gymkhanas

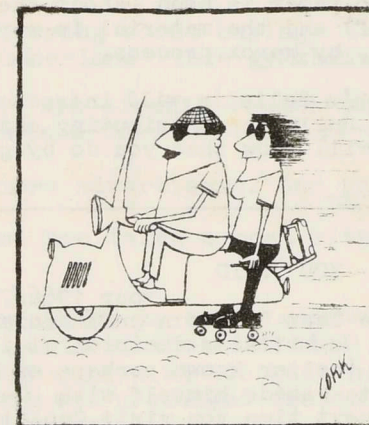
If you have any ideas on this subject (nothing more concrete is required) mention them to any Committee member.

.....

F O R S A L E

- 1 Smiths electronic rev-counter; reads to 8000rpm.
- 3 Morris 1100 road wheels. (Unfair to Austin etc! -Ed.)
- 1 1 1/2" SU carburettor with air cleaner.

Phone DAVE MONEY -- 46.660 work, or
34.985 home.



Seventy-eight

EDITOR'S NOTE

It has been discovered that a number of the Club's newer members have not been added to the mailing list, and consequently have had no information on Club activities until now. We apologise to them, and will, of course, ensure as far as possible that this doesn't recur.

Now that the Bulletin seems to be getting back into its stride a little (touch wood!) we shall try to maintain a certain amount of regularity of deadlines, etc. Our aim is to produce a Bulletin about the beginning of each month, and, tentatively at least, the deadline for all contributions, advertisements, and so on will be the preceding Clubnight. If your material is untyped and fairly long, we would prefer that it reached us one week earlier, so that typing can be arranged in time; this is not so important in the case of reports of Club activities, if we know to expect them late.

Naturally we welcome all contributions from any source, and the more controversial the better, as this is the place to air your thoughts on any subject -- we don't even insist that it be strictly related to Motorsport. If you work in town, drop in and see Gary Lang at G.A. Lang & Co, Vivian St, and leave the material there. Classified-type ads are published free for members, of course.

If material can be presented already typed our job is much easier, as the staff consists entirely of hunt-and-peckers! The standard setting-out adopted is: margins at 10 and 70; paragraphs inset 5 spaces; double line-spacing between paragraphs. Quarto paper is used (about the same stiffness as the Bulletin itself) and the material is reproduced directly, in the final size, by xerox process.

Next month's Bulletin will introduce a new feature, designed to make Bulletin contributing easier. We hope you like the idea, and will show that you do by getting your pens busy.

HAVE YOU PAID

your 1966/7 Club sub. yet? This is probably the last Bulletin unfinancial members will receive, subject to the Committee's decision at its next meeting. Our Hon. Treasurer (better known perhaps as Honjohnswan) will be delighted, quite beside himself with glee in fact, to take your 30/- from you next time you visit Quality Paints' shop in Courtenay Place.

Twenty-nine

Jim Palmer has sold the Lotus to Leo Geoghegan. Will he have a Works Tasman Lotus for next season?

Don't imagine Jim will be pedaling Scud Velo's Brabham - not because Spencer Martin is back in it though - it has been sold to a visitor.

What have Uncle Vryn and Kerry been scheming lately? And what is Kerry doing in Sydney? -- buying a new summer outfit?.....

What are Roly and Graeme doing for next season?

How is Dene getting along with the ex Bryan Thomas Lotus 27?

Do you suppose Andy is racing the 250LM Ferrari in Aussie, but not here, permanently?

+@+@+@+@+@+@+@+@+@+

*This is
CON-ROD
CORNER.....
contributed by David Raine*

Clubmember John Graham has sold his Min and gone the 'Beetle' way, while the Presidential VW is for sale.

Number of people muttering about buying 1275S's after the Cumberland Place gymkhana.

The Queen Elizabeth Park circuit scheme may not be dead..rumours indicate a more forceful re-approach.

The Bulletin needs more advertisers. Can you help?

Clubmember Owen Steel has taken a post with the Wellington Branch of Shell.

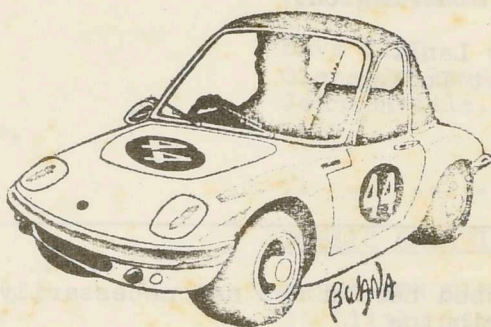
Bob Newson has departed for pastures greener, he thinks. Was farewelled at a party at the editorial residence. Gone to Auckland. All members will wish Bob best of luck, good sport (motor-sport, that is) and prolonged freedom from the unwelcome attention of jewel thieves!

Thirty

**WELLINGTON CAR
CLUB (INC.)
P.O. Box 5142.**

BULLETIN

JULY 1966



(S.C.W.)

CAUTION is no substitute for SKILL

COMING EVENTS



- July 19th. Tues. Novice Trial & Clubnight.
 Trial starts at 7-15pm. from the Kilbirne RSA. A short talk on an aspect of the tyre industry will be given by a Technical Rep of Goodyear Tyres. A question session will follow. Films, also from Goodyear, include "The Southern 500" approx 1 hour of American Stock Car Racing. Novice Trial Organiser -: Graham Robson.
- July 24th Sun. Autocross.
 Wright's Hill. Starts at 10-30am. Crash-hats and fire extinguishers needed. Basic Competition Licence needed. An excellent event for both gymkhana and speed fiends alike.
- July 26th Tues. Mid-week Night Trial.
 Starts from the Clubrooms in Russel Tce at 7-15pm. Entries close at 7-35pm. Finish approx 2 hours later at a coffee bar down town. Maps of Hutt Valley, Wellington and Johnsonville-Porirua, could be useful.
- Aug. 7th Sun. Inter-Club Gymkhana.
 Venue as yet uncertain. Watch Friday night's 'Evening Post' for further details.
- August 16th Tues. Novice Trial & Clubnight.
 'New Zealand Special'. All racing films from the NZ circuits.
- Aug 20th Sat. Novelty Trial.
- Aug 23rd Tues. Mid-Week Night Trial.
- Sept 4th Sun. Hill-Climb.
- Sept 18th Sun. Honey Pot Trial (Wall Cup)

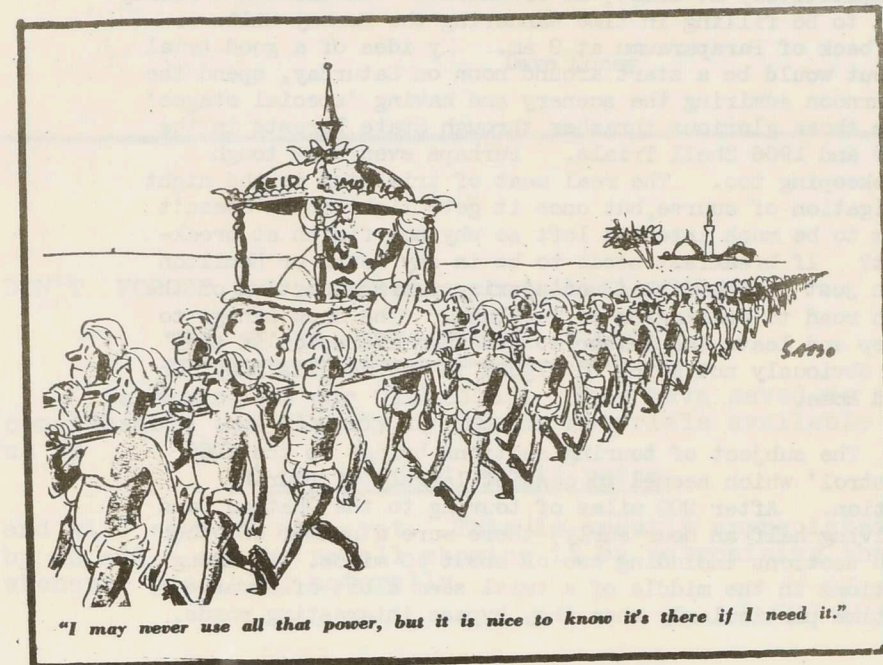
three

HAEREMAI !!

We welcome the following new clubmembers to the Club, and remind their proposers and seconders and seconders that it is their duty to introduce the new members to the committee members at clubnight or their first event.

Peter Maxwell
 Dennis Wilson
 John Bagnall
 John Tennent
 Clive Craighead
 Ross Scanlon
 Graeme Harper
 Arthur Cranefield
 John Mair
 Dennis Broad
 Graeme Hodgson
 Robert Silbery
 Ian Utting
 Brian Nobbs
 Louis Bird
 Ross Burney
 Nicholas Wearne
 Brian Lindsay

Cortina
 -
 Cooper 'S'
 Riley Elf
 -
 Prefect 100E
 Vanguard
 CortinaJo
 Lotus Cortina
 Condor Spcl.
 Hillman Californian
 -
 Fiat Nardi 650
 Mini
 Mini
 Mini
 Mini
 -



"I may never use all that power, but it is nice to know it's there if I need it."

four

Dear Sir,

In response to Throg's report in the May Bulletin, on the Wellington Shell, I would like to throw in a few comments on this and other Trials matters. First I must say that although I was a member of the organising Committee my comments are entirely personal.

I would agree that 21 changes of average speed in 90 minutes and 52 miles is a lot, but this section would have been boring without a lot of changes. A more serious criticism I think is the fact that the navigation was inextricably tied up with the timekeeping and mileage recording. Once a mistake had been made it would be difficult to follow many subsequent route instructions. I am very much in favour of the 'Castrol' type of instructions where it is possible to navigate the entire trial without timekeeping or even finding the mileage correction factor.

Another criticism of Section 10 of the 'Shell' was it's placing in the Trial. Not even the most avid trialist is particularly interested in the game at this time of the morning, and such a section is not a tester-it's just a demoraliser. I feel that Gold Star Trials should finish (competitively at least) at breakfast. People don't really want to be filling in time wandering the Bombay Hills or the back of Paraparaumu at 9 am. My idea of a good trial setout would be a start around noon on Saturday, spend the afternoon admiring the scenery and having 'special stages' like those glorious thrashes through State Forests in the 1965 and 1966 Shell Trials. Perhaps even some tough timekeeping too. The real meat of trialling is the night navigation of course, but once it gets light there doesn't seem to be much interest left so why not finish at breakfast? If breakfast needs to be in say Levin or Hamilton then just finish with a non-scoring touring section on the main road to Wellington or Auckland. The crew can go to sleep and leave the driver to get them there, or if they are obviously not going to figure in the results they can head home.

The subject of touring sections brings up the 1966 'Castrol' which seemed to consist largely of touring section. After 200 miles of touring to the Chateau (and arriving half an hour early) there were a number of other such sections including two of about 50 miles. Touring sections in the middle of a trial seem a bit of a waste of time particularly when they bypass interesting roads.

five

The Northern Sports Car Club are bringing up a remit to the Trials Subcommittee to the effect that no road be incorporated in a trial that is not passable by all cars. In other words no more mud sections. I think that the mud sections of the 1966 'Shell' were one of it's best features. Mind you I was in a Landrover but this proved to be no guarantee as we found after spending six hours trying to unstick it from Pararorangi Rd. Four wheel drive doesn't mean a thing when you've got two tons of vehicle leaning over at 25° and wedged firmly against a bank. I still like mud sections. Not having heard of the N.S.C.C. policy John Gladhill and I did the 'Castrol' in John's 1100 fitted with tractor-grip tyres on the front.

The number of entrants in Gold Star Trials is steadily declining. To revive the numbers I think Trials should appeal much more to the drivers since they are usually the entrants. The elimination of mud sections and the use of hundreds of miles of sealed road will not do this. The setting of trials that are more suited to two man crews may not be the retrograde step that it appears since organising an efficient and stable three or four man crew is a real problem that must prevent many people from entering major trials. A great deal of interest is being shown in the R.A.T.E.C. Alpine Rally to be held over Labour weekend and I feel that other organisers should study the format and progress of this event very carefully.

Dave Money

DON'T FORGET the invaluable contribution that

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and will save us more yet. This is greatly appreciated by us all - and we're all showing it by patronising them whenever possible, naturally.

six

Each year I wonder whether, on leaving the Chateau control on the common-route section of the Castrol, we will turn left at Highway 47 and go up the western side of the island, or turn right and go up the eastern side. This year, just to be awkward, we turned left, but after taking a couple of hours to reach Benneydale (in the King Country) we suddenly took off at high speed in an easterly direction, and were in Rotorua for the after midnight stop, and Waihi for breakfast.

If anyone should ever ask you what is the coldest place in the world, tell him Rotorua in the small hours - it's true, I guarantee.

This year's route, like last year's, contained a number of "Touring Sub-sections," something like the "transport stages" between the special stages on a major European rallye. They are intended to take cars directly from one interesting part of the route to the next, without letting the trial become boring; the average is brisk, but as you can go faster than necessary and wait at the end if you wish, you suit yourself how fast you go (within reason).

The 7 - start - point format seems to be working, as entries this year exceeded 80 again, which confirms that interest in major trials (and therefore small events, too) is growing again. I suspect that the prospect of a two lap strop round Pukekohe circuit has something to do with this too. And another good excuse for competing in the Castrol is that it's the only chance that most of us ever have of beating Jim (Krautplanter) Palmer, now a regular Castrol entrant.

Some of the more noticable aspects of this year's event :-

Zacho-Christensen (Hawkes Bay) didn't hole the screen of his Mk 1 Zephyr this year - he holed a piston before reaching the Chateau; took the head off and saw the trouble; and so he did the trial with one spark plug out. That's keenness for you.

Jack Edgar (Hutt Valley) broke a speedo cable before Wanganui; bought a new inner cable some inches too long; and found that the garage near the Chateau had the necessary equipment for "re-ending" the inner after cutting it.

The Rolfe / Thompson crew were most unlucky to have five punctures all at once in a long quickish "Touring Sub-Section" from Benneydale to Whakamaru Hydro-Dam, which forced them to retire.

Willard M. and Steve L think "Krautmokile" roofspots in camera lenses is IN We all think featuring at the top of the page in the "Herald" is OUT. !!

I doubt if anybody will be anything but pleased to see the Robson Benefield / Kennedy / Mk.111 Zephyr outfit going so consistently this season after so many near misses. They probably deserve a Gold Star or two as much as any other crew, and after winning the Castrol they were in striking distance with one trial to go, the Auckland Shell.

Steven

'Throg'

One thing can be said for Palmer Head - it remains faithful to us. Other venues may come and go, but after all these have faded into obscurity Palmer Head again comes to the fore.

When the club found that Levin was unavailable (extensions to the circuit you know) a Palmer Head was once again organised.

The day started rather sadly - the competitors were there, the scrutineer was there, the marshalls were there, the MANZ Steward was there but no permit !! Everything had been applied for in the correct manner but due to a break-down in the chain someplace the permit had not wound up in the Secretary's hands like it should have. --Cars running all over town looking for Mr. Alan Smithard, the MANZ. Secretary. Victory !! (Just like trialling).

Some 26 competitors were by this time ready to do battle against the clock. Cars ranged from Neil Whittaker's two litre Cooper to Andy Wilcox's Model 'A' Ford..and seemingly hundreds of Anglias in all sizes.

From the smallest to the biggest - Lance Elliott drove his Cooper 'S' smoothly to record the very good class winning time of 49.77. Bill Bryce, space helmet and all, stormed up the hill sometimes going forward sometimes slideways to win, by some three seconds, his class.

Saloons over 1600 was a rather interesting class with an elderly Chev showing its heels to its more modern brother and the other youngsters in its class. Then again this Chev was not a run-of-the mill type, independent rear suspension was not an optional extra on this model that year, yet somewhere along the line this 'brute' had been fitted with IRS. and Lord only knows what-all else.

With the late arrival of Basil Jones with his Cougar, victory was snatched from Peter Ransom's Lancer.

Neil Whittaker, driving in what he says will be his last event, took fastest time of day and a very comfortable class win (he was the only one in it !).

Apart from the lack of permit at the start, a most successful day. Those competitors who stayed 'til the last had eight runs at the hill. No stacks and as far as we know only one spin. Great stuff!

Thanks to organisers, competitors, marshalls and spectators for a good days M.R.

'aardvark'

eight

PALMER HEAD HILLCRIMB OFFICIAL RESULTS.

1	Richard Pugh	Anglia 1498	57.61	58.43	59.47	58.74	56.82	55.22	62.89	58.75
2	Lance Elliott	Cooper 1071	52.12	51.17	51.22	50.52	50.88	50.31	50.50	49.77
3	Berny Carpenter	Chev 3937	<u>51.64</u>	51.97	-	-	-	-	-	-
4	Peter Richmond	Anglia 1200	59.76	<u>55.93</u>	56.01	56.73	56.82	-	--	-
5	David Money	Viva	67.18	65.35	65.15	64.46	-	-	-	<u>62.73</u>
6	Kevin Dykes	Cortina GT.	50.04	50.02	49.83	<u>48.69</u>	50.29	49.28	49.22	49.10
7	Bob Mansbridge	Mini 848	68.74	68.30	67.89	66.09	<u>65.23</u>	68.06	65.41	-
8	Mike Low	Anglia 1340	51.29	52.32	50.98	<u>50.58</u>	50.97	-	-	-
9	Murry Ravenscroft	A40	-	-	52.16	50.78	50.61	50.80	<u>50.01</u>	50.05
10	Murray Kerr	Humber 80	57.72	57.46	57.85	57.17	<u>54.52</u>	56.22	55.36	54.75
11	John Mair	Lotus Cort	56.36	<u>53.15</u>	53.18	-	-	70.12	54.49	-
12	Peter Maxwell	"	52.10	-	<u>49.60</u>	-	-	-	-	-
14	Bill Bryce	Mini 1293	50.23	46.79	46.26	47.44	<u>45.76</u>	47.93	47.20	46.25
15	Tom Russell	Holden 2100	59.46	59.18	59.53	58.41	<u>58.04</u>	58.28	-	-
16	Bob Young	Zephyr	58.55	57.76	57.52	57.62	56.96	<u>56.92</u>	57.06	-
17	Ian Cubbin	Viva	63.54	-	-	-	<u>61.54</u>	68.02	61.90	-
18	Graham Davidson	Chev 14200	58.49	<u>57.62</u>	mt	57.73	62.24	58.43	-	-

PALMER HEAD HILLCRIMB OFFICIAL RESULTS contd.

19	Noel Kelly	Mini	<u>55.72</u>	57.88	57.18	56.01	56.38	55.84	55.93	56.06
20	Brian Watson	Bag Jag.	46.02	<u>44.92</u>	45.36	45.01	46.28	45.39	45.27	-
21	Mick deBurea	Minor Ford	61.82	62.24	62.28	61.98	60.47	61.22	60.51	<u>60.42</u>
22	Alan Packer	Fiat Nardi	-	59.31	59.23	60.72	57.02	<u>56.92</u>	57.37	-
23	Peter Ransom	Lancer	-	44.71	44.46	44.49	44.15	<u>43.90</u>	43.94	44.50
24	Basil Jones	Cougar	-	-	-	-	44.55	<u>44.73</u>	<u>43.48</u>	44.89
30	Neil Whittaker	Cooper	41.56	40.70	40.05	40.40	40.24	-	39.59	<u>39.22</u>
144	Andy Wilcox	Model A	77.11	-	75.03	74.85	<u>74.52</u>	75.00	75.13	75.02

Ken

SALOONS 0 - 1100cc

- 1st. Lance Elliott
 2nd. Murray Ravenscroft
 3rd. Noel Kelly

SALOONS 1101 - 1600cc

- 1st. Bill Bryce
 2nd. Kevin Dykes
 3rd. Peter Maxwell

Saloons over 1600cc

- 1st. Bary Carpenter
 2nd. Bob Young
 3rd. Graham Davidson

SPORTS CARS

- 1st. Basil Jones
 2nd. Peter Ransom
 3rd. Brian Watson

Racing Cars.

- Neil Whittaker

All in all, this Sunday afternoon club racing is ideal from the enthusiasts point of view, and the sooner it makes its appearances around these parts the better.

J.V.S.

RUAPUNA RESULTS.

Feature Race. Fastest Saloons 20 laps.			Sports Racing Cars 5 Laps		
1st.	P.Yock	Morris Ford	1st.	G.Mardon	Stanton Corvette
2nd.	J.Milligan	Fiat GT.	2nd.	P.Gillum	Cooper Ford
3rd.	C.Neate	Prince GT.	3rd.	L.Brownlee	Brabham Ford
4th.	B. Brown	Cooper 'S'	4th.	P.Stewart	Robat Mantiss

JUNE CLUBNIGHT :-

The 'East African Safari Rally' was the topic of a most interesting talk given by Mr John Lamb of the Shell Oil Company at our clubnight on June 21st. Several excellent Ford films on this rally supported Mr Lamb's talk.

The East African Safari grows from strength to strength each year with increasing participation from overseas works' teams. The route covers a gruelling 3000 miles nearly all of which is on dirt roads. As the event is held during the rainy season many of the roads are turned into vast quagmires. Mr Lamb pointed out that although overseas' teams have competed for several years now no overseas driver has ever been victorious - local experience is of great importance as there are no similar rallies in Europe for European crews to gain experience.

A most interesting effect of the rally, Mr Lamb stated, was that the results of the event had a direct relationship to the sales of particular makes of cars in East Africa. The current main-sellers - Volkswagen, Volvo, Peugeot and Mercedes-Benz have all been Safari winners. This seems to prove that more people take note of a car's competition record than is generally realised.

As could be seen from the films, the Safari bears more resemblance to a 'Round-Australia Reliability Trial' than a classic European rally.

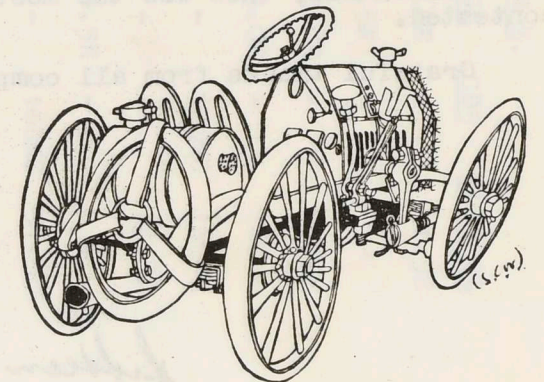
This talk by Mr Lamb, who for several years was a member of the organising committee of the East African Safari, made the evening one of the most enjoyable for a long time. It was notable that an unusually large number of members were present.

G. J. L.

R E S U L T S.

Car No.		Points	
1.	Jeff Morris/Dave Walker	933	4th
2.	Alan Mines/Gary Gwyne	1948	12th
3.	D. Campbell/W. Ashton	2389	13th
4.	John Reid/Dave McKinney	1030	7th
5.	Ross Burney/Lance Elliott	1379	9th
6.	Paul Taylor/Rick Lewers	1362	8th
7.	B. R. Narbs/Dave Young	1531	11th
8.	Rob Hoy/Bruce McLean	769	1st
9.	Mike Burch/Jim Grattan	1021	5th
10.	Norm Harvey/Bruce Paine	1423	10th
11.	Graham Robson/Don Robson	Retired	
12.	John Gladhill/Ian Pinkerton	853	3rd
13.	P.P. Tollan/Steve Lachman	837	2nd
14.	Ian Cubbin/Dave Money	1026	6th

Watch for report and check-point-loss in next issue.



thirteen

fourteen

MID-WEEK NIGHT TRIAL.

28 June 1966.

The second in the series of Mid-week Night Trials was better supported than the first. The start was at the clubrooms in Russell Tce, and the first car was away just before 7.30.

From the clubrooms, the route led along the main waterfront drag and up Onslow Road to a couple of loops around Khandallah. The first check was fairly soon after the speedo check - just before our time-keeper had fooled his slide-rule into producing a correction! Pity that.

Then it was off via the Burma Road to Johnsonville, and a couple of well-placed check boards. Narrowly avoided being done by an errant Mk 1 while signing the first, and ground up a vertical hillside to find the second at Birch Street. Ho! Ho! Signed beneath "Saab - Erik Carlsson" (Salaam, salaam genuflect - but how did he get in?) and burned off into the night.

Circled around Newlands for a while, and down the Gorge and along the Hutt Road. Up the Horokiwi hillclimb and understeered into a rather obscured straight-ahead. And so to the Control at Petone.

The second section started with a "take seventh left" thing which turned out to be the umpteenth left after a great pile of "NO ENTRY's" all rather confusing really - ran out of counting fingers too.

Eventually found ourselves heading back from the far end of the Petone foreshore looking conscientiously for a "Turn right into Sar St", which is in Thorndon, some twenty-two right turns later. Oh well.

Found a checkboard proclaiming "Aardvark - P. Tollan and E. Carlsson (sure gets around!)" Signed as Pat Moss and left. - No reaction.

Trickled back through a now - deserted city at 18mph to the final control. Strange that - the first average, through all all the pre-picture traffic, was 24 mph.

All in all, this was the most pleasant short trial this crew has contested.

Grateful thanks from all competitors to John and John.

" The Nurgs. "

fifteen

MID-WEEK NIGHT TRIAL

28 June 1966.

No.	Driver & Crew	Car	SECTION ONE.					
			TC1	CB2	CB3	TC4	CB5	CONTROL
1.	Don Robson - Graham Robson	Riley 4/72	-	-	-	7.0E	-	11.9E
2.	Ross Burney - Lance Elliott	Mini 8/8	-	-	-	6.5E	-	-
3.	Jeff Morris	Peugeot 403	13.0E	-	-	10.0E	-	13.9E
4.	Martin Nichols	Minor 1000	-	-	-	13.0E	-	180MC
5.	Paul Taylor - Ann Burns	Consul Mk1	-	-	-	-	180MC	180MC
6.	Gavin Beaumont - Eddie Conroy	Mini	-	-	-	-	-	23.8L
7.	Mike Burch - Jim Gratton	Standard 10	12.0E	-	-	6.5E	-	‡
8.	Steve Leachman - Pat Tollan	Minor 1000	-	-	-	-	180MC	31.6L
9.	Lionel Jackson - John Tennent	Herald	18.7L	180MC	180MC	180MC	180MC	180MC
10.	Bruce McLean - Rory Hoy	Morris 1100	-	-	-	6.5L	-	-

Car No.	SECTION TWO.					
	TC1	TC2	CB3	CONTROL	POINTS	PLACE.
1:	3.5E	17.5E	-	36.8E	76.7	6
2:	4.5L	-	-	33.3E	44.3	3
3:	1.2L	2.5E	-	-	40.6	2
4:	180MC	-	180MC	Retired	-	-
5:	180MC	-	180MC	Retired	-	-
6:	.5L	-	-	22.8E	47.1	4
7:	-	1.0E	-	3.8E	25.3	1
8:	-	6	-	19.5E	231.1	7
9:	180MC	-	180MC	Retired	-	-
10:	.8L	2.0L	-	22.1E	63.0	5

sixteen

1		2		3				4	
	/		/	/	/	/	/	/	/
5	C	H	M	P	B		6	A	C
	/	/	/	/	/	/	/	/	/
8	E	H	E	V	R	O	L	E	T
	/	/	/	/	/	/	/	/	/
				10.					
11	F	O	R	D					
/	/	/	/	12	/	/	/	/	/
			13	U					

CROSSWORD NUMBER 2.

CLUES - ACROSS.

- I. This American car maker recently ceased production.
- 5. Past World Land Speed Record holder.
- 7. This car is the basis of the Cobra.
- 8. Popular low-priced U.S. car.
- 10. Early American steam car.
- 11. Lotus.
- 13. Famous French racing car.

seventeen

O	L	D	S	M	O	B	I	L	E
C	O		A			G		L	
T	H	O	M	P	S	O	N		F
A	R			I		I			
V	I	S	C	O	S	I	T	Y	
I		A		T		I		C	
A	R	O	N	D	E	O	I	L	
	A	A	R	O	N	A			
	N	D	S				R	R	
	D	I	A	M	O	N	D		K

Results of Crossword No. I.

CLUES - DOWN.

- 1. Scene of first major success for Connaught racing cars.
- 2. Important part of a car.
- 3. ----- Bugatti.
- 4. Famous British racing car built by Raymond Mays.
- 6. Beach motor races are held near this N.Z. town every Xmas.
- 9. Sunbeam.
- 12. Carburettor.

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MARGARET STREET

LOWER HUTT

eighteen

NEW COMPETITION LICENCE SYSTEM.

@@

Since finding that about $\frac{1}{3}$ of the MANZ Secretary's/was being spent attending to licences, the Association has investigated the set-up, and has now approved a new system, which will operate like this :

New Licences : You apply to the Club's Treasurer (in the case of our Club) on the "Blue Form" as before, but the Treasurer himself issues the licence from a book of thirty with perforated butts. The licences, which will be consecutively numbered , will be dated as issued.

The Licence will have a new layout, and will be known as the Limited Competition Licence, and will still cost 10/-.

Renewal of Limited Licence : This is done through the Treasurer, on the usual "Blue Form". Cost is still 10/-.

Extensions : These will be authorised at the meeting itself by the Steward, so that the Licence need not be sent to MANZ after each day's observation. On obtaining an extension, take the Limited Licence to the Treasurer, who will attach a yellow sticker (speed) or a red one (racing) for 10/- each.

General Competition Licence. : Once you have a full Racing Licence annual renewal is done through MANZ directly as at present, and MANZ issues a General Competition Licence. Once you have a General Licence, you keep it (and the number) until you give up competition. Cost remains at 30/-.

International Licences : The procedure is just as with General Licences, with annual renewal of the same number Licence done by MANZ at the same cost as before.

@@

John Swan expects to have new Limited Licences by next clubnight; if you have any questions, please ask Ian Pinkerton or Derek Etherington as John will be too busy issuing licences to answer questions about them.

@@



nineteen

TWO MR. TRIPS TO AUSTRALIA

1. A special package-deal trip to the terrific "Surfers Paradise Speed Week" has been organised by Jack Inwood of Motorman, and others, Box 9323 Auckland or ph. 24.667(bus).

- Friday, August 12 - Depart Auckland for Brisbane and thence to Surfers.
- Saturday, August 13 - Practice for Gold Star meeting.
- Sunday, August 14 - Surfers Paradise Trophy for ANF 2.5 litre and SPIMC 1.5 litre facing cars, plus supporting programme for all classes of cars.
- Monday, August 15 - Go Kart racing (optional) and car and boat show (being held at Broadbeach Hotel where most of the party will be residing.)
- Tuesday, August 16 - Car and boat show, free time.
- Wednesday, August 17 - Drag Racing at the circuit.
- Thursday, August 18 - Concours d'Elegance at Chevron Hotel, free time.
- Friday, August 19 - Practice for Rothmans 12-hour, or free time.
- Saturday, August 20 - Motor Cycle racing or free time.
- Sunday, August 21 - Rothmans 12-hour international sports car race (10 a.m. to 10 p.m.) Australia's longest and richest race for all types of sports cars.
- Monday, August 22 - Leave for Brisbane and flight home to Auckland a.m.

The total price of only £85 per person includes return air fare Auckland to Brisbane; return transport from Brisbane to Surfers Paradise; bed and breakfast accommodation at a leading Surfers Paradise Motel located within yards of the beach and offering full hotel amenities including bars, night entertainment and swimming pool; and tickets for admission to the meeting during the Speed Week. All these are included in the cost of £85.

2. The Invercargill Branch of National Airways Corporation has organised a tour to the Armstrong 500 in Bathurst, Australia, for members of MANZ affiliated clubs. The cost from Christchurch will be £66 Os. 'Od. and details of the tour are as follows:

- Wednesday 28 September - Christchurch/Sydney
Accommodation 6 nights, bed and breakfast at the Bernley Hotel Sydney
- Sunday 2 October - Coach Sydney/Bathurst/Sydney
- Tuesday 4 October - Sydney/Christchurch

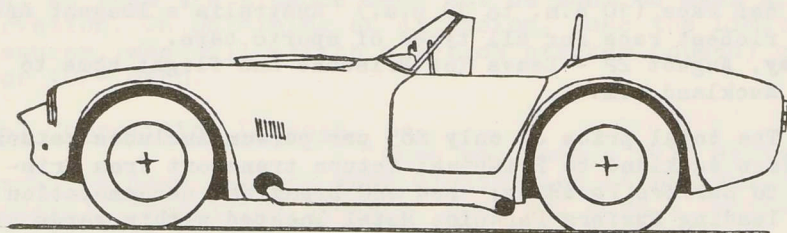
The cost of the tour includes:

- 1. Trans-tasman return Economy Class air fare
- 2. Accommodation Sydney bed and breakfast rate
- 3. Coach fare Sydney/Bathurst/Sydney
- 4. Entrance fee to the venue

Twenty

THE SHELBY AMERICAN COBRA

From the tiny acorn grows the mighty Oak, so the saying goes, and in the world of Automobile Racing a remarkable parallel can be drawn with the emergence of the Shelby American Cobra, A.C. Cobra, Cobra-Ford (pick your own name for it like everyone else). Call it what you will, the Cobra has become one of the great competition cars of our time, even if it did take ten years to do so. Its lineage can be traced right back to World War II, but really begins in 1952 when the A.C. Car Co., of England, looking for a new chassis in which to install their trusty 6 cylinder 2 litre motor, purchased the manufacturing rights to a design by one John Tojeiro, a designer of not inconsiderable ability. The chassis, raced in 1952 by Cliff Davis, was fitted with a Bristol motor. It is based on a sturdy ladder type frame of 3 inch 14 swg steel tubes, braced at each end by similar cross members and the suspension mountings. In the centre other 3 inch tubes form the cross braces. In 1952 this set-up provided a very modern and comparatively stiff chassis. Today, of course, it makes designers shudder!



SHELBY AMERICAN A.C. COBRA

Suspension of this car, which became known as the A.C. Ace, was by single wishbone and leaf spring at both front and rear. This was very advanced for 1952 when, as you will remember, many cars were still fitted with beam axles at the front, and independent rear ends were all but unheard of. This suspension continued until well into the Cobra phase and is one of the things that makes the Cobra all the more fantastic.

The Ace and its sister the Aceca were produced by hand in quite considerable numbers with the option of either the A.C. or Bristol engine. In this latter form it had quite a deal of competition success on both sides of the Atlantic. Things moved along quietly until the early 1960's when more modern cars such as the Lotus Elite and Elva Courier began to eat into its markets and things looked decidedly grim for the A.C. Car Company. Fortunately at about this time, on the other side of the Atlantic, where A.C. had always sold a lot of cars, two things happened. One, Carrol Shelby, former Le Mans winner and Aston Martin works driver, decided to get out of racing and, two, the Ford Motor Company decided to get in. Shelby, looking for something to make him a millionaire fell upon the humble Ace and gleefully dropped a Ford 4.7 litre V8 motor into the space previously occupied by the A.C. '6'.

Twenty-one

R. & W. BUTTERS LINDEN GARAGE

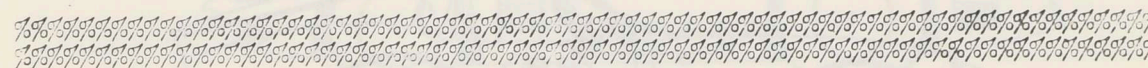
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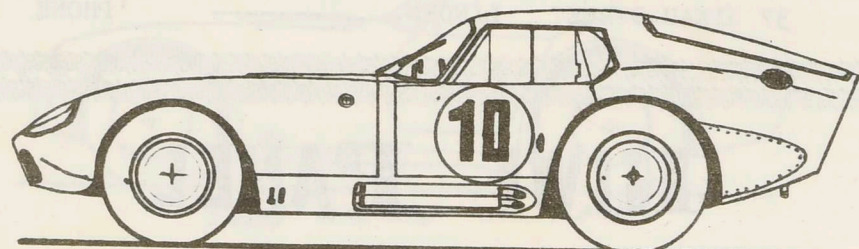
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J.T. TIHEMA

Twenty-two

Having done this he headed for Dearborne and sold the idea to the executives of FO MO CO. With the Ford acceptance of the idea, agreements were reached between Shelby and A.C. and Shelby and Ford. A.C. would supply to Shelby complete Ace cars less engine and gearbox. Ford in their turn would front up with these missing items and Shelby would put the whole lot together and market them under the name of Shelby American Cobra.

It did not take long for the sports car hungry American public to decide that the Cobra was 'in' in a big way and in a remarkably short space of time several hundred had been built and sold. Racing success was almost automatic in the United States with only the much heavier and less powerful Stingray to contend with in any numbers. This success on the home front led Shelby to try his luck with the international set, but although the Cobra had a distinct power advantage over the European opposition, handling was so bad that they were outclassed on most circuits. Reliability was another factor which contributed to a not altogether happy first season. Le Mans however gave Shelby his greatest lesson. On the long, fast straights of the Sarthe circuit the shape of the Cobra left much to be desired and the Ferraris and Jaguars were able to simply walk away from the American cars.



1964 SHELBY AMERICAN DAYTONA COUPE 47

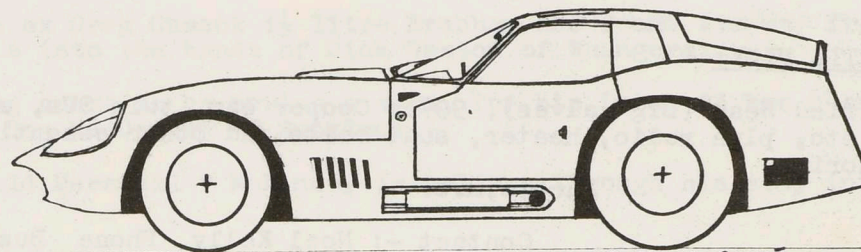
Although it was too late to do anything about the Cobra's deficiencies for the remainder of the 1963 season, Shelby was convinced that a fully streamlined body was needed for 1964. A young Californian stylist, Pete Brock, was employed to design a coupe body to be used on the standard Cobra chassis. By the end of the year his work was done and the new car made its debut in the international sports car race at Daytona in February 1964. It was called the Daytona Cobra not unnaturally in the modern trend of naming a car after the track where it first appeared. A rather bulky vehicle, the Daytona is quite attractive in a brutal way and follows the latest ideas in streamlining in having a sharply chopped-off tail as prescribed by Dr Kamm. This new body proved to be just what the doctor ordered for the Cobra and achieved outstanding success throughout the '64 season even though it was just nudged out by the Ferrari GTO in the World Manufacturers Championship.

The Americans have a saying that there is no substitute for cubic inches, and this is the path followed by Carroll Shelby for 1965. At Nassau in November '64 a standard Cobra roadster appeared fitted with a fully modified 7 litre Ford Galaxie engine giving around 520 B.H.P. This became the standard Cobra and was

Twenty-three

known as the Cobra 427 (this being derived from the cubic inches of the motor). The Nassau outing proved two things; that the car was tremendously fast and that the old style suspension was absolutely inadequate. Therefore when the 1965 models were announced all had a redesigned layout incorporating double wishbones and coil springs at front and rear. Along with this, wider section tyres were used and this caused some alteration to the body in that the wheel arches were flared out to cover the tyres properly. The Daytona coupe also received this revamping and this finally provided roadholding capable of taking the fantastic power. The 1965 Manufacturers Championship was won with first places at Daytona, Sebring, Nurburgring, Bridgehampton and many of the lesser events such as Hill Climbs which were a part of things that year.

That is the story of the Shelby American Cobra up to the beginning of 1966, or should I say to date. However no story on this amazing car would be complete if it did not deal with some of the lesser known facts of its career. Apart from the Shelby versions a number of Cobras were built in Britain by the A.C. factory



1965 SHELBY AMERICAN DAYTONA COUPE 427

and by Willments the large tuning establishment. The A.C. coupe which raced only once was a prototype of the new Convertable now being offered by the A.C. firm to the English public. Its coupe body was perhaps even more efficient than the Daytona, and was definitely far more attractive. It raced only once, at Le Mans in 1964 where it went well until being eliminated in an accident. Willments, apparently frustrated in their attempts to obtain Daytonas from Shelby, built their own cars almost identical to the Daytona but with one or two detail modifications to make them more suited to the shorter English circuits where most of their appearances would be made.

The Shelby Organization itself went one step further than the Daytona, and built, early in 1965, a new style car which carried the super streamlining theory first advanced by Brock on the Daytona to what must have been its ultimate ends. This car, only one of which was ever built, was obviously intended to combat the 250LM Ferrari. With the F.I.A. snub of the 250LM the new Cobra was not needed and although it appeared at Sebring it was not developed further.

It is interesting to note that, although the idea behind the Cobra came from America, the entire car apart from the engine and gearbox, and the magnesium wheels used in competition versions, is made in England. Even the special racing bodies (apart from the original Daytona) are made in England by the firm of Harold

Twenty-four

(contd at foot of next page)

MARKET PLACE

SELL BUY TRADE ETC.

TRIUMPH SPITFIRE.

25,000 Miles. Ex Kerry Grant, (raced once only, saw off Daimler SP 250s).
£900 o.n.o. Contact Ian Pinkerton. Ph.day 17.154

@@

AUSTIN MINI

Modified Head (Big valves), 997cc Cooper cam, twin SUs, easy-flow exhaust etc, plus radio, heater, seat belts and other essentials for good motoring.

£465 o.n.o.

Contact -: Noel Kelly Phone Bus. TF 2940
Pte. TF 2354

@@

B.M.C. 'A' SERIES MOTOR.

997cc, Alexander crossflow head. Genuine B.M.C. Formula Junior pistons rods and crankshaft. Full flow exhaust system and twin 1½ SUs. Unused for 18 months, needs stripping.

£150 Complete.

Contact -: Hon Club Sec.

@@

(contd from previous page)

Radford & Sons. This has been played down by the American press to such an extent that in the United States most people are not aware that 'their' sports car is about 80% 'foreign'.

Unfortunately, with the change in the F.I.A. regulations for 1966, allowing the homologation of such cars as the 250LM Ferrari, Ford GT 40 and Porsche Carrera 6, the Cobra looks like fading out of the international racing, which is a pity because during their brief career the Cobras have added a rich page to Motor Racing history.

Twenty-five

-I.C.H.P.

Heard that Red Dawson, like Johnny Riley, is converting his elderly 2½ litre single seater to sports-car specs.
Look out Lycoming !!

Have you seen John Gladhill's new car yet ?
An Aussie 1275'S! You know the bit, wind up windows, fat wheels, heater, radio - all mod cons. A mighty machine.

This is
CON-ROD CORNER.....
contributed by David Raine

The ex Greg Cusack 1½ litre Brabham has found its way from Australia into the hands of Dick Weston of Whangerei.

Greg seems to be having a sale, for his Lotus 23 has been sold to Don MacDonald of Auckland.

Field Marshall ? McKinney is halfway through his stay in Waiouru.

Strong rumours are around that Dick Butters has purchased the Neil Whittaker 2 litre Cooper. It couldn't happen to a nicer chap.

The Jim Palmer Lotus 32b has been sold to Greg Cusack.
The buying and selling that goes on !!

Great stuff Roy Hoy, cleaning up all the 'experts' on the Winter 100. Mike Burch and crew became bogged to the axles in mud, left the car and walked round the rest of the trial. -When they got there the cupboard was bare for the final control had gone home.

Ian Cubbin leaves for England very soon. Bon voyage Ian.

Allan Dick, the editor of the Otago Sports Car Club 'Wheelspin' has published a mighty MR book, "New Zealand Motor Sport '66". The Club has purchased copies of this book for resale to you. The price is 5/- each the same as in the bookshops. Please buy yours from John Swan as the Club makes a few pence on each copy sold and every little helps.

The Bulletin still needs more advertisers.....

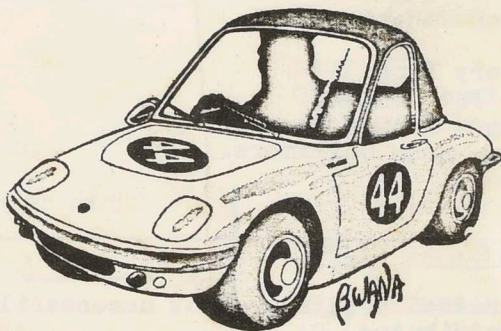
Cosworth are claiming 140bhp from their 1000cc F2 engine while Honda are supposed to be getting over 150bhp. Whatever happened to the old 100 hp per litre rule of thumb?

Twenty-six

**WELLINGTON CAR
CLUB (INC.)
P.O. Box 5142,**

BULLETIN

AUGUST 1966



(S.C.W.)

CAUTION is no substitute for SKILL

September 3rd Sat.

HILLCLIMB, PALMER HEAD.

Duncan McKenzie Memorial Trophy Qualifying Round. Scrutineering will start in the Pits at the top of the hill at 8-30am. Don't forget crash-hat fire extinguisher, and Competition Licence (new one). Marshalls required.

September 18th. Sunday.

HONEY-POT TRIAL. (WALL CUP).

Starts, at 10am. from the Clubrooms. You will need the latest edition of NZMS.1. N161 Rimutaka. Marshalls will be needed for this event. If you can help in this direction contact the Organiser, Dave Mowat.

September 20th Tues.

NOVICE TRIAL & CLUBNIGHT.

Alan Smithard, Secretary of MANZ will be present to give a short talk on the running of MANZ. He will be answering questions.

September 27th. Tues.

MID-WEEK NIGHT TRIAL.

October 2nd. Sun.

MUD-PLUG.

Details next Bulletin.

October 15th. Sat.

LEVIN SPRINT.

We hope that the Circuit alterations will be finished by this date.

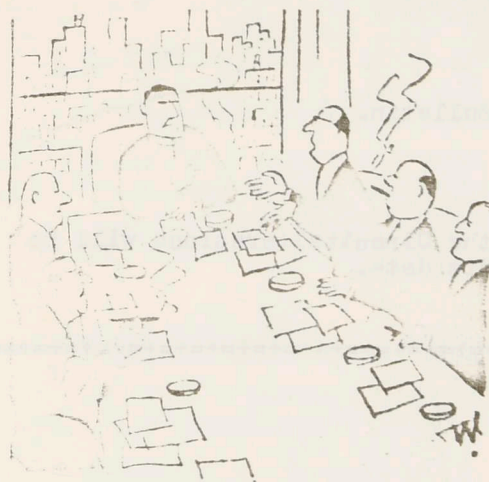
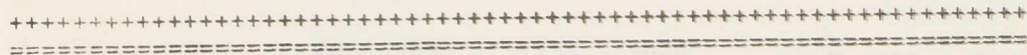
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HAEREMAI

We welcome the following new members to the Club, and remind their proposers and seconders that it is their duty to introduce the new members to the Committee Members at clubnight or their first event.

John Stowe.
Ron MacKay.
Derek Campbell.

MG TF 1500
Morris Monor 1000
Triumph Herald 1200



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Editorial Opinion.

WHAT KIND OF NOISE *

We are pleased to see that action and publicity, are being given to the matter of the great number of loud cars in Wellington. Although the majority of offenders are not Wellington Car Club members, citizens tend to associate any sort of noticeable motoring behaviour with Car Clubs, and our reputation suffers accordingly.

After reports such as that from the "Evening Post" reproduced here, the Committee considered issuing a statement of the Club's attitude, approving the Council's stand; but for two reasons, this was not done. First reason was that it would associate us with the noisy mob by implication ("if we defend ourselves without being accused, we will seem to have a guilty conscience"). Second, and most important in our opinion, was the fact that the Transport Committee's move was prompted by rumblings from the Worsler Bay Progressive Association - and we know who makes all the noise over there, don't we ?..

Let's get the position straight then. The Club's attitude to noise-makers is this:

If you've got a noisy car, such as a sports car DRIVE IT QUIETLY. If you've got a "noised-up" job, TAKE YOUR CLUB BADGE OFF IT - we don't want to know you.

If this offends anyone, it's just too bad - that's our position, it has to be, or we will be acting in just the irresponsible manner that some people imagine to be typical of Car Clubs.

It's not necessary to make a lot of noise, to enjoy road driving - believe us, there's more fun in astounding the plebs by leaving them standing, whether in a 0 - 30 mph "traffic-light

Clamp Down On 'Open Exhaust' Motor Car Pests

"Evening Post". OFFICIAL policy is hardening against people who drive noisy motor-vehicles—especially against people who drive them at night.

Anyone who operates a motor-vehicle on the road in such a manner, or in such a condition, as to be liable by reason of noise to cause annoyance to any person, is liable to a fine up to £50. Because there is sometimes difficulty proving annoyance in Court, a new regulation is now in the making which will put motor-cars in the same category as motor-cycles, and stipulate bluntly that the vehicle "must have an effective silencer." Transport Department officers, however, are having no difficulty enforcing the present regulation, and do not hesitate to stop a noisy motorist on the highway and prosecute him. City traffic officers, until recently, have adopted an easier attitude of accepting excuses and issuing warnings, but that policy has now hardened—in the past month there have been 20 prosecutions.

Racing Mufflers

One Oriental Parade resident said today that a late-night coffee bar on the parade, is the early-morning headquarters of youths who drive vehicles without mufflers or with the straight-through type of mufflers used in car racing. The youths speed along the parade and back, apparently without fear of official action against them. When a resident remonstrates, he gets derision thrown at him. Several Oriental Parade residents are known to be considering a move to another, quieter neighbourhood. The offence the youths are committing is clearly defined in the Traffic Regulations. Unfortunately there was a trend to have mufflers fitted which did not do the job properly, but it did not seem good policy to refuse the client what he wants.

grand prix", or by ~~the~~ effortless outhandling which doesn't even cause tyre squeal, in a car that has been properly and proficiently modded to go, stop and corner quickly, responsively and without drama, but is outwardly quite normal. Anyone can bolt on a muffler that does not muffle, cut off a coil or two, stick in a couple of lowering blocks, throw on wide wheels and an ape-tape stripe, and - presto! - a boy racer !! But the real fun comes from knowing that you've made a really good job of improving on the massed produced porridge that manufactures have to sell to the automotively-ignorant car buying mass, not from advertising yourself as another rowdy on wheels.

Try it and see.

* Q. What kind of noise annoys a noisy oyster?

A. A noisy noise annoys a noisy oyster.

-Old Tongue Twister and
Sobriety Test.

As well as our usual Editorial Comments, we present this month some.....,

PRESIDENT 'S

COMMENTS.

The Club has now settled down to its new year with its new Committee and looks forward to a promising year. After events, the completion of the Clubrooms is the main objective and it would be hoped that more members can be available over the next 2 or 3 months to help finish the project.

When Brook said at the last AGM that the Club needed an objective constantly before it to help bind members together and improve Motorsport in our area, everyone agreed with him and to this end the committee have already started murmurings---

LET'S BUILD

- a. Race track.....
- b. Hillclimb
- c. Trailer, caravan (for Club Equipment).....

LET'S OBTAIN

Van or truck
Better equipment, Fire Extinguishers,
more radios, etc, etc,

While some of these may prove unobtainable I think everyone would agree that the Club would be better for them and it is good that the Committee is showing signs of wanting improvements, and more important, of chasing after them.

I would ask all members to give full support to their Committee, suggest better events, help find new and improved venues etc, so that in the near future the Club can offer you more enjoyment in your Motorsport.

"G.K.F."

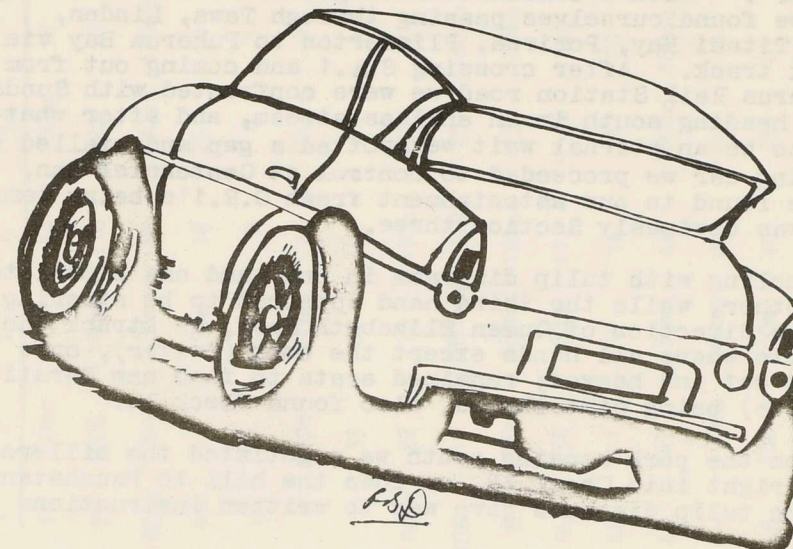
LETTER TO THE EDITOR
+++++

Dear Sir,

I wish to record the disapproval felt by myself and several others present at the unnecessary and irresponsible actions of several otherwise responsible club members following the Wright's Hill Autocross.

Such a display may be tolerated on an isolated farm paddock but is hardly likely to improve the club's very necessary public image when performed before non-club members on a semi-public property.

Yours faithfully,
Gary Lang.



Sunday, 26th June.

WINTER 100 TRIAL.

This year the trial started from the Bus sheds opposite the cement silos in Aotea Quay.

After observing the first seven competitors 'burn over' the Thorndon overbridge we then took our turn.

The first section took us through Ngaio via the Old Porirua Road and then along Churchill Drive to Wilton, looped back to Crofton Downs and out into Ngaio once more, and with a series of 'first lefts' and 'first rights' we ended up in Khandallah to find Check 1 in Ranui Crescent. There were three further checks in the Johnsonville area and from here we proceeded to Newlands encountering a slushy uphill mud section where everyone, bar driver, was out and running, (keeping fit for cross-country). In Newlands found Check 5, around the block, and found Check 6 in the disguise of Check 5! And so to control alongside Takapu Railway station.

Section two, (the map reading section), found the navigator relinquishing his post to the timekeeper, who in turn passed his timekeeping gear to the 'assistant navigator'. With a combination of grid references and map points we found ourselves passing through Tawa, Linden, Elsdon, Titahi Bay, Porirua, Plimmerton to Pukerua Bay via the back track. After crossing S.H.1 and coming out from the Pukerua Rail Station road we were confronted with Sunday drivers heading south in an endless stream, and after what seemed to be an eternal wait we spotted a gap and stalled out. Restarting car we proceeded to control at Centennial Inn, where we found to our astonishment fresh C.R.1's being issued which was obviously Section three.

Fumbling with tulip diagrams in one hand and chocolate in the other, while the third hand appeared to be steering us in the direction of Queen Elizabeth Park, we struck the sand-hills where all hands except the cook (driver), once more got out and heaved; regained seats to find new K-rations (chocolate) being distributed, also found Check 14.

From the park heading south we negotiated the hill-road to bear right into Check 15, on down the hill to Pauahatani where the tulip diagrams gave way to written instructions again.

A circuit around Paramata railway 'yards' and behind the school, led us to Check 16 who was just closing down and asked the question "Any more behind?" (i.e. cars). Back to tulips once more we groped southwards (not Len), in heavy rain, and, using several loop roads, passed through Check 17

WINTER '100' 26 June 1966

Check No.	1	2	3	4	5	6	7	8	9	10	12	13	14
1	11	180mc	180mc	23	180mc	52	180mc	97	26	180mc	33	45	34
2	79	1901	180mc	110	120	28	63	63	26	180mc	22	21	24
3	180mc	180mc	180mc	88	180mc	180mc	180mc	9	0	180mc	180mc	53	180mc
4	91	-	158e	18	25	80	32	36	51	83	89	35	72
5	14	28	16	0	0	3	8	17	11	11	17	3	2
6	7	180mc	180mc	21	180mc	9	64	109	1	5	7	114	6
7	4	33	37	42	34	4	3	0	8	2	17E	2	6
8	80mc	22	10	180mc	38	23	7	16	57	48	81	0	180mc
9	108	10	180mc	3E	25	180mc	180mc	180mc	82	9	18	32	119
10	8	180mc	180mc	180mc	15	180mc	180mc	180mc	51	1	1E	19	12
11	94	158	180L	111	116	180L	180L	79	144	26E	133	127	134
12	44	1	8	14	9E	28	31E	19	31	3	22	37	25
13	46	140	180mc	4E	180mc	180mc	180mc	39	38	180mc	0	60	17
14	-	180mc	180mc	0	0	0	0	0	0	180mc	0	0	0
115	45	180mc	180mc	18	31	67	63	72	180mc	180mc	14E	180mc	10E
16	18	180mc	180mc	180mc	180mc	180mc	180mc	0	180mc	67	180mc	109	180mc
17	4	16E	180L	38	66	8	0	2	180mc	88	39	0	25
TOTAL	953	1948	2389	1030	1379	1362	1331	769	1021	1423	853	837	1026

Car No 11 RETIRED.

and then to Final Control in a parking bay north of Porirua on S.H.1.

We would like to extend our appreciation to K and Colin on behalf of all competitors for an interesting and well organised trial.

"THE WINTER 1100'S"

RESULTS.

Car No.		Points	
1.	Jeff Morris/Dave Walker	933	4th
2.	Alan Mines/Gary Gwyne	1948	12th
3.	D. Campbell/W. Ashton	2389	13th
4.	John Reid/Dave McKinney	1030	7th
5.	Ross Burney/Lance Elliott	1379	9th
6.	Paul Taylor/Rick Lewers	1362	8th
7.	B. R. Narbs/Dave Young	1531	11th
8.	Rob Hoy/Bruce McLean	769	1st
9.	Mike Burch/Jim Grattan	1021	5th
10.	Norm Harvey/Bruce Paine	1423	10th
11.	Graham Robson/Don Robson	Retired	
12.	John Gladhill/Ian Pinkerton	853	3rd
13.	P.P. Tollan/Steve Lachman	837	2nd
14.	Ian Cubbin/Dave Money	1026	6th

PALMER HEAD HILLCLIMB

July 9th

Cale conditions forced the cancellation of this event, mainly because it would have been impossible for Marshals to stand up for 5 minutes, let alone surviving for 5 hours. We trust that the few intending competitors who turned up understood the organisers' position.

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TAKE-AWAY FOOD

LIGHT LUNCHEONS

A SPECIAL WELCOME TO CLUBMEMBERS

MARGARET STREET

LOWER HUTT

THE

CLUB

TROPHY

POINTS

LIST.

We list below the points won up to and including the June 28, Mid-week Trial.

Points are scored as follows:-

1st	-	4 points.
2nd	-	3 "
3rd	-	2 "
Entering	-	1 point.

"HANSON TROPHY" Points for all Events.

1	John Reid	16	25=	Mike Frost	4
				Tony Jackson	4
2=	John Gladhill	14		Dave Money	4
	Colin Taylor	14		Jeff Morris	4
				Peter Maxwell	4
4=	'K' Foulkes	13		Dave McKinney	4
	Lance Elliot	13		John Stichbury	4
				Bob Young	4
6=	Mike Burch	11	37=	Mike Galvin	3
	Graham Robson	11		Mike Hopley	3
				Lionel Jackson	3
8	Neil Whittaker	10		Dave King	3
				Mike Low	3
9=	Steve Lachman	9		Brent Martyn	3
	Paul Taylor	9		John Mines	3
				Neil McGill	3
11=	Jim Gratton	8		Robyn O'Neill	3
	Rory Hoy	8		John Paton	3
	Rick Lewers	8		Ian Pinkerton	3
	Bruce McLean	8		Des Richmond	3
	Brian Watson	8		Robyn Smith	3
				Grady Thompson	3
16=	Ross Burney	7		Dave Young	3
	Noel Kelly	7			
	Pat Tollan	7			
			52=	Bill Alcock	2
19=	Ian Cubbin	6		Mike Bittossi	2
	Williard Martin	6		Paul Bradock	2
	Don Robson	6		Bruce Cook	2
				Bob Cooper	2
22=	Gavin Beaumont	5		Phil Deere	2
	Ed Conroy	5		Ross Dyson	2
	Don Walker	5		Bob Gibbons	2
				Peter Jackson	2
25=	Miss J. Bailey	4		Colin Lawton	2
	Angus Cameron	4		Dany Lupp	2
	Grahame Davidson	4		Bob Mansbridge	2
	Derek Etherington	4		Dick Pugh	2

"HANSON TROPHY" Cont'd.

65=	Gary Adie	1	Ted King	1
	Peter Bennett	1	Peter Martin	1
	Mike Brady	1	Alan Mines	1
	Bob Clover	1	Murry Nichols	1
	Derek Cambell	1	Brian Nobbs	1
	Mick De Burca	1	Ian Quahle	1
	John Graham	1	Peter Riggs	1
	Gary Gwynne	1	Simon Taylor	1
	Norman Harvey	1	Alan Wilcox	1
	Murray Kerr	1	John Williams	1

The total number of people competing to date is 84 - just about 1/3 of Club membership, which isn't too bad - but nothing to rave about, either. Make sure that by the end of the year you have at least got your name on the list.

"THE CLAPPERTON TROPHY"

For Non-Speed Events

1	John Reid	15	27=	Mike Hopley	3
				Lionel Jackson	3
2=	John Gladhill	14		Dave King	3
	Colin Taylor	14		Brent Martyn	3
				Dave Money	3
4=	'K' Foulkes	13		Neil McGill	3
				Robin O'Neill	3
5=	Graham Robson	11		Ian Pinkerton	3
	Mike Burch	11		Dave Young	3
7=	Lance Elliot	9	36=	Bill Alcock	2
	Steve Lachman	9		Mike Bittossi	2
	Paul Taylor	9		Paul Bradock	2
				Ross Dyson	2
10=	Jim Gratton	8		Paul Jackson	2
	Rory Hoy	8		Colin Lawton	2
	Rick Lewers	8		Bruce Paine	2
	Bruce McLean	8			
			43=	Gary Adie	1
14=	Ross Burney	7		Mike Brady	1
	Pat Tollan	7		Derek Cambell	1
16=	Williard Martin	6		Phil Deere	1
	Don Robson	6		Mike Galvin	1
				John Graham	1
18=	Gavin Beaumont	5		Gary Gwynne	1
	Ed Conroy	5		Norman Harvey	1
	Ian Cubbin	5		Noel Kelly	1
	Dave Walker	5		Ted King	1
				Peter Martin	1
22=	Miss J. Bailey	4		Alan Mines	1
	Derek Etherington	4		Murray Nichols	1
	Mike Frost	4		Brian Nobbs	1
	Jeff Morris	4		Peter Riggs;	
	Dave McKinney	4		John Williams - 1	

AUCKLAND SHELL TRIAL.

JULY 2nd & 3rd.

This year's Auckland C.C. Gold Star Trial route lay entirely north of Auckland, with meal breaks at Whangarei (evening), Kaitaia (after mid-night) and Dargaville (breakfast) and the finish at Western Springs in Auckland. It was a disappointing event in that this year's plotters failed to take heed of the modern trend in trialling, to faster events with less emphasis on timekeeping, more emphasis on navigating, and perhaps the odd unofficial Special Stage thrown in. Instead we got a 1964 - type event with many low averages, including one or two on first-class roads, minimal map-reading of childish simplicity (and a slight ambiguity at one point - that's right, in map-reading!) and the sort of long, slow section, with intersections at long intervals, shortly before dawn, that sends first the crew and then the driver to sleep. It is a pity that the Auckland event was not again this year, ^{the trend} better it was in 1964 and 1965.

Another disappointment, early in the trial, was encountering a mud section south of Waipu Cave in which most cars lost time badly. Until the weekend of the event this road had been quite passable, so it was certainly unlucky for the organisers; but nonetheless, the lead car should have realised that the road was just too bad to use, and either set up a detour route around it or located a tractor at once.

The route consisted of an anti-clockwise loop of the area north of Auckland. The first few hours' driving took the 80-odd starters over the Harbour Bridge and northwards via Silverdale, Orewa and Puhoi to Warkworth. From there we swung eastwards, and to a control at Waipu Cove where a map-reading section began. At one point this turned out to be a little different on the ground from the way it appeared on the map, making some quick re-plotting necessary; but it was otherwise quite simple.

The 24-hour Shell garage at Whangarei made its workshop available to competitors, a gesture greatly appreciated by a large number of them! There were exhaust systems being rebuilt, petrol lines and tanks being repaired, suspensions being examined, and so on. Out the back was a large box on wheels, containing the ex-Greg Cusack Brabham 1½ which the proprietor's son Dick Weston had bought, so we were told.

Also on the scene was Helen (of Troy) - Pratt - that's right, the genuine original from Wellington! - to welcome several Wellingtonians and, of course, Alan. We didn't carry her off - no wooden horse.

Next we made for Kaitaia, via Opua, Paihia and Kerikeri in the Bay of Islands, and a quite mighty bit of trial - type road through a Scenic Reserve on some great mountain.

The Kaitaia break was very well run, with virtually a pit-crew on hand to fill up with petrol and check oil, water and tyre pressures! The personnel refuelling was equal in scope, with anything from a cup of coffee to "steak and things" - this at 1 or 2 a.m., or later for some.

From there we headed south with some fairly straightforward going, but at rather boring speeds on the whole, with another dead-easy map-reading bit before breakfast at Dargaville. Finally there was the daylight trip back to Auckland, using much of Highway 16 (Wellsford - Auckland via Helensville) to wind up at Western Springs with an acceleration/braking test (for those still with brakes, which some were certainly not).....

Not a bad trial, we felt, but not the first-rate effort we've come to expect of this event. Nonetheless, one cannot praise too highly the efforts of the Robson/Benefield/Kennedy crew whose win gives RATEC its second consecutive Gold Star winner.

-D.D.E.

JULY CLUBNIGHT.

TUES 19th.

The ever increasing number of new members in the Wellington Car Club was evident by the many new faces among the large gathering present at the July Clubnight.

As usual the evening was preceded by a brief and very ably organised Novice Trial. These trials have become a regular feature of clubnights and are always enjoyed by all entrants.

Two guest speakers from the Goodyear Tyre Company were present and gave a short talk on the specifications and details of the 'Spirit of America' jet car. After which a film was shown featuring Craig Breedlove's attempt on the L.S.R. in this Goodyear sponsored jet-turbine powered car. After several practice runs the attempt almost ended in tragedy when the 'Spirit of America' plunged into a salt lake at the completion of a successful run during which it had raised the L.S.R. to over 500mph. After passing the final timing point Breedlove applied the car's brakes and released the braking parachutes but both 'chutes broke loose and the car thundered on uncontrolled, at over 500mph. While attempting to steer the car in a circular course Breedlove was unable to avoid a power pole on the edge of the lake and the car plunged into the water. Miraculously Breedlove escaped injury and the moving scenes at the end of the film graphically illustrate his crew's relief.

A new B.P. film on the 1965 French Grand Prix at the picturesque Clermont-Ferrand Circuit was also shown. This most enjoyable film was much appreciated as very few up to date films seem to be available on European F.I. racing.

The evening was concluded by Goodyear's film on the Southern 500 Stock Car Race. Late model stockers give undoubtedly the most exciting racing anywhere and the Southern 500, with a large field, on a relatively short track is probably one of the most thrilling events.

G.J.L.

**** CHAIRS ****
FOR SALE OR RENT.

As MOST clubmembers know our clubrooms are nearing completion.

At our July Clubnight we asked each and every member present to donate to the club enough money to buy 1 or more chairs.

(Cost to Club 15/- Value 33/-)
(Due to our club captains endeavours).

The idea was an unqualified success and as a result over 85 of the 100 chairs available were pledged by Clubmembers as follows:-

Alan Freeman	(12)	Mr. Sparks	(£5)
Pat Tollan	(2)	*Steve Lachman	(2)
*Derek Etherington	(2)	Colin Taylor	(2)
*Peter Martin	(2)	'K' Foulkes	(1)
John Gladhill	(2)	*John Beaver	(1)
Dave King	(1)	*Danny Lupp	(1)
*John Reid	(1)	Ross Dyson	(2)
*Rick Lewers	(1)	Ian Cubbin	(£1)
Jeff Morris & Jayne Bailey	(2)	*Gary Adie	(1)
Dave Money	(1)	*Ray Duffell	(1)
*Graham Davidson	(1)	*Angus Cameron	(5)
*Mike Lowe	(2)	Graham Robson	(1)
Dick Butters	(1)	Don Robson	(1)
Bob Clover	(1)	Don Walker	(1)
*Niven Paine	(1)	*Chris Carson	(1)
Neil Whittaker	(2)	*Norman Harvey	(1)
Barry Atwood	(1)	Gavin Beaumont	(1)
*Alan Mines	(1)	Ed Conroy	(1)
*John Tennent	(1)	*Walter Snedon	(1)
Bruce McLean	(1)	Ross Burney	(1)
*Mr. & Mrs J. D. Mowat	(2)	*Dennis Milson	(1)
Mr. Frank Bates	(1)	Brent Martyn	(1)
*Fan Pinkerton	(3)	*Rory Hoy	(1)
Gary Lang	(1)	*Marion Harvey	(1)
R. Duncan	(1)	Anonymous	(5)
Neil McGill	(1)	R. Duncan	(1)
*Derek Cambell	(1)	Cliff Craighhead	(1)
		John Swan	(2)

* Indicates members who have not paid yet, would they and any other people wishing to help the club please call on John Swan. (Quality Prints).

CASA FONTANA COFFEE LOUNGE

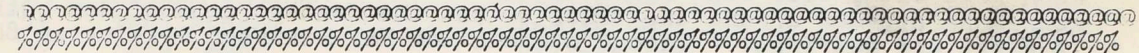
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WRIGHT'S HILL AUTOCROSS.

SUNDAY 24th July

Without doubt Autocrossing is extremely good value. The sight of even the "stockiest" of cars sliding very much sideways through a dirty big (really) puddle of water does something, I'm sure, to the most unimaginative by-stander.

Such were the conditions and the atmosphere when the Club held its first in-town Autocross on Sunday July 24th.

The old parade ground atop Wright's Hill afforded one of the best venues that the Club has had for any of its events in many a year, with plenty of room for wild-sliding, and much natural, raised space for the patrons. There were some two hundred-odd people there.

The kidney shaped circuit was laid-out around the perimeter of the ground with the indentation down the back straight to avoid most of a large puddle of water. The section of track immediately after the puddle soon became very wet and very sloshy and it was on this peice that most of the tail-hanging-in-a-big-way was being done.

After the Cumberland Place Gymkhana some weeks ago, we reported that rumors were about regarding the purchase of more 1275Ss to do John Reid with, well John Gladhill has and he did. In quite a spectacular manner he stormed around the track to set the fastest time of day both in class and outright. Second overall was Rex Atkinson driving an 848cc Mini.

In all five timed runs were held with competitors getting more and more daring as the day wore on. Even the "Editorial Austin" was given a rude awakening-it found a number painted on its window and the next thing it knew it was being hurled around the track in what it thought to be a most undignified manner.

The only unscheduled incident of the day came when John Beaver (the "Terrible Twins" strike again) put his "E Type" Morris on its side in the water. More damage was done to John's pride than was done to the car for after standing the car up again John completed his run.

An excellent event for both drivers and spectators alike. It is to be hoped that the Club can again obtain this venue for further events of this type. Next time we could even be on Tele....

'ardvark'

AUTOCROSS RESULTS

=====

Fastest Times.

No.1	John Gladhill	Mini Cooper S 1275	71.94
2	Colin Taylor	VW 1200	79.98
3	Bob Cooper	Morris 1100	77.83
4	Lance Elliott	Cooper S 1071	77.65
5	Allan Wright	Zephyr Mk3	80.39
6	Russell Osborn	PA Velox	79.48
7	David Johansen	Humber 80	79.66
8	Bruce Paine	Austin Mini	76.63
9	Niven Paine	Austin Mini	77.35
10	John Reid	Cooper S 1275	76.35
11	Alan Packer	Fiat Nardi 650	76.48
12	John Little	Zephyr Mk2	80.89
13	Rex Atkinson	Austin Mini	74.38
14	Alan Yisoumi	Fiat 650	79.25
16	Ross Burney	Morris Mini	77.68
17	John Beaver	Morris 'E Type'	84.59
18	Bob Mansbridge	Morris Mini	81.54
19	Noel Kelly	Austin Mini	77.58
20	Graham Robson	Anglia 997	84.66
21	Paul Ransom	Anglia 997	83.45
22	Dave Young	Hillman Imp	83.00
23	Gary Lang	Triumph Herald	81.47
24	Brian Nobbs	Austin Mini	80.32
25	K Foulkes	VW 1200	79.84
26	Dave King	Morris 1100	74.57
27	Louis Bird	Morris Mini	77.24
28	Ian Banks	Austin 12	90.90
29	Jerome George	Zephyr Mk2	88.91
30	Jim Gratton	Morris Minor 1000	89.44
31	Derek Etherington	Austin 12	87.70
32	Paul Taylor	VW 1200	85.07
33	Martin Nichols	Morris Minor 1000	84.90

The times recorded in practice are not recorded here, however it is worthy of note that John Gladhill set his best time of 69.84 during practice. Hard luck John that we can not count this time.

CLASS RESULTS

A	Front wheel drive under 850cc.	1st. No. 13	2nd. No. 8	3rd No. 27.
B	Front wheel drive over 850cc.	1st. No. 1	2nd. No. 26	3rd No. 10.
C	Rear engined cars	1st. No. 11 ;	2nd. No. 14 ;	3rd. No. 25.
D	Conventional drive under 1300cc	1st. No. 23	2nd. No. 21	3rd.No.17.
E	Conventional drive over 1300cc	1st No. 6	2nd. No. 7.	3rd. No. 5.

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MID-WEEK NIGHT TRIAL
*** **

Tuesday 26 July '66.

These events are becoming more popular each time they are run as-is proved by the increasing number of entries.

We decided to 'have a go' at one of these Midweek Trials, and as this was only the second trial we have competed in this year (the Wgtn. Shell was the first) we were having to relearn trialing. Don't you get out of the habit?

Ray Duffell was talked into coming out of temp. retirement to timekeep for us and we arrived at the Clubrooms to find the event was starting on time.

Section One was straight-out directions which took us through Newtown to turn (?) left into Wallace St at the John St lights. After continuing on to Kelburn via Aro St and around the houses we turned left into Glenmore St off the Viaduct. The next direction read "Straight ahead to bear left after 11.9 miles". Panic! Where was that? We suddenly remembered that the trial was run to the straight-ahead rule. Our navigator wanted us to bear left up a cliff face off the Hutt Rd but we sorted out that the organisers meant the Petone Overbridge. On through Petone and in a roundabout way to the Riverside Car Park and the control for the end of Section One.

After a 15-min break Section Two started with two directions to get out of the Car Park followed by 54 accurate tulips. These took us up to Taita where we came across an arrow pointing the way we had come. As the last few tulips had taken us around tracks on the Hutt River Bank we thought we had missed a few. After two attempts to find our error (during which time we came across a checkboard that we shouldn't have found till later, - signed it anyway just in case we missed it next time), - we decided to work backwards along the route. Imagine our surprise when we came upon a check facing in our direction of travel. We looked for tulips on our CRI's to fit in with the next intersection. Having found these we carried on and passed the arrow pointing in our direction.

Later the Organisers told us that we had gone the right way and that the arrow was "not to be seen" while going past it the first time.

These tulips ended at Woburn after taking us around the houses in Naense and Waterloo.

Once again the route took us to the Hutt River Bank with a jaunt along the stop-bank at the back of Moera. Here we came across another checkboard and noted from among the signatures that Erik Carlsson - Saab is still competing in local trials. (Tried to sign as David Siegle - Morris-Cortina GT but couldn't spell it so gave up)

Back to Lower Hutt to cross the Ewen Bridge, up into Normandale

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Results of Crossword Number 2.

MONTHLY CROSSWORD NUMBER 3

CLUES - ACROSS.

- 1. Famous English chain-drive sports car.
- 6. German racing colour.
- 8. Graham Hill drives one of these.
- 9. Plenty of room for passengers on one of these.
- 10. Italian racing bike.
- 11. Triumph twin-cam car raced at Le Mans.
- 12. Pirelli tyre.
- 15. Elkhart ----.
- 16. Popular old American car.

CLUES - DOWN.

- 1. Current popular bodywork alteration for racing saloons.
- 2. Aero engine used in many record cars.
- 3. Part of a leaf spring.
- 4. Famous Italian Fiat tuner.*
- 5. Austin A70.
- 7. Poor man's Rolls Royce.
- 13. Sturdy military vehicle.
- 14. The wheels spin on this.

G.J.L.

* Slightly mis-spelt. It looks as it sounds, here.

Ed.

INTERNATIONAL NEWS

Norman Harvey's assistance this month is gratefully acknowledged. From next month he will be taking charge of our "International News" section, drawing on the information he gleans from correspondence with people and firms all over the world.

Scuderia Veloce has not folded as was strongly rumoured. Best information we have says that although the Brabham 2.5 and Spencer Martin have been taken over as part of Bob Jane's new team, the Andy Buchanan 250LM is in fact still owned by SV, and another single-seater is thought to be on the way, driver unknown.

According to the authoritative Aussie magazine "Racing Car News" (in June) Shell were still backing David McKay's team; but very recently we have heard that BP's emblem is to be seen on the team's equipment. Funny game, MR.

Bob Jane's team, by the way, is:-
the Brabham 2½ for Spencer
the Elfin 1½ for Bob,
the Lightweight E-type for either
and the Lotus-Cortina for both

Coming is a big banger sports-car (ah to hell with it, a BBSC) reported to be a McLaren - Elva - Repco 4½-litre but likely to be a Match-type Elfin T400 (the very nice Aussie copy of the McLaren which, we have heard somewhere, has Bruce's support and assistance) and - (Also Coming) a new touring car, type so far unknown but rumoured to have IRS, 4-on-the-floor, LSD (no, you fool, a slippy-diff), 15inch wheels and possibly a 352 cu.in.V8. What do you make of that? - anyway, it should be hard to beat even for Norm Beechey, whose Chevy II looks likely to start beating Pete Geoghegan's Stang about now.

The Sebring Sprites, in the 12-Hour race there, reached 136mph in the back straight, and were expected to touch 150mph at Le Mans! From 1.3 litres and 110bhp!

Sydney Allard, one of the great characters of British motorsport, died in April aged 55. In 1952 he won the Monte in one of his famous Allard production cars. At the time of his death Syd Allard was President, of the British Drag Racing Association, which he had been instrumental in forming a few years ago.

The latest Firestone race tyres (oops, tires) are the R.107 for wet or dry conditions, the R.106 (also wet or dry but slightly faster in the dry) and the R.113 specially designed for the Ford G.T. but suitable for some other big-banger sportscars (BBSC) including the McLaren, we imagine .

The quick Group 5 cars in Britain this season are interesting. Brian Muir, yet another MR - Aussie, seems to be about the fastest in the Willment 1964 Galaxie, with J. Brabham Esq. (Mustang), J. Clark, O.B.E. (Lotus-Cortina) and Mike Salmon, (Mustang) likely to beat him anytime - if Roy Pierpoint's blown Falcon hasn't come along to show them all the way home. The works Lotus-Cortinas are using 4-spoke mag. wheels, which possibly has something to do with the quiet change from 5 1/2 J to 4 1/2 J rims for anyone else buying a competition version.....

In the 1000-1300c.c. class, Anita Taylor's Broadspeed Anglia Super (very!) is surprising a lot of people, including the big - Imp conductors.

Under 1000cc though the Imps are invincible, Nick Brittan, Ray Calcutt and Roger Nathan sharing the wins for the most part. Mick Cave's A.40, still going strong, isn't making it easy for them.

The sportscar races in Britain are being won by John Surtees and Denny Hulme (Lola T 70s with Chev 6-litre engines) with Chris Amon (McLaren - Elva - Chev 5.4 litre) taking a few pots home. Hugh Dibley's Lola has also figured on occasions, as have some of the Brabham BT8's and, in smaller classes, Lotus 23s, Crossle - BMWs, and things.

In F3, Charman's Lotus 41/Cosworths, the return-to-space-frame cars, are being beaten by the Brabham/Cosworths on the whole, prominent drivers being Harry Stiller, Chris Lambert, Tony Dean, Chris Williams, Rob Lamplough.....competition is as fierce as ever in this class, from which a successful driver can break into international works racing in F2 and F.1.

In F2, of course, Brabham's works cars with 150-plus-BHP Honda engines are quite uncatchable, Jack and our Denny being able to play with the other '66 Brabs at will. The BRM works Matra-BRM's are going as well as the off-season trials indicated..... it's just that the two colonials with the 'Nippo' motors are going far better.....

In F1, of course, the story is similar. The S. African G.P. showed that, with a little more reliability, the "Repcos-Brabham/Repcos" were going to take some catching. When the Championship series began, the

reliability had not yet been gained, but since then JB or DH or both have shown a clean pair of heels to the competition in France, Britain, and Holland. What a great and popular success it will be if Jack achieves what is certainly the ultimate in motor-racing - the World Drivers' Championship in his own car; the World F1 Constructors' Championship; the F2 Championship in his own car; the F3 Championship (which he can't win for himself, of course, as Graded International drivers aren't allowed in F3).

C...R...W...
F...L...S...S

■■ with END GAS

from all over...

THE 1967 WELLINGTON
SHELL GOLD STAR TRIAL.

W.M.S.A. has begun the mammoth task of getting next year's event under way. First step is to appoint major officials to form the Organising Committee and take charge of plotting, publicity results, and so on. If you can help, in either a major or a minor capacity, please let someone on our Committee know. This year it's our Club's turn to apply for the permit, so we have a special duty to ensure we provide the manpower to do the job.

W.M.S.A. Calendars.

The W.M.S.A. calendar has put in a belated, but welcome, appearance. Note, though, that various events (such as our Mid-week Night Trials) are not shown, so the Calendar should be used as a guide only, not entirely relied on.

CLUBHOUSE
REPORT.

Main progress on the Clubhouse scene has been in the "Chair Drive" department. The response has been encouraging, with over 100 chairs of all kinds turning up so far; but there's a long way to go before we can seat everyone at a Clubnight, so if you've still got a chair for us, act now! - ring a Committee member right away.

WORKING B's ---

From now on the clubrooms need a bigger push as it is anticipated that the clubrooms will be finished around the end of this month.

Therefore B's are:-

Saturday 6	August	9 -12a.m.
Wed. 10	"	7 - 9p.m.
Sunday 14	"	9 -12a.m.
Mon. 15	"	7 -9 p.m.
Thurs. 18	"	7 - 9p.m.
Sun. 21	"	9 -12a.m.
Thurs. 25	"	7 - 9p.m.
Sun. 28	"	9 -12a.m.

PLEASE BRING PAINT BRUSHES ETC.

JULY BULLETIN.
@@@@@@@@@@@@@@@@

We regret that last month's Bulletin did not introduce the new feature "Exhaust Port" promised for it in the June issue, and was also lacking an Editorial and overseas news.

The Bulletin was compiled hastily after a very late start.

We have a new contributor from this month - Norman Harvey, whose up to date and accurate overseas news and information promises to be very good reading.

Welcome to the staff, Norman.

@@@@@@@@@@@@@@@@@@@@@@@@@@@@

RECONDITION JOB COMING ?

The timekeepers on the flying 5th at Bathurst, (Gonrod Straight it is called) caught the crankshaft of Warren Weldon's Holden doing 138mph through the traps. The engine had blown into a million pieces!

YOUNGER MEMBERS
@@@@@@@@@@@@@@@@

Maybe you are interested in trialling but aren't quite sure how to go about entering or getting a crew, or even the right sort of car.

If this is so then next Clubnight you should arrive about about 7pm. and mention to the person taking the entries for the novice trial that you are in need of a car or crew. There are usually several experienced triallists there who would like to compete but are unable to find novices for a crew, and they will be happy to take you (it gives them a chance to show off). Some of them are even brave enough to navigate for a novice, so take advantage of this opportunity to get an introduction to trialling.

@@@@@@@@@@@@@@@@@@@@@@@@

NEW IDEA.
@@@@@@@@

A Japanese company claims to have developed a means to halve the two years needed to put a new car into production, with a new application of the Laser Beam.

Hitachi Ltd. said the technique was to run the Laser Beam over the designer's full size clay model and then feed the data into a computer. A numerical control-type mill linked to the computer would then turn out the parts for easy assembly.

@@@@@@@@@@@@@@@@@@@@@@@@

Surtees Back.
@@@@@@@@@@@@

The Maserati Works announced recently that John Surtees would be their number one driver in the German Grand Prix, on August 7th.

Their other drivers, all in 12 cylinder Cooper-Maserati 3000s, will be Jochen Rindt (Austria), Roger Ligier (France) and Joachim Bonnier (Sweden).

"Sunday Times" 31st July.

@@@@@@@@@@@@@@@@@@@@@@@@

AUSSIE "GOBBLEGAS"
=====

Fred Davis and Dudley Shields, driving a Citroen, finished 4th in class on the Tenth Mobil Economy Run in Australia. They had previously won the Ton/MPG on the New Zealand Mobil and part of the deal was an all expenses drive in the Aussie Run.

----- HOW TO BUY A CAR WITHOUT A TRADE-IN. -----

On Saturday, 2nd July the Wellington City Council Traffic Department held an auction at the Abandoned Vehicle Pound at Rongotai. Any cherished desires of uncovering a vintage gem at such an affair were rudely shattered after the briefest glimpse at the 'assembled automobilia.'

Nowhere amongst the rusting assemblage was there to be seen anything representing even the vaguest interpretation of a connoisseur's dream.

The only slightly soul-stirring machine present was a Riley Pathfinder saloon which was in restorable condition although many of the major mechanicals were languishing on the back seat. Unfortunately this vehicle was not auctioned nor was a Packard saloon of the Al Capone variety - the battle-scarred bodywork of which suggested that it probably was Al's car!

The 25 unfortunates all fell under the auctioneer's mallet within half an hour. The assembled witnesses comprised several auto wreckers, some bargain hunters and a large number of curious onlookers. Most of the private purchasers were teenage youths - but it is very doubtful if all the enthusiasm in the world will ever see some of their purchases on the road again. Probably a good percentage of them will return to the pound without ever turning a wheel under their own steam. Many were lacking wheels, some had lost complete axle and diff assemblies and some had no motor at all. The interiors of many were stuffed full of assorted parts which the last owner had neglected to install after the fatal overhaul.

£20 was paid for a '47 V8 saloon in better condition than its friends. This was the best price of the day. A 1950 Hillman van at £15 represented good value for its purchaser. Other interesting exhibits included a 1936 Pontiac complete with G.T. stripes running in every direction, a 1939 Opel saloon with sufficient parts stuffed inside it to build several replicas, a 1938 Super Snipe complete with a Hawkes Bay Car Club insignia and of course the inevitable Bradford van on which someone spent 25/-.

Two boys who arrived in a Willys bought two facsimiles with which to either start a Willys Owner's Club or keep their transport in spare parts for some time to come.

An Austin 16 shed both front wheels before it even reached the gate. One hopeful commenced cranking his new found joy - but alas the spark of life had long since departed.

All buyers were given 7 days in which to remove their new pride - and That Was That!

G.J.L.



EXHAUST PORT

PAGE

Each month we will nominate a subject for "Exhaust Port". At the following Clubnight we will collect any contributions members care to make on the subject - anything from six words to six paragraphs will be welcomed, and if you can't get time to make a note of your thoughts before you get to Clubnight, tell your Editor what you reckon, and it'll get a mention anyway.

The object is to present, more or less informally, the opinions-- conflicting ones from time to time no doubt - on anything worth examining constructively. Please don't refrain from sending letters to the Editor as "Exhaust Port" is intended to be additional to your letters and not to replace them in anyway.

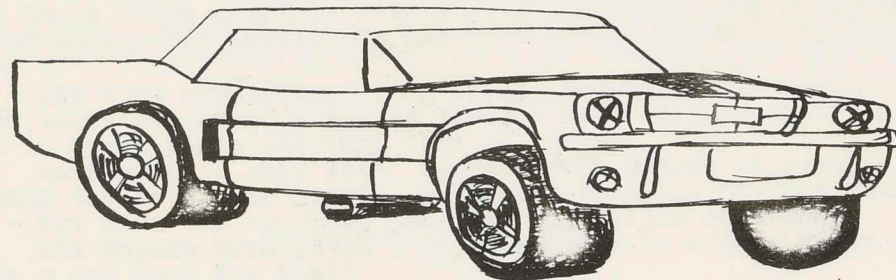
Pencils sharp and pens filled? Go to it.....

.....

Next month's topic :

The Alpine Rally is coming, and promises to be most interesting. Dave Money's letter published in the last issue of this Bulletin, asks some pertinent questions -- which way do you think that major trials events in this country should be developed-- or do you like the set-up as it is ?

Let's have a note next clubnight from every crew competing from the Wellington Car Club in major events, for a start ; and quite a few other trialing types too.



R.S.D.

This is
CON-ROD CORNER.....
contributed by David Raine

Dr.V.Bruce Cook is fitting a Corvair engine to his Porsche !! Where is the queue to ride in it when the job is completed? I want to join it, as this sounds like an extremely interesting combination.

+++++

The Committee for the 1967 Wellington Shell Gold Star Trial has been formed. The major Officials are -: Chairman; Jack Edgar (HVMC) Secretary; Bob Cooper (MGCC). Treasurer; John Langdale (STAA) C.of C. ; Jack Edgar. Plotting Crew ; Neil Cruickshank, Warwick Fry, and Phil Cogdale (all HVMC) General Committee ; Cam McKenna, Ian Hamilton (VWOC), Derek Etherington, John Reid (WGG.) Things are underway already. We wish you every success.

+++++

Mike Burch has done it again. This time he lost a wheel on the NOVICE trial. "They sure don't make Novice Trials Like they used to any more". Poor hard-life Standard fell onto its brake drum in a large puddle of wet stuff behind the airport. Many wet members at the clubnight that evening.

For those of you watching Tele (Town & Around) on Wednesday 27th. that was Mike giving out lustily in the 'Monde Marie Coffee Bar'

+++++

Fleetwood Motors, who lost their LMVD bit a few weeks back, surprisingly have had their premises re-signwritten, and their Used Car newspaper ads. taken over with Shelly Motors' name.

Who would have thought that they were selling cars that far north...

+++++

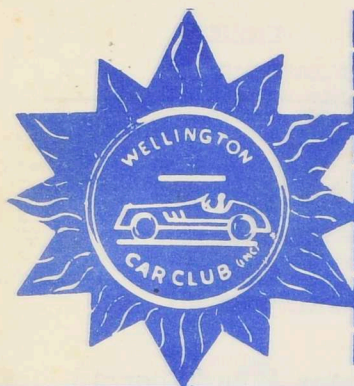
The for-sale type Triumph Spitfire in our Market Place of last issue, now has an even more mod'ed engine. One of the new two-piece crankshaft models. The car none the less had been sold to a certain well known Standard-Triumph Agent from Whakatane (you know who), on an asiswhereis basis. We are not sure who got the best of the deal, but at least it proves what a wide coverage our classified ads have!

+++++

Tim Beetham's Anglia has been sold to Rod Coppins of Zephyr/Corvette fame. Rod is now selling cars in Gisborne with John Ward.

WELLINGTON
CAR CLUB
(INC.)

Bulletin



18th Oct 66
C/rooms
←

SEPTEMBER
1966

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W E L L I N G T O N

C A R C L U B

(I N C)

B U L L E T I N

S E P T E M B E R 1 9 6 6

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-2-

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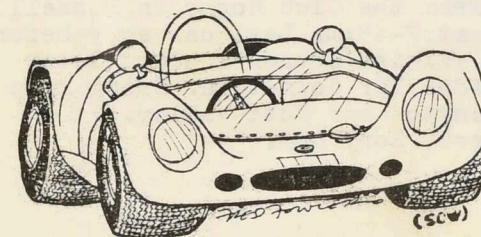
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COMING EVENTS



September 17th. Sat.

ROTHMANS TROPHY TRIAL.

A National Open event organised by the Te Awamutu Car Club. Starts at 12-30pm. and lasts for 7 hours. Entry forms from the Secretary, P. Spence, 1 Laurie St., Te Awamutu.

September 18th Sunday.

HONEY POT TRIAL (CUP).

Starts at 10am. (entries open at 9-30am) from the Club Rooms in Russell Terrace Wellington AND Riverside Car Park (entrance from Andrews Ave) Lower Hutt. Rally (including common Speedo Check) to Common Route. Lunch break to be in Carterton and no special arrangements have been made.

Map needed, NZMS1 N161 Rimutaka, 1st, Ed Nov 1941, Reprint *1961.

Total mileage approx 170 and '8 hours duration.

Marshalls needed, if you can help contact one of the organisers, Peter Martin or Dave Mowat.

September 20th Tues.

NOVICE TRIAL & CLUBNIGHT.

Mr. Alan Smithard, Secretary of MANZ.Inc will be present to give a talk on the running and the formation of Motor Assoc. of New Zealand. (MANZ). A question session will follow. Up to date support ing films will also be shown. Trial starts 7-15 from Kilbirne RSA .

September 27th. Tues.

MID-WEEK NIGHT TRIAL.

Starts from the Club Rooms in Russell Terrace at 7-15pm. Last car away before 7-45 pm. Finish approx 2 hours later at a Coffee Bar down-town. Bring maps of Wellington and Hutt Valley. Organiser : Rory Hoy.

October 2nd. Sunday.

MUD PLUG.

Starts 1-30pm. To get to site turn off Hutu Road onto Horokiwi Road (just before Petone) and follow arrows, marked WCC. No competition Licence is required for this event.

NO CHAINS OR MUD-GRIP TYRES ALLOWED.

October 2nd. Sunday.

GOLD STAR HILLCLIMB.

Chamberlins Road, Auckland.

Organised by the Auckland Car Club.

Entries from the Secretary P.O.Box 2591 Auckland.

October 8th Saturday.

GOLD LEAF 3 HOUR & WILLS 6 HOUR RACES.

N.Z.I.G.P. Circuit at Pukekohe.

Three Hour Race starts at 11am.

Six Hour Race starts at 3pm.

October 15th. Saturday.

LEVIN SPRINT.

This event is almost certainly OFF, unfortunately, as it is now expected that by this date the new seal will still need compacting. However, we will all be welcome to go up and help in this -- it involves driving round and round at moderate speed. Keep the day free, anyway, just in case.

October 18th Tuesday.

Novice Trial and Clubnight.

November 5th Saturday.

Hill Climb & Barbecue.

The hill climb will be held subject to the City Council's approval of our date application.

We must have a bonfire on this day too. Guy Fawkes Day you know. If anybody knows a good site please contact the Soc Social Convenor.

WORKING BEE'S

WORKING BEE'S

WORKING BEE'S

The clubrooms have now had the interior linings put on and it is hoped to have all the floors sanded and the painting completed over the next few weeks.

For those who havn't yet helped at a working bee we would point out that in the very near future they will be finished and your help will be required in furnishing them.

At the moment our greatest need is a first class sink top, stainless steel or formica and mor chairs.

Working bees for SEPTEMBER and OCTOBER:-

- Sat Oct. 1st 9-12a.m.
- Tues " 4th 7- 9 .m.
- Thurs" 6th 7- 9 .m.
- Sat " 8th 9-12 .m.
- Sun " 9th 9-12 .m.
- Tues " 11th 7-9 .m.
- Thurs" 13th 7-9 .m.

and Sunday the 16th of October, which is two days before we start using the clubrooms.

Could everyone be there on this day please.

-HAEREMAI-

We welcome the following new members to the Club, and remind their proposers and seconders that it is their duty to introduce the new members to the Committee Members at Clubnight or their first event.

- Niven Paine
- Donald Grovekr
- Peter Richmond
- Peter Lawton
- James Penman
- David Johansen
- Jim Mitchell
- Walter Sneddon
- Warick Ashton
- Frank Penman
- John Gardner
- Tyrell Turtill

- Austin Mini
- Austin A55
- Ford Anglia
- Ford Anglia
- Vauxhall Viva
- Humber 80
- Austin Cooper
- Vauxhall VX 4/90
- Austin Mini
- Humber 80
- Morgan 4-4 Sports
- Ford V8 Special

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EDITORIAL OPINION

1966-7 COMPETITION YEAR

The new Motorsport year is under way, following the M. A. N. Z. annual conference (report elsewhere in this issue). We publish below the major events notified before the meeting for inclusion in the calendar. As you can see, there will be 7 Gold Star race meetings (provided the South Canterbury Car Club has approval in time of the venue replacing Waimate in February). We are disturbed that there are still only two North Island circuits with Gold Stars, Pukekohe (2 meetings) and Levin, compared with the South Island's Renwick, Wigram and Teretonga (and there is still another permanent circuit, Ruapuna).

Gold Star Hillclimbs are 8 in number; it will be interesting to have a new hill in the Gold Star series, Whakatane C.C.'s venue. The amazing thing about the climbs is that all 8 are in the North Island!

The G. S. trials calendar is very disappointing after last season, when we had 4 South Island events followed by 4 North Island, so that it was possible to compete in all of them with only 2 Straits crossings for your car (if you could afford to do without it in the meantime). The 1967-set-up is the exact opposite - each island will take turns to hold the "big league" trials, which will greatly reduce their standing as a national series.

Let's hope for a great improvement from the Trials Sub-Committee next year in co-operative planning.

However, our club at least has started off the new season well- Mike Burch's win in the Blossom means that (for the moment) our Club has the only Gold Star points leader in the country!

- - - -

The tremendous strength of Motorsport in this country of less than 3 million people is shown by the lists that follow. With no less than 26 open status race (8 being on grass or beach circuits), 8 open Gold Star Hillclimbs and 2 open sprints, (with the interest shown in climbs by South Island clubs recently this number must grow) and 13 open trials or rallies so far notified, any enthusiast can have a busy time, especially if he interests himself in more than one branch of the Sport.

Have a good year's competition, everyone!

RACE MEETINGS (NATIONAL OPEN OR HIGHER STATUS)

October 8	- Pukekohe:	Wills 6 Hour and DR 3 Hour Saloon races	(N.Z.I.G.P.)
16	- Teretonga:		(S.S.C.C.)
November 5	- Pukekohe:	Gold Star and 1½ Litre Ch'ship	(N.S.C.C.)
12	- Renwick:	Gold Star and 1½ Litre Ch'ship	(Marlb. C.C.)
20	- Ruapuna:	1½ Litre Ch'ship	(C.C.C.)
26	- Levin:		(L.M.R.C.)
December 3	- Te Awamutu:	Grass Track	(T.A.C.C.)
4	- Teretonga:		(S.S.C.C.)
10	- Pukekohe:	1½ - Litre Ch'ship	(A.C.C.)
17	- Kerepehi:	Grass Track	(T.V.C.C.)
31	- Tahumanui:	Nelson Prov. & Beach Race Ch'ship	(N.C.C.)
January 2	- Tahumanui:	N. Z. Ch'ship - Beach Race	(N.C.C.)
7	- Pukekohe:	N.Z.I.G.P. (Gold Star, ½-Litre Ch'ship Tasman Ch'ship)	
14	- Levin:	International (Gold Star, 1½ Litre Ch'ship)	(L.M.R.C.)
21	- Wigram:	Lady Wigram Trophy (Gold Star, 1½-Litre Ch'ship, Tasman Ch'ship)	(M.R.C.)
28	- Teretonga:	International (Gold Star, 1½-Litre Ch'ship)	(S.S.C.C.)
30	- Raglan:	Grass Track	(Ham. C.C.)
February 4	= Venue T.B.A.	Gold Star and 1½ Litre Ch'ship	(S.C.C.C.)
11	- Kerepehi:	Grass track	(T.V.C.C.)
25	- Pukekohe:		(N.S.C.C.)
March 11	- Matamata:	Grass track	(Ham. C. C.)
18	- Levin:		(L.M.R.C.)
19	- Teretonga:		(S.S.C.C.)
25	- Tahumanui:	S. Is. Beach Race Ch'ship	(N.C.C.)
April 8	- Pukekohe:		(A.C.C.)
June 11	- Teretonga:		(S.S.C.C.)

HILLCLIMBS (NATIONAL OPEN OR HIGHER STATUS)

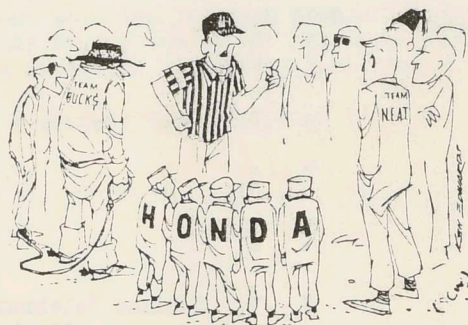
October 2:	Chamberlain Road:	Gold Star	(Auck. C.C.)
16:	Puhipuhi:	" "	(Northland C.C.)
29:	Waiuku:	" "	(Puke. C. C.)
November 19:	Admiral Road:	" "	(Waira. C.C.)
December 3:	Maramaru:	" "	(T.V.C.C.)
February 11:	Houghton Bay:	" "	(W.C.C.)
18:	Tarawera:	" "	(Rot. C.C.)
April 8:	Whakatane:	" "	Jubilee Celebration Climb (Whaka. C.C.)

SPRINTS (NATIONAL OPEN OR HIGHER STATUS)

January 3:	Tauranga:	Open Sprint	(T.C.C.)
May 20:	Mangakino:	N.Z. & N.Is. Ch'ship sprint	(Taupo C.C.)

TRIALS AND RALLIES (NATIONAL OPEN OR HIGHER STATUS)

September 3:	Hawkes B. C.C.	(Blossom Trial)	(Gold Star)	11½ hrs
October 22:	R.A.T.E.C.	(Alpine Rally)		4 days
March 18:	R. A.T.E.C.		(Gold Star)	12-14hrs
April 1:	Wgtn C.C.	(Wgtn Shell Trial)	(Gold Star)	18 hrs
22:	N. Otago C.C.	(Gold Star)		
May 6:	Auck. C.C.	(Shell 24 Hrs Trial)	(Gold Star)	24 hrs
20:	(Otago C.C.		(Gold Star)	2 days
	(Taranaki C.C.	(Kendall 9-Hrs)		9 hrs
June 3:	(N.S.C.C.	(Castrol Rally)	(Gold Star)	24 hrs
	(R.A.T.E.C.	(Lakeland Rally)		2 days
17:	Cant. C.C.	(Gold Star)		12-15 hrs
July 1:	N. Wairoa C.C.	(Peugeot Trial)	(Gold Star)	15 hrs
8:	Thames Vly C.C.			12 hrs



LETTERS TO THE EDITOR

"Mud, mud, glorious ruddy mud," quoth a certain damp, sweaty navigator, as he flopped back into his car after the fourth pushing epic on a recent trial.

We got to thinking about it, and here's the result.

WE HATE MUD.

Unequivocably.

So there.

Because, generally, the last car (which we were, dammit!) has a negative chance of getting through intact, whereas he who went through first hardly noticed that the surface was mud. Fair enough, a greasy surface on the flat or a windy rocky road, or even a Wellington Shell creek bed.

But not, please, not blatant muck-sections. Trials are fun. Mudplugs are fun too, but a combination of both at four in the morning, in a howling southerly? no thanks. This is seldom, if ever, a test of reliability or driving, navigating, or timekeeping skill.

It might be O.K. for Eric Carlson - he's six foot thirteen or so. My navigator's only five foot two!

Amphi-car, anyone?

—Webfooted Wilberforce.

Dear Sir,

I am writing to support the comments in the August Bulletin about new members joining trial crews. If it is not possible to crew for an experienced driver (or drive for an experienced navigator) then find someone like yourself and have a go. You will learn a lot this way. I have also heard comments from other people that they cannot find a regular crew. If you do not wish to use your own car or do not have one then you will be able to team up with a driver if you can crew regularly and the driver knows he can rely on you.

Jim Grotton.

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INTER-CLUB GYMKHANA

SUNDAY 7th. AUGUST.

In conditions that were at the outset most unpromising, and after a result which was most embarrassing the Wellington Car Club won the annual Interclub Gymkhana.

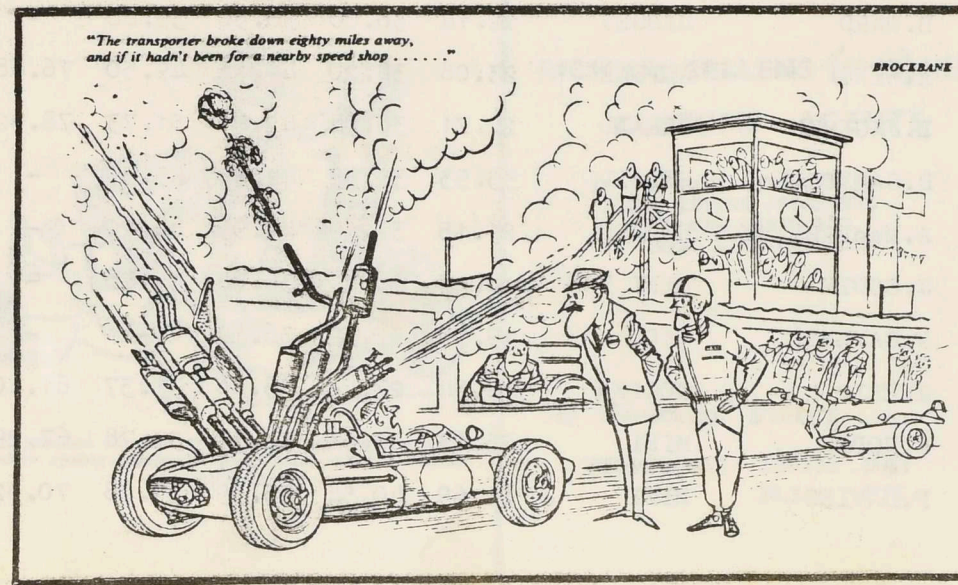
All local clubs, except the VW Owners Club, were represented at the event and the organisation after a somewhat slow start proved most efficient, with the tests being run off quite quickly. All competitors had two runs at each test, the first of which although being timed was not an official run which for a number of competitors was unfortunate as they scored their faster time on this run.

In all six tests were run, ranging from a simple wiggle-woggle to an intricate affair where competitors made loop-the-loop manoeuvres around many poles - some loops clockwise, some anticlockwise - till they lost most of their sense of direction and didn't know whether they were coming or going.

In every test the first and second fastest times were set by Wellington Car Club members. I'm not sure whether this indicates a falling off in the gymkhana-ing ability of the other area clubs or a hitherto unknown depth of this ability in our own Club - a little of both methinks.

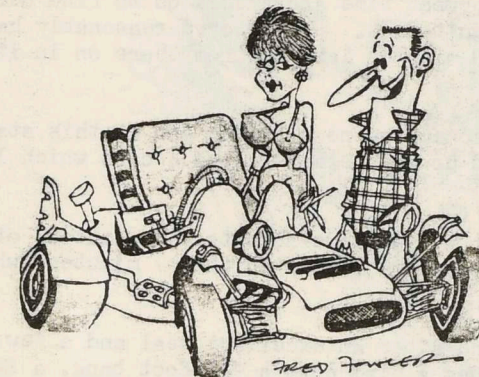
As the tests are drawn out below I shall not go into great detailed descriptions, sufficient to say that contrary to all predictions we did not lose any cars on the last test - two wiggle-woggle courses set out side by side and run simultaneously!!

Results next pages..



CLUB & NUMBER	NAME	CAR	1	2	3	4	5	6
HV1	J. SNELGROVE	ANGLIA	21.62	37.97	39.22	42.30	-	-
HV2	G. SNELGROVE	MINI	19.37	37.17	36.44	37.49	-	-
HV3	A. WRIGHT	ZEPHYR	24.97	41.30	40.16	55.73	84.34	35.63
HV4	J. BELWORTHY	MINOR	-	35.98	38.41	39.92	80.94	28.66
HV5	R. OSBORN	VAUXHALL	23.81	-	41.71	49.83	79.39	33.79
HV6	A. JACK	MINI	21.32	-	38.60	41.74	71.66	-
HV7	M. BELWORTHY	MINOR	25.15	34.95	41.90	42.62	-	-
HV8	D. JOHANSEN	HUMBER	26.09	39.77	73.12	-	-	36.65
HV9	B. MITCHELL	HUMBER	24.93	42.85	40.57	-	82.75	33.69
MG1	D. WALKER	MGB	26.27	41.90	36.18	46.07	75.59	28.10
MG2	E. CLARK	MGB	22.86	39.61	36.84	57.48	-	29.91
MG3	I. WEIR	MIDGET	23.75	35.38	40.53	42.29	81.16	28.97
MG4	(H. HOLLER (M. FOWLER	MERCEDES COOPER	32.88	40.76	-	-	-	-
MG5	W. STAAND	MIDGET	22.21	38.44	37.70	-	74.46	-
MG6	B. GROUCOTT	MIDGET	22.23	37.96	37.79	41.72	-	-
MG7	B. WARD	MIDGET	22.14	36.00	38.56	39.80	-	27.65
MG8	R. WING	ALPINE	23.08	38.20	41.11	49.50	76.88	27.89
ST1	L. JACKSON	HERALD	22.71	38.04	42.81	51.73	78.62	31.10
ST2	D. CAMPBELL	HERALD	33.93	35.55	41.37	43.39	-	31.01
ST3	A. MacFARLANE	HERALD	21.15	37.19	40.95	44.20	-	-
WAI1	J. COWIE	MINI VAN	18.43	28.10	36.74	37.76	-	-
WAI2	P. CAMERON	1100	19.98	35.39	36.19	-	-	-
WG1	J. REID	COOPER	19.34	27.44	38.48	35.37	61.10	25.87
WG2	B. NOBBS	MINI	25.63	33.51	38.37	39.78	67.29	34.52
WG3	F. DAVIES	MINI	21.69	40.54	35.59	37.88	70.52	29.86

WG4	L. BIRD	MINI	18.13	-	38.31	-	-	31.66
WG5	D. YOUNG	IMP	24.40	37.88	40.03	48.50	85.58	36.00
WG6	J. GRAHAM	VW	23.52	32.79	38.92	48.46	80.92	-
WG7	R. O'NEIL	SPIITFIRE	21.22	36.70	40.00	43.62	79.40	36.73
WG8	S. LACHMAN	MINOR	24.00	45.93	38.63	48.85	76.69	-
WG9	D. KING	1100	23.63	27.50	40.61	41.07	71.80	29.18
WG10	P. TAYLOR	CONSUL	-	43.87	49.79	-	85.85	-
WG11	B. PAINE	MINI	17.90	31.97	39.11	38.66	-	27.70
WG13	M. NICHOLS	MINOR	23.43	34.95	-	-	-	-
WG14	J. GLADHILL	COOPER	18.52	26.23	34.30	37.02	80.81	-
HV	Hutt Valley Motoring Club						1 point	- 4th
MG	MG Car Club						6 points	- 2nd
ST	Standard Triumph Automobile Association						3 points	- 3rd
WAI	Wairarapa Car Club							5th
WG	Wellington Car Club						56 points	- 1st



"Suspended on bed springs and upholstered with inner spring mattress? Boy, that's what I call a SPORTS car!"

(S.C.W.)

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Willard Martin reports on:-

MIDNIGHT RALLY

or Moonlight Madness

On Saturday 14th August the Auckland Car Club staged a European - style rally as their contribution to the Mercury Cup series of interclub trials in the Auckland area.

At the drivers' briefing on the Thursday night beforehand about 150 people including both competitors and marshals turned up to find that timekeeping was going to be the least important aspect. One point emphasised was that it was essential to finish, even if this meant cutting a section out, rather than be disqualified for being over 30 minutes late, - or over a bank!

The first of 65 starters left P & R Motors, Papakura, at 2 minutes past midnight. Even numbers only were used meaning each car left on its number (in minutes) ie. car number 36 left at 36 minutes after midnight. Similarly marshals' clocks were set back so that competitors were supposed to check in on "their" number of minutes. You arrived at a check, asked the marshal the time, and if the answer was 35 and you were car 36, then you're a minute early. In this respect it was like a system of check to check timing with no penalty for being early.

Originally the route was going to be displayed on marked maps at the start, but M.A.N.Z. stepped in saying this gave it the appearance of a road race, so we received our route instructions one hour prior to our starting time.

They were a set of relatively simple map references with a compass direction approach and departure. Our navigator and timekeeper combined forces and had most of the route plotted before we started.

From Papakura we motored quietly down to Tuakau where we found we were 6 minutes early. We checked into the marshal at our correct time and pushed on to find ourselves 2 minutes early at the second check. This didn't last. We motored reasonably hard through the third section and found ourselves 3 minutes late so from there on in it was a flat stick effort to the finish.

A welcome break and coffee was provided somewhere near Raglan and at this stage we were 12 minutes late. As no one had passed us but we had passed 4 cars which left before us we figured we were doing all right.

In the second half a change of crew meant we had some moments (or minutes) of indecision at a couple of intersections which meant we lost a further 7 minutes, which gave us a total time lost of 19 minutes.

Breakfast was at the A.C.C. clubrooms, and after an excellent meal and a few ales the list of casualties was compiled and included a Mini down a 120-foot bank, a Zephyr

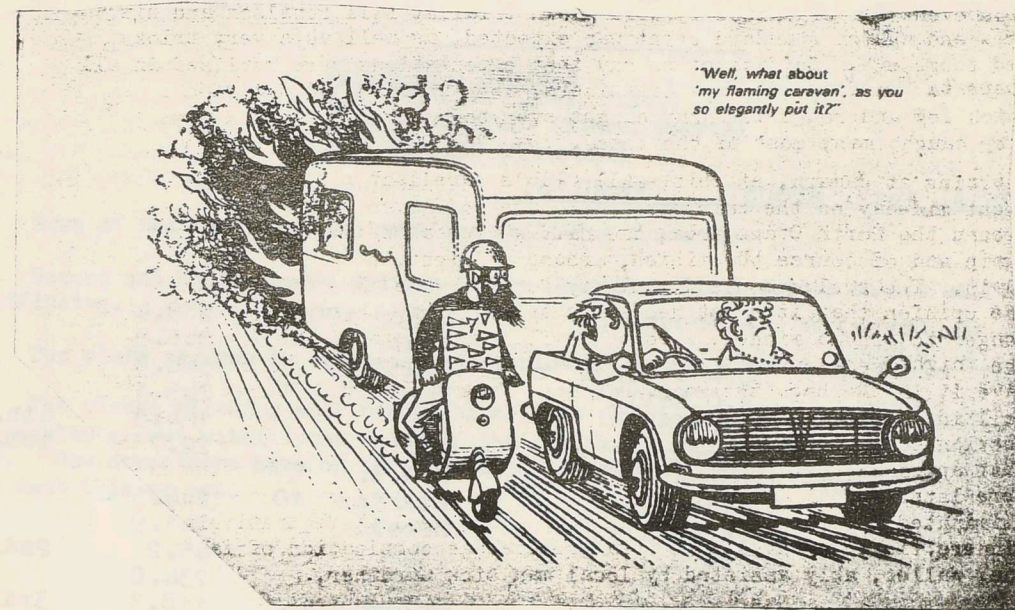
(which was a check) rolled, and about 7 cars suffered from bent mudguards etc.

The general feeling was that it was a most enjoyable change from the "scientific" type trial but would be a bit hard on man and machinery if all trials were organised this way. The overall average was only around 30 m.p.h. but no one clean-sheeted the course.

Provisional results were:-

- | | | |
|----|-------------|-----------------------|
| 1. | B. Robson, | Mini Cooper 1275S |
| 2. | D. Simpson, | Zephyr |
| 3. | D. Bremner, | V.W. (Porsche engine) |
| 4. | H. Hawira, | Minor 1000 |
| 5. | W. Martin, | V.W. |

-KRAUT STEERER.



CLUB NIGHT TUESDAY AUG. 16th

The largest number of members to attend a clubnight for a long time were present for our August meeting and a better evening's entertainment could not have been provided. 'Motor Racing in New Zealand' was the theme for the evening's films and a great number of race meetings were covered. The sound films from B.P. depicted various local events back as far as the 1955 N.Z.G.P. at Ardmore. The great strides taken by the sport in this country were much in evidence after viewing the size and quality of the fields of just ten years ago.

The 8mm cameraman had access to official areas around the various courses and was thus able to obtain much better shots than most amateurs including some excellent close-up scenes. South Island events featured mainly in these films and were of particular interest as not many North Island enthusiasts are able to attend the southern circuits.

Events covered were Renwick, Wigram, Teretonga, Dunedin and Waimate. The scenes at Waimate were particularly exciting, especially the shots of Ernie Sprague making the mistake that cost him the Saloon Gold Star.

The 8mm films were alternated with the 16mm films in a most efficient manner making a most enjoyable evening.

G.J.L.

NOVICE TRIAL 16th. AUGUST. RESULTS.

CAR NO.	Driver	Co-driver	Car	Time	Position
1	J. Marshlin	A. Brough	Minor 1000	289.4	
2	B. Nobbs		Mini	245.9	
3	G. N. Tomson	G. N. Tomson	Fiat 500	300.0	
4	D. Young	R. O'Neill	Imp	245.1	
5	N. Paine	B. Paine	Mini	104.5	4th.
6	L. Bird	T. Huxford	Mini	22.7	1st.
7	T. Jackson	A. Burns	M.G.B.		
8	M. Burch	B. Silberry	Standard 10	244.5	
9	L. Jackson	P. Parnell	Herald	241.9	
10	G. Beaumont	E. Conroy	Minx	45.2	2nd.
11	M. Nichols	R. Dollimore	Mini	234.0	
12p.	P. Farmer	D. McKinney	Holden	118.3	3rd.

M.A.N.Z. CONFERENCE.

At the 19th M.A.N.Z. Annual General Council Meeting at Rotorua on August 20th and 21st the club's delegate was Ray Duffell, with 'K' Foulkes, Pat Tollan and Derek Etherington observers.

After the meeting had been opened by the Mayor of Rotorua, and addressed by Mr Campbell, Assistant Commissioner of the Transport Department, various reports were presented, including one from Guy Palliser of Wellington V.W. Car Club, the progress of A.I.D. (Association of Improved Driving) which promises to develop into an important movement in which Car Clubs' members can take pride.

It was announced that Tasman Championship status will not be given to the Levin and Teretonga international meetings next year, but the matter will be discussed before the following series.

A new member club was admitted- Opotiki Car Club (Inc). The Executive Committee was re-elected without change, and is therefore:-

PRESIDENT

R.W.A. FROST.

VICE PRESIDENTS

I. DAIKEE T.D. CRAIG

EXECUTIVE COMMITTEE

I.R. CHALMERS (Auck. Univ.)

E.I. RUNNERSTRUM (Nthrn. Sports)

A.S. FARLAND (Manawatu)

Some of the resits passed made the following changes:-

Second and third placed drivers in the Gold Star final points tables will be given certificates.

Ten clubs may now be invited to "restricted" events instead of five as before.

The clause allowing a 30 minute time limit for protests on trial results, provided the results are out within four hours of the finish, is out for all trials over eight hours long. Now organisers have up to seven days to produce provisional results, whether they want this or not.

Wellington Car Club presented three remits, all of which were adopted. We moved that the question of timepieces for trials be thoroughly investigated, and the motion was carried. We also successfully advocated an addition to the S.S.R.'s. (Appendix A - Trials) clause 17/5, stating, "a check against a master timepiece or against time of day will be made at intervals during Gold Star Trials". It is to be hoped that this will put an end to the bla-tant "clockbox-fiddling of recent events.

Our other remit called for further representations to the Minister of Transport to clear up the difficulties of getting W.o.F.'s. for racing cars; this was carried unanimously.

Also at our request, M.A.N.Z. is to investigate the possibility of getting a form of "blanket indemnity" for under 21 year olds introduced so that a parents signature on every entry form will not be necessary it is hoped.

The meeting voted to allow once again the use of the Le Mans starts for sports car races, only - let's hope we see some again. Another change was to delete the requirement that single-seaters carry fire extinguishers. Finally there was much discussion on various points of interest to the racing boys. It was stated definitely that any promoter wishing to run Allcomers saloon races may still do so after the 1967-68 introduction of group 5 races for the main saloon events - in other words ~~one~~ current crop of phenomenal machines will still be usable in club meetings after next season. The race promoters are now drawing up newrules by which Allcomers can be defined.

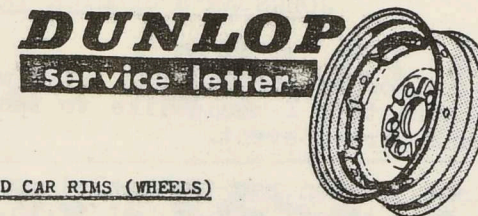
Other racing points were discussed, to clear up confusion arising from recent M.A.N.Z. Newsletter notices. It will definitely NOT be necessary to have two master cylinders for racing - the requirement is a second braking system (e.g. a hand brake) in case the normal system fails.

Also clarified was the question of rim widths. The situation is this: on production cars racing at future meetings, the maximum allowable increase in track will be two inches. Note however that the track is measured from rim centre to rim centre, so that the amount you may widen the rim depends on how much clearance you have for widening the inner piece. For example, if you have a five inch rim and enough clearance to widen it one inch inwards, you can also widen it three inches outwards - the maximum difference is two inches in any case - and wind up with an eight inch wide rim. By widening two inches extra outwards, you move the rim centre out one inch, and the same on the other side of the car gives the maximum of two inches overall increase.

On many cars (A/O's, English Fords with their Macpherson struts, etc.) this means that the widest rim provided by the maker for the car may be widened two inches outwards only, as there is no clearance for widening inwards. Two final points to note - first, remember not to have any of the rim extending outside the bodywork; second, note carefully the Dunlop information reproduced after this article - it is all too true, as one or two members can verify.

By the way, don't forget if you're preparing a saloon for the racing season, that the exhaust system must terminate at a point below and behind the driver, and under the bodywork - organpipes are D-U-T.

-0-0-0-0-0-0-0-0-0-0-



NON STANDARD CAR RIMS (WHEELS)

Your Overseas Service Manuals give rim fitments, and alternative fitments for all car tyres. Nothing other than recommended or permissible rims should be used if maximum service is to be gained from the tyre fitted.

Use of incorrect rim widths can affect the performance of:-

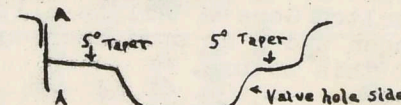
- (a) Tread Life
(b) Casing Life
(c) Beads

Only rims made by reputable manufacturers can be treated as being fully suitable for the fitment of tyres - even here we find that they sometimes make rims outside the allowable tolerances laid down by the Engineering Standards people (S.M.M. & T. and T. & R.A.), but where these cases come to light we can usually get corrective action taken by complaining to the car manufacturer concerned.

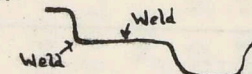
The depth of wall, the flange height, the width and taper of head seats and the circumference of the 5° bead seat, all have to be to certain engineering standards and tolerances.

In this modern age, every second back yard mechanic or engineering firm in N.Z. seems to be employed in taking standard car rims and widening them in order to fit bigger and squatter tyres (these are for car club members).

Very few know what they are doing and a typical example of what is done is shown below:-



Standard rim is cut through at point A/A and widened from this point thus:-



Now, the 5° original seat is designed so that the toe of the cover is some 1/2" or so away from the flange - in other words, the toe never gets any closer to the top of the taper than about 1/2" from the flange.

When the flange is moved out, the whole bead has to continue up the 5° taper, over the welding, etc., and reach the new seat - this 'tightness' at the top of the 5° taper is enough to take the rim diameter well over its maximum tolerance with the result that the bead wires break.

THIS IS ESPECIALLY SO WITH S.P. TYRES WHERE THE BEAD SEAT TAPER IS MUCH HIGHER THAN THAT USED FOR C49, etc.

Another condition usually present in "home made wide rims" is that the final seat is usually flat - is 'under tolerance, and gives no tight support to the bead - this results in bead rock, bead chafing and failure.

UNLESS THE RIM IS ONE MADE BY/FOR THE CAR MANUFACTURER (this includes special wide rims that are available as optional O/E or approved optional replacement) THERE IS NO WARRANTY ON TYRES FITTED TO THE RIM.

IN OTHER WORDS - ANY BEAD FAILURES, BROKEN WIRES, ETC., THAT OCCUR ON "HOME MADE", "HOME WIDENED" RIMS ARE THE RESPONSIBILITY OF THE OWNER - NO 'A' CLASS CONCESSIONS ARE TO BE ALLOWED.

JOHNSWAN'S GIMMICK TRIAL

21st August

The organiser of the Gimmick Trial was John Swan and on behalf of all the competitors I would like to thank him for an unusually interesting and varied event.

The first section saw 19 puzzled competitors trying to figure out turnings from times, e.g. R. at 12.15, left at T at 12.18 etc. The method we used was to cover up the times, cross our fingers and hope for the best.

The second section took in all those interesting winding roads above Aro St. by giving us the first two letters of the roads we had to use (e.g. UP, PL became Upland Road, Plunket St) and we ended up in Brooklyn where John Swan handed us a can of beer. Only it was empty. Except for the instructions. Much hammering and ripping finally yielded the next section which was normal instructions except that they were printed backwards and had to be read from the bottom while remembering to ignore every third instruction from the top.

A gradually diminishing group of competitors assembled at Miramar to have a lash at the 4th section. All turns were to the left and the list of numbers given indicated the number of roads to be passed before making a turn, e.g. 2, 0, 1, was 3rd left, 1st left, 2nd left. Quite crafty how it all worked out.

The final section brought us back into town via scrambled street names, e.g. Roctanl Ogre (Carlton Gore). All in all a most enjoyable way to spend a Sunday afternoon and I am sure everyone is looking forward to the next event of this nature.

J.A.G.

COMPETITORS

- | | |
|-----------------------------|-------------------------------|
| 1 Lionel Jackson, Herald | 10 Brian Buist, Anglia |
| 2 Brian Nobbs, Mini | 11 Louis Bird, Mini |
| 3 Niven Paine, Mini | 12 Alan Mines, Minor |
| 4 Richard O'Neill, Spitfire | 13 Ian Pinkerton, A40 |
| 5 John Graham, VW | 14 Dave Young, Imp |
| 6 Ian Combs, A50 | 15 Bob Young, Zephyr I |
| 7 Martin Nichols, Minor | 16 John Tennent, Elf |
| 8 John Reid, CooperS1275 | 17 Neil McGill, Mini |
| 9 Bruce McLean, M1100 | 18 John Gladhill, CooperS1275 |

19 Colin Lawton, Zodiac

PLACING	TOTAL	10	9	8	7	6	5	4	3	2	1
6TH	585	30L	10L	40L	50L	35L	35L	65L	70L	170L	80L
9TH	1095	50L	60E	200L	200L	60L	20L	120L	85L	180L	120L
—	DNF									M/C	200L
5TH	450	10L	50E	5L	10E	100L	20L	95L	70L	90L	—
—	DNF									M/C	200L
—	DNF									200L	200L
—	DNF									M/C	M/C
3RD	345	10E	20E	50E	40E	20L	50L	95L	50L	—	10E
8TH	1045	10E	40E	200L	170L	120L	M/C	140L	85L	65L	15L
—	DNF									M/C	150L
—	DNF									M/C	60E
2ND	335	10E	—	20L	—	20L	15L	130L	100L	40L	—
4TH	370	5L	10L	10E	40E	70L	55L	90L	75L	5L	10E
—	DNF									M/C	M/C
7TH	620	60L	10E	10E	M/C	50L	40L	110L	45L	65L	30E
—	DNF									M/C	M/C
—	DNF									M/C	M/C
1ST	280	30L	25L	50E	30E	10L	15L	80E	15L	—	25L
—	DNF									M/C	M/C

M/C = Missed Check

PALMER HEAD HILLCLIMB, 3RD SEPTEMBER

Unfortunately the Blossom Trial clashed with this event, so we can't tell you anything except a few second-hand tit-bits.

Undoubtedly feature of the day was Peter Bennett's effort in the ex-Bryan Harvie A40-Ford. Driving this 1650 c.c. projectile for the first time, Pete set a new saloon record of 43.44 seconds, and claims still to have a lot of tricks up his sleeve. We're told he hasn't got the twin-cam head on it yet, so when he does there'll be real fireworks, especially in Allcomers racing. With Neil Whittaker recently joining the ranks of the retired, there were no single-seaters present, and Pete's time was the fastest of the day.

Second-FTD was Hamish McLeod's 44.28 in his "fast-all-over" (as distinct from fast-back) Anglia. This must be nearing the ultimate of what our Allcomers regs will allow to race. Third quickest was Bill Bryce's 44.35 in the Mini-Rocket. He must be getting this little handful more or less sorted now, but we guess he'll be worth watching at Levin too!

Jack Oakley's only timed run, at 45.73 seconds, brought a sportscar within striking distance of the best saloons' times, and reinforces the growing interest in Clubman type cars for NZ speed and racing events.

All classes were closely contested, and some fine duels developed during the day. Alan Harvie's Austin-Cooper was fastest under 1000 c.c. saloon, with Russell Speedy's Australian version second and Max Ravenscroft's A40 third. None, however, approached Bennett's three-year-old class record of 48.46 seconds.

Bryce's Cooper beat a whole whack of Powered-by-Fords to win the 1001-1600 class. Gary Huxford and Robin Smith were second and third, sharing the former's 1500 Anglia. Dickie Butters in his 1200 Anglia was afine fourth, beating three more 1500s.

Bennett and McLeod were not unnaturally the two fastest in the biggest-saloon class. The next three cars were less than one-tenth of a second apart, being Bill MacPherson's rejuvenated Holden, Angus Cameron's trusty Valiant and Alex Wilson's new Allcomer monster. This one has a 105E Anglia front, a 100E rear, and a 283 Chev V8 engine, and apparently produces more tyre smoke than Angus's car even!

Another effort worthy of mention was Andrew Hughson's 48.38 seconds in his Sprite - there are too few quick production sportscars about these days, especially considering their suitability for both road and competition use which makes for cheaper sport. Andrew finished second to Jack Oakley in the sportscar class.

PALMER HEAD HILLCLIMB 3/9/66

Under 1000 c.c. Saloons

1. Alan Harvie	Austin-Cooper	50.19
2. Russell Speedy	Austin-Cooper	51.84
3. Max Ravenscroft	Austin A40	51.93
4. C. W. Lyon	Mini-Cooper	52.18
5. David Stephens	Morris-Cooper	53.00
6. Bruce Martin	Morris-Cooper	53.08
7. P. Kerr	Austin A40	54.58
8. Phillip Housley	Austin A40	54.84
9. Mike Galvin	Morris Minor	55.65
10. Paul Ransom	Ford Anglia	59.90
11. Rex Atkinson	Austin Mini	63.24
12. Terry Huxford	Ford Anglia	67.44

1001-1600 c.c. Saloons

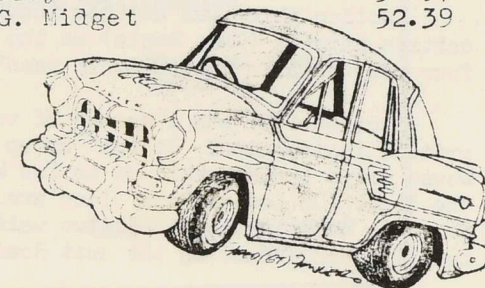
1. Bill Bryce	Austin-Cooper	44.35
2. Gary Huxford	Ford Anglia	47.08
3. Robin Smith	Ford Anglia	47.75
4. Dick Butters	Ford Anglia	48.37
5. Rick Cooper	Ford Cortina	49.89
6. Paul Barnard	Ford Anglia	50.07
7. Richard Pugh	Ford Anglia	51.12

Over 1600 c.c. Saloons

1. Peter Bennett	A40-Ford	43.44
2. Hamish McLeod	Ford Anglia	44.28
3. Bill MacPherson	Holden	47.38
4. Angus Cameron	Valiant	47.39
5. Alex Wilson	Anglia-Chevvy	47.45
6. Malcolm McGavin	Triumph 2000	54.33
7. M. Kerr	Humber 80	56.50
8. John Jowers	Wolseley 6/80	63.16

Sports-cars

1. Jack Oakley	U2-Ford	45.73
2. Andrew Hughson	Healey Sprite	48.38
3. P. Holland	JRM-Ford	51.12
4. John Alderson	Healey 100	51.97
5. Rod Kirk-Burnand	M.G. Midget	52.39



MID-WEEK NIGHT TRIAL (23-8-66)

The Morris and Bailey households still ring to the cries of "We did it!" (Not an original opening line, but a very appropriate one.) It is quite satisfying to laugh at those hallucinating cretins who reckon they saw us off course. Or perhaps they have the last laugh as they're probably watching Bonanza while this is being written.

This mid-week night trial, the fourth, had possibly the best attendance yet. The word must be getting around of the high standard of organising going into these events.

The accent was on navigation rather than time-keeping with only two checks and three controls (one of which was scrubbed), and four check-boards. The average speed seemed to be just about right, allowing pleasurable brisk driving and yet not too fast to make regaining lost time impossible.

After the usual rush to arrive at the Club rooms "not quite too late", and documentation we headed off through town along the main route on a touring section. After four sets of red traffic lights, theatre traffic, and having to stop to thump the generator cut-out, the Hutt Road was burned up and we continued along Petone Esplanade to the control on Gracefield Road.

Section two was given as straight-out directions which took us acute right over Wainuiomata Hill and followed with an extensive tour of the Wainui Valley. The first check-board was to be found by some after a very sneaky second left which is actually a service lane running behind the new shopping centre. Several instructions later "go left after passing two bus shelters on your left", took us down a dirt track to a ditch about 5 feet deep. Not having 10 feet wheels we thought that this must be incorrect so we tried the next left which was a dirt track ending up at a pile of shingle. The next left seemed to fit in as we ended up at check one.

More directions and check-board two was met, high up on a lamp-post. We actually missed this one but a few more directions looped us around to pass it again. This time we saw it so signed twice and carried on. With all the construction work being carried out in this area a mud section was expected, but unfortunately this did not eventuate and we were directed out of the Valley to the control at "Glad Hill-on-Wainui hill".

Section three was another touring section in which we were directed to follow certain streets (Main Route) on the map to the bottom of Normandale Road where section four started at a control that wasn't there.

Section four was a number of very well drawn Tulips intermingled with the odd written instruction. It took us up Normandale Road and in a round-about way down Dowse Drive (Moungaraki) on to the Western Hutt Road. KoroKoro was the next one on the list. Up London Road, loop around Singers Road to find a check-board, and down KoroKoro Road to find check two waiting around a blind corner for unsuspecting four-headlighters. Once on the Hutt Road again, it was full sail to Willeston Street

Wellington where after we had thrown timepieces at the final control, the Casa Fontana back-room was taken over to await results. Unfortunately owing to a "technical hitch" these were not available that night.

Many thanks organisers for a very well run trial.

Jayne and Jeff

RESULTS:

Car No.	Driver	Co-Driver	Points Lost	Placing
1	Brian Nobbs &	M.G.Reid	430.4	11th
2	A.J.Brough &	Edwin Brough	478.6	13th
3	K Foulkes &	Mrs K Foulkes	42.7	4th
4	Niven Piane &	Bruce Paine	253.0	7th
5	Terry Huxford &	Mike Galvin	376.6	9th
6	Matrin Nichols &	David Morgan	508.3	12th
7	Steve Lachman &	Pat Tollan	37.1	2nd
8	Jeff Morris &	Miss Jane Bailey	28.8	First
9	Ross Burney &	Lance Elliot	414.1	10th
10	Lionel Jackson &	Peter Parnell	288.0	8th
11	Walter Sneddon &	Frank Penman	Ret.	-
12	Bruce McLean &	Rory Hoy	236.0	6th
13	John Reid &	Derek Etherington	56.3	3rd
14	Gavin Beaumont &	Ed Conroy	254.3	5th
15	J.D.Combs &	C.Mard.	Ret.	-

Check-by Check results follow..

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PROPS. S.J.HENDERSON
J.T. TIHEMA

Car No.	CONTROL 1	CHECK BOARD 1	CHECK 1	CHECK BOARD 2&3	CONTROL 2	CHECK BOARD 4	CHECK 2	FINAL CONTROL
1	21.9L	180mc	15.2E 5Sig	0	26.3E	0	96.0L 5Sig 40Lits	71.0L
2	3.6E	180mc	35.8L	180mc 180mc	27.0L	180mc	180mc	12.2L
3	21.9L	0	9.7E	0	33.5E	0	6.9L 40Lits	13.7L
4	6.4L	180mc	15.3L	0	0	0	25.0E	25.3E
5	8.4L	180mc	9.2L	0	16.0E	0	59.5L 5Sig	98.5L
6	0	180mc	0	0	15.5E	0	127.8L 5Sig	180max (150w/a)
7	0	0	7.2E	0	26.3E	0	4.6L	2.0E
8	8.4L	0	6.7E	0	0	0	0	13.7L
9	16.9L	0	18.7E	0	16.5E	0	15.7E	18.3E 150w/a
10	21.4L	180mc	28.3L	0	16.0L	0	23.6L	18.7L
11	26.9L 5sig	180mc	84.3L	0	115L	180mc	180mc	-----
12	16.9L	180mc	4.2E	0	0	0	11.5L 5Sig 40Lits	8.4L
13	0	0	14.9L	0	22.7E	0	5.4E	13.5L
14	7.4L	0	4.2E	0	23.5E	0	180max	19.2L
15	20.4L 5sig 40Lits	180mc	33.8L	180mc 180mc	81.0L	180mc	not	-----

When the idea of holding a night trial of only two hours duration each month first came up for discussion, I was very dubious about it. How could an organiser set an interesting event in the small amount of trialling type land around Wellington (after all we can only go north) and yet keep them different? I thought that they would all be the same and that after you had competed on one such trial you to all intents and purposes had been on the lot. "In the light of present day developments let me say just this"- I was wrong. These events have worked they are working and as far as I can see will continue to do so.

The latest of the series, organised by Mike Burch and Jim Gratton, measured up to the high standard of the previous events and I would go so far as to say that this was the best of the ones that I have competed on. With sub touring sections (little or no timekeeping), tulip diagrams and some rather tricky timekeeping the event was dubbed by some a "Baby Shell".

The trial was run in four sections, the first of which began at the club rooms and went by almost the shortest route to Gracefield Rd in Seaview. Section two, the hardest section of the trial, wound round and round and round through Wainuiomata. Not a section designed for two man crews with quite a few average speed changes and very rapid fire navigation. The section ended atop the Wainui Hill heading out of the valley. Section three, another 'transport section', took us to the bottom of the Normondale hill, where we went straight into the last section. Up Normondale we went on Tulip diagrams, down to the Hutt Rd and then up Korokoro. The Tulips were, thank heavens, accurate and it was a pleasure to do them.

We came right back into Wellington on Tulips. The Final Control was in Willeston St. and everybody adjourned to the Casa to await results, and wait they did, for the organisers were unable to produce a set of results that night.

Apart from the lack results a very well thought out trial, accurate and interesting and most certainly worth going out to. I move a vote of thanks to all concerned with the setting and running of the event.

'aardvark'

1966 BLOSSOM TRIAL

A GOLD STAR WIN FOR WELLINGTON CAR CLUB

This year's Blossom effort started for some Wellingtonians at around six in the morning (!) on Saturday 3rd September with the uplifting of crews and a general procession of some ten cars to Havelock North. Exchanges of "Good Heavens, you got this far!" followed. Carts were checked, fuelled, scrutineered (sort of) and decorated. Crews documented, ate, and "last minuted."

Came two in the P.M., and the Nurgs were off. The first section was a loop via Waimarama to Argyll, a point North-West of Waipawa. The average speeds started off as ordinary Blossom type averages. Then a voice from the back seat murmured that the average was now 48 and if he tightened his seat belt would I please hurry because we were now one minute late. This sort of average is good value for keeping all present on their toes and loud pedals, and for upping the mortality rate of 965cc donkeys.

Section two kept up the good fast work, taking most through the Onga-Onga - Tikokino areas (Ongatiko to the natives) to a point on Middle Road just south of Havelock North. This was a map reading section as far as the bottom of the Sanatorium Hill at Waipukarau. A classic situation here, with road names on the map disagreeing with those on the ground - a fact which bogged many competitors. Then a "third left after third right" thing which took us almost into the Waipuk. River. And then via Patanga to Middle Road.

Section the third was a mighty map-reading monster using a lurking dreadful gated mud track as part of the shortest route. This was fine if you were the type who could chortle gleefully "Ah hell, that thing again. They do this every year!" But a bit rude for those who drive with CRI's in one hand and Red Book in the other. (How do they hand-spot though?) One check on this section and then to a refuel and fodder stop for an hour and a quarter at Havelock North and the Bridge Pa clubrooms of H.B.C.C.

Next was a touring section to Waipuk., starting with a "second left" after leaving the clubrooms. Many bods missed the first left, a sort of road thing, and sailed off into the west, knocking up an extra forty-odd miles.

Then there commenced a section reminiscent of the notorious section ten of the Wellington Shell - an unholy mixture of turns, distances and speeds, some of which bore scant resemblance to reality. One does not always expect two-tenths of a mile in fourteen seconds to turn out to be half a mile in a wee bit longer. Nearly every competitor lost most of his points on this section - the winners lost 216. A good section from the driver's point of view - we were constantly late, and going like fury to make up time. Rather startled a Beetlepeasant by turning a bit soon for a left-hander, proceeding sideways (I kid you not) down the road with two wheels airborne, charging down, avoiding sundry poles, and disappearing down the road on his left by extreme good fortune.

The last section was mainly a trip through a forestry road, complete with a Ford (as in wet, not Henry) and road-dwelling boulders of hair-raising magnitude. The average through the first part of this was 14. Then, with a slight improvement in the surface, it shot to 34, and a goodly flog was had by all. Once on the seal again, speeds became a trifle fast for a very Standard Ten to hold - about 50 in fact.

And so with a howl of stopping rubber to the final control at Bridge Pa.

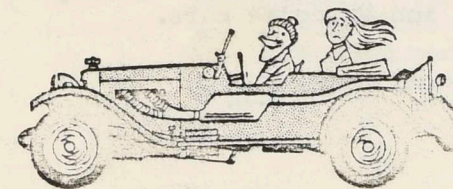
There followed the usual bedlam of post-mortems, vehement protests (very few of which seemed to be put on paper), and an orgy of "did you get that.."

All in all a most unusual Blossom, averages were way up, and a wrong slot anywhere meant you were late and stayed that way, unless you happened to be in something like a Cooper S.

Ecurie Nurg

RESULTS

1.	M. A. G. Burch	Wellington Car Club	Standard 10	322.
2.	H. J. Waller	University of Cant. C.C.	Vanguard	384
3.	B. A. Robson	R.A.T.E.C.	Zephyr Mk III	390
4.	R. J. Rolfe	R.A.T.E.C.	Humber 80	436
5.	W. J. Martin	N.S.C.C.	VW	653
6.	S. C. Boreham	Rotorua C.C.	Morris 1000	985
7.	A. T. R. Leggoe	H.B.C.C.	Triumph 2000	1049
8.	C. W. Holt	Hamilton C.C.	Simca Etoile	1064
9.	H. Hawtra	R. A. T. E. C.	V W	1114
10.	J. Sloan	H. B. C. C.	Triumph 2000	1131



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B	U	S		M	V		T	R	S
A	O			E		H		H	
C	I	N	T	U	R	A			I
K		A			X			R	
			N			L	A	K	E
E	R	S	K	I	N	E			

Results of Crossword Number 3.

MONTHLY CROSSWORD NUMBER 4 -

CLUES - ACROSS.

- 1. Jowett sports car.
- 5. Six cylinder Morris.
- 6. Small Italian Fiat-based sports car.
- 8. 500 c.c. German car now out of production.
- 9. Magic ---, tiring equipment.
- 11. --- Dietrich, old French car.
- 13. Mimo ---, Founder of Centro Sud racing team.
- 14. Driver would be uncomfortable without one of these.
- 15. Jean Pierre ---, famous French racing driver.

CLUES DOWN.

- 1. Luxury English sports coupe.
- 2. --- Jones.
- 3. Buick.
- 4. --- Makinen.
- 7. Chrysler luxury car.
- 10. De luxe Vauxhall.
- 12. They race on this in Scandinavia.
- 13. Small German saloon.
- 14. This designates fuel injection Mercedes cars.

G. J. L.

INTERNATIONAL

NEWS

with NORM. HARVEY

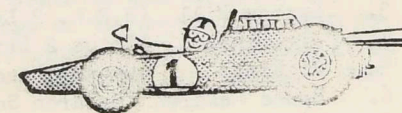
1966 FRENCH GRAND PRIX

On July 3rd 1966 the Motor Racing Circus was at Rheims for the 1966 French Grand-Prix. Seventeen starters lined the Grid, and Lorenzo Bandini (Ferrari) led first time round, followed 3 sec's later by Jack Brabham (Brabham Repco) who was closely followed by Mike Parkes (Ferrari), with the Works Cooper Maseratis of Chris Amon (on loan from McLaren) and Jo Rindt, who was in turn being challenged by Graham Hill on the 2 litre B.R.M.

On lap 4 Graham Hill went after Mike Parkes; the two Coopers having struck difficulty at this early stage. Then coming out of Thillois Hill gave the B.R.M. all it had, passing Parkes Ferrari at over 160 M.p.h., for 10 laps this battle held the attention of the crowd, until the gallant pair of Hill and B.R.M. gave up, a cam shaft breaking under the tremendous strain. This bet Denny Hulme (Brabham) up into 4th place behind Parkes, who was 50 sec's behind Jack Brabham, who in turn was 9 sec's behind the Ferrari of Bandini.

This state of affairs continued until Lap 31, when with a lead of 36 sec's Bandini coasted to a halt at Thillois, letting J.B. Up into 1st place, with 50 sec's back to Parkes. Jack held 1st position from Parkes, followed by Denny Hulme, and this was how they took the chequered flag, giving Jack his first Championship win since Portugal 1960. The win also set another record; the first driver to win a world Championship race in a car of his own manufacture.

- Results:
- 1. J. Brabham (Brabham Repco V-8) 1 hr. 48 mins. 31.3 secs. 136-89.8mph
 - 2. M. Parkes (Ferrari)
 - 3. D. Hulme (Brabham Repco V-8)
 - 4. J. Rindt (Cooper Maserati 3000)
 - 5. D. Gurney (Eagle Climax 2.7)



BRITISH GRAND PRIX

At Brands Hatch, Kent on July 16th, Jack Brabham repeated his performance of the previous weekend by winning the 1966 British Grand Prix. Though not the most heart stopping Grand Prix this season, it did establish another world first from Jack Brabham. It provided the first occasion on which a Driver, driving a car of his own design, led both the Drivers and Constructors World Championships.

There were 20 Starters, and at fall of the flag Brabham was first away followed by Don Gurney (kn an Egle Climax 2*7), Denny Hulme (Brabham Repco) and Kim Clarke (Lotus Climax), as the cars came out of clearways Jack had a 2 sec. lead over John Surtees (Cooper-Maserati), John having resigned from Ferrari with Graham Hill following on the B.R.M. By the 15th lap J.B.'s lead had increased to 12 sec's over Surtees, and Graham Hill and Jim Clark were having a great fight for 3rd place.

Then as if to prove the reliability of the Brabham Cars, Denny Hulme, sliced through through the field in a couple of laps to take second place, in doing so, he rocketed past three World Champions. Shortly afterwards, Surtees started to fall back, on lap 45, Jim Clark was in the pits for more brake fluid, his battle with Hill (B.R.M.) having its affect on the brakes. This stop dropped him back to sixth slot, and he promptly set off again to catch Hill. With five laps to go, Clark passed the slowing Cooper-Maserati of Rindt, but he was unable to make up the time between he and Graham Hill. And so J.B. won his second G.P. in a week, covering the 212 miles in a time of two hours, thirteen minutes thirteen point seven seconds in the process he also set the fastest lap of one minute thirty seven seconds, at a speed of ninety eight point thirty five miles per hour. In second place was Denny Hulme, in a time of two hours thirteen minutes, twenth three seconds, who proved once again that apart from being one of the three fastest sports car drivers in the world (the others Chris Amon, Bruce McLaren) he is undoubtedly one of the fastest single seater drivers also, and possibly a future champion. Behind Denny was Graham Hill in a two litre B.R.M., who once again drove a great race to lead Jim Clark across the line.

In sixth place was Bruce McLaren in a McLaren Serenissima who gained one championship point. The McLaren team had worked all night to fit the Italian engine, and Bruce got only a few practice laps.

Results.

1. Jack Brabham (Brabham Repco V-8)
2. Denny Hulme (Brabham Repco V-8)
3. Graham Hill (B.R.M. 2 Litre v-8)
4. Jim Clark (Lotus 2 Litre V-8)
5. Jo Rindt (Cooper Maserati 3000)
6. Bruce McLaren (McLaren Serenissima V-8)

Before the Grand Prix a supporting sports car race was held, and since the second McLaren single seater was not yet completed, the McLaren Elva fitted

with the 5.4 litre experimental Chev V-8 unit was brought back from Canada for Chris Amon to drive. (This was the car Bruce drove to win in Canada the previous weekend.)

Chris had not driven this car before and he only managed one practice session, even so he scored fastest lap at 96.36 m.p.h., equal with Dickie Atwood in the 6 litre Lola.

Amon was undoubtedly pre race favourite, and he set off after Attwood hounding him all the way, Attwood lost control on the back or the circuit, Chris slammed in to the Lola, and both cars came round tailing the field, which was now led by Hugh Dibley in another Lola.

The left front of Amons car was rubbing against the tire, but he had the crowd on its feet the whole way round the circuit as he battled through the field. With five laps to go he was on Dibleys tail, and Chris tried to get past, then, on the second to last lap Dibley "shut the gate" on Amon at Druids Hill and Chris skated onto the grass, he controlled the skid and got back onto the road, but, Skip Scott driving another McLaren Elva slipped into 2nd place and Chris could not get past him, and he finished 3rd after a wonderful drive, which had the crowd onto their toes from start to finish.

SPORT IN SHORT

The latest news from Germany is that it is planned to recondition the Avus Track in Berlin, with it is said a view to holding Grand Prix events. (Hell hope not last big race day there Jean Behra was killed).

It is with regret that we publish the death of another well known English Sports Car Driver: Dick Protheroe. Dick who was 44 was killed whilst practising for the T.T. at Oulton Park during an unofficial Practice Session. His newly aquired Ferrari 330P went straight on at Druids Corner. This is a great loss to the British Racing Fraternity, and he will be greatly missed.

Cacho Fangio, son of the old Mastro Juan Manuel Fangio is in Britain for a season, which will include some events in Europe. He will be driving a Lotus F.3. for the Charles Lucas team, he also hopes to have a few outings in a Ferrari G.T.B.

Well you probably know, a new International F.2 comes into effect in 1967, and Cosworth are on the ball again. Tests so far on their 1600CC prototype are very encouraging. And readings on the bench have been as high as 195 B.H.P; though this figure is not consistantly produced, it is hoped to be the minimum, by the time the formula comes into being. And the cost, well probably around £2500.

Rover have withdrawn their team from Rallying, it is according to a works spokesman "merely a temporary measure". The reason being given is, that the new 2 Carb modified version of the Rover 2000 has created such a demand in the U.S. A. that more time is needed to fullfill orders. It is interesting to note, that the modified 2000 is made only for the American market, much to the anger of the British motoring public. The Rally team however is expected to be in operation again for the 1967 season.

SEPTEMBER & OCTOBER BULLETINS

WE apologise to members for the long delay in production of the September Bulletin, but are pleased to find, from the number of enquiries as to its progress, that some readers, at least, like what we do present!

We hope that the October Bulletin will be with you before long, and also that we will have a new cover design ready in time for the November number.

We have not yet prepared the new cover design, and are looking for a good one; so if you have any ideas, whether on paper or "all in the mind", please let the Editor know at once.

CASA FONTANA
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ROOM AVAILABLE FOR PRIVATE BOOKINGS

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■■ with END GAS

from all over...

THE RACING SCENE

Arriving about the middle of next month is Graeme Lawrence's Formula Junior Brabham which differs in many ways from his previous car. Apart from the fact that it is three years later, it is lower, more streamlined, has a shorter chassis and wider wheels. Also moving into something a bit faster is Tony Lawrence who will race a 1966 Lotus Cortina which is modified to works specification. Tony has been working in London for Charles Lucas Engineering who run the official Team Lotus in Formula 3. Tony was mechanic for Piers Courage and has travelled to all the world Formula 3 events including Monaco, Barcelona, Monza, Pau and all the English circuits.

- Wanganui C.C. Bulletin

Driving for Fiat in the Wills 6 hr race at Pukekohe in October will be Graeme Lawrence in a 1500 Fiat and Tony Lawrence in an 850 Fiat.

- Wanganui C.C. Bulletin

Dave Simpson will probably drive the Rothmans Cooper this season. Denis Marwood may get a new Rothmans car, probably a Brabham.

Canterbury Car Club's Bulletin recently got with it! Quote:

"I'm sick of the old slogan 'Speed Kills' and suggest humbly the Traffic Dept., try another one like 'Caution is no substitute for Skill'.

Also from Canterbury C.C. came these items:

B.M.C. will soon be announcing a new 'big' Austin Healey powered by a 4 (?) litre, 250 BHP Rolls Royce motor. B.M.C. had recently produced 2 million front wheel drive cars - 1,219,007 Minis, 734,695 1100's, and 46,228 1800's.

Group 5 Lotus Cortinas are putting out 185 BHP so this racing, set

down for our 1967/8 season, should be as good as our all-comers have been in the past.

COMING ALLCOMERS (More from Canterbury C.C.)

John Riley from Auckland has purchased a Lotus 19 Sports body for his 2½ Lotus and will undoubtedly be one of the top contenders for the Sports Car Championship. John is trying his hand at saloon car racing also this coming season in a very special Anglia, fitted with a fuel injected alloy 3½-litre Buick V8. The weight of these motors is only 315 lbs. which is not much heavier than the standard Anglia motor so this should be a real flyer.

Among the Canty boys who are hard at it are a handful who are tweeking A40 Farina's; topping the list is Ron Rutherford who is fitting his 160 bhp Lotus motor with the best of Cortina running gear and the usual 'Grant' body. Also on the list are Fred Turner, David Crow and Clyde Collins. Warner Collins in the black Lotus/Anglia will be up there too, so possibly the tracks will need to be widened to accommodate all the quick cars... Warren Hensley is rumoured to be fitting a Chev V8 into the Dauphine, so he, along with Jim Miller and Neil Doyle, should be among the faster Farina's, Anglia's, Fowogs and the others we haven't heard of yet.

THREE DOWN, ONE TO GO...

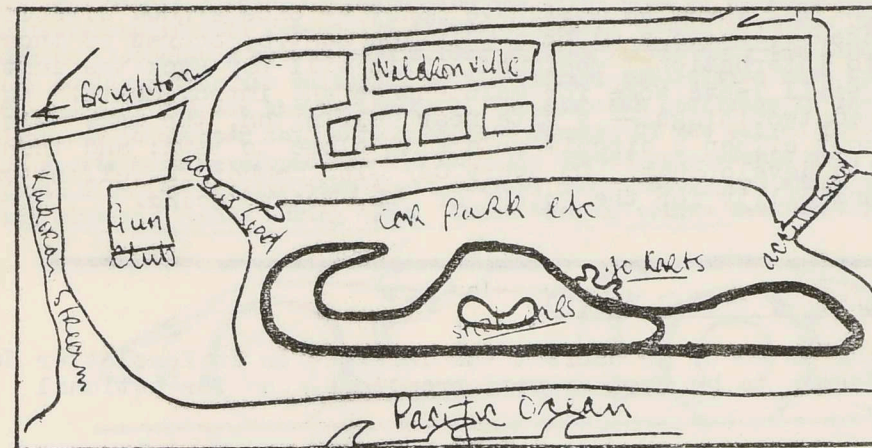
It looks as though Wellington will be last among the 4 main centres to get a home for its MR... reproduced below, directly from "Wheelspin" (Otago S.C.C.) is advance information on Dunedin's new circuit at Waldronville.

Although it is over a year since the first moves were made in the search for a permanent home for motor racing in Dunedin there has been a lot of behind the scenes work done and with the final approval having been given by all of the bodies directly concerned with the project progress should be much more rapid. When actual construction work starts on the site at Waldronville it will be done in three stages. Stage one covers the formation of access roads, terraced car parks and spectator areas and a hard packed clay circuit. This circuit is to be ¼ of a mile in length, kidney shaped and 30 feet wide. The circuit will be used in the main by the stock cars as a revenue maker but will be suitable for our 'grass' circuit meetings. It is felt that with proper viewing and parking facilities this could prove to be quite an asset.

Stage two and this is the part that really concerns us covers more in the way of access roads and the laying down of a mile and a half permanent motor racing circuit of some 30 to 40 feet in width. Also included in this section is a ¼ mile, 15 ft. go kart circuit.

Stage three is the final and at this stage really only a tentative thing and includes further extension to the permanent sealed track bringing it up to 2.25 miles. Considerable thought is being given to the final shape of this circuit but to this writing no definite plan has been decided upon. In laying out such a project as this probably the most important aspect is spectator appeal and safety for without people to come

along and look, not forgetting the money side of it for one minute, you might as well close up shop and play ludo. To this end the whole spectator area will be terraced offering a complete and uninterrupted view of the whole set-up. There are several avenues of thought regarding the shape of the track proper but the main ones seem to be several fast sweeping curves with a half mile straight or a mixture of fast and medium speed corners with one hairpin and the half mile straight. It would seem that no one wants a Kickey Mouse circuit with two bends every ten seconds. Altogether although progress has been slow there is an air of confidence and solid work about the organisation.



Still on the race circuits theme, we reproduce from the Auckland Car Club Bulletin some news on Pukekohe, virtually the home of N.Z. MR. today. Note the remarkable change in attitude of the Franklin (horse) Racing Club, owners of the land, from misgivings at the early stages to the point where they now help press the case for Sunday racing on a "club" circuit.

The Franklin Racing Club have recently given their consent to the construction of a connecting length of track to form a Club Circuit. This new portion of track will broadly speaking connect the 'Elbow' with the 'Railway Corner'. The finance for construction to be made possible is generously being provided by the Northern Sports Car Club by way of a loan amounting to approximately £2000 at 5% interest. The N.S.C.C. are hoping to hold their first closed Club Meeting on the 3/4 mile venue on 29th October next. Our Club should be having their first meeting there early in November. The length of the shortened G.P. circuit will be between 1½ and 1¾ miles - perhaps even the 100 m.p.h. lap will be possible.

The Pukekohe Borough Council has refused a request from the Grand Prix Organisation and the two major Auckland Car Clubs to stage motor racing on Sundays at the Pukekohe circuit. The Council received 15 letters on the subject from residents of the Borough. This setback to the proposal by, in the main some religious people, is almost unbelievable in so called modern New Zealand of 1966. However the idea is unlikely to be abandoned, in fact it will be pursued all the more with vigour.

(Circuits contd)

The reason for this new approach is the same one that prompted the Bathurst (NSW) City Council to spend \$A20,000 on the Bathurst road circuit, now the permanent home of the "Gallaher 500" (formerly "Armstrong 500"), equivalent of our Wills 6 Hours meeting. What is this excellent reason? -- MONEY of course; these bodies have realised that properly promoted and organised Motor Racing is a sound investment for a community's assets.

Our racing can only exist in future on circuits built for the purpose, and for these we must have money -- once a good circuit is established close to a major population centre, scores of thousands will come to international meetings. This will pay back the initial outlay and still leave some for maintenance and improvements. But first we need two things -- a site near Wellington, the only main centre without either a circuit or a site close to town; and then money for its development. On every Car Club member in Wellington rests responsibility for the future of N.Z. Motor Racing.

CAPACITY CLASSES, 1966/7 RACING

MANZ has asked us to correct the information in Newsletter No. 81. The classes to be used by most promoters, and for national series, are:

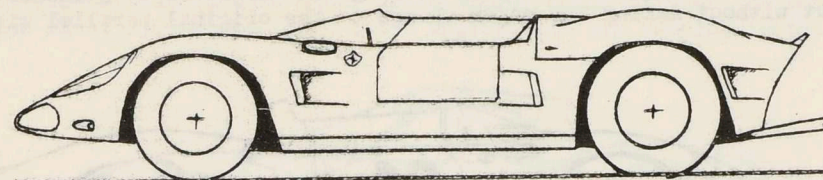
Single Seaters:	2 ¹ / ₂ litres	
	1 ¹ / ₂ litres	
Sports Cars:	Under 1500cc.	(These also when races are divided into sports-racing/prod. sports/mod. prod. sports)
	Over 1500cc.	
Saloons:	Under 1000cc.	(Includes Allcomers and Gp 2)
	1000-1300cc.	
	1300-1600cc.	
	Over 1600cc.	

TOURISTS:	People who travel thousands of miles to get a picture of themselves standing by the car.
LAUGH?	One of our members was heard to say he didn't like bathing beauties - perhaps he has never bathed one.
JOKE?	"Pa, does bigamy mean that a man has one wife too many?" "Not necessarily, my son. A man can have one wife too many and still not be a bigamist"

THE FERRARI 250 LM.

In many ways radical, the Ferrari 250 LM, introduced at the Paris Salon in October 1963, actually follows a quite natural development pattern. Nearly every feature of the car can be traced to some other Ferrari model, and even the body styling, which is one of the most striking features, is a development of an idea first tried by Porsche some two years earlier. However the way in which Ferrari assembled these miscellaneous items created an impact that had not been equalled before or since.

The middle placing of the engine was first used by Ferrari for a F1 car in 1960, and in 1961 became the standard Ferrari single seater. During that year he also played around with a rear engined sports car, the Dino, and by 1962 this configuration was universal to all Ferrari competition cars apart from the GTO coupe. 1963 saw the beginning of the American challenge in the Grand Touring class and to counter this a rear engined Ferrari GT was called for. Thus from the sports cars developed the 250 LM. Its direct antecedents were the 250 P sports cars (or to give them their correct name prototypes) which had dominated long distance racing during 1963. These were of course developed from the type



1962 FERRARI 246 DINO.

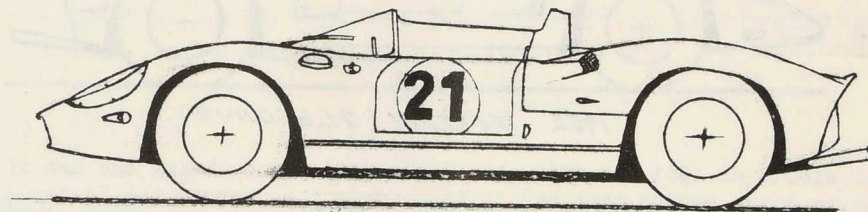
286 SF sports of 1961 and 1962, the major differences being the use of the 90° V12 three litre engine that had in its many guises served the Scuderia so well for nearly fifteen years. In fact the first 250 LM was virtually a 250 P with a hard top and full interior trim.

Because of its close relationship with the 250 P we should consider this car in its proper place as the actual prototype of the 250 LM. During 1961 Enzo Ferrari decided that standardization was a fine idea and so to go along with his then all-conquering rear engined F1 cars he built a rear-engined sports model which was powered by a 2.4 litre V6 motor and was known as the Dino 246-61 sports. This car which debuted at Sebring in 1961 was immensely fast. It led Sebring for several hours until sidelined with steering problems, won the Targa Florio, led at Nurburgring only to be flooded by rain and retire, led at Le Mans only to run out of fuel, and led at Pescara before retiring with more steering damage. Both cases of steering trouble were caused by off-course excursions and not mechanical failure.

This was an auspicious enough first season to convince Ferrari that the front engined Testa Rossa was finished and so for 1962 a three-pronged attack was planned based on a car developed from the 246 Lino, but fitted with either a 2 litre V6 (196 SF), a 2.5 litre V8 (248 SF), or a 2.4 litre (246 SF). 1962 was another year of Ferrari domination in sports car events, with the 246 SF

winning at the Targa Florio, Nurburgring and Le Mans, and Sebring falling to a Testa Rossa. These sports Ferraris were extremely well suited to their task, being comparatively light, at around 1400 lbs, and very compact, as well as being, as is usual with Ferrari cars, very strong.

By the end of 1962 Ferrari was faced with a problem. The V6 engine would not take stretching beyond 2.5 litres (remember it started life as a 1.5) and the V8 which would have, had been dropped through unreliability and Ferrari's reluctance to use an engine designed by Carlo Chiti who had resigned along with 8 other top executives in 1962. His only solution was the old V12/litre. This would give him enough power to stay ahead of the Porsches which on many circuits had been able to worry the 2.5 litre cars by virtue of their lighter weight. As the V12 was a much heavier unit than the V6 many problems had to be overcome, mainly in the handling department. While Ing. Fagnieri revamped the engine, driver/tester/designer Mike Parkes was given the task of sorting out the suspension and this he managed to do by increasing the wheelbase by 3 inches to 95 inches but without making any major change to the original parallel wishbone



1963 FERRARI 250 P

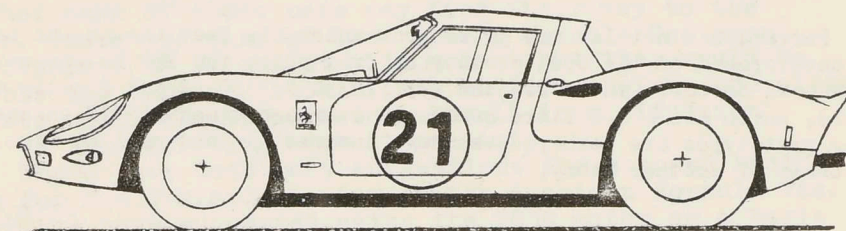
suspension layout. A more effective body shape was evolved but even this did not differ greatly from that used in the previous season. These few changes on the 250 P gained it a reputation as a fine roadholder, John Surtees describing it as follows: "Light throttle gives understeer characteristics and the suspension is designed to make use of tyres that allow change to gentle oversteer. The car is a little heavy in a slow corner so you go to the apex in understeer and change to oversteer as you depart. It is very stable at high speed, but weaves a little in a cross wind." High praise indeed! At Le Mans this stability was most evident when the 250 P was timed at 186 mph with very little drama. The weight was of course up from the previous cars, mainly because Ferrari made the 250 P a genuine prototype with full instruments and carpeted cockpit etc.

The 250 P was first shown to the public in March of 1963 and less than one month later it took first and second places at Sebring. The Targa Florio did not fall to Ferrari that year but wins at Nurburgring, Mosport and Le Mans more than compensated for this. During the French classic the winning car averaged 118 mph and got 8 miles to the gallon to win the Index of Performance which is normally the exclusive domain of the smaller French cars.

These Homologation problems were to dog this car for the first 2 years of its life. Ferrari first applied for it to be recognised in April 1964 but was too late to catch that month's sitting of the panel which decides such matters. Another application was made in time for the July meeting, and this caused the main blow-up between Enzo and the F.I.A. This time the committee sent a representative to Marranello to see the situation. He was shown that during the 3 months, May - July, a total of 37 cars had been laid down or completed. Evidence enough of serious production by a small manufacturer. This however did not impress the F.I.A. and so the 250 LM was once again denied Homologation.

Therefore Ferrari ran the car as a prototype through 1964 and 1965, giving them more power to enable them to run with the Ford GT's which were in the same predicament. 1966 incidentally sees the homologation of both these cars as sports cars under the new F.I.A. regulations which require only 50 cars to be built in one year.

Thus we come to the end of 1963 and the Paris Salon in October where the 250 LM was first shown to an amazed public. Everything about it smacked of the 250 P and it was obvious that no other Grand Tourer could stay on the same track with it. The first 250 LM had a 3.0 litre engine with dry sump lubrication to



1964 FERRARI 250 LM

allow it to sit lower in the chassis and thus keep the centre of gravity down. The body which carried the small plaque of Pininfarina, had a radically abbreviated roof line with the roof slot used on the 1964 GTO and which was a product of many hours of wind tunnel testing by both Ferrari and Pinina. By April and the Le Mans test day, this roof line had been replaced by a sweeping 'fastback' which gave a higher top speed. The final version appeared in May. Bodily it had once again the cut off roof line but this was longer than on the prototype and lacked the roof slot. It was obviously a compromise between the prototype and the Le Mans version. Mechanically the finalised 250 LM still had the V12 with dry sump lubrication but this had been enlarged to 3286 cc. This did not affect the peak power output but it did a superlative torque curve. Technically, if we follow the normal Ferrari nomenclature system, this should have been known as the 275 LM, but apparently 'the Fox' did not wish to add to his Homologation problems and so left the name as 250 LM.

Success came to the 250 LM right from the beginning in the hands of private owners (the factory did not run the cars itself but issued them to factory-supported teams such as Marranello Concessionaries, North American Racing Team, and Equipe National Belge), major placings being gained in many events including

a 1-2 at Rheims in the 12 hours and in 1965 the crowning glory - an outright win at Le Mans. On a lesser scale we saw this car in action ourselves over Christmas and from the way it ran away and hid from our top cars in its class we could see just what a fantastic car it is.

Although built primarily as a track-racing car, the 250 LM is remarkably tractable for road use and has been used exclusively for this purpose by a number of "satisfied customers" (mainly Americans of course). Apparently the only problem involved is where to put the passenger's feet, as in common with all rear-engined 2 seaters the driver sits on an angle and pedals are almost in the centre! However with an alleged price of around £12,000 we can rest assured that not very many are going to pass us along the motorway!

The year 1966 should have been the best in the history of the 250 LM, but unfortunately there appeared to be a reluctance on the part of owners to race them! At Le Mans not a single car was entered to face the four Ford GT 40's. A pity, because none of these cars finished and the 250 LM would surely have been able to cope with the Porsche Carrera 6 which dominated the sports class and took 4th, 5th and 6th places overall. As it was, only one Ferrari finished, this being a production 275 GTB (Genuine Grand Touring Car) which came in 8th, not so very many laps in arrears.

Ferrari has not let the grass grow under his feet though and has continued the development of the open prototypes from which the 250 LM was developed. These have become, (in order) the 275 F, 330 F, 330 I2 and finally this year 330 F3, which has a 4.0 litre quadruple overhead camshaft V12 engine. These later prototypes are perhaps even more interesting and will at some time form the basis of another story.

-I.C.H.P.

SINGLE SEATER RACING IN NEW ZEALAND by G.J.L.

For several seasons now, spectators at New Zealand National race meetings have been treated to a feast of boredom from events featuring single seater racing cars. At Levin, the position has been reached where spectators lie down disinterestedly or wander away from viewing areas in a manner normally reserved for motor cycle events. While racing cars cannot be expected to rival the crash-prone saloon cars for spectator appeal, it is obvious that an attempt must be made to revive interest in monoposto events.

With the departure of Palmer's Lotus and the Lesco Brabham for Australia, New Zealand is left with a motley collection of racing cars, although an admittedly better collection than Australia possesses where single-seater racing is also on the wane. Of New Zealand's current crop of open-wheelers, no two cars seem to be on equal terms and most races develop into a dreary procession with cars strung out in line according to

their performance variations. With no European cars remaining in N.Z. after the last Tasman series, the position can hardly be expected to improve.

The best hope for the future would seem to lie with the 1½ litre cars. Several of these cars at present competing here have produced some exciting racing and close finishes. If more people could be encouraged to import these cars, by promoters offering better prize money or by large companies, such as oil companies, sponsoring the importation of these cars, the current bleak outlook could probably be brightened.

A competitive 1½ litre car is by no means a cheap proposition but must still compare favourably with the cost of a 2½ litre car. In England, Cosworth have stated that they will build a 1500cc engine for Australia and New Zealand as long as it is required.

With the current European 1000cc Formula Two being replaced by a 1600cc limit in 1967 many of the current Formula Two cars will become redundant. The highly developed motors in these cars should make them quite competitive with our current 1½ litre cars. Indeed these cars have shown themselves almost equal to the 1961-1965 Formula One cars. It is to be hoped that some of these cars may find their way to the colonies. There are many of last year's Formula One cars lying obsolete in Europe at this moment but they would be unsuitable for here as their highly complex engines and ultra-high costs would almost certainly result in a situation similar to that existing here at present.

There have been many suggestions for a cheap racing formula for New Zealand similar to the American Formula Vee. Some persons have suggested using the IO5E motor as a basis for such a formula. Should a cheap formula be adopted it would take considerable time for a competitive field of these cars to be assembled at any one meeting. Until such a time that sufficient cars were available for a separate race they would be forced to run in the open racing car events as the few 500cc cars still competing do.

With strict enforcement of regulations, particularly those regarding weight, these cars could provide close racing at relatively low cost and should remain competitive for several seasons at least. The introduction of this type of racing could be encouraged by race promoters and especially hillclimb organisers where these cars would be competitive against all classes by virtue of their light weight.

The present outlook can hardly be described as bright and unless action is taken soon by promoters, sponsors, drivers and other interested parties, Formula type racing in this country may sink to a depth from which it might find very hard to recover.

We are deeply indebted to Rotorua CC. for this :

THE ONLY REASON HE DOESN'T QUIT IS HE WANTS TO
SEE WHAT'S NEXT.

(Author unknown)

Dear Sir,

In reply to your request for payment, I wish to inform you that the present condition of my bank account makes it almost impossible. My shattered financial condition is due to federal laws, provincial laws, county laws, town laws, brother-in-laws, sister-in-laws and outlaws.

Through these laws I am compelled to pay income tax, property tax, business tax, amusement tax, head tax, cosmetic tax, tobacco tax, gas tax, poll tax, inheritance tax, light tax, excise tax, car tax, garbage tax, sewer tax, water tax, sales tax, transportation tax and hidden tax. I am required to get a business license, bicycle license, hunting license, fishing license: not to mention a marriage license and a dog license.

I am also required to contribute to every society and organisation which the genius of man is capable of bringing to life: to women's relief, unemployed relief and the Gold Digger's relief. Also to every hospital and charitable institution, including the Salvation Army, Community Chest, United Fund, Red Cross, White Cross, Blue Cross, Purple Cross and Double Cross: Y.M.C.A. and Y.W.C.A., as well as the Wayward Stations for Wayward Girls, Boys' Ranch and Boys' Town.

For my own safety I am required to carry life insurance, health insurance, earthquake insurance, fire insurance, tornado insurance, old age insurance and unemployment insurance.

My business is so governed that it is no easy matter to find out who owns it. I am inspected, expected, suspected, disrespected, rejected, dejected, examined, re-examined, informed, required, summoned, fixed, commanded and compelled, until I provide an inexhaustible supply of money, for every known need, desire or hope of the human race.

Simply because I refuse to donate to something or other I am boycotted, talked about, lied about, held up, held down, and robbed until I am almost ruined.

I can tell you honestly that, except for a miracle that happened, I could not enclose this cheque for payment. The wolf that comes to my door nowadays just had pups in my kitchen. I sold the pups, and here is the money.

— EXHAUST PORT —

Well, when we introduced last month's topic, and the first of the series, we asked for as many opinions as possible, preferably not too long --- and we wound up with only two contributions, both long! However, both are well worth reading from start to finish, so we'll publish them both in full!

First is this one from Jim Gratton, a teacher of post-primary maths and science, who (naturally) is becoming one of our Club's best timekeepers, between "tossing" bouts...

Two-man crew or larger ?

Time-keeping is of prime importance for success in a Gold Star Trial- the top navigators keep on course and the event is won or lost by the time-keeper. Really accurate time-keeping is a full-time job for one man, especially if he is using Larry Reid, slide rule, pencil and paper only. This is also an ill-making task (I take 'Marzine' and paper bags with me.)

For a two-man crew it would be necessary to find a tame mathematician for navigating and then equip him with a Curta (or similar labour-saving device.) Although I am an above-average mathematician I found the combined tasks of navigating and time-keeping for the 'Castrol' difficult. This brings up a problem for two-man crews - money (cash, not Dave). The shares of the running-costs would be greater and little things like Curtas or Speed-Pilots would be virtual necessities. Many of us find that we cannot afford these goodies.

However I enjoyed doing the 'Castrol' as a two-man crew and realize the difficulty of forming a stable 3-4 man crew. This is why I am keen to hear the post-mortems on the coming Alpine Rally and would like to hear comments on the idea of the Club running a trial restricted to two-man crews.

I feel that touring sections to take you from one interesting trials area to another are a good idea. They do give the crew a very welcome break. They type of touring section where you could clock in early are very good value.

A comment on mud sections. I like the idea of a rough section of road which tests the driver and car but mud (I mean mud not just rough or slippery conditions) tends to be unfair as later cars can find the section impassable or blocked by another car.

The other offering last month came from the Club's Trials

Convenor, John Reid. John is known not only as the conductor of a Cooper S 1275 in speed events, but also as a keen trialist of above-average competence in driving, navigating or timekeeping; his professional activities also involve maths, as he is in the accounting biz.

Overseas Rallies and Trials can be divided into two categories ; first is the European rally which is decided by "special sections"- timed sprints over many different types of road- and where navigation is as simple as possible. The second is the American rally which consists of intricate route finding, to strict (but slow) speed schedules, points being lost for earliness as well as lateness.

New Zealand Gold Star Trials use the scoring system of the latter type of event but many competitors and organisers like to think they are involved in something more exciting than an IQ test on wheels. Consequently it is fashionable to demand higher average speeds, more mud-sections and simpler timekeeping to approach more closely the European type of event.

However these demands overlook the fact that our trials are fundamentally navigation and regularity tests and any evolutionary change to the "special section" format could only be achieved by a series of compromises which would leave all competitors dissatisfied and greatly reduce the popularity of Big-time trialling in New Zealand.

Already after a Gold Star Trial to hear one competitor complain that it was "too hard on the cars" while another says "the navigation was childishly simple" while yet another says " too slow and sheer trickery in the instructions" and they are all talking about the same trial. It is clear that people holding such opposing views cannot be satisfied by one compromise event.

The only solution to the problem is the introduction of a new series of events, equal or superior in status to the present Gold Star series, the winner of each trial to be the competitor with the lowest aggregate time over a series of tests on Forestry Roads, race circuits, farm tracks etc. With the possible exception of the South Island Alpine Rally this coming Labour Weekend there have been no moves as yet toward a national event of this type, but something had better be done soon because the present Gold Star Series could be ended by the unrealistic demands of the frustrated yumpers and left-foot-braking brigade.

NEXT MONTH'S TOPIC: The racing side this time -- we'd like to know what our MR types think about this question, taken from a recent Levin MRC Bulletin--

As the forthcoming Motor Racing Meetings at the Levin Circuit are not very far away, what do YOU think of the proposed idea to run the International Meeting along G.P. lines???? As reported in the local paper, the two main races of the day will take up approx., 40 to 45 minutes, which is going to cut down considerably on the number of races held during the day. In your opinion, will this be a good or a bad move?????

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The Badger space frame special, 100E engine, all independent suspension, 105E gearbox.

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STOP PRESS

Next month we hope to have at least two exclusive features - driving impressions of some of the hottest news in competition machinery in New Zealand.

Wait for it! (not too long, we hope!)

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HUTT ROAD

This is
CON-ROD CORNER.....

contributed by David Raine

Colleen and "K" have done it at last. Gerard Anthony Foulkes hit town about 10 p.m. on Friday 9th September. Lap time around 7lbs., we hear.

A certain committee member was navigated by a fellow c.m. into an inextricably adhesive situation on the Blossom while they practised 2-man-crewing for the "Southern Alpine Rally" next month - - - - "stick" with it, guys.

Same gent was observed burning another 10 bobs' worth of Dunlop recently near the Taj Mahal - but possibly reliable source of info. says the Castrol cowboy on the 250 or 350 beat him in the drag.

The Terrible Twins are "Outward Bound". Geoff or John is off to Anakiwa on Tuesday 20th September, and John or Geoff a few weeks later. They should be good map-readers, if they survive, anyway.

Will somebody give Mike Burch and Throg a car for the Southern Alpine thing? Please? - just to shut them up, they're asking everyone they run into for a "sponsored drive"

What's Pat (Wheels Up) Tollan getting all worked up about? This time next month we'll all know.

Congratulations to Derek Campbell on making 4th place in the Javcee young drivers' Better Driving Test. Derek is one of our latest members and takes a keen interest in all events.

Dave King has had to retire from the Committee, as he has found it impossible to fit in the necessary time for Committee duties. At this stage the Committee is not replacing Dave, but may be forced to do so later.

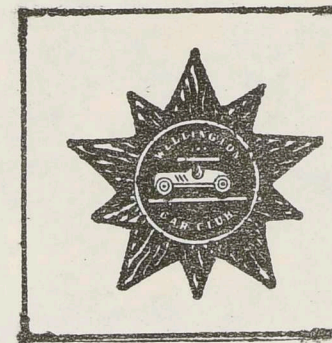
Notice the way peoples' eyes light up when you say "Renwick Flight"? Something tells us you'd better not leave it too late to get the dough to John Swan....

RENWICK

RENWICK

RENWICK

RENWICK



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FLIGHT.

FLIGHT.



12TH NOVEMBER 1966

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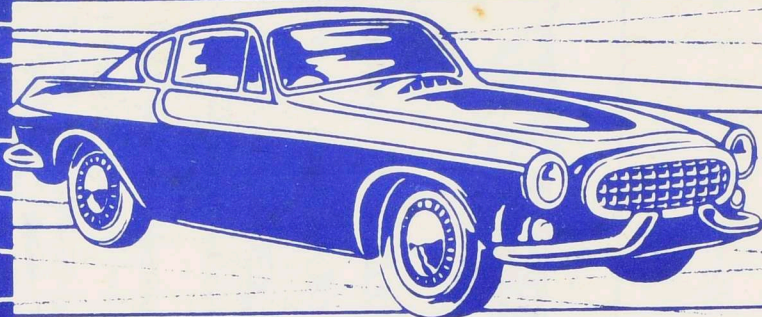
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WELLINGTON
CAR CLUB
(INC.)

Bulletin



OCTOBER 1966

W E L L I N G T O N

C A R
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B U L L E T I N

O C T O B E R 1 9 6 6

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Louise Stanbra

STAFF ARTIST

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 Classification of Meeting: CLOSED RESTRICTED (Invitation) OPEN INTERNATIONAL
 Length of Course: 6 LINES Starting Time: 7.15 PM Duration: 24 MINUTES

Special Conditions: (1) Permit is subject to grant of approval from the appropriate authority for use of venue.

(2) Prior to starting, all participants must sign indemnity on entry form appropriate to the type of meeting.
 (3) Permit is subject to strict compliance with the New Zealand Traffic Regulations, by all persons associated with the event and especially regarding speed limits and lighting (Trials and Rallies only).

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 Permit No 6142 Fee N.A. Date 11/10/66 Secretary/Asset Steward Alex Steward p.p. M.A.N.Z., Inc.

WELLINGTON
 CAR CLUB
 (INC.)
 BULLETIN
 OCTOBER 1966
 EDITOR
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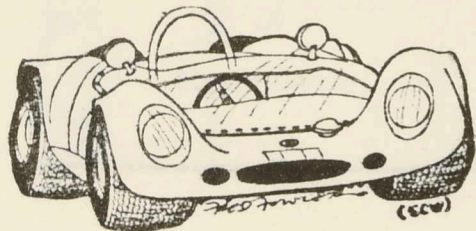
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RAFFLE

THE CLUB IS ORGANISING A LARGE - SCALE RAFFLE

Briefly, the details are these: We have obtained the necessary permit from the Department of Internal Affairs, John Gladhill and Dave McKinney being named as the Organisers. We have had 10,000 tickets printed, at 2/- each. We are offering first-class prizes -- an all-expenses-paid holiday to Australia for two as first prize, and two others of oceans of Supershell. The seller of the winning ticket will get £5. After selling several thousand of the tickets, we will have recouped our outlay, and can add the remaining takings to the Building Fund for Clubrooms completion; but we must get them sold. Books of tickets are available from the Organisers or the Club Treasurer. They are easy to sell -- get some right away!!

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COMING EVENTS



30 October, Sunday - CLUBROOMS WORKING BEE, 9.30 - 12.30.

5 November, Saturday - HILLCLIMB/BENT SPRINT ("Hillsprint") up Alexander Rd. We are allowed to use the full length from the Fire Station to the Byrd Memorial, over 1 mile and probably the longest sealed climb in the country at present. Scrutineering at bottom of hill from 8.30 a.m. Speed extension observations made - this is an ideal course for those with lower-powered machinery, less steep than most climbs.

5 November, Saturday - GUY FAWKES BARBECUE to round off a great day at Alexander Road! From 7 p.m., the site will be described on a notice at the Clubrooms, Houghton Bay Rd. Bring your own food 'n' fuel, the Club supplies the fire - a volunteer as Guy hasn't come forward, yet...

6 November, Sunday - LEVIN "RUNNING-IN" DAY if the circuit is ready - we'll all be welcome to shoot up to the circuit, and (at moderate speed) drive round and round - and round. There'll be a notice at the Clubrooms telling you whether it's on or not - and if not, you can stay for the

CLUBROOMS WORKING BEE, 9.30 - 12.30. Everyone from the Barbecue should be there.

12 November, Saturday - RENWICK GOLD STAR RACE MEETING. Our annual NAC Charter Flight to this terrific road-race meeting leaves Wellington Airport about 8 a.m., returning around 7 p.m. This great day's MR is very, very Good Value, and the associated celebrations (before the plane comes back) even better. Get your SA (yes, that's all!) to Honjohnswan at Quality Paints in Courtensy Place BUT QUICK or you'll miss out....

13 November, Sunday - CLUBROOMS WORKING BEE, 9.30 - 12.30. Specially for Renwick survivors.

15 November, Tuesday - NOVICE TRIAL starts at Clubrooms, Houghton Bay Road, 7-7.15, organised by Geoff Morris and Jayne Bailey and followed by

CLUB NIGHT at 8 p.m. at the new Clubrooms. Films on rallying and racing from Rootes and the Canadian High Commission.

19 November, Saturday - GOLD STAR HILLCLIMB (Wairarapa C.C.) at Admiral Rd, Gladstone (east of Carterton). Details, entries

from our Hon. Sec. Let's have a good, big entry from this club.

20 November, Sunday - WANTWOOD RALLY, N.G. C.C.'s final-round contribution to the WALL CUP series, organised of course by Gary Wall himself. This is the premier invitation trial in the Wellington area - all there to score us some winning points, please! Watch Friday Evening Posts for details.

22 November, Tuesday - MIDWEEK TRIAL, this time an easy, sociable event of novelty nature, by Steve Lachman.

26 November, Saturday - TARAVERA OPEN HILLCLIMB, Rotorua C.C. Box 365 Rotorua. Entries, at 10/-, close 20 November, 8/10 mile sealed hill.

26 November, Saturday - LEVIN NATIONAL RACE MEETING, entries probably close about 5 November with the Levin M.R.C., Box 57, Levin.

27 November, Sunday - CLUBROOMS WORKING BEE, 9.30 - 12.30, followed by

GYMKHANA (closed club) at Winter Showgrounds cinder-surfaced parking area, starting 1.30 p.m.

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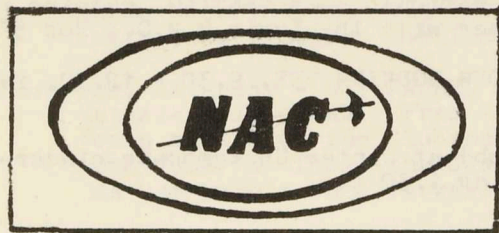
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RENWICK

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RENWICK



12TH NOVEMBER 1966

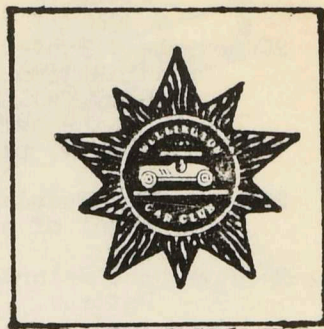
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THIS MONTH'S BULLETIN

....following hard on the heels of last month's bumper 52-page effort, is necessarily a smallish one. However, with several important events coming up soon, and with the opening of the ambitious RAFFLE project, we felt a more-or-less interim issue like this was called for; so here it is.

The RAFFLE is a very important step for the CLUB, and it has been undertaken after many months' thought, after which John Gladhill and Dave McKinney decided to have a go at it. The whole Committee had been reluctant to take it on, all members feeling it was too big a job to add to their existing duties (the amount of organising required is fantastic!)

Now that the Club has opened the RAFFLE, we are firmly committed to selling the tickets flat out, every one of us; if we don't we either lose money or make so little it's not worth the trouble (since we have to provide the prizes in any case). The tickets are very easy to sell, especially in view of the following features of our RAFFLE:-

There are only 10,000 tickets (numbered from one thousand to eleven thousand), far fewer than several recent nationwide raffles in which there have been, e.g., 50,000 tickets but one prize worth about £150.

Prizes' total value is over £225, which is unusually high for a 2/- raffle on this scale.

There are 3 prizes, not a common feature among this size of raffle, either.

A wide choice is offered to the winner, who can holiday in Sydney or Surfers', whenever he likes -- or take the money! The prize was specially chosen to appeal to MR fans who would like a chance to see some Aussie Tasman racing. NOTE WELL that two return air fares are, repeat ARE included in the first prize!

You can get more books of tickets, and hand in sold-out books, at Quality Paints' shop in Courtenay Place, where John Swan will be only too pleased to help (except between 1 and 2 p.m. if possible).

Finally, keep it in mind that the seller of the winning ticket wins £5 himself!

SEPTEMBER CLUBNIGHT

Wellington Car Club members had their first introduction to the newly-appointed secretary of M.A.N.Z., Mr Alan Smithard, at the clubnight held on September 20th. The former A.N.Z.C.C. and its secretary had previously been just names to many members, particularly newer members who were totally unfamiliar with the sport's controlling body and its aims.

Mr Smithard impressed all present with his personality and his undoubted capability. After a brief description of the Association's history up to the present name-change, Mr Smithard was questioned on the Association's views regarding the controversial 'all-comers' saloons. The secretary correctly pointed out that some 'all-comers' saloons were not far removed from stock cars and moves had been made to outlaw them in Australia and elsewhere. It appears that New Zealand will see them for a few seasons at least as most promoters regard them as a definite drawcard. Questioned on the dropping of Levin and Teretonga Park from the 1967 Tasman series, Mr Smithard replied that several of the Australian co-promoters felt that these two tracks did not measure up to international standards.

All efforts were being made to have both circuits reinstated for the 1968 races Mr Smithard said.

Gratefully accepting his honorary membership to the club, the M.A.N.Z. secretary was cautious to point out that all car clubs were definitely accorded equal treatment by M.A.N.Z.

Following Mr Smithard's talk a guest representative from Esso Petroleum entertained everyone with an account of the extremely complicated structure of his company and pointed out that although Esso's parent company is the largest in the world they are unable to market petrol in New Zealand yet. Efforts are currently being made to remedy this situation and it is to be hoped that they will succeed as Esso have an enviable reputation in the support of motor racing.

Excellent films were shown on an English power-boat race and on Jim Clark's attempts and final success at Indianapolis. These films were generously supplied by Ford and Esso.

G. J. L.

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MIDWEEK NIGHT TRIAL

27th September.

The September edition of the 2-hour Midweek Trials was undoubtedly the most controversial of the series. There was a number of retirements, and among the finishers, colossal points losses.

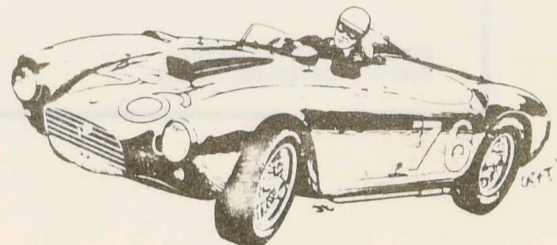
The trial started at the Clubrooms in Houghton Bay Road, and headed off in ever-increasing circles towards the centre of the city, where competitors were welcomed by an enormous crowd at James Smith's corner and other vantage-points around the circuit (sorry, route). Perhaps just before 8 o'clock is not a good time to run a trial through traffic, but it helped get rid of all the earliness we'd built up (joke). A stop over Mt Victoria followed, with more and more competitors dropping out as the roads forgot to fit the instructions, or vice versa. An encouraging sight at the bottom of Alexander Road (a check-board) spurred us on to the Clubrooms at such a rate that we used the wrong entrance-road and were subsequently booked for wrong approach.

The second section started with a straightforward detour (accompanied by a check) that all but one missed, then continued around the Island Bay - Houghton Bay - Lyall Bay area for three hours (would you believe...half an hour?). It was at this stage that the winning car gained its advantage, for the driver suddenly realised what the plotter had been getting at, and there-after successfully made like a mind-reader.

The route continued to the eastern suburbs, where there was a rather cunningly placed check-board, another check, then back to the Clubrooms. Most competitors adjourned to the Casa Fontana, and the organisers, Rory Hoy and crew, came with the results not too long afterwards.

Despite many disagreements among the competitors, I'm sure they all enjoyed the event. We certainly did -- it was different!

-D.G.McK.



RESULTS

Car No.	Driver	Car	Points	Position
1	B.R. Nebbs/M.G. Reid	Mini	1104.1	4th
2	Jim Gratten/Mike Burch	Minor	651	2nd
3	John Gladhill/Dave McKinney	Cooper S	370.7	1st
4	John Marslin/R.Harniss	Minor 1000	138.0	8th
5	Steve Lachman/Pat Tollan	Minor 1000	RETIRED	-
6	A. Brough/E.Brough	Zephyr	1406.2	7th
7	John Reid/Dave Edmonton	Cooper S	1207.7	5th
8	N.C.Paine/B.Paine	Mini	RETIRED	-
9	Gavin Beaumont/ED Conroy	Hillman	RETIRED	-
10	Lionel Jackson/Peter Parnell	Herald	1449.7	9th
11	P.J.Farmer/Dianne Morris	Mini	RETIRED	-
12	Martin Nichols/Frank Freeman	Minor 1000	1248.6	6th
13	Jeff Morris/Jane Bailey	Peugot	919.1	3rd

Car No.	CHECK 1	CHECK 2	CHECK BD 3	CONTROL	CHECK 4	CHECK 5	CHECK BD 6	CHECK 7	CONTROL
1	7.4E	82L	180MC	126.5L	180MC	150WA	180MC	180MC	18.2E
2	6.4E	21.5L	-	14.2I	180MC	148.5L	-	157L	123.4L
3	6.1L	6.L	-	154.6EWA	42.5L	69.L	-	70.5L	22.L
4	156.6L	180MC	180MC	180MAX	180MC	180MAX	180MC	111L	90.4L
5	140.1L	146.L	-	180MAX	180MC	180MC	180MC	180MC	180MC
6	180MC	180MC	180MC	154.1LWA	180MC	180MAX	180MC	93L	79.1
7	5.1L	32.5L	180MC	180MAX	180MC	180MC	180MC	138L	132.1
8	-	81.0L	180MC	112I	180MC	180MC	180MC	180MC	180MC
9	58.1L	71.L	180MC	174.6L	180MC	180MC	180MC	180MC	180MC
10	81.6L	180MC	180MC	111.1L	180MC	177LWA	180MC	180MC	180MAX
11	180MC	180MC	180MC	170.6LWA	180MC	27E	180MC	180MC	180MAX
12	180MC	180MC	180MC	8.6L	180MC	180MC	180MC	180MAX	180MAX
13	-	3.5L	180MC	3.2L	180MC	180MAX	180MC	180MC	12.4E

MAYMORN ROAD BENT SPRINT

On October 1st the Hutt Valley Motoring Club held a 'Bent Sprint' on the wide and well sealed Maymorn Road just north of Upper Hutt.

The course was very fast and plenty of horsepower was required - road-holding qualities being virtually unimportant.

Scrutineering was held at the Seaview Speed Shop on Friday night. Unfortunately only twelve competitors turned up on Saturday - a very disappointing entry for a new and promising venue. Despite a shortage of marshals the organisers coped ably and all competitors received ten runs each which was more than sufficient. Communications were maintained by the Citizens Band Radio Club.

Minis, A40s and Anglias made up the bulk of the entries - a weberized version of one of the latter taking F.T.D. at 29 seconds while reaching almost 90 mph at the finishing line.

Local residents and others wishing to use the road were allowed through after each competing car had crossed the finishing line and no road users were delayed more than 2 or 3 minutes. While most motorists were content to wait the few necessary moments the same could not be said of a police car which drove straight through the 'road closed' signs and proceeded up the hill despite the shouts of marshals and others.

Had the driver proceeded in the same way from the other end of the course serious consequences could have followed.

This event deserved considerably more support than it received and it is to be hoped that the organisers will not be discouraged from repeating this event again next year.

G. J. L.

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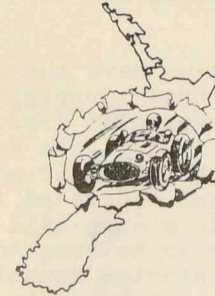
HUTT ROAD

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ASSOCIATE MEMBERSHIP

(1966-67 MOTOR RACING SEASON)



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This form of membership has become very popular and represents a very worthwhile saving to our regular patrons. It will enable YOU to enjoy your Motor Racing at a really nominal charge at New Zealand's best spectator circuit.

Various concessions and privileges will be yours including the following:— Free ground admittance, free entrance to the Pits for the National Meetings plus preferential opportunity to purchase one of the **Strictly Limited** admittance tickets to the Pits at the International Meeting.

With greatly improved track conditions and spectator facilities, and the best ever line-up of overseas drivers for the International Meeting, you are advised to take advantage of this opportunity by **JOINING NOW**.

The dates of the meetings are:— 26th November 1966, 14th January 1967, 18th March 1967.

For an annual subscription of £3, which represents a saving of £1/5/0, you will receive the following privileges:

- FREE GROUND ADMITTANCE
- FREE PARKING
- PIT PASSES FOR NATIONAL MEETING
- PREFERENTIAL RESERVES FOR MEMBERS' STAND
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NORMAL CHARGES				
Nov.	Jan.	Mar.	Total	
8/-	10/-	8/-	£1/6/0	
3/-	3/-	3/-	9/-	
6/-	N/A	6/-	12/-	
6/-	£1/0/0	6/-	£1/12/0	
2/-	2/-	2/-	6/-	
				£4/5/0

If Stand seats are not required ASSOCIATE MEMBERSHIP may be available for £2/0/0.

-14-
MUD PLUG

2nd October..

Unfortunately the weather proved non cooperative and the event turned into a dust plug.

Mr Cottle of Horokiwi was kind enough to let us have the use of one of his paddocks on the side of a hill. It proved surprising how far a car can get up a steep hill providing the grass is dry. Several wiggle-woggles and hill climbing tests were held. John Reid solemnly warned us that no 5-minute allowance would be given if anyone got a puncture due to low tyre pressures. He then proceeded to roll his own front tyre off his rim while negotiating a down hill chicane. Lionel Jackson used some positive thinking as he came to a stop with wheels spinning - instead of giving up he started bouncing up and down on his seat and presto! his car started to move again. Once again this event proved very popular and we are looking forward to the next one.

-J.A.G.

MINIS

1st equal	{ Bruce Paine	13 points
	{ John Gladhill	13 points
3rd	John Reid	15 points
4th	Niven Paine	19 "
5th	Brian Nobbs	38 "

OTHERS

1st	John Marslin	37 points
2nd	Lionel Jackson	39 "
3rd	Dereck Campbell	40 "
4th	Peter Parnell	45 "

• 3 0 0 1 2 5 • R W S 2 1 5 •

John Gladhill	Cooper S	5 F	4 =	14.1	2	9.5	1	23.7	1	16.0	3	19.9	2	13
John Reid	Coopers	11.8	1	15.2	4	10.5	4 =	28.0	3	15.6	2	18.4	1	15
Bruce Paine	Mini	23.8	2	14.3	3	9.6	2	25.2	2	15.1	1	20.8	3	13
Niven Paine	Mini	25.3	3	14.0	1	10.3	3	28.2	4	16.3	4	21.0	4	19
Brian Nobbs	Mini	2 F	7 =	4 F	6 =	10.7	6 =	30.3	5	4 F	8	30.8	6	38
Lionel Jackson	Heralda	3 F	6	4 F	6 =	11.0	8	4 F	7 =	23.0	7	27.8	5	39
Dereck Campbell	Heralda	5 F	4 =	20.0	5	10.7	6 =	4 F	7 =	-	9	-	9	40
John Marslin	Minor	2 F	7 =	4 F	6 =	10.5	4 =	4 F	7 =	24.0	6	4 F	7 =	37
Peter Parnell	Minor	-	9	-	9	-	9	43.8	6	18.6	5	4 F	7 =	45
<u>Total</u>														45

15th October

PALMER

HEAD

HILLCLIMB

BECAUSE it was put on at short notice when Levin circuit wasn't ready in time for the Sprint, and also because of the lateness of the last BULLETIN, and also because the Evening Post somehow left the notice out of its Coming Events list the previous week....well, there wasn't much publicity given to the last Hillclimb; so it was hardly surprising that the entry was only fifteen strong. However, because of the lack of red-hot opposition several members decided to enter some fairly standard machines, as they would not be outclassed for once. This sort of competition at the lower levels is very good to see, adding quantity to the high quality of recent speed event entry lists.

There has been some comment on the fact that, of 5 applicants observed for Speed Extensions, 4 were unsuccessful. The situation was this: three of the applicants had small or medium-small saloon cars in completely stock condition, and were not able to reach sufficiently high speeds on Palmer Head (which is an unusually steep hillclimb course) to demonstrate to the observers that they could probably control a powerful car at racing speeds on a circuit. That the granting of a Speed Extension permits this was underlined by the fact that two of these three were entered for the Paritutu race meeting the next weekend, sharing a hot 970S Cooper which was at that stage in bits at Hamlin & Charles's shop. The fourth applicant did have a powerful car - a good 1275S Cooper - and he tried too hard all day, despite suggestions that he ease off.

Now, really, could the observation panel have approved the granting of a Speed Extension to these applicants, letting them out on the racetrack with our Club's name on the extension approval? There is little doubt that after another try, either with a more powerful car or at a less steep venue (such as Alexander Road or a Levin Sprint) all of them will be granted a licence; it is just dead unlucky for them that they had the wrong combination of lower power and steep hill (in three cases) and a very high power-to-weight ratio and tricky roadholding characteristics in the case of the fourth applicant. Better luck next time, no doubt.

It was pleasing to see Dick Sellens, a stalwart Club supporter and well-known pit-dweller, having a go himself and winning the under-1000c.c. class in his well-modded (though not extensively-modded) Mini-Cooper. Rex Atkinson of HVMC once again turned on a very good effort with his near-standard 848 c.c. Min, while the Chief of the Nurgs tried the New Cam in his Standard 10 and defeated the Chief Cohort Nurg by no less than 8.1 seconds (and

no more either!)

Alex Wilson again trotted out "The Thing" as someone has termed it, and we learned that it is mainly a 100E Anglia, the nose section only being 105E, while the engine is a Bel-Air V8 of 265 cu. in. (4.4 litres). The front wheels are Humber 90 with 2 ins of widening each, and the entire transmission is ex-Jaguar 2.4 (gearbox, diff, 15-inch wheels widened to 6 ins). Despite a miss at higher revs it took Alex to FTD with a 45.55 sec. run.

Second fastest time went to Dickie Butters whose Anglia, still at around 1200 c.c., fairly flew; Dickie's smooth pointing of this beautifully-tuned little car was a joy to behold. Third overall and winner of the "sports cars" class was Bruce Cook in his "Porvair (dare we?), the exciting combination of Porsche with Corvair engine we mentioned a few months ago in the BULLETIN. Although carburetion is not yet sorted and excessive leanness at high revs caused persistent missing, the Doc got his tremendous-sounding little car to the top in 47.82 secs.

Dick Pugh's well-modded 1500c.c. Anglia climbed the hill in a very respectable 49.92 secs, and also doing very nicely was Gray Hughson's 1100 c.c. Sprite, well under the 50-second mark. John Shirer's Zodiac got down to 54.04 secs without undue drama, and even our Speed Convener himself gave his new Noddy Toy a trot, managing a brave 65.92 secs (even!)

Only incident of the day was a Great Dreaded Understeer on the part of Alex Wilson's "The Thing", which took off at a tangent about $\frac{1}{2}$ of the way round the hairpin. All was well, though, as the gorse proved a perfect crash barrier and the car didn't quite hit the bank some 5 feet from the edge of the seal, and was quite undamaged.

<u>Sports-cars:</u>		<u>Overall</u>
Bruce Cook, "Porvair"	47.82secs	3rd
Gray Hughson, Sprite	48.45 "	4th
Dave McKinney, MGTD	65.92 "	13th
<u>Saloons under 1000cc:</u>		
Dick Sellens, MinCoop	53.10 "	7th
Rex Atkinson, Min	59.84 "	9th
Mike Burch, Standard 10	65.37 "	12th
Jim Gratton, Minor	73.47 "	14th
<u>Saloons over 1000cc:</u>		
Alex Wilson, "Thing"	45.55 "	FTD
Dick Butters, Anglia	47.64 "	2nd
Andrew Bagnall, 1275S	48.75 "	5th
Dick Pugh, Anglia	49.92 "	6th
John Shirer, Zodiac II	54.04 "	8th
Patrick Tully, Cortina	60.27 "	10th
Adrian Harding, "	60.33 "	11th

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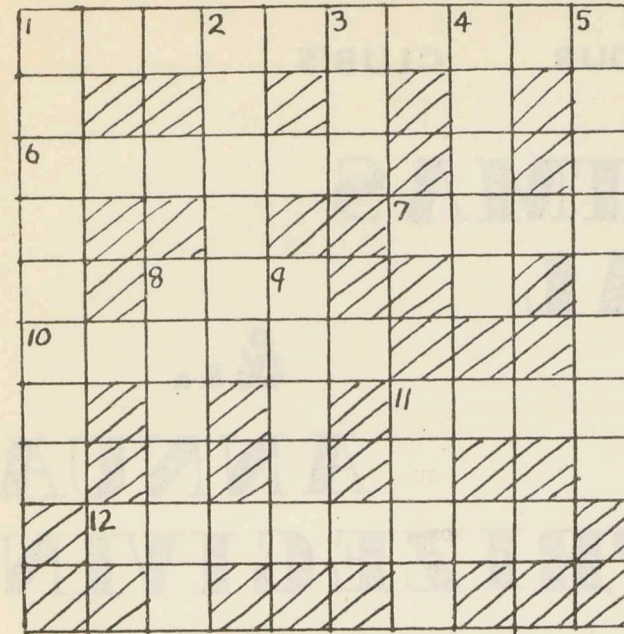
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MONTHLY CROSSWORD
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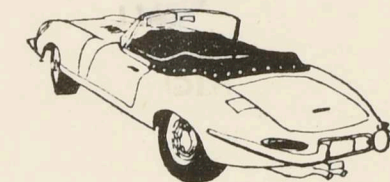
G. J. L.

CLUES - ACROSS.

1. American 'classic' car.
6. Type of bodywork used on expensive cars many years ago.
7. Used in wheel balancing.
8. Heel and ---.
10. Studebaker sports coupe.
11. Baby Ferrari sports-racer.
12. Name given to early Morris Cowleys.

CLUES - DOWN.

1. Famous French car.
2. British truck.
3. This car has a Wankel motor.
4. Old American car.
5. This English circuit has just closed.
8. German Ford.
9. Used in petrol.
11. De ---- tube.



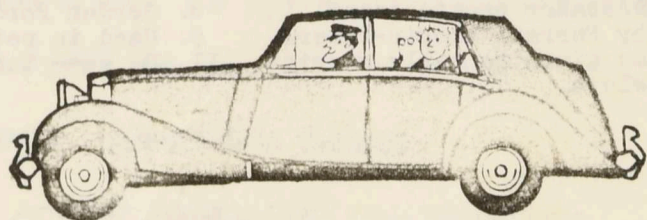
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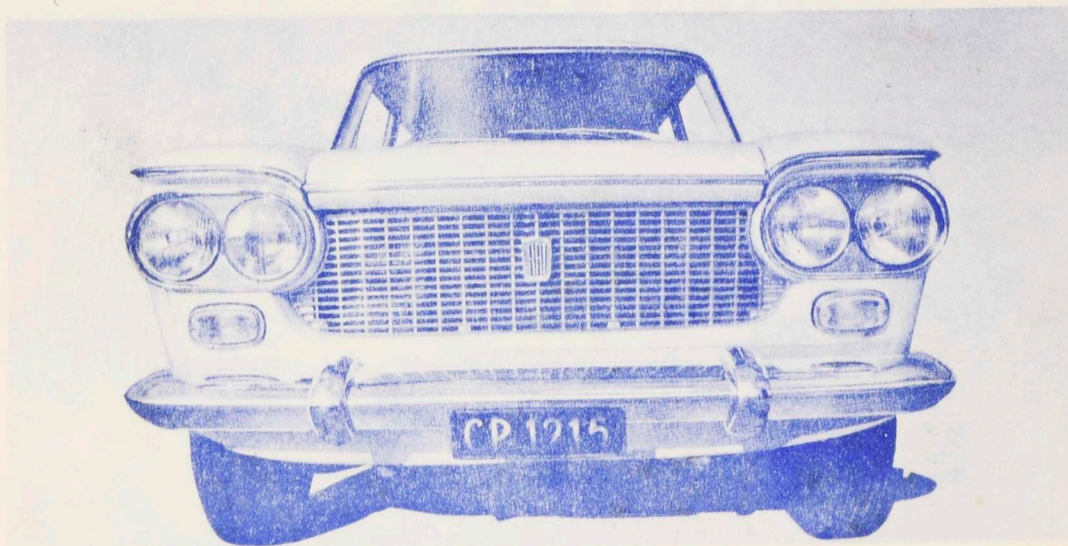
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